

**Mankato/North Mankato Area Planning Organization
Technical Advisory Committee (TAC)**

January 27, 2022 – 1:30 p.m.

Intergovernmental Center

Minnesota River Room

10 Civic Center Plaza, Mankato, MN 56001

If an American Sign Language, foreign language interpreter, or other reasonable accommodation or documents in alternative format (braille or large print) are needed, please contact staff at (507) 387-8389.

- I. Call to Order
- II. Introductions
- III. Approval of Agenda
- IV. Approval of Minutes – October 21, 2021
- V. New Business
 1. Recommendation to proceed with recommended consultants for 2022 studies
 2. Recommendation to adopt resolution supporting MnDOT Safety Performance Measure targets
 3. Recommendation to adopt resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets
 4. Recommendation to approve Surface Transportation Program (STP) rankings
- VI. Other Business, Discussion & Updates
 1. Presentation: Highway 169 Corridor Study (MAPO and MnDOT staff)
 2. Presentation: MnDOT District 7 Freight Plan (MnDOT and consultant staff)
 3. Discussion: Americans with Disabilities Act (ADA) Transition Plan Update
 4. Informational: Administrative Modifications to 2022-2024 Transportation Improvement Program (TIP): 5212-38, 0702-131, 0702-131S

- VII. Unapproved November 4, 2021 MAPO Policy Board meeting minutes
(informational)
- VIII. TAC Comments
- IX. Adjournment

Meeting Minutes

Mankato/North Mankato Area Planning Organization (MAPO) Technical Advisory Committee



October 21, 2021 | 1:30PM | Mankato Room | Intergovernmental Center | Mankato, MN | 56001

The regular meeting of the MAPO Technical Advisory Committee was held Thursday, October 21, 2021 at 1:30 p.m., in the Mankato Room of the Inter-governmental Center, the Chair and the Secretary being present. The minutes of the last meeting were read and approved.

A quorum¹ existed with the following members present Jennifer Bromeland– City of Eagle Lake, David Cowan – Minnesota State University, Mankato, Mike Fischer - City of North Mankato, Karl Friedrichs – Lime Township, Stefan Gantert - Blue Earth County, Joel Hawbaker - Nicollet County, Joel Haniff – Region Nine Development Commission, Scott Hogen – ISD #77, Mark Konz – City of Mankato, Sam Parker – MnDOT District 7, Shawn Schloesser – Mankato Transit System (alternate for Jeff Johnson)

Others Present: Charles Androsky – MAPO staff, Anna Pierce – Minnesota Department of Transportation (call-in), Molly Stewart – SRF (call-in), Paul Vogel – MAPO Executive Director

Mr. Cowan moved to approve the agenda; motion adopted.

Unfinished Business – None

New Business –

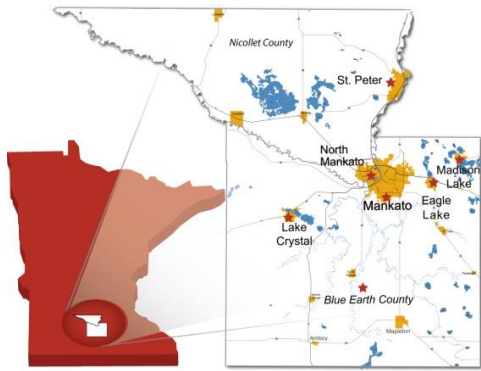
- Staff reported on the recommendation to recommend to the Policy Board release of the four Request for Proposals.
 - Mr. Cowan moved to recommend release of the Requests for Proposals; motion adopted after discussion.

TAC Comments – None

The meeting adjourned at approximately 2:40 p.m.

Vice Chair, Mr. Fischer

¹ At all meetings of the Policy Board, four members who are present and eligible to vote shall constitute a quorum. Bylaws Version 5, Oct 1, 2020



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to proceed with recommended consultants for 2022 studies No: 5.1

Agenda Item:

Recommendation to proceed with recommended consultants for 2022 studies

Recommendation Action(s):

Motion to recommend to MAPO Policy Board to proceed with recommended consultants for 2022 studies

Summary:

MAPO's approved 2022 Unified Planning Work Program (UPWP) includes consultant partnership for initiation of four separate studies:

1. CSAH 5 (Third Ave) Corridor Study
2. Eagle Lake CSAH 27 Pedestrian Connectivity Study
3. MSU, M Stadium Road Pedestrian Crossing Study
4. South Bend Safe Routes to Multimodal Study

MAPO utilizes a competitive procurement process for consultant selection. The Request for Proposals (RFPs) were advertised through a range of venues including posting on the MAPO website/Twitter, notice in the Mankato Free Press, email to MAPO's consultant email list, and announcement through the Association of Metropolitan Planning Organizations, League of Minnesota Cities, Association of Minnesota Counties, American Council of Engineering Companies – Minnesota, and Women's Transportation Society.

Each study had a separate proposal ranking subcommittee. Each subcommittee included representatives from MAPO and partner agencies associated with each study.

CSAH 5 (Third Ave) Corridor Study

Subcommittee included representatives from the City of Mankato, Blue Earth County, and MAPO. It is the subcommittee's recommendation that **SRF Consulting** be selected for contract for the CSAH 5 (Third Ave) Corridor Study. Factors contributing to this recommendation included consultant staff qualifications and value of services outlined in the work plan.

Eagle Lake CSAH 27 Pedestrian Connectivity Study

Subcommittee included representatives from the City of Eagle Lake, Blue Earth County, and MAPO. It is the subcommittee's recommendation that **Bolton and Menk** be selected for contract for the Eagle Lake CSAH 27 Pedestrian Connectivity Study. Factors contributing to this recommendation included the project work plan, previous experience with project geography, and expanded stakeholder engagement.

MSU, M Stadium Road Pedestrian Crossing Study

Subcommittee included representatives from the City of Mankato, Blue Earth County, Minnesota State University, Mankato, and MAPO. It is the subcommittee's recommendation that **SRF Consulting** be selected for contract for the MSU, M Stadium Road Pedestrian Crossing Study. Factors contributing to this recommendation included the proposal's data collection and analysis work items, number of planning-level layouts offered, and stakeholder engagement elements.

South Bend Safe Routes to Multimodal Study

Subcommittee included representatives from Blue Earth County, South Bend Township, and MAPO. It is the subcommittee's recommendation that **Bolton and Menk** be selected for contract for the South Bend Safe Routes to Multimodal Study. Factors contributing to this recommendation included the project work plan, previous experience, and expanded stakeholder engagement.

Staff recommendation is a motion to recommend to the MAPO Policy Board selection of each recommended consultant for each respective study.

Attachments:

Proposal – CSAH 5 (Third Ave) Corridor Study – SRF Consulting

<https://mnmapo.files.wordpress.com/2022/01/proposal-srf-csah-5-third-ave-corridor-study.pdf>

Proposal - Eagle Lake CSAH 27 Pedestrian Connectivity Study – Bolton and Menk

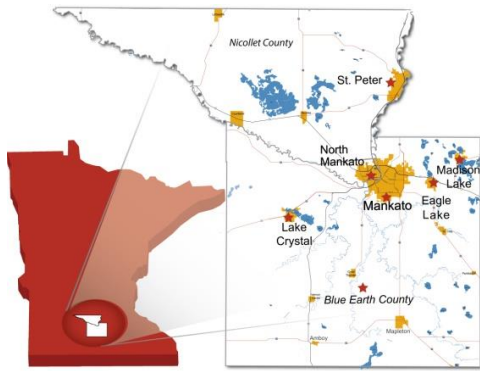
<https://mnmapo.files.wordpress.com/2022/01/proposal-bmi-eagle-lake-csah-27-pedestrian-connectivity-study.pdf>

Proposal – MSU, M Stadium Road Pedestrian Crossing Study – SRF

<https://mnmapo.files.wordpress.com/2022/01/proposal-srf-msu-m-stadium-road-pedestrian-crossing-study.pdf>

Proposal – South Bend Safe Routes to Multimodal Study – Bolton and Menk

<https://mnmapo.files.wordpress.com/2022/01/proposal-bmi-south-bend-safe-routes-to-multimodal-study.pdf>



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt resolution supporting MnDOT Safety Performance Measure targets No: 5.2

Agenda Item:

Recommendation to adopt resolution supporting MnDOT Safety Performance Measure targets

Recommended Action(s):

Motion to recommend to MAPO Policy Board adoption of the attached resolution supporting MnDOT 2022 Safety Performance Measure (PM1) Targets

Summary:

The U.S. Department of Transportation (DOT) established performance measures for safety (PM1) on the National Highway System as detailed in 23 CFR 490. Federal guidance requires that state DOTs and MPOs must establish performance targets in accordance with these measures. Historically MAPO has resolved to support MnDOT's statewide targets.

MnDOT's 2022 targets became effective on August 31, 2021, providing a deadline to MPOs of February 27, 2022 to either support the submitted 2022 statewide targets or set targets for the MPO area.

The updated safety targets are outlined in the below table:

Safety Performance Measure	2021 Target	2022 Target	Notes
Fatalities	352.4	352.4	No change
Fatality rate (per 100 million VMT)	0.582	0.582	No change
Serious injuries	1,579.8	1,463.4	Decrease
Serious injury rate (per 100 million VMT)	2.606	2.470	Decrease
Non-motorist fatalities and serious injuries	281.2	258.4	Decrease

The attached resolution represents MAPO's maintained support of the statewide PM1 targets, after the statewide targets were updated.

Meeting Date: January 27, 2022

Staff recommendation is a motion to recommend to the Policy Board approval of the attached resolution which agrees to continue planning and programming projects so that they contribute to the accomplishment of MnDOT's PM1 targets.

Attachments:

MAPO PM1 resolution

Performance Measures informational correspondence

RESOLUTION
OF THE MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION

Adopting HSIP Performance Targets

Whereas, the U.S. Department of Transportation established five performance measures for the Highway Safety Improvement Program (HSIP) as detailed in 23 CFR 490, Subpart B, National Performance Measures for the Highway Safety Improvement Program;

Whereas, the Minnesota Department of Transportation (MnDOT) established performance targets for each of the five HSIP performance measures in accordance with 23 CFR 490.209; and

Whereas, metropolitan planning organizations (MPOs) must establish performance targets for each of the HSIP performance measures; and

Whereas, MPOs establish HSIP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the State DOT HSIP target or commit to a quantifiable HSIP target for the metropolitan planning area; and

Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of MnDOT's calendar year 2022 HSIP targets for the following performance measures:

Number of fatalities: 352.4;

Rate of fatalities: 0.582 per 100 million VMT;

Number of serious injuries: 1,463.4;

Rate of serious injuries: 2.470 per 100 million VMT; and

Number of non-motorized fatalities and non-motorized serious injuries: 258.4;

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the resolution presented to and adopted by the Mankato/North Mankato Area Planning Organization at a duly authorized meeting thereof, held on the third day of February, 2022 as shown by the minutes of said meeting in my possession.

Executive Director

Date

Chair

Date

Androsky, Charles

From: Belden, Deanna (DOT) <deanna.belden@state.mn.us>
Sent: Monday, September 27, 2021 9:24 AM
To: rchicka@ardc.org; James Gittemeier; mwenholz@ardc.org; Cindy Gray; maddox@fmmetrocog.org; delrosario@fmmetrocog.org; champa@fmmetrocog.org; earl.haugen@theforksmop.org; Teri Kouba; Peter Fletcher; Jackie Eastwood; Vogel, Paul; Androsky, Charles; Vennewitz, Amy; Burns, David; Schallberg, Heidi; Griffith Ben; Law Bryan; Reiter Charlie; gibson@stcloudapo.org; McKenzie@StCloudAPO.org
Cc: Pierce, Anna (DOT); Sorenson, Brian (DOT); Leuer, Derek (DOT); DeVoe, Eric (DOT)
Subject: UPDATE - RE: 2022 state safety targets for federal measures

Dear MPO Directors and Performance staff,

We learned Friday that DPS submitted the 2022 safety targets that we had agreed upon. So, the official 2022 safety targets are what we discussed with you during our coordination meeting and are displayed below. We apologize for all of this changing information. It is good news that DPS stayed with the original targets.

I don't yet have an updated document to send to you, so please accept this table.

Table 1: 2022 Safety Performance Targets

Safety Performance Measure	2022 Target
Fatalities	352.4
Fatality rate (per 100 million VMT)	0.582
Serious injuries	1,463.4
Serious injury rate (per 100 million VMT)	2.470
Non-motorist fatalities and serious injuries	258.4

NOTE: 2022 Targets as submitted are a FIVE-YEAR ROLLING AVERAGE.

I also see that we have not yet sent you MPO specific safety data for 2020. That will be coming the first or second week in October. Thank you for your patience.

Let me know if you have any questions.

Deanna

Deanna Belden, AICP
Director of Performance, Risk & Investment Analysis
MnDOT Office of Transportation System Management
395 John Ireland Blvd, MS 440
St. Paul, MN 55155
Tel: 651-366-3734



From: Belden, Deanna (DOT)
Sent: Monday, September 13, 2021 7:43 AM
To: rchicka@ardc.org; James Gittemeier <JGittemeier@ardc.org>; mwenholz@ardc.org; Cindy Gray <gray@fmmetrocog.org>; maddox@fmmetrocog.org; delrosario@fmmetrocog.org; champa@fmmetrocog.org; earl.haugen@theforksmmpo.org; teri.kouba@theforksmmpo.org; Peter Fletcher <pletcher@lacrossecounty.org>; jeastwood@lacrossecounty.org; Paul Vogel <pvogel@mankatomn.gov>; candrosky@mankatomn.gov; Vennewitz, Amy <amy.vennewitz@metc.state.mn.us>; Burns, David <david.burns@metc.state.mn.us>; Heidi.Schallberg@metc.state.mn.us; Griffith Ben <griffith.ben@co.olmsted.mn.us>; Law Bryan <law.bryan@co.olmsted.mn.us>; reiter.charlie@co.olmsted.mn.us; gibson@stcloudapo.org; McKenzie@StCloudAPO.org
Cc: Pierce, Anna (DOT) <Anna.M.Pierce@state.mn.us>; Sorenson, Brian (DOT) <Brian.Sorenson@state.mn.us>; Leuer, Derek (DOT) <derek.leuer@state.mn.us>; DeVoe, Eric (DOT) <eric.devoe@state.mn.us>
Subject: 2022 state safety targets for federal measures

Hello MPO Directors and Performance Staff,

The attached document contains the 2022 federal safety targets as submitted to the FHWA as required on August 31, 2021.

You may recall that MnDOT and Department of Public Safety (DPS) must align on three safety targets: fatalities, fatality rate, and serious injuries. DPS reports these and a number of other safety measures to the National Highway Traffic Safety Administration (NHTSA) in June every year. This year, after DPS submitted their 2022 targets, NHTSA requested they revise them to be more reasonable or achievable, and DPS made the decision to revise their submission to NHTSA. Since targets for these three measures are required to be identical, MnDOT submitted targets to FHWA that match those submitted by DPS.

MnDOT prefers the more aspirational 2022 targets as set initially during our coordination process that align with our goal of 225 fatalities by 2025 in our State Highway Safety Plan. Discussions will be taking place within MnDOT on how to approach this novel situation. For example, we may use the initial/preferred 2022 targets for our own evaluation purposes. Additionally, we will work to come to a resolution with DPS on an approach for next year. For now we are providing both sets of targets, documenting what we planned to set (2022 Target Initial column, Table 1 of the attachment) and what was submitted to FHWA (2022 Target Revised/Submitted column, Table 1 of the attachment).

