



The biggest concern identified by the community and steering committee was the quality of the Highway 75 and Main Street intersection. Traffic along Highway 75 and through this intersection can sometimes be moving at high speeds and at others it becomes congested and backed up. Having the train running immediately adjacent to the highway means that if a train is passing or potentially stopped, turning traffic may be stopped for a long period of time. Main Street offers the only east-west through road in town. Accessibility for pedestrians is limited here because there are four lanes of traffic to cross, limited paved landings at the corners, no buffer from traffic, and limited time to make the crossing. Residents have noted that the city park and businesses on E. Main Street are under-utilized because of these conditions.

The other major concern related to the intersection is the rough crossing at the railroad tracks. There are currently five tracks to cross, and the road has buckled or sags, making a very bumpy crossing. City officials, representatives from each of the railroad companies, and the Iowa DOT have begun talks to get repairs made to that portion of Main Street. Once a commitment is established, the projected time frame for completion is within two years.

The Highway 75 and Main Street intersection marks the center of the downtown neighborhood. Most of the businesses, the Hinton Community Center, and Hinton City Park are within a block of the intersection along one of those two roads. There is potential for creating an identity component and/or landscape updates to bring greater attention to this area and make it more inviting. These types of updates can help to slow traffic as well.

The Iowa DOT is currently repaving and raising the northbound lanes of Highway 75, from the southern boundary of Hinton to Grover Street. This project is expected to be completed in 2019. Southbound Highway 75 along this stretch is slated for repairs in 2020. The southbound lanes will be lowered to create a more even transition between the northbound and southbound lanes. Visibility when entering and crossing the highway from side streets was identified as a concern during focus groups. The evening out of the road is an effort to minimize those problems. Resurfacing of the highway north of the downtown neighborhood is projected for 2021-2022. The DOT stated that it did not currently have plans for highway improvements in the downtown area, but that a five-lane option was being considered. This expansion option would impact and potentially displace businesses adjacent to the highway.

Concerns over speeding traffic on Main Street were also raised. The hill west of town provides a quick descent into a residential neighborhood. Main Street is a wide road, providing on-street parallel parking on both sides. This width, coupled with the fact that the most of the parking lanes are vacant, gives the perception that the roadway would have a higher speed limit. This condition is less present on E. Main Street.

Frontage Road was identified as a positive street within the community because of its trail with benches and street trees. It also provides a slower alternative route to Highway 75. The low-branching trees, however, at times obstruct the speed limit signs.

Within the residential streets, Springbrook Drive & Titan Road were also identified as having faster traffic. Again these streets are wider to accommodate on-street parking, but the lack of cars leaves it feeling vast. There are also no sidewalks, which results in adults and children walking and riding their bikes in the street with vehicular traffic.