







City of Hutchinson Comprehensive Plan

Appendix C 1998 Transportation Plan Excerpts


APPENDIX C


TRANSPORTATION PLAN


POTENTIAL PROJECTS

-  Construction of the east peripheral route and the 5th Avenue SE Bridge and roadway improvements.
-  The eastern peripheral road that will extend from the intersection of CSAH 8 and TH22.
-  A western peripheral route is being considered to move traffic between TH7 and TH15.
-  Recommended the development of a Facility Plan composed of a Bicycle Network Plan and a Sidewalk Network Plan.
-  Transit in Hutchinson was experiencing financial problems and four options were explored:
 1. Continuation of the existing service.
 2. Low-cost system modifications.
 3. System restrictions and modest expansion/enhancements.
 4. System restructuring and major expansion/enhancements.(Options 2 and 3 were chosen from the *Light Traffic Plan*)
-  Improvements or action that should be considered from the *Light Traffic Plan* over the next five years include:
 - * Community involvement- Formation of a Transit Advisory Committee
 - * Marketing- Develop a market strategy to target potential groups
 - * Reservation/Dispatching- use of existing computer software and hardware to phase-in advanced reservations and standing orders system.
 - * Service Refinement- elimination of the circulator/shuttle service; expansion of service to include weekends; addition of a subscription service for commuters.
 - * Management Refinement- changes to administration and operation to increase efficiency; explore privatization of the transit service.
 - * Capital Purchases- look into on-board bicycle racks, on-board dispatching equipment and replacement buses.

APPENDIX C

 Rail lines should be removed west of Bluff Street


 The existing rail maintenance facility may be relocated to the industrial park.


 Changes in the functional classification systems:


- * Change the principal arterial portion of TH22 within the city to a minor arterial.
- * Upgrade North High Drive to a minor arterial.
- * Designate a western peripheral road that serves the southwest as a minor arterial
- * Designate a north extension of the western peripheral road as a collector
- * Change Washington Avenue (Main Street to Bluff Street) to a minor arterial.
- * Change 2nd Avenue SE from a minor arterial to a collector.
- * Change 5th Avenue SE from a collector to a minor arterial.
- * Change Michigan Street between TH7 and 5th Avenue SE and the proposed extension of Michigan Street extension to TH22 to a collector.
- * Change Airport Road (CSHA 8) to a minor arterial from TH22 to the alignment with the western peripheral road.
- * Upgrade Jefferson Street (Century Avenue to Oakland Avenue) to a collector.
- * Change Century (Jefferson Street to Main Street) from a minor arterial to a collector.
- * Upgrade Century Avenue (Main Street to proposed western peripheral road) from collector to minor arterial.
- * Change South Grade Road between Main Street and School Road from a minor arterial to a collector.
- * Change Dale Street (Roberts Road to Century Avenue) from a minor arterial to a collector.
- * Change Roberts Road SW (between School Road and South Grade Road) from collector to neighborhood/local collector.
- * Change eastward extension of Denver Avenue SW from TH 15 to Jefferson Street to an urban collector.
- * Streets that may be designated as neighborhood/local collector streets:
 - Sherwood Street SE
 - Jefferson to TH 15
 - Industrial boulevard SE and the proposed extension
 - 5th Avenue NW/Texas Avenue NW
 - Proposed Water Street NW from 5th Ave. NW to North High Drive
 - 8th Avenue SW and proposed extension from School Road to Roberts Road
 - Sioux Hill Road and proposed extension to CSAH 12
 - 196th Street


APPENDIX C


MAIN STREET / TRUNK HIGHWAY 15


-  Intersection recommendations in Downtown along Main Street for 2nd Avenue South, Washington and 1st Avenue North
 - * New Lane Configuration on 2nd and Washington
 - * New Lane Configuration on 2nd and Washington plus modification to P/P phasing on TH 15


-  Traffic from TH 7 should be encouraged to exit from Main Street on to Franklin Avenue where parking would be provided. A median would consider north of 2nd Avenue to prevent northbound traffic from turning left onto 3rd Avenue.


-  Options to discourage truck traffic from using Main Street and to create additional river crossings options.
 - * Geometric improvements can be made at the intersection of Bluff Street and TH 7 that would encourage truck traffic to use Bluff Street.
 - * A peripheral route around the eastern portion of Hutchinson that will help remove some of the truck traffic from Main Street.
 - * 3M is moving all of its truck access to Fifth Avenue. Truck traffic going to and from 3M should be encouraged to use Bluff Street, Michigan Avenue and the proposed east periphery route.


-  Hutchinson should begin to preserve a western periphery route to help with the development in the southern area of the city.

-  The city should promote more mobility parallel to TH 15 in the downtown. In addition, the city should advocate mobility on Bluff Street.

-  The addition of a second northbound lane to TH 15 at 1st Street North.

-  Grade separation of the Luce Line Trail and reconfiguration of the bridge and intersection near TH 7/15/22.


-  The city, county, and Mn/Dot should consider local traffic signaling changes that would promote the use of other routes other than TH 15.


-  When 5th Avenue is complete, the partners should consider the benefits of signaling this intersection.


APPENDIX C


TRUNK HIGHWAY 7

There were four alternatives were initially evaluated for implantation along the TH 7 corridor (Les Kouba Parkway to Fifth Street North).

 No build- not recommended

 TH 7 Bypass- not recommended

 Split-Pair- not recommended

 Five-Lane Section- this was the alternative of choice. This would:

- * Widen the south side of with the exception of the TH 15/power plant where the widening would be on the north side of the street.
- * Two through lanes in each direction with a center turn lane and median at major intersections.
- * The intersection of TH 15 and TH 7 would need a double left turn lane and two through lanes in each direction on TH15.
- * Key features of this concept are as follows:
 - Channelization of TH 7/15 intersection separates turning and guidance to motorists.
 - Extension of the Third Avenue frontage road.
 - Widen the highway, for a center turn land and provide a sidewalk in both sides of the highway for pedestrians.
 - Address local access locations through some modifications of highways (red lines)
 - Raise the TH 15 Bridge to provide grade separation with the trail.
 - Construct southbound TH 15 exit to downtown parking.
 - Develop Riverside Park and potential pedestrian overpass of TH 7.
 - Modify turning radii at Bluff Street to accommodate truck traffic.
 - Exit to Franklin Street to provide parking downtown.
 - Possible development of an entrance to the downtown area with the Luce Line trail under TH 15.