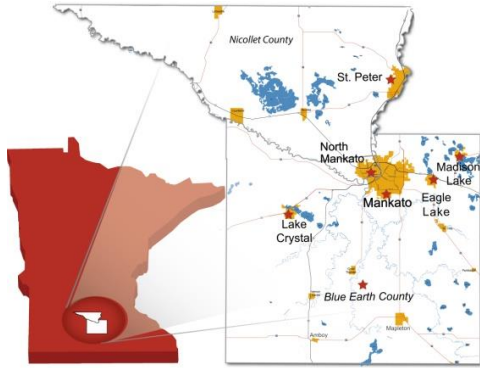
These 2022 targets became effective on August 31 as required, so MPOs have until February 27, 2022, to either support the submitted 2022 statewide targets or set targets for your MPO area. If you choose to support the statewide targets, please note this means the targets presented in the "2022 Target Revised/Submitted" column in Table 1 of the attachment.

We are discussing our situation with MnDOT senior leadership at the end of September. I'm open to holding a meeting sometime in early October for questions and discussion if people would find that helpful. Please let me know and I'll try to answer any questions you may have in the mean-time.

Regards,
Deanna

Deanna Belden, AICP
Director of Performance, Risk & Investment Analysis
MnDOT Office of Transportation System Management
395 John Ireland Blvd, MS 440
St. Paul, MN 55155
Tel: 651-366-3734





AGENDA RECOMMENDATION

Agenda Heading: Recommendation to adopt resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets No: 5.3

Agenda Item:

Recommendation to adopt resolution supporting Mankato Transit's updated Public Transit Agency Safety Plan (PTASP) targets

Recommended Action(s):

Motion to recommend to MAPO Policy Board adoption of the attached resolution supporting Mankato Transit's updated PTASP Targets

Summary:

Per 23 CFR 450.306(d)(3), MPOs are required to establish Public Transit Agency Safety Plan (PTASP) targets after targets are established or revised by their local transit provider. The Mankato Transit System (MTS) revised its Safety Plan in October 2021. Historically MAPO has elected to support Mankato Transit System's targets.

The revised MTS targets are outlined in the below table. The only revision from the previously adopted targets is addition of the Demand Response category.

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	5	1.564	7	2.190	9,500
Demand Response	0	0	1	2.005	1	2.005	68,500
ADA/Paratransit	0	0	1	2.005	1	2.005	68,500

The attached resolution represents MAPO's support for Mankato Transit System's updated PTASP targets. Staff recommendation is a motion to recommend to the Policy Board adoption of the resolution.

Attachments:

Resolution supporting Mankato Transit System's updated PTASP targets

RESOLUTION OF THE MANKATO/NORTH MANKATO AREA PLANNING
ORGANIZATION (MAPO)

Adopting Mankato Transit System Public Transportation Agency Safety Plan
Performance Targets

Whereas, the U.S. Department of Transportation established seven performance measures per mode for the Public Transportation Agency Safety Plan (PTASP) as detailed in 49 USC 5329, Public transportation safety program;

Whereas, the Mankato Transit System established performance targets for each of the seven PTASP performance measures in accordance with 49 USC 5329; and

Whereas, metropolitan planning organizations (MPOs) have 180 days from receipt of the Mankato Transit System's performance targets to prepare their public transportation safety performance targets in accordance with 23 CFR 450.306(d); and

Whereas, MPOs establish PTASP targets by either agreeing to plan and program projects so that they contribute to the accomplishment of the Mankato Transit System's PTASP targets or, through coordination with the Mankato Transit System commit to a quantifiable PTASP target for the metropolitan planning area; and

Whereas, the Mankato Transit System adopted the Safety Plan on July 27, 2020, and revised the Safety Plan on October 7, 2021;

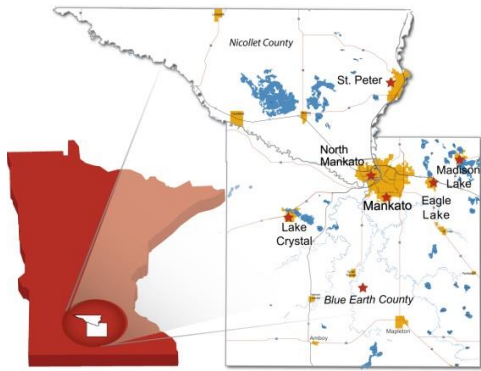
Now, therefore, be it resolved, that the Mankato/North Mankato Area Planning Organization agrees to plan and program projects so that the projects contribute to the accomplishment of Mankato Transit System's PTASP targets for the following performance measures at its regular meeting February 3, 2022:

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	5	1.564	7	2.190	9,500
Demand Response	0	0	1	2.005	1	2.005	68,500
ADA/Paratransit	0	0	1	2.005	1	2.005	68,500

Mankato/North Mankato Area Planning Organization

Mark Piepho, MAPO Policy Board Chair

Paul Vogel, MAPO Executive Director



AGENDA RECOMMENDATION

Agenda Heading: Recommendation to approve Surface Transportation Program (STP) rankings No: 5.4

Agenda Item:

Recommendation to approve Surface Transportation Program (STP) rankings

Recommendation Action(s):

Motion to recommend to MAPO Policy Board approval of attached 2023-2026 Surface Transportation Program (STP) ranking sheet

Summary:

MAPO staff have begun the process of developing the 2023-2026 Transportation Improvement Program (TIP). This includes coordination with MnDOT District 7 to provide a MAPO ranking for Surface Transportation Program (STP) projects submitted within the MAPO planning boundary.

Both projects submitted within the MAPO boundary advance goals outlined within the MAPO Long Range Transportation Plan (LRTP).

Project 1

City of Mankato: Riverfront Drive Improvements Project. Reconstruction from Main Street to Lafayette Street. Requested amount: \$5,200,802.

Project 2

City of North Mankato: Garfield Avenue Improvements Project. Reconstruction from Center Street to Range Street. Requested amount: \$512,800.

Staff recommendation is a motion to recommend to the MAPO Policy Board approval of the attached STP project ranking sheet.

Attachments:

2023-2026 Surface Transportation Program ranking sheet

Application: Riverfront Drive Improvements Project

Application: North Mankato Garfield Avenue Improvements Project

2023-2026 Surface Transportation Program - Small Urban (STP - SU) applications within MAPO boundary			City of Mankato - Riverfront Drive Improvements	City of North Mankato - Garfield Avenue Improvements
Criteria	Points	Evaluation Question	Score	Score
a. Regional Benefit	30	What are the project's merits/benefits and intended effect upon the regional transportation network?	30	30
b. Mobility	30	How will the project improve the mobility of people and goods?	30	30
c. Planning Support	15	Is the project identified in MAPO's Long Range Transportation Plan or other transportation study/document?	15	15
d. Multi-modalism	10	How does the project encompass multiple modes of travel?	10	10
e. Environmental Impacts	10	How will the project respond to environmental impacts and mitigation measures?	10	10
f. Public Participation	5	What public participation has been undertaken or will take place with this project?	5	5
Total			100	100
Comment:				

ATP-7
2023-2026 Project Identification/Reporting Form

Type of Project: (Check Appropriate Category)

STP Rural – County Roads ☐

STP Small Urban – City Streets ☒

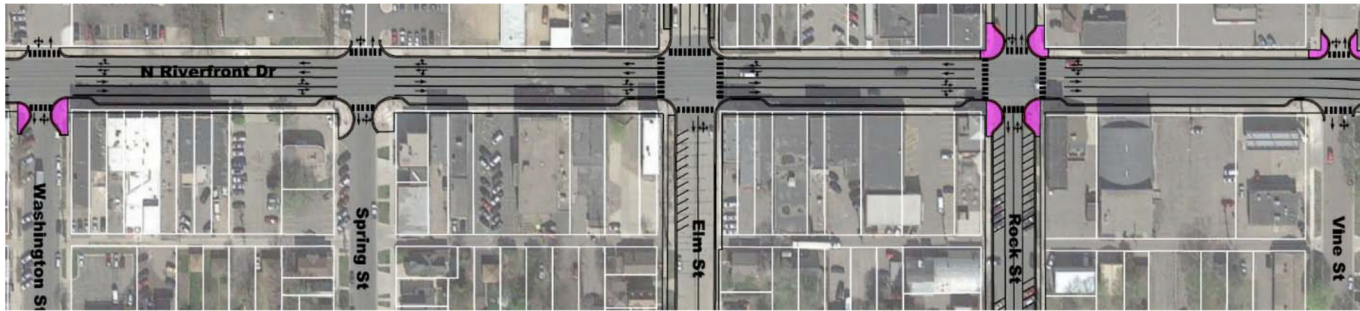
STP Rural – County Bridges ☐

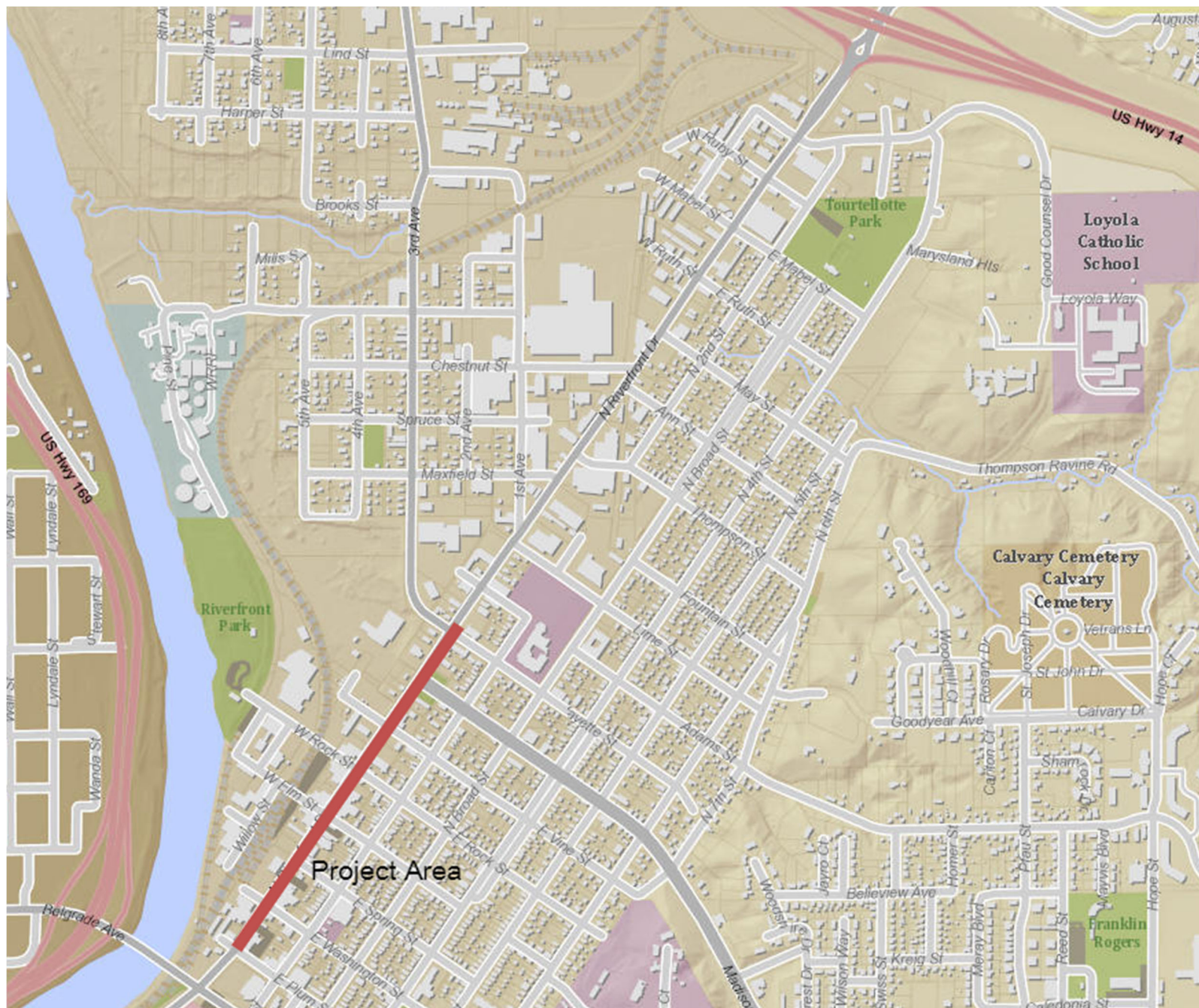
STP Small Urban – City Bridges ☐

Applicant Information	County or City Name (Applicant): City of Mankato
	Applicant contact information:
	Name: Michael McCarty Title: Assistant City Engineer
	Address: 10 Civic Center Plaza
	Phone: 507-317-0415

Funding Information	Years funding will be accepted (Check all years acceptable) 2022 <input type="checkbox"/> 2023 <input type="checkbox"/> 2024 <input type="checkbox"/> 2025 <input checked="" type="checkbox"/> Preferred Year: 2025
	Funding
	Federal Eligible: \$6,501,002.49
	Federal Non-Eligible: \$671,803
	Total Construction Cost: \$7,172,805.49
	80% of Federal Eligible: \$5,200,802
	20% Local match: \$1,300,200.49
	Other funding amount: \$671,803
Source of Other funding: General Obligation Fund – City of Mankato, State Aid	
Federal Amount requested: \$5,200,802	

Project Information	Project Information (as applicable):
	Route Number: Riverfront Drive Functional Class: Minor Arterial
	From: Main Street To: Lafayette Street Length: 3825'
	From Reference Post: Click here to enter text. To Reference Post: Click here to enter text.
	Old Bridge Number: Click here to enter text. Bridge Location: Click here to enter text.
	Section, Township and Range: Click here to enter text.
	Legislative District: House 19-B, Senate 19 Congressional District: 1
	Project map attached: <input checked="" type="checkbox"/>
	Brief Project Description:
	Reconstruct of Riverfront Drive from Main Street to Lafayette Street including utility work.





ATP 7, 2023-2026
REGIONAL SIGNIFICANCE / IMPACT

Fill out the information as it applies to the project. Regional Development Commissions/MAPO will utilize this and their additional data to provide a regional ranking.

IDENTIFY PROJECT RECONSTRUCTION OF RIVERFRONT DRIVE FROM MAIN STREET TO LAFAYETTE STREET.

ECONOMIC FACTORS RIVERFRONT DRIVE SERVES AS THE PRIMARY ROUTE FOR MANY COMMERCIAL AREAS IN DOWNTOWN AND OLD TOWN MANKATO. THERE ARE ALSO SEVERAL HUNDRED RESIDENTIAL UNITS THAT ARE SERVED OFF OF THIS ROAD. RIVERFRONT DRIVE ALSO SERVES AS THE CONNECTING ROAD BETWEEN OTHER MINOR ARTERIALS INCLUDING VICTORY DRIVE AND 3RD AVENUE. RIVERFRONT ALSO SERVES AS A CONNECTOR FROM DOWNTOWN MANKATO TO TH 14 AND TH 169. SEVERAL MANUFACTURERS ARE ALSO SERVED DIRECTLY OFF OF RIVERFRONT DRIVE. WIDENING THE SIDEWALKS WILL ENCOURAGE PEDESTRIAN MOVEMENT WHILE ALLOWING ROOM FOR STREETSCAPING, OUTDOOR DINING, AND MULTI-MODAL USES. USES SUCH AS OUTDOOR DINING HELPS TO ACTIVATE AN AREA WHICH CAN CONTRIBUTE TO A VIBRANT URBAN CULTURE AND MAKE STREETS MORE DYNAMIC PLACES TO WALK, GATHER AND DINE. THIS CAN ALSO BRING NEW BUSINESS OPPORTUNITIES AND MAKE THE AREA MORE DESIRABLE FOR BUSINESSES TO LOCATE. THIS IS ANTICIPATED TO LEAD TO CONTINUED REINVESTMENT IN EXISTING BUILDINGS WHILE ALSO SPURRING ADDITIONAL REDEVELOPMENT WHICH HAS BEEN EVIDENT WITH SIMILAR PROJECTS IN OTHER NEIGHBORHOODS IN MANKATO'S DOWNTOWN.

HEALTH, SOCIAL, ENVIRONMENTAL FACTORS PEDESTRIAN CROSSING IMPROVEMENTS WILL BE INCORPORATED ALONG OLD TOWN TO IMPROVE SAFETY IN THE AREA. THIS INCLUDES BUMP-OUTS AT PEDESTRIAN CROSSINGS AND IMPROVED VISIBILITY OF CROSSINGS. THIS SEGMENT OF RIVERFRONT DRIVE IS POISED FOR REDEVELOPMENT OPPORTUNITIES AND IS INCLUDED IN A TARGETED AREA FOR REDEVELOPMENT UNDER THE CITY'S U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA) BROWNFIELD ASSESSMENT GRANT. RECENTLY, THE CITY'S EPA GRANT LEVERAGED FUNDS FOR STUDIO 5 REDEVELOPMENT WHICH IS LOCATED WITHIN THE PROJECT AREA AT 507 N. RIVERFRONT DRIVE. STUDIO 5 IS A 3-STORY MIXED-USE BUILDING THAT WAS CONSTRUCTED WITH 19 APARTMENT UNITS AND COMMERCIAL SPACE ON THE GROUND FLOOR. THIS REDEVELOPMENT IS EXPECTED TO SPUR ADDITIONAL REDEVELOPMENT WHICH IN COMBINATION WITH WIDENING THE SIDEWALKS, WILL CONTRIBUTE TO MAKING THE AREA MORE DESIRABLE FOR NEW BUSINESSES TO LOCATE.

ACCESS FACTOR IMPROVED ACCESSIBILITY TO BUSINESSES IN OLD TOWN WILL BE EXPECTED WITH IMPROVEMENTS TO THE CORRIDOR. THE SIDEWALK WILL BE EXPANDED TO MAKE THE AREA MORE WALKABLE ALONG WITH IMPROVED PARKING CAPABILITY ON THIS SECTION OF THE ROAD. FREIGHT MOVEMENTS WILL BE IMPROVED TO REMOVE CONFLICT BETWEEN TURNING TRUCKS AND THROUGH MOVEMENT CARS. THIS VIBRANCY IS EXPECTED TO ATTRACT BUSINESSES AND RESIDENTS WHO WANT TO LIVE, WORK, AND PLAY IN OLD TOWN AREA. THESE CAN BE DESIRABLE ATTRIBUTES WHEN BUSINESSES DECIDE WHERE TO LOCATE THEIR OPERATIONS AND IT'S EXPECTED THIS PROJECT WILL LEAD TO NEW BUSINESSES LOCATING WITHIN THIS SEGMENT OF RIVERFRONT DRIVE.

PROJECT DESIGN IN ORDER TO BETTER LEVERAGE THE USE OF LOCAL FUNDS THE CITY OF MANKATO ENGINEERING DEPARTMENT WILL BE DESIGNING THIS PROJECT. THE NON-LOCAL SHARE OF THIS PROJECT WILL BE FUNDED BY STATE AID.

OTHER THE USE OF STP FUNDS WILL ALLOW THIS PROJECT TO BE CONSTRUCTED IN A TIMELY FASHION PROVIDING THE NEEDED SAFETY IMPROVEMENTS WITHOUT NEGATIVELY IMPACTING THE CITY OF MANKATO'S OVERALL SURFACE TRANSPORTATION PROGRAM. BY USING STP FUNDING FOR THIS INTERSECTION IMPROVEMENT MSAS FUNDS CAN BE INVESTED IN MAINTAINING THE EXISTING ROUTE NETWORK WITHIN THE CITY.

The following factors have been identified as having or potentially having Regional Significance / Impact.

ECONOMIC FACTORS include agriculture related, business, tourism and special facilities:

- Agriculture Related: dairy routes, elevators, livestock buying stations, sugar beet dumps, fertilizer distribution centers, anhydrous distribution centers, farm implement dealers, large livestock / poultry operations.
- Business: retail business >\$1 million, wholesale business >\$1 million, employee payroll >\$500,000, employers of > 30, manufacturing > \$1 million, service industries >\$1 million, regional centers, casinos, shipping/distribution centers.

- Tourism: national, state, regional parks; historic sites, natural preservation routes, scenic by-ways, resorts / camping.
- Special Facilities: fuel pipeline, mining (kaolin, sand, gravel).

HEALTH, SOCIAL, ENVIRONMENTAL FACTORS: hospitals, pharmacies, clinics, DAC's, senior center / meal sites, waste hauling routes.

ACCESS FACTORS: Interstate, water crossings, bikeways, airports, rail, inter / intrastate bus routes, alternative route or application, intermodal, freight routes, school bus routes / sites.

PROJECT DESIGN: impact, local match, efficient use of funds, other sources of funds.

OTHER: prior commitments to STIP, mandated projects, political commitments, multiple partners in the projects, staged construction, etc.

DISTRICT 7 STP SMALL URBAN FUNDS

Ranking of City Streets/Bridges

ATP 7, 2023 - 2026

City of Mankato

(Applicant Name)

Riverfront Drive

(Project Description)

Unit Feature	Submitters Pts Assigned	Examples	Ranking Committee Pts	Max Pts Available	Comments
Safety and Hazard Elimination	20	11-20 Improvement addresses fatal/serious injury crashes or other crashes with documented crash history (provide MnCMAT crash report) 7-10 Proactive safety with no accident history (incl. new or non-existing roadway) 3-6 Reconstruction - no safety improvement 0-2 Reconditioning - no safety improvement	20	20	Pedestrian improvements to be included along Old Town to improve walkability and provide safe crossings within the area. Crash Rate is above the Statewide Average for this corridor.
Traffic Volume (Current ADT or estimated Current ADT if actual counts are not available)	10	10 > 10,000 Projected ADT 5 < 10,000 Projected ADT If new route, provide documentation to support the traffic projection.	10	10	2017 ADT = 17,400
PCI - (Pavement Condition Index) See Guidance Document for examples of roadway conditions	3	15 Failed (0-10) 13 Serious (11-25) 10 Very Poor (26-40) 7 Poor (41-55) 5 Fair (56-70) 3 Satisfactory (71-85) 1 Good (86-100) 0 Non-existing pavement	3	15	2020 PCI Rating Year
Bridge (If the project is a standalone bridge project this score is used instead of Safety and PCI). Local Planning Index (LPI) indicates relative priority; however, if LPI is not less than 60, then if NBI rating for waterway adequacy, deck geometry or approach alignment is 3 or less, it could substitute for LPI higher than 60. Any NBI rating of 4 or less could factor in with added points.		30 -35 LPI (30 or less) 20-29 LPI (40-50) 10-19 LPI (50-60)	0	35	
Economic Development	10	10 Leads to new business opportunities 5 Creates opportunities for existing businesses Maintains status quo 1	10	10	Currently, the sidewalks are not wide enough to allow outdoor dining while providing sufficient pedestrian passageways. There are also areas where the existing sidewalks aren't wide enough to allow certain streetscaping elements, such as public art, planters, boulevard trees, landscaping and benches. There is also little opportunity for multi-modal use of the sidewalks.
Recent or Prior Project (Refer to the instructions tab for list of current projects in the STIP)	9	15 No project in the current STIP 12 Has 1 project in the current STIP 9 Has 2 projects in the current STIP 6 Has 3 projects in the current STIP 3 Has 4 projects in the current STIP	9	15	137-139-001, 137-090-005
Multi-jurisdictional	7	10 3 or more entities (each contributing financially toward the required match) 7 2 entities (both contributing financially toward the required match) 5 Stand-alone project	7	10	Blue Earth County and City of Mankato will be contributors on this project. (BEC with intersection of CSAH 5/Riverfront Drive)
Multi-modal/Complete Streets	10	6-10 Promotes safe and convenient access and travel to all available modes 2-5 Provides limited access to available modes 1 Addresses motor vehicle traffic only	10	10	Will have expanded sidewalks for improved multimodal travel and accessibility for bikes. Improved pedestrian crossings within the corridor to prevent pedestrian/vehicle crashes
Identified in a local, regional, or state plan	5	5 Project is included in an Approved Capital Improvement Plan, regional, or state plan, that involved public input 2-4 Project is included in an Approved Capital Improvement Plan, regional, or state plan Project has not been identified in a plan 0-1	5	5	The segment of Riverfront Drive that is included with this application is located within a neighborhood in Mankato commonly referred to as "Old Town." The Mankato City Council adopted the Old Town Master Plan at their August 22, 2016 meeting which calls for several implementation tactics that were developed based on public engagement from over 400 participants who were property owners, business owners, residents, and other general interested parties. One item that was continually raised was widening the sidewalks along Riverfront Drive.
RDO/MPO Regional Significance rating	5	0-5 Insert value from RDO or MAPO evaluation	5	5	
TOTAL POINTS (100 points possible)			79	100	79%

DISTRICT 7 STP SMALL URBAN FUNDS
Ranking of City Streets/Bridges
ATP 7, 2023 - 2026

City of Mankato

(Applicant name)
Riverfront Drive

(Project Description)

Risk Screening questions (avoid project "slippage"):

1. Does the project use Section 4(f) Park Lands or properties?

☐ Yes ☒ No

2. Does the project occur within any areas of effect on properties listed, or eligible for listing, on the National Register of Historic Places?

☐ Yes ☒ No

3. Does the project affect species or critical habitat protected by the Endangered Species Act?

☐ Yes ☒ No

4. Does the action require new right of way or temporary easement, access change, or relocation?

☐ Yes ☒ No

5. Does the project have a high risk of hazardous materials involvement?

☐ Yes ☒ No

6. Does the project involve placement of fill into Waters of the U.S.?

☐ Yes ☒ No

7. Does the project encroach into a floodplain?

☐ Yes ☒ No

8. Does the project significantly impact air quality in a negative manner?

☐ Yes ☒ No

9. Is the project anticipated to be controversial?

☐ Yes ☒ No

NOTE:

Right-of-way, preliminary engineering and construction engineering are not eligible for federal funding.

No project \$minimum or \$maximum are applied.

Signature of City Engineer

Date of Submittal



Mankato/North Mankato Area Planning Organization

10 Civic Center Plaza, Mankato, MN 56001

Phone: (507) 387-8613

December 22, 2021

Dear Surface Transportation Program (STP) Selection Committee,

I am pleased to offer robust support of the City of Mankato's request for funding via the Surface Transportation Program - Small Urban (STP – SU) grant program for the numerous benefits to be realized by the reconstruction of Riverfront Drive from Main Street to Lafayette Street.

Riverfront Drive is a primary route servicing distinct, vibrant, and multiuse areas in Mankato's downtown and Old Town districts. This project will address safety, livability, and multimodal concerns while enhancing and diversifying the area's transportation system. The project's intended installation of pedestrian crossing improvements, including bump-outs, will encourage multimodal travel, calm vehicle traffic, and strengthen the overall multimodal network. This project is made particularly necessary by the diverse range of commercial, institutional, residential, and park uses serviced by Riverfront Drive, including the Blue Earth County Library and Franklin Elementary School.

The project's scope correlates with the MAPO Long Range Transportation Plan (LRTP) project R12, which recommends multimodal improvements and urban reconstruction from Main Street to Madison Avenue. Additionally, the project will contribute to a variety of LRTP goals, including advancing Multimodal Transportation and Economic Vitality, as Riverfront Drive is a primary route for access to many businesses, a significant portion of which being locally owned and operated.

I would note the proposed project utilizes MAPO's Riverfront Drive Corridor Study as a foundation for design. This includes the Study's recommendation for expanding Riverfront Drive's adjacent sidewalks and improving corridor crossing and multimodal conditions.

The project's scope and intended outcomes advance the goals of the STP-SU program. Please do not hesitate to contact me at (507) 387-8613 if clarification is needed regarding this opportunity.

Paul Vogel

Executive Director

Mankato/North Mankato Area Planning Organization (MAPO)

10 Civic Center Plaza

Mankato, MN 56001

**RESOLUTION AUTHORIZING THE SUBMISSION OF APPLICATIONS FOR AREA
TRANSPORTATION PARTNERSHIP (ATP) GRANTS**

WHEREAS, Mn/DOT District 7 has announced the solicitation for federally funded Surface Transportation Program (STP) for local projects to be considered by the District 7 Area Transportation Partnership (ATP) for state fiscal year 2026; and

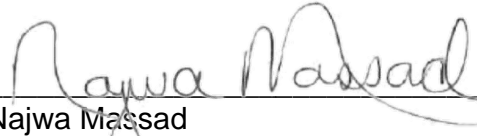
WHEREAS, in order to be considered, the final applications must be submitted no later than January 7, 2022; and

WHEREAS, city staff have identified the road improvement of Riverfront Drive from Main Street to Lafayette Street as a project that may qualify for funding under this program.

NOW THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF MANKATO, MINNESOTA that the City Manager be and hereby is authorized to execute and submit applications for funding under the ATP Surface Transportation Program (STP) for local projects for the Riverfront Drive improvement project.

This resolution shall become effective upon its adoption.

Passed this 13th day of December 2021.



Najwa Massad
Mayor

ATTEST: 

Renae Kopischke
City Clerk



Real People. Real Solutions.

1960 Premier Drive
Mankato, MN 56001-5900

Ph: (507) 625-4171
Fax: (507) 625-4177
Bolton-Menk.com

January 6, 2022

Mr. Sam Parker
MnDOT District 7 Planning
2151 Bassett Drive
Mankato, MN 56001-6888

RE: STP Small Urban City Street Federal Funding Application
Garfield Avenue Improvements
City of North Mankato, Minnesota

Dear Mr. Parker:

This letter is to request that the City of North Mankato's application for STP Funding for the Garfield Avenue Improvement Project be considered for funding.

The proposed project would include the reconstruction of the existing street with a 44-foot-wide bituminous street with curb and gutter on both sides. The new street section would accommodate two driving lanes, parking lane on both sides of the street, and a on-street dedicated bicycle lane on the south side. The existing sidewalk on the north side would be widened to 8 feet. New storm sewer and streets lights would be provided along the length of the project.

Enclosed are the project identification reporting form, ranking criteria forms, regional significance form, city council resolution authorizing the application, letter of support from the Bridges Community School principal, letter of support from the Mankato Area Planning Organization, and supporting maps and figures.

Preliminary designs have estimated the total construction cost at approximately \$719,000. Approximately \$78,000 of this cost is for watermain improvements. The remaining \$641,000 would qualify as federal eligible costs. The City is requesting \$512,800 in federal funds for this project and proposes to use a combination of Municipal State Aid and City General Fund dollars for the remainder of the project.

Please feel free to contact me if you have any questions or if you require additional information.

Sincerely,

Bolton & Menk, Inc.

Daniel R. Sarff, P.E.
North Mankato City Engineer

Enclosures

cc: John Harrenstein, City of North Mankato City Administrator
Nathan Host, City of North Mankato Public Works Director
Michael Fischer, City of North Mankato Community Development Director

ATP-7

Type of Project: (Check Appropriate Category)

STP Rural – County Roads ☐

STP Small Urban – City Streets ☒

STP Rural – County Bridges ☐

STP Small Urban – City Bridges ☐

Applicant Information	County or City Name (Applicant):	City of North Mankato
	Applicant contact information:	
	Name: Daniel R. Sarff, P.E.	Title: City Engineer
	Address: Bolton & Menk, Inc, 1960 Premier Drive, Mankato, MN 56001	
	Phone: 507-327-0666	

Funding Information	Years funding will be accepted (Check all years acceptable) 2022 <input type="checkbox"/> 2023 <input type="checkbox"/> 2024 <input type="checkbox"/> 2025 <input checked="" type="checkbox"/> Preferred Year: 2026 2026	
	Funding	
	Federal Eligible:	\$641,000
	Federal Non-Eligible:	\$78,000
	Total Construction Cost:	\$719,000
	80% of Federal Eligible:	\$512,800
	20% Local match:	\$128,200
	Other funding amount:	\$243,600
	Source of Other funding:	Municipal State Aid Funds
	Federal Amount requested:	\$512,800

Project Information	Project Information (as applicable):
	Route Number: MSA 257 (Garfield Avenue) Functional Class: Minor Collector
	From: MSA 105 (Center Street) To: MSA 102 (Range Street) Length: 0.25 mi. From Reference Post: N/A To Reference Post: N/A
	Old Bridge Number:N/A Bridge Location: N/A Section, Township and Range: Sec 12 T108N R27W
	Legislative District: 2A Congressional District: 1st
	Project map attached: <input checked="" type="checkbox"/>
	Brief Project Description: Reconstruction of Garfield Avenue from Center Street to Range Street, including a 44-foot wide bituminous street with curb and gutter on both sides, parking lanes both sides, on-street bike lane on south side, and 8-foot wide concrete sidewalk on the north side. The project also includes the construction of storm sewer and street lighting. Watermain would be constructed with the project but would not be eligible for STP-Small Urban funding.

DISTRICT 7 STP SMALL URBAN FUNDS

Ranking of City Streets/Bridges

ATP 7, 2023 - 2026

City of North Mankato

(Applicant Name)

Garfield Avenue Improvements

(Project Description)

Unit Feature	Submitters Pts Assigned	Examples		Ranking Committee Pts	Max Pts Available	Comments
Safety and Hazard Elimination	6	11-20	Improvement addresses fatal/serious injury crashes or other crashes with documented crash history (provide MnCMAT crash report)	6	20	
		7-10	Proactive safety with no accident history (incl. new or non-existing roadway)			
		3-6	Reconstruction - no safety improvement			
		0-2	Reconditioning - no safety improvement			
Traffic Volume (Current ADT or estimated Current ADT if actual counts are not available)	5	10	> 10,000 Projected ADT	5	10	
		5	< 10,000 Projected ADT			
			If new route, provide documentation to support the traffic projection.			
PCI - (Pavement Condition Index) See Guidance Document for examples of roadway conditions	10	15	Failed (0-10)	10	15	PCI is estimated
		13	Serious (11-25)			
		10	Very Poor (26-40)			
		7	Poor (41-55)			
		5	Fair (56-70)			
		3	Satisfactory (71-85)			
		1	Good (86-100)			
		0	Non-existing pavement			
Bridge (If the project is a standalone bridge project this score is used instead of Safety and PCI). Local Planning Index (LPI) indicates relative priority; however, if LPI is not less than 60, then if NBI rating for waterway adequacy, deck geometry or approach alignment is 3 or less, it could substitute for LPI higher than 60. Any NBI rating of 4 or less could factor in with added points.		30 -35	LPI (30 or less)	0	35	
		20-29	LPI (40-50)			
		10-19	LPI (50-60)			
Economic Development	1	10	Leads to new business opportunities	1	10	
		5	Creates opportunities for existing businesses			
		1	Maintains status quo			
Recent or Prior Project (Refer to the instructions tab for list of current projects in the STIP)	9	15	No project in the current STIP	9	15	
		12	Has 1 project in the current STIP			
		9	Has 2 projects in the current STIP			
		6	Has 3 projects in the current STIP			
		3	Has 4 projects in the current STIP			
Multi-jurisdictional	5	10	3 or more entities (each contributing financially toward the required match)	5	10	
		7	2 entities (both contributing financially toward the required match)			
		5	Stand-alone project			
Multi-modal/Complete Streets	10	6-10	Promotes safe and convenient access and travel to all available modes	10	10	
		2-5	Provides limited access to available modes			
		1	Addresses motor vehicle traffic only			
Identified in a local, regional, or state plan	5	5	Project is included in an Approved Capital Improvement Plan, regional, or state plan, that involved public input	5	5	
		2-4	Project is included in an Approved Capital Improvement Plan, regional, or state plan			
		0-1	Project has not been identified in a plan			
RDO/MPO Regional Significance rating	5	0-5	Insert value from RDO or MAPO evaluation	5	5	
TOTAL POINTS (100 points possible)				56	100	56%

ATP 7, 2023-2026
REGIONAL SIGNIFICANCE / IMPACT

Fill out the information as it applies to the project. Regional Development Commissions/MAPO will utilize this and their additional data to provide a regional ranking.

IDENTIFY PROJECT

Reconstruction of Garfield Avenue from Center Street to Range Street in North Mankato.

ECONOMIC FACTORS

Garfield Avenue from Center Street to Range Street primarily serves the surrounding residential neighborhoods, two elementary schools, and Wheeler Park. This segment of Garfield Avenue does not directly provide direct access to retail businesses or industries.

HEALTH, SOCIAL, ENVIRONMENTAL FACTORS

The proposed upgrading of the existing deficient street to an urban street section that meets current design standards will improve safety and enhance reliable access for local traffic and emergency vehicles. The enhanced section and improved parking will accommodate the increased traffic during student drop-off in the mornings and student pick-up during the afternoon for Bridges Community School and to some extent Monroe Elementary School. The proposed street improvements will also improve access and parking during city celebrations and events in the park, including the annual Fun Days celebration. Fun Days is annual community gathering during which thousands of people from the North Mankato area and the surrounding region gather in Wheeler Park for a nearly week-long celebrations featuring attractions such as amusement rides, live bands and entertainment, classic car displays, horseshoe tournaments, and food stands. The proposed on-street bicycle trail, enhanced sidewalks, and improved street lighting will improve access and safety for pedestrians and bicyclists, especially during the school season and during the celebrations and events in Wheeler Park. The proposed dedicated bike lane on Garfield Avenue will provide an additional connection between the existing on-street bike routes that are currently designated on Center Street and Range Street. The curb and gutter, storm sewer and storm water management facilities that will be constructed with the project will mitigate storm water runoff impacts. No adverse environmental impacts are expected.

ACCESS FACTOR

In addition to being part of the local street system within the residential neighborhoods of lower North Mankato, Garfield Avenue provides direct access to four residential properties as well as with a building housing Consolidated Communications equipment on the east end near Range Street. Access to Wheeler Park is provided by two driveways on the south side of the street. A driveway to the Bridges Community School playground and parking lot is located on the north side of the street, just west of the school building. This drive is barricaded by removable bollards and is only used occasionally for access by school district maintenance personnel. The main entrance to Bridges Community School is located on Garfield Avenue, and it provides the primary vehicular access for school busses and for student drop-off and pick-up. Garfield Avenue also provides one of two vehicular access points for Wheeler Park. In addition to vehicular access, Garfield Avenue provides a primary access route for pedestrians and bicyclists traveling to and from Bridges Community School, Monroe Elementary School, and Wheeler Park.

PROJECT DESIGN

The existing street is approximately 40 feet wide with no curb and gutter throughout most of the south side and bituminous pavement that is deteriorated. The proposed improvements include reconstructing the street with a curb and gutter on both sides and a 44-foot-wide curb opening. The pavement section will be bituminous and designed to meet State-Aid standards. The 44-foot-wide street will provide for two travel lanes, parking on both sides, and a dedicated on-street bicycle lane on the south side. The all or a portion of the parking lanes adjacent to the school would be designated for bus parking and student drop-off/pick-up during appropriate hours of school days. The existing sidewalk on the north side of the street will be replaced with an 8-foot-wide concrete sidewalk, and the existing pedestrian ramps at all quadrants of the Center Street intersection and the westerly quadrants of the Range Street intersection will be reconstructed. The sidewalk and pedestrian ramps will be designed to meet ADA/PROWAG standards. The project also includes the construction of storm sewer and street lighting. The City intends to use a combination of Municipal State Aid Funds, general funds, and possibly special assessments to finance the local share of the project.

OTHER

The City of North Mankato currently has three projects on the STIP: The Commerce Drive Improvement Project was constructed in 2019 by Advance Construction, and \$205,314 of FY2022 STP Small Urban funding remains allocated to the project; Howard Drive/Lor Ray Drive Roundabout STP Small Urban (FY 2023); and Hoover Elementary SRTS Improvement project TAP (FY 2024). MSA funds have been used to a portion of the local share on previous federally funded projects. The attached resolution adopted by the City Council authorizes the submission of the funding application and provides a commitment to implement the project if it is selected for funding.

The following factors have been identified as having or potentially having Regional Significance / Impact.

ECONOMIC FACTORS include agriculture related, business, tourism and special facilities:

- Agriculture Related: dairy routes, elevators, livestock buying stations, sugar beet dumps, fertilizer distribution centers, anhydrous distribution centers, farm implement dealers, large livestock / poultry operations.
- Business: retail business >\$1 million, wholesale business >\$1 million, employee payroll >\$500,000, employers of > 30, manufacturing > \$1 million, service industries >\$1 million, regional centers, casinos, shipping/distribution centers.
- Tourism: national, state, regional parks; historic sites, natural preservation routes, scenic by-ways, resorts / camping.
- Special Facilities: fuel pipeline, mining (kaolin, sand, gravel).

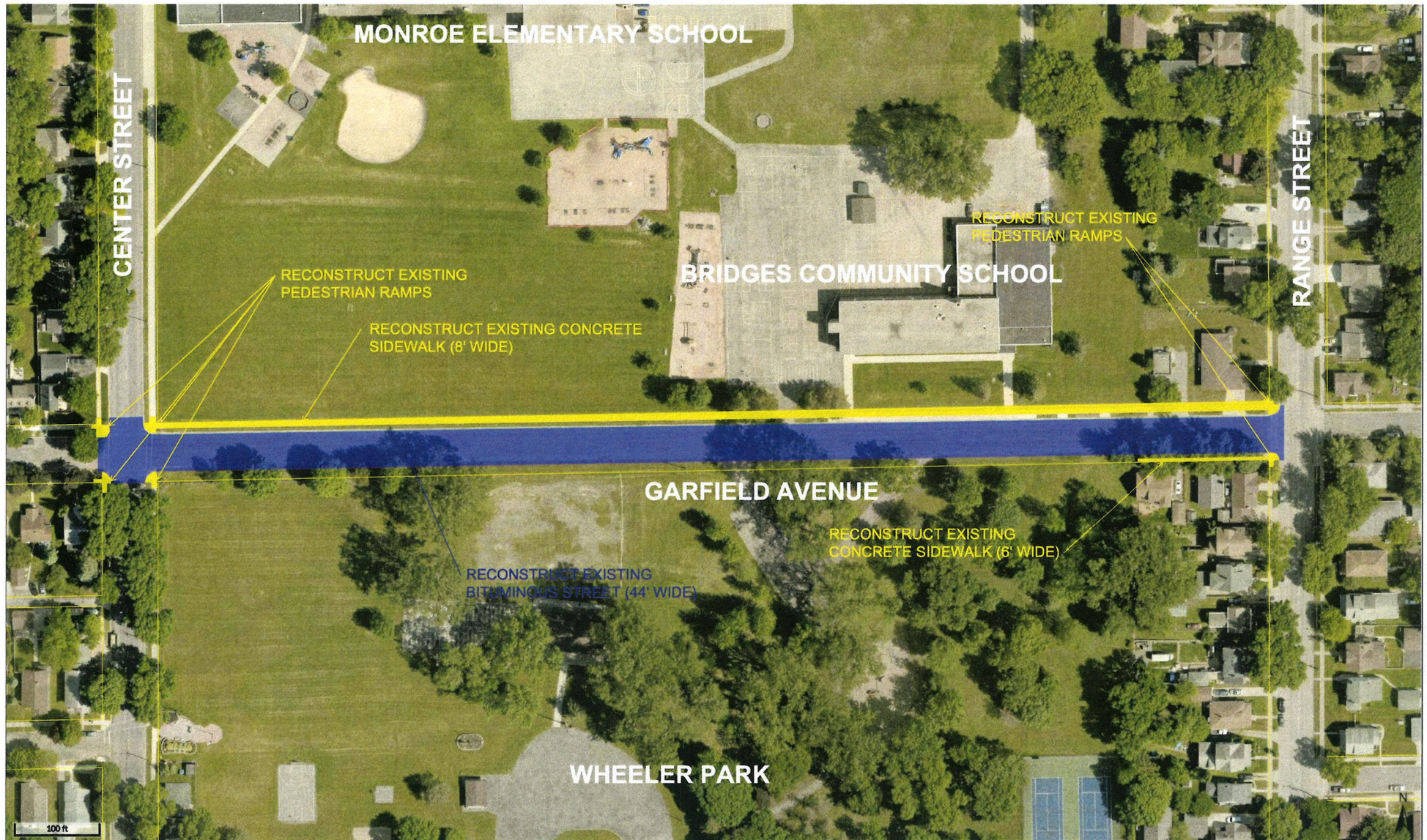
HEALTH, SOCIAL, ENVIRONMENTAL FACTORS: hospitals, pharmacies, clinics, DAC's, senior center / meal sites, waste hauling routes.

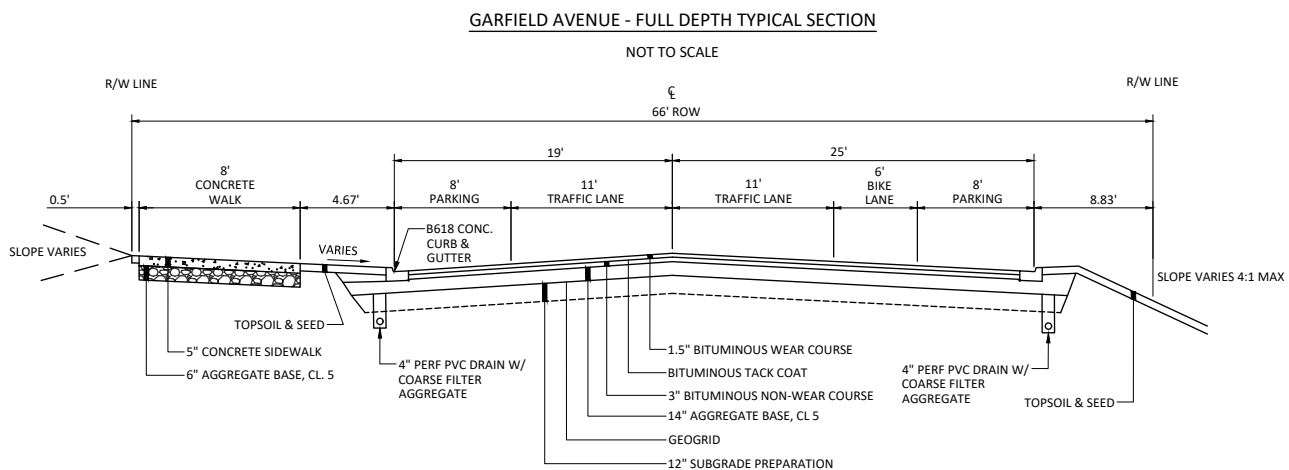
ACCESS FACTORS: Interstate, water crossings, bikeways, airports, rail, inter / intrastate bus routes, alternative route or application, intermodal, freight routes, school bus routes / sites.

PROJECT DESIGN: impact, local match, efficient use of funds, other sources of funds.

OTHER: prior commitments to STIP, mandated projects, political commitments, multiple partners in the projects, staged construction, etc.







STATE OF MINNESOTA)

COUNTY OF NICOLLET) ss.

Authenticating Certificate

CITY OF NORTH MANKATO)

I, the undersigned, being the duly qualified City Clerk of the City of North Mankato, Minnesota, hereby certify that I have carefully compared the following attached Resolution No. 84-21, adopted at a Regular Meeting of the City Council of the City of North Mankato held on December 20, 2021, entitled:

RESOLUTION SUPPORTING PURUIT OF LOCAL ROAD IMPROVEMENT
PROGRAM FRUNDING FROM THE MINNESOTA DEPARTMENT OF
TRANSPORTATION FOR THE GARIELD AVENUE IMPROVEMENT PROJECT

with the original thereof on file and of record in my office, and that the same is a full, true and complete copy of said original.

I further certify that a majority of the members of the City Council were present throughout the meeting, and that the Resolution was passed by a majority vote of all members of the Council.

Witness my hand and the official seal of said City of North Mankato this 3RD day of January 2022.



April Van Genderen

City Clerk

City of North Mankato, Minnesota

RESOLUTION NO. 84-21

RESOLUTION SUPPORTING PURSUIT OF LOCAL ROAD IMPROVEMENT PROGRAM
FUNDING FROM THE MINNESOTA DEPARTMENT OF TRANSPORTATION FOR THE
GARFIELD AVENUE IMPROVEMENT PROJECT

WHEREAS, approximately \$2.6 million in federal funds are available in fiscal year 2026 for the improvement of streets and bridges in cities with population over 5,000 in MnDOT District 7 through the Surface Transportation Program (STP – Small Urban), and

WHEREAS, Garfield Avenue is and will continue to be an important transportation corridor within the City of North Mankato, providing vehicular and pedestrian/bicycle access to existing residential areas and schools, and

WHEREAS, Garfield Avenue from Center Street to Range Street is in very poor condition and is in need of improvement in order enhance safety and reliability for vehicular and pedestrian traffic, and

WHEREAS, the City of North Mankato has determined that the reconstruction of Garfield Avenue from Center Street to Range Street is necessary and meets the eligibility requirements of the STP-Small Urban funding program.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTH MANKATO, MINNESOTA that the City Council hereby supports the reconstruction of Garfield Avenue from Center Street to Range Street.

BE IT FURTHER RESOLVED that the City of North Mankato agrees to act as sponsoring agency for the STP – Small Urban federal funding and has reviewed and approved the project as proposed.

BE IT FURTHER RESOLVED that the City of North Mankato, if awarded the federal funds for said project, agrees to secure and guarantee the local share of costs associated with this project and agrees to see this project through to its completion, with compliance of all applicable laws, rules, and regulations.

BE IT FURTHER RESOLVED that the City of North Mankato agrees to design and construct said project and agrees to operate and maintain the facilities constructed with federal transportation funds for the useful life of the improvement.

Adopted by the City Council this 20th day of December 2021

Mayor

Attest:



City Clerk



Mankato/North Mankato Area Planning Organization

10 Civic Center Plaza, Mankato, MN 56001

Phone: (507) 387-8613

January 4, 2022

Dear Surface Transportation Program (STP) Selection Committee,

I am pleased to provide robust support of the City of North Mankato's request for funding via the Surface Transportation Program - Small Urban (STP – SU) grant program for the numerous benefits to be realized by the Garfield Avenue Improvement Project.

The proposed project will address safety, infrastructure condition, and multimodal concerns while enhancing and diversifying the area's transportation system. The project includes reconstruction of the existing street with a 44-foot-wide bituminous street with curb and gutter on both sides. The new street section would accommodate two driving lanes with parking lanes on both sides of the street.

The project advances multiple goals identified in the area's Long Range Transportation Plan (LRTP). This includes multimodal goals by providing an on-street dedicated bicycle lane on the south side, and by widening the sidewalk on the north side to 8 feet. Area Safety goals will be advanced by the project's proposed improved street design and the addition of new street lights along the length of the project. The area's Long Range Risk & Resilience goals will be advanced by construction of new storm sewer facilities.

The project's scope and intended outcomes advance the goals of the STP-SU program. Please do not hesitate to contact me at (507) 387-8613 if clarification is needed regarding this opportunity.

Paul Vogel

Executive Director

Mankato/North Mankato Area Planning Organization (MAPO)

10 Civic Center Plaza

Mankato, MN 56001



BRIDGES COMMUNITY SCHOOL

320 Garfield Avenue
North Mankato, Minnesota 56003
Office • 507•387•2800 Fax • 507•387•3143

December 20, 2021

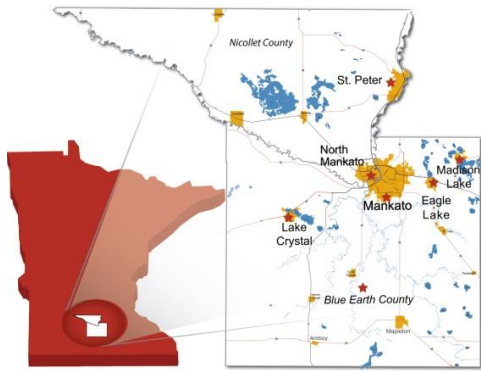
To Whom it May Concern:

Bridges Community School is located on Garfield Avenue in lower North Mankato. We are writing in support of the city's grant application for future improvements to Garfield Avenue. These improvements would benefit our school and the surrounding community.

Thank you for your consideration.

Sincerely,

Michelle Kruize
Principal, Bridge Community School
mkruiz1@isd77.org
507-387-2800



AGENDA RECOMMENDATION

**Agenda Heading: Presentation: Hwy 169
Corridor Study (MAPO & MnDOT staff)
No: 6.1**

Agenda Item:

Presentation: Hwy 169 Corridor Study (MAPO & MnDOT staff)

Recommendation Action(s):

Informational

Summary:

MAPO's [Highway 169 Corridor Study](#) was developed over 2020 – 2021. The study was guided by a project management team (PMT) comprised of representatives of the counties of Blue Earth and Nicollet, the cities of Mankato and North Mankato, MnDOT District 7, and MAPO.

MAPO and MnDOT staff will deliver a final presentation regarding the study's recommendations for safety, intersections, traffic flow, pedestrian and bicyclist connections, and alternative roadway designs to develop a long-term vision for future improvements.

Attachments:

Presentation slides



Hwy 169 Corridor Study

MAPO Technical Advisory Committee

January 27, 2022





**BOLTON
& MENK**



MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

Agenda

- 01 ● Welcome and Introductions
- 02 ● Study Overview
- 03 ● Preliminary Recommended Vision & Implementation Plan
- 04 ● Next Steps
- 05 ● Resolutions of Support



Study Goals

Project Goals



**Preserve community connections
and economic vitality**



Reliable mobility for all users



Safety of all system users



Respect the environment and people



Financial responsibility



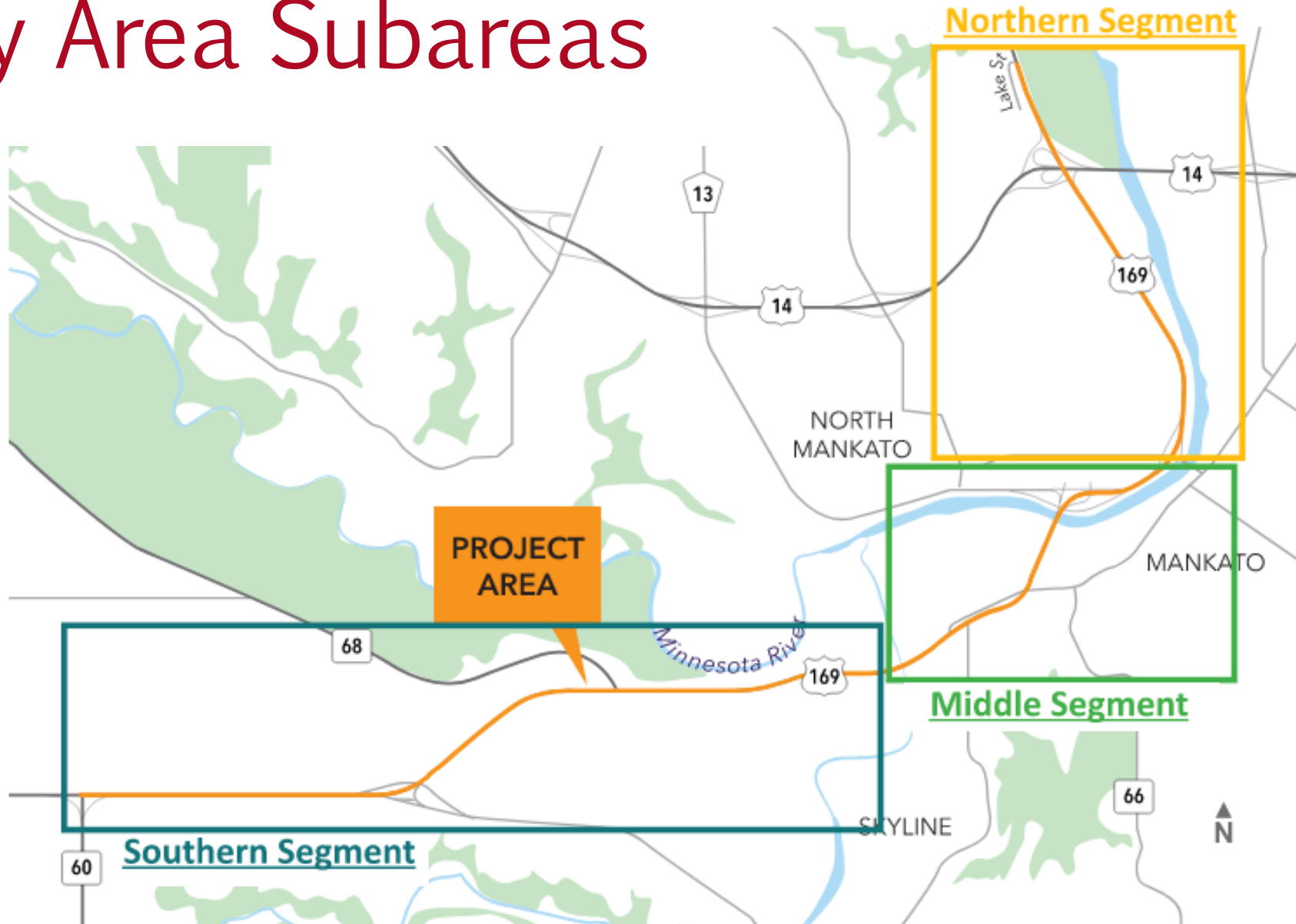
Agency and public support



Study Schedule

- Phase 1: Issues, opportunities, and priorities
 - Business focus groups
 - Public Open House #1
 - City Council updates
- Phase 2: Identify and evaluate design concepts
 - Business focus groups
 - Pop-up events
 - Public Open House #2
- Phase 3: Develop recommendations and implementation plan
 - Public Open House #3
 - City Council/County Board presentations

Study Area Subareas





**BOLTON
& MENK**



MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

The Northern Subarea Vision

Highway 169 Corridor

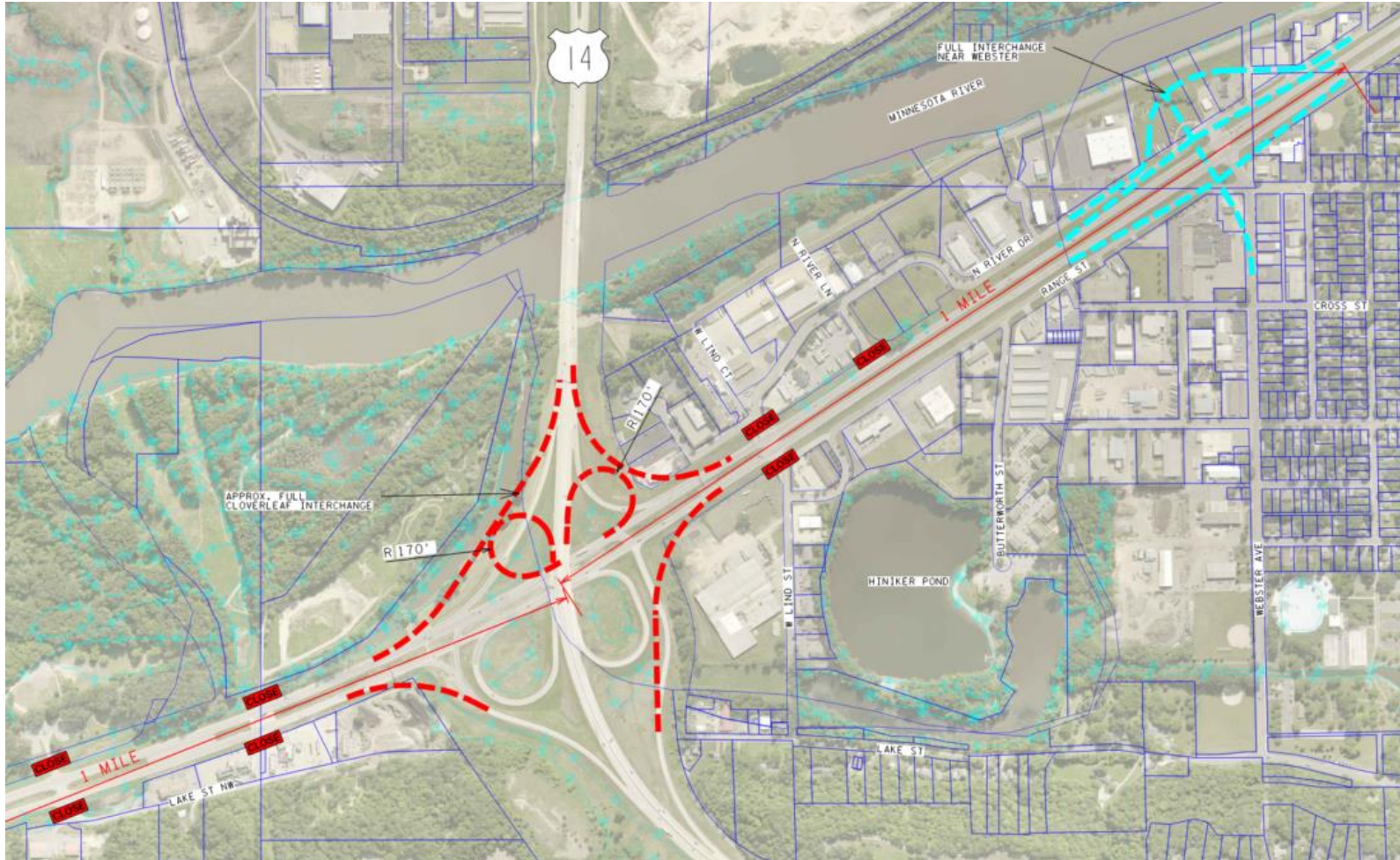
Northern Subarea Access Options



Concepts considered improvements at:

- Highway 14/169 interchange
 - Hwy 14 exit ramp signal
 - Diverging Diamond Interchange
 - Full Cloverleaf Interchange
- N. River Ln and Webster Ave
 - Signals
 - Roundabouts
 - Signalized Restricted U-Turns
- Range Street at Webster Ave
 - Cul-de-sac
 - Median
 - Striping and access modifications
- Grade separated pedestrian crossing

Freeway Option Currently Not Recommended



Evaluation Results:

- Poor community connections
 - Would require access closures from Lake St to Webster Ave
- High community impacts
 - Multiple total acquisitions required
 - Impact to the flood control system
- No local agency support
 - Concern for business and environmental impacts
 - High cost
 - Limited opportunities for aesthetic improvements
- Roundabout Expressway benefits comparable to a Freeway with significantly less cost

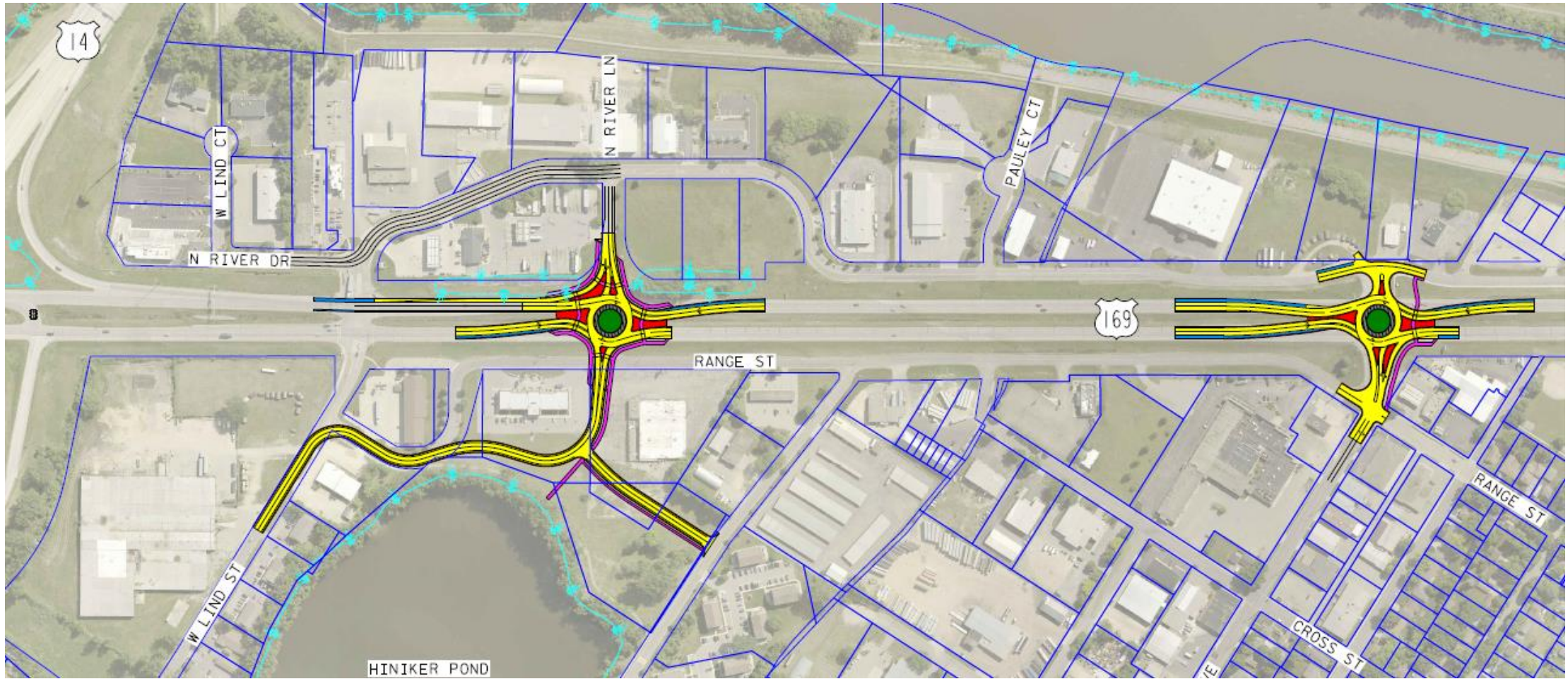
Northern Subarea Feedback Highlights



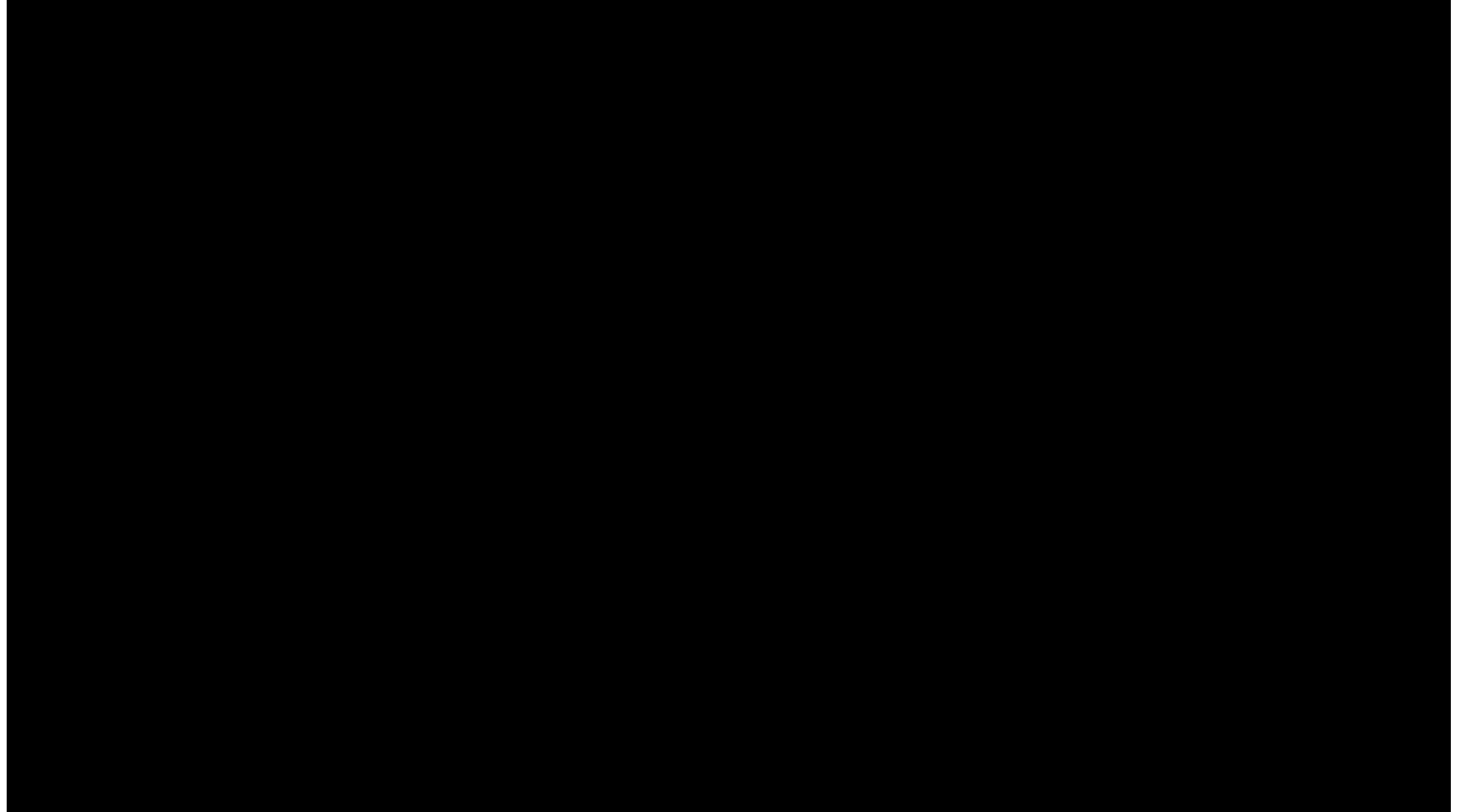
Photo from North Mankato Farmers Market

- Mixed support for a full cloverleaf interchange at Hwy 14 and a diverging diamond interchange.
- Mixed support for roundabouts at N River Ln and Webster Ave and interchanges at Hwy 14 and Webster Ave.
- Lack of support for signalized RCUTs.
- Many supported the Range St concept that keeps the intersection open to Webster Ave.
- Many supported the pedestrian and bicyclist improvements in the north segment, and most people preferred the crossing north of Lind St.

Northern Subarea - Preliminary Study Recommendations



Northern Subarea





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The Middle Subarea

Highway 169 Corridor

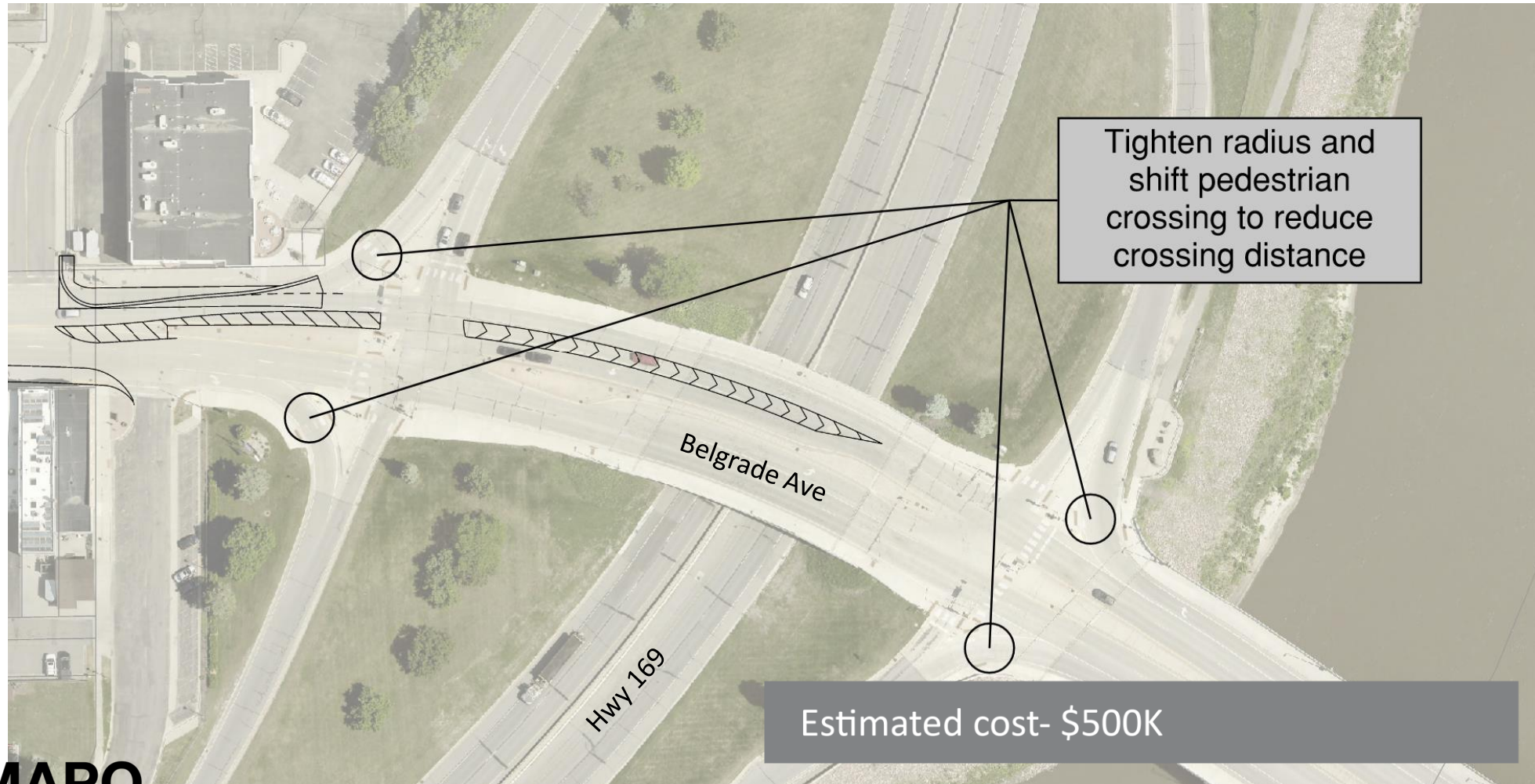
Middle Subarea Access Options

The middle subarea is an existing freeway and is planned to remain a freeway.



Middle Subarea

Preliminary Study Recommendations (Multiple)



Middle Subarea

Preliminary Study Recommendations (Multiple)

Belgrade Ave Roundabout Concept

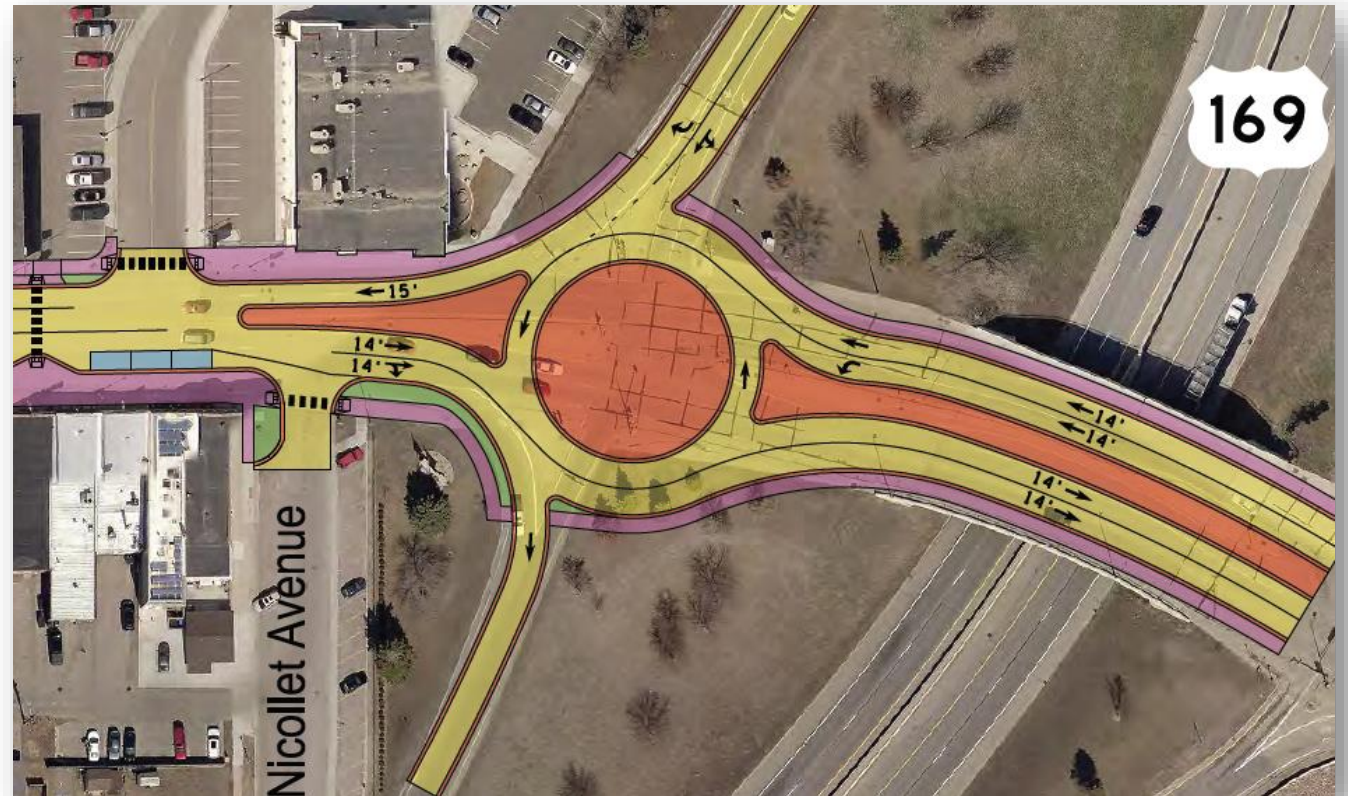
Estimated cost- \$2M



- Improves pedestrian crossings
- Improves traffic flow on Belgrade Ave
- Improves traffic flow into potentially reduced section west of Hwy 169



- Cost for construction



Middle Subarea

Preliminary Study Recommendations (Multiple)

Riverfront Dr Right Turn Lane Concept

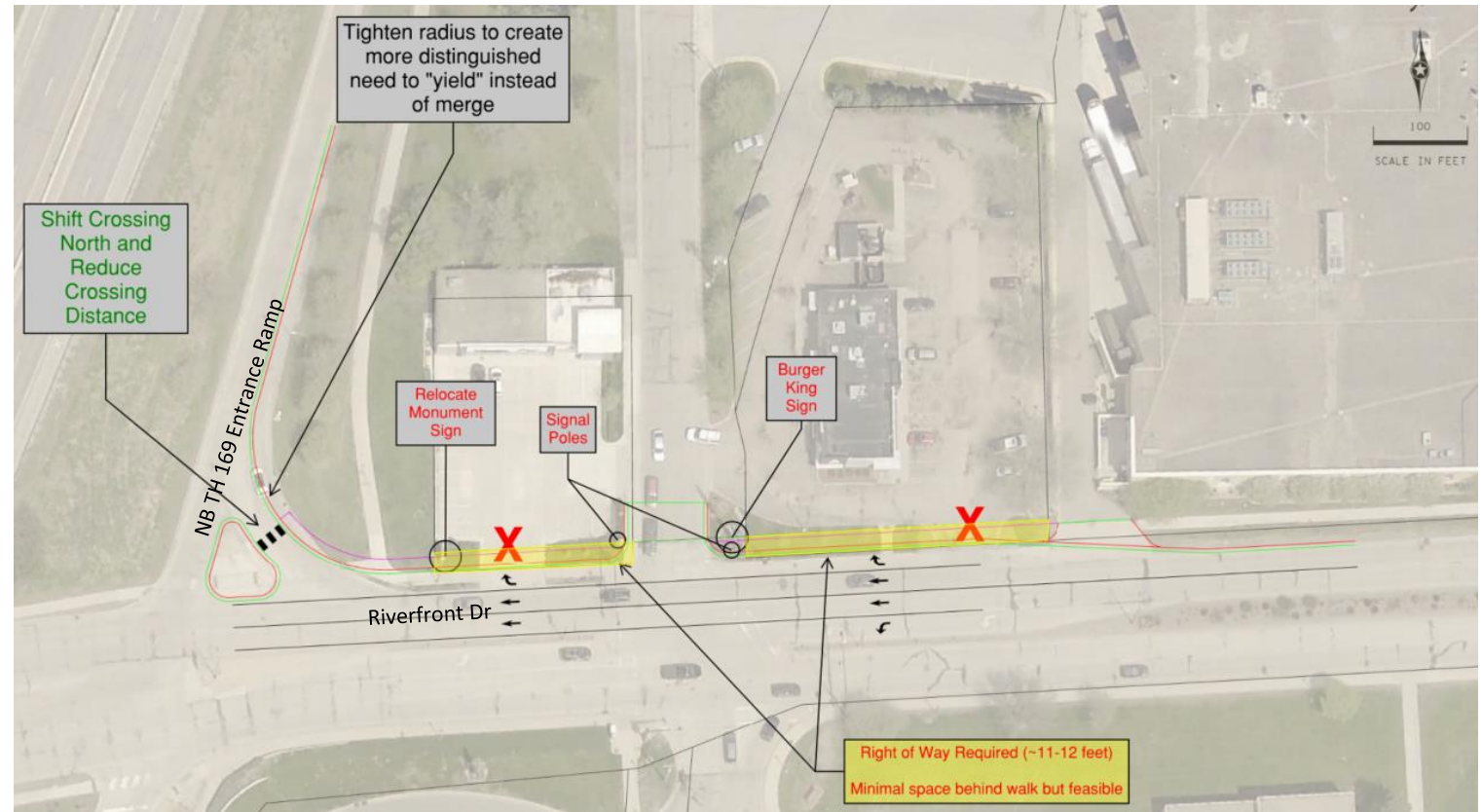
Estimated cost- \$850K



- Improves pedestrian crossing
- Enforces need for westbound traffic turning right to yield for pedestrians
- Adds westbound right turn lane
- Reduces westbound rear end crashes
- Reduces potential conflict points along Riverfront Dr



- Increases delay for westbound traffic turning right
- Requires property acquisition
- Reduces accesses to businesses



Middle Subarea

Preliminary Study Recommendations (Multiple)

Riverfront Dr Signalized Corridor Concept

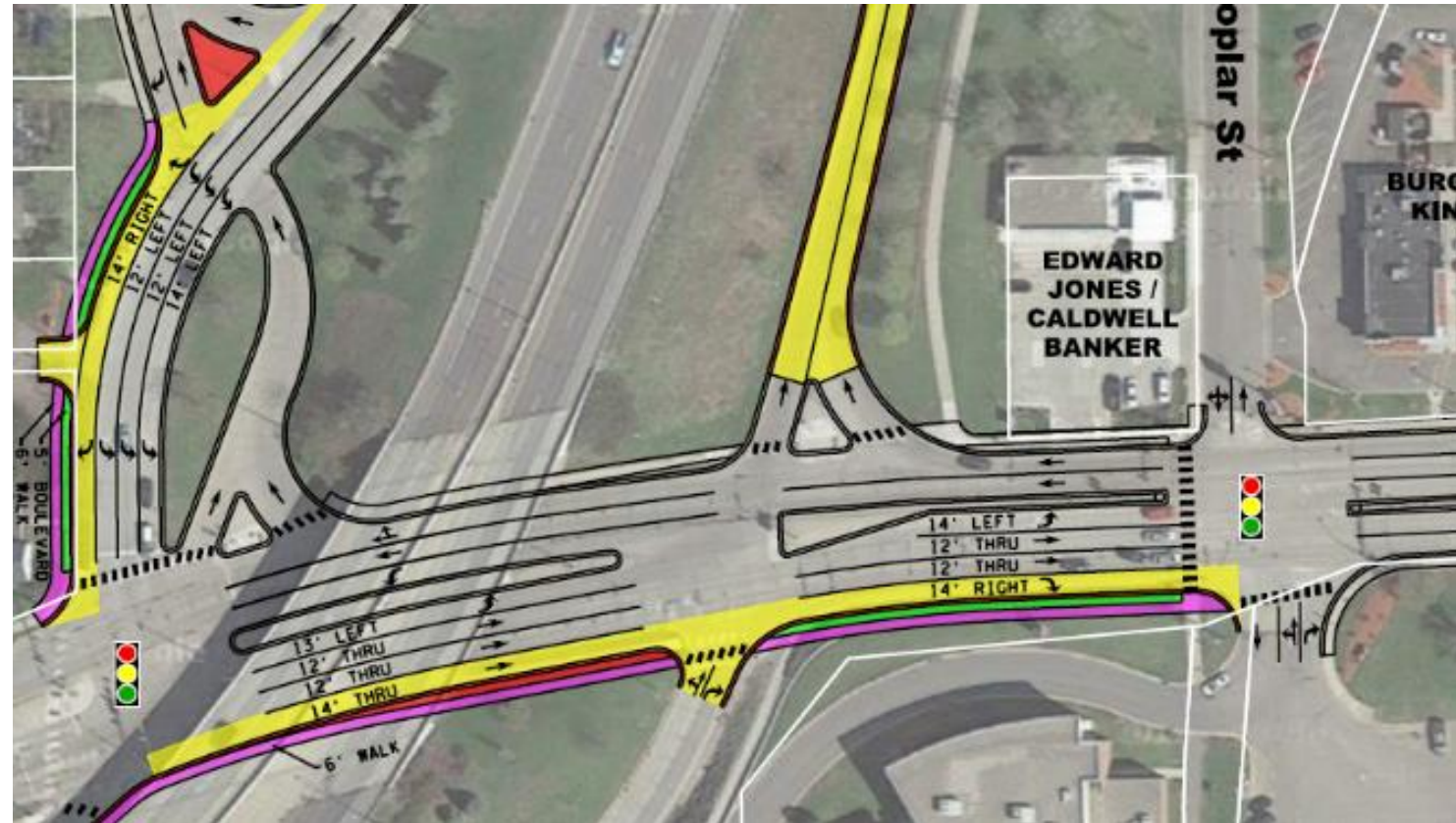
Estimated cost- \$1M



- Improves traffic flow
- Maintains full access at all



- May require property acquisition
- May require bridge work to accommodate lanes (or removal of sidewalk)
- May have a learning curve as drivers get familiar with road design



Middle Subarea

Preliminary Study Recommendations (Multiple)

Riverfront Dr East of Hwy 169 Concept

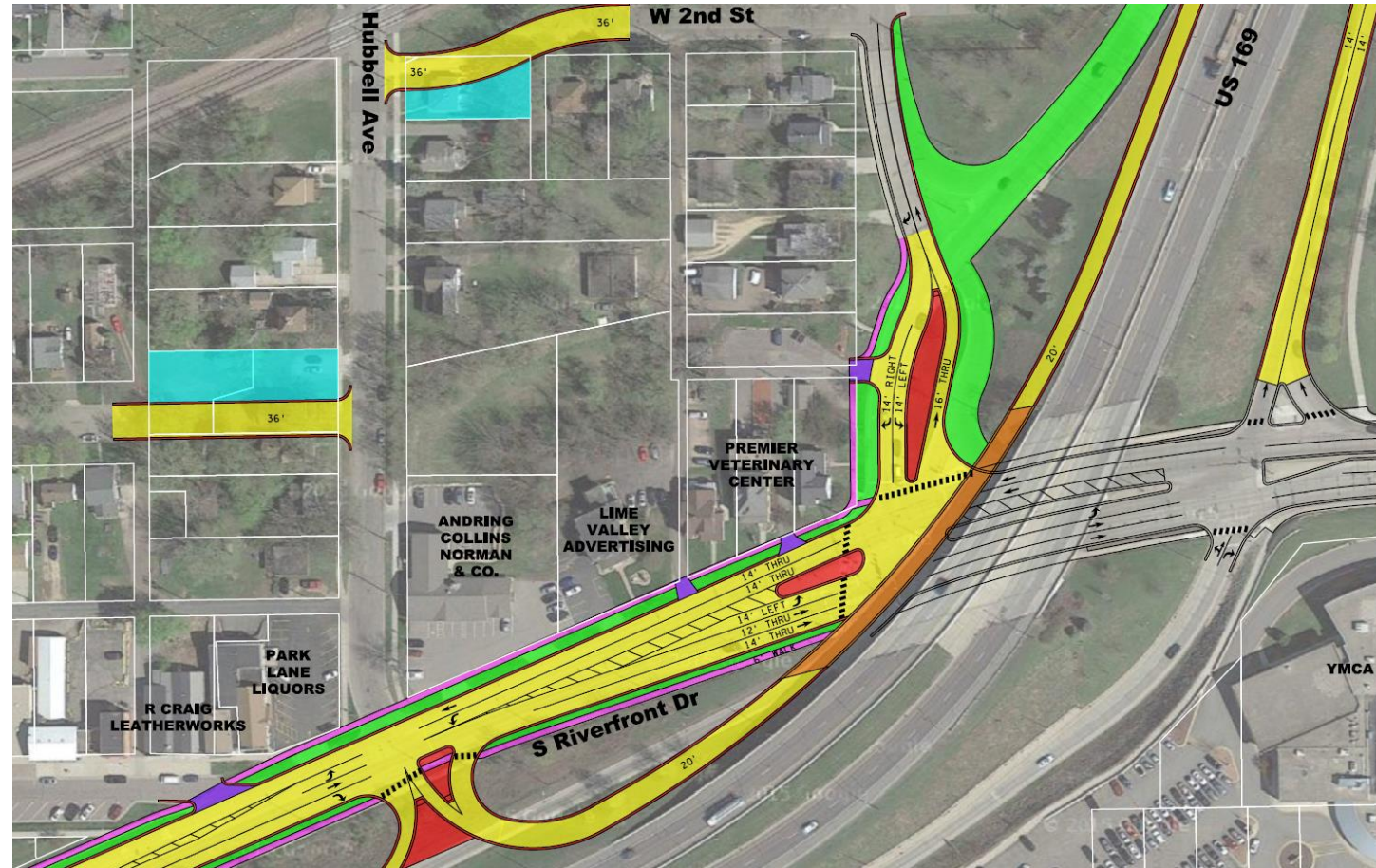
Estimated cost- \$4.5M



- Improves traffic flow
- Maintains accesses east of Hwy 169 along Riverfront Dr



- Cost of construction
- Creates design issues that may require raising Riverfront Dr
- Removes Hubbell Ave/Riverfront Dr intersection



Middle Subarea Feedback Highlights

- Some expressed concern with the Belgrade Ave/Veterans Memorial Bridge roundabout concept.
- Some support for the Riverfront Dr signalized corridor and right turn lane concepts; however, few people provided comments on Riverfront Dr.
- Some said merging at Lookout Dr and Sherman St before getting on southbound Hwy 169 is challenging.

Photo from Songs on the Lawn





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The Southern Subarea Vision



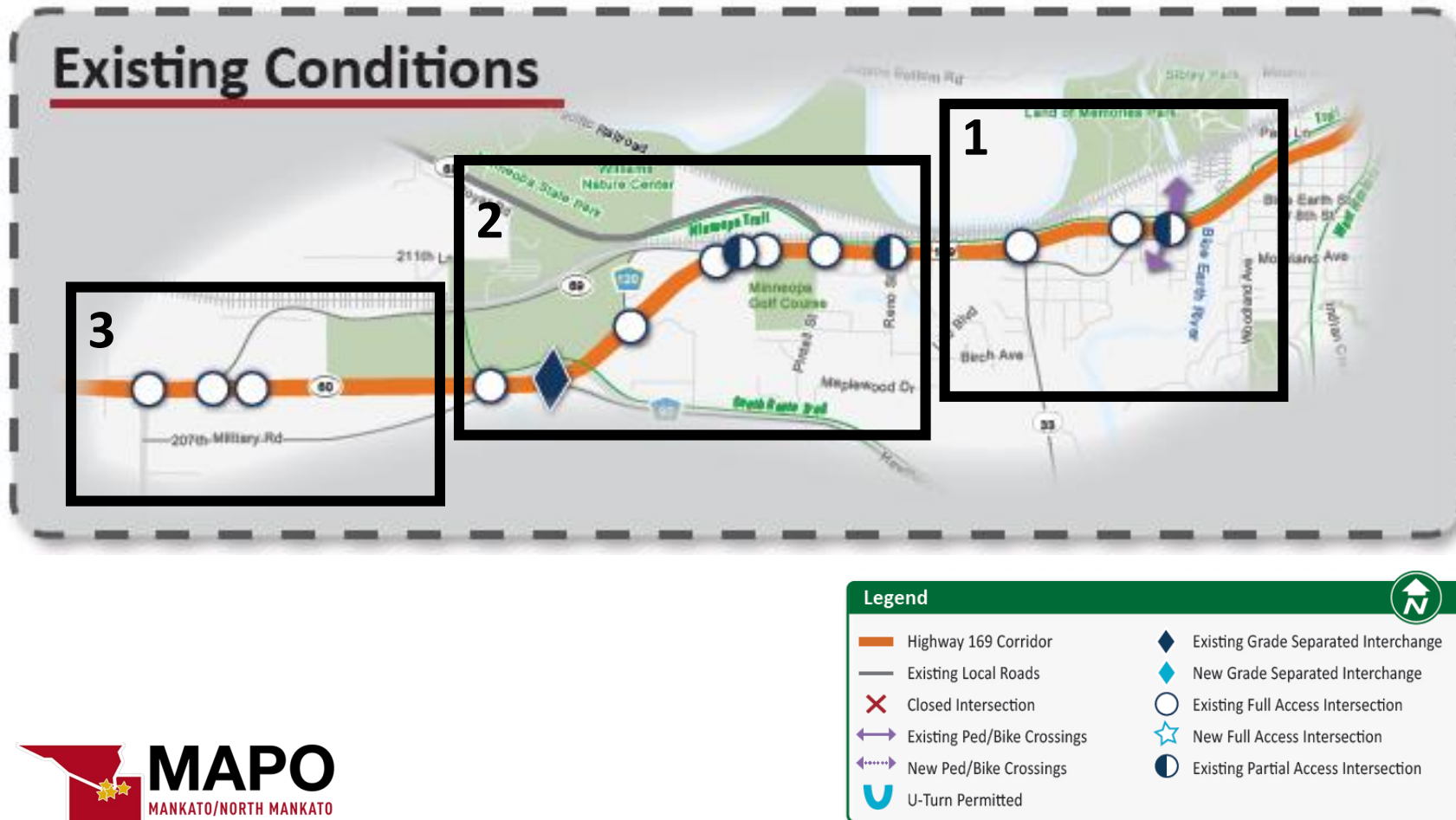
MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

Highway 169 Corridor

Southern Subarea Access Options

Concepts considered
improvements at:

- Section 1
 - Hawley Street
 - Amos Owen Lane
 - County Hwy 33
- Section 2
 - Highway 68
 - County Highway 69
 - County Road 120
- Section 3
 - 208th Lane
 - Loren Drive
 - Highway 60/169
 - Gadwell Road



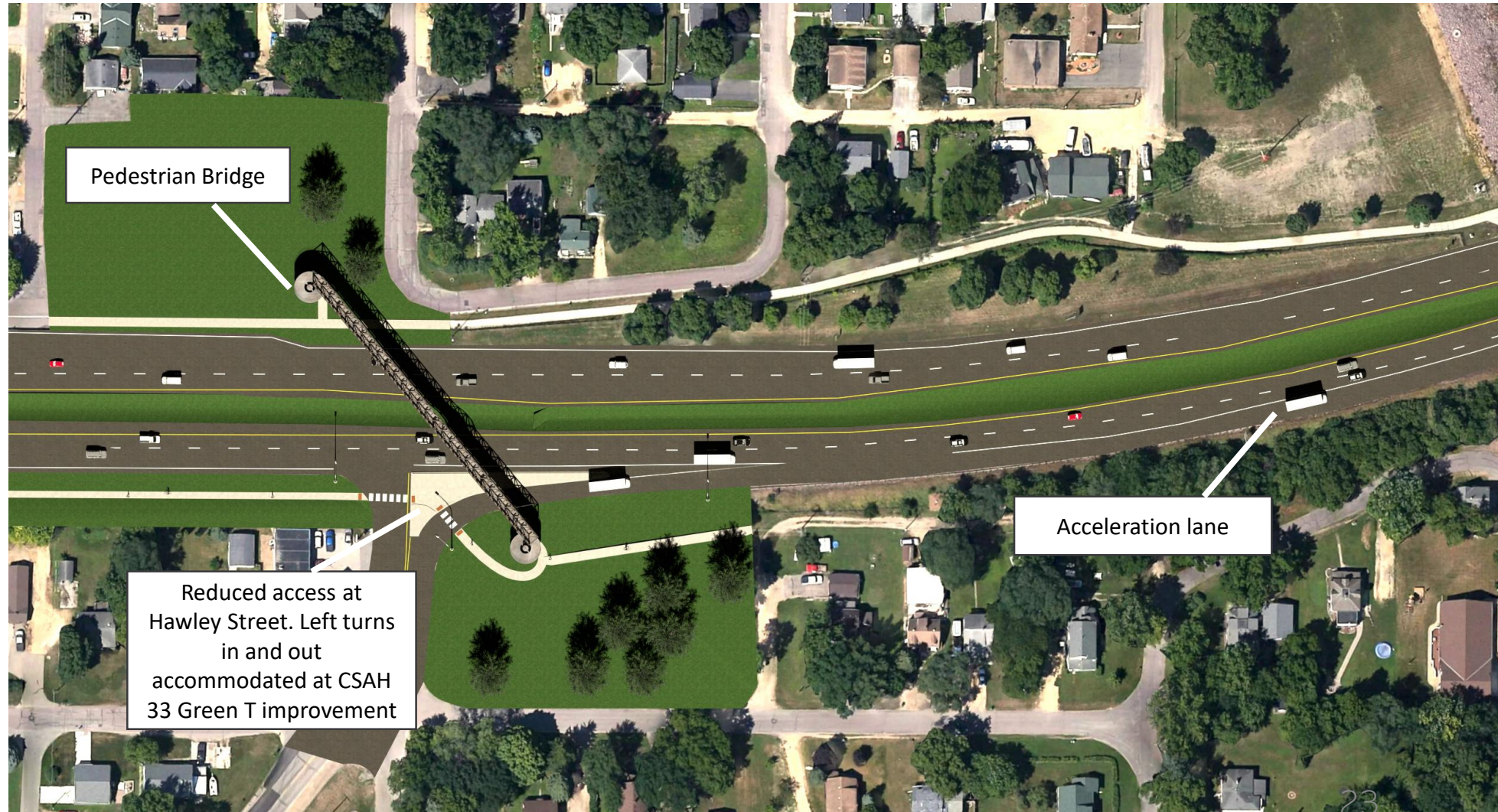
Southern Subarea – Section 1

Preliminary Study Recommendations

Green T Example



Southern Subarea – Hawley Street



Southern Subarea



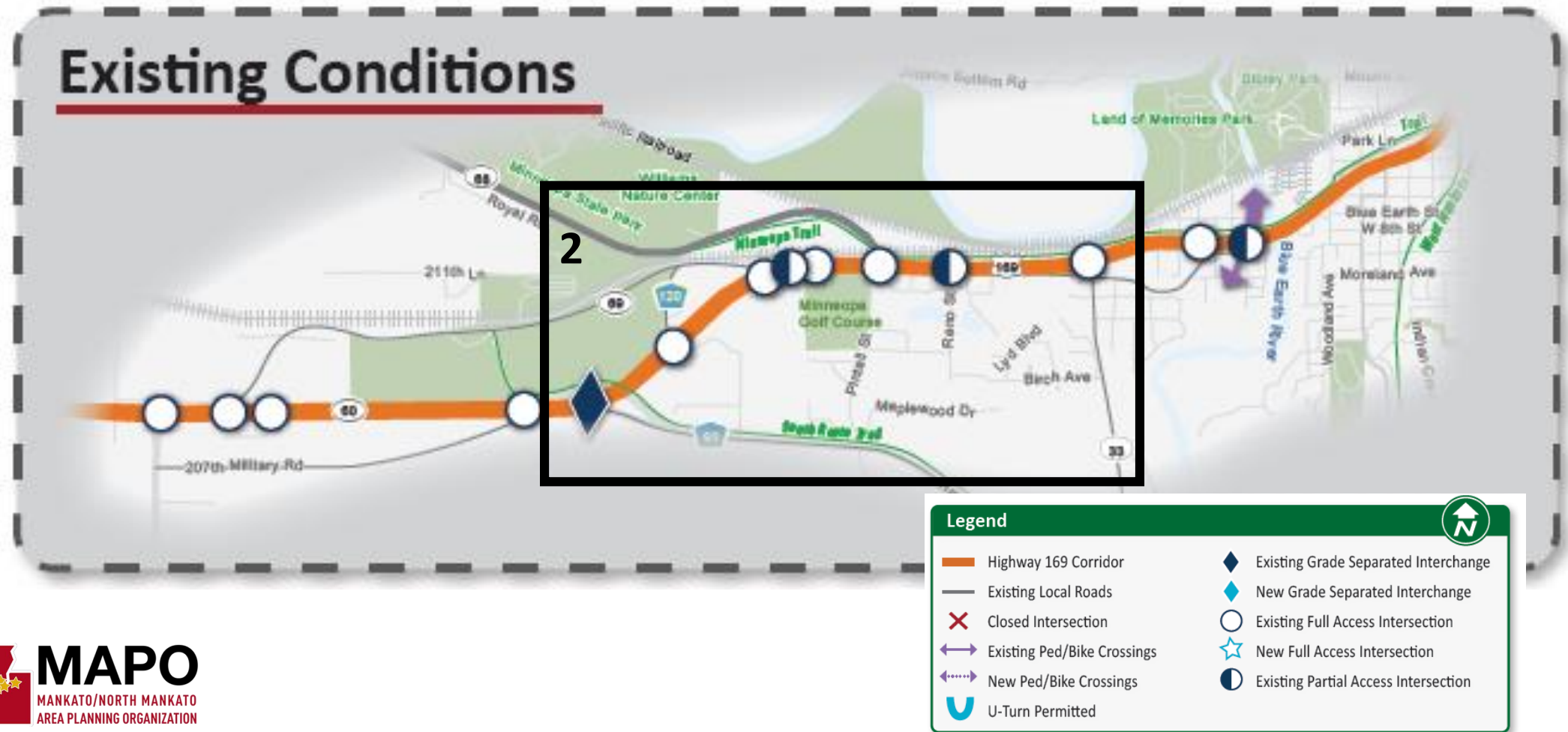


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AREA PLANNING ORGANIZATION

Highway 169 Corridor

Southern Subarea Access Options

Section 2: County Rd 33 to County Rd 90



Southern Subarea – Section 2

Preliminary Study Recommendations



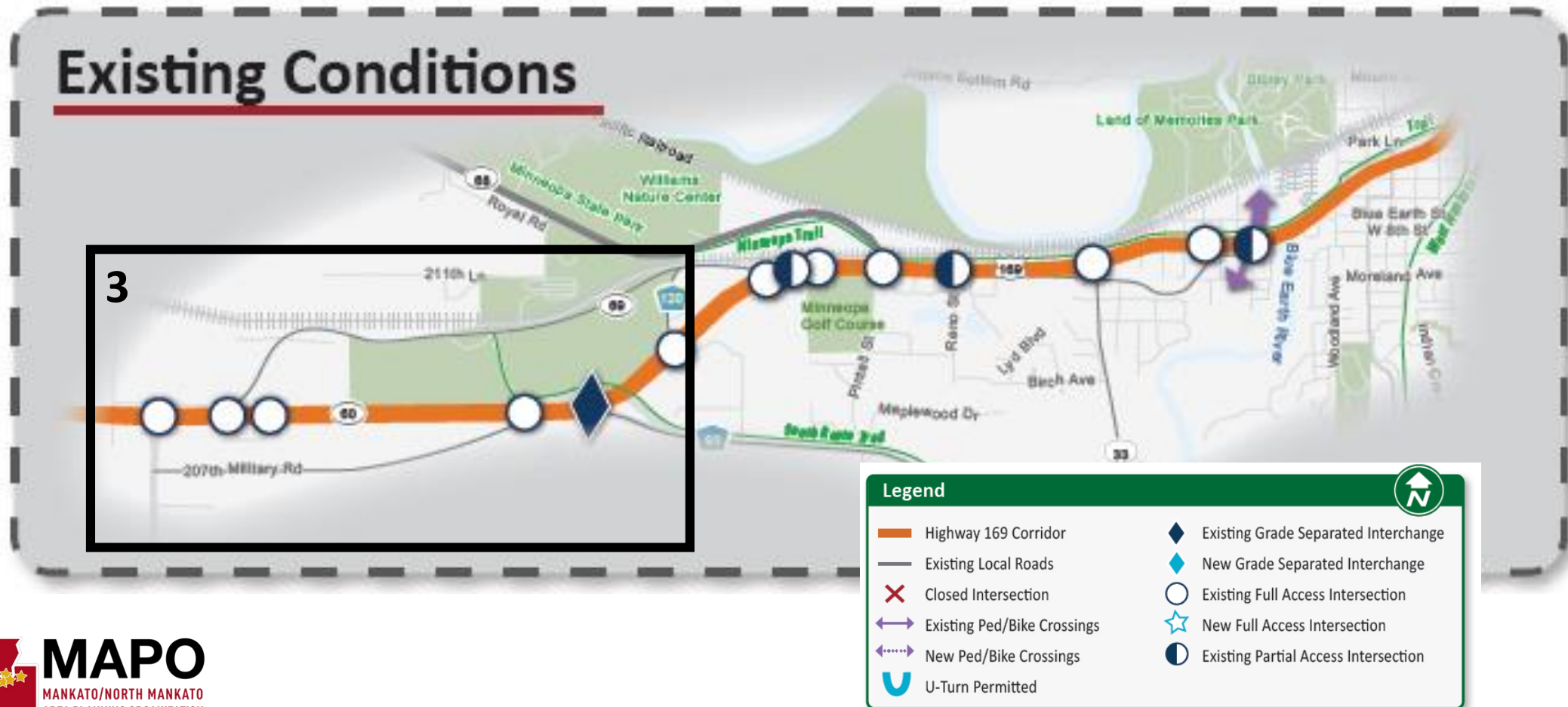


MAPO
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AREA PLANNING ORGANIZATION

Highway 169 Corridor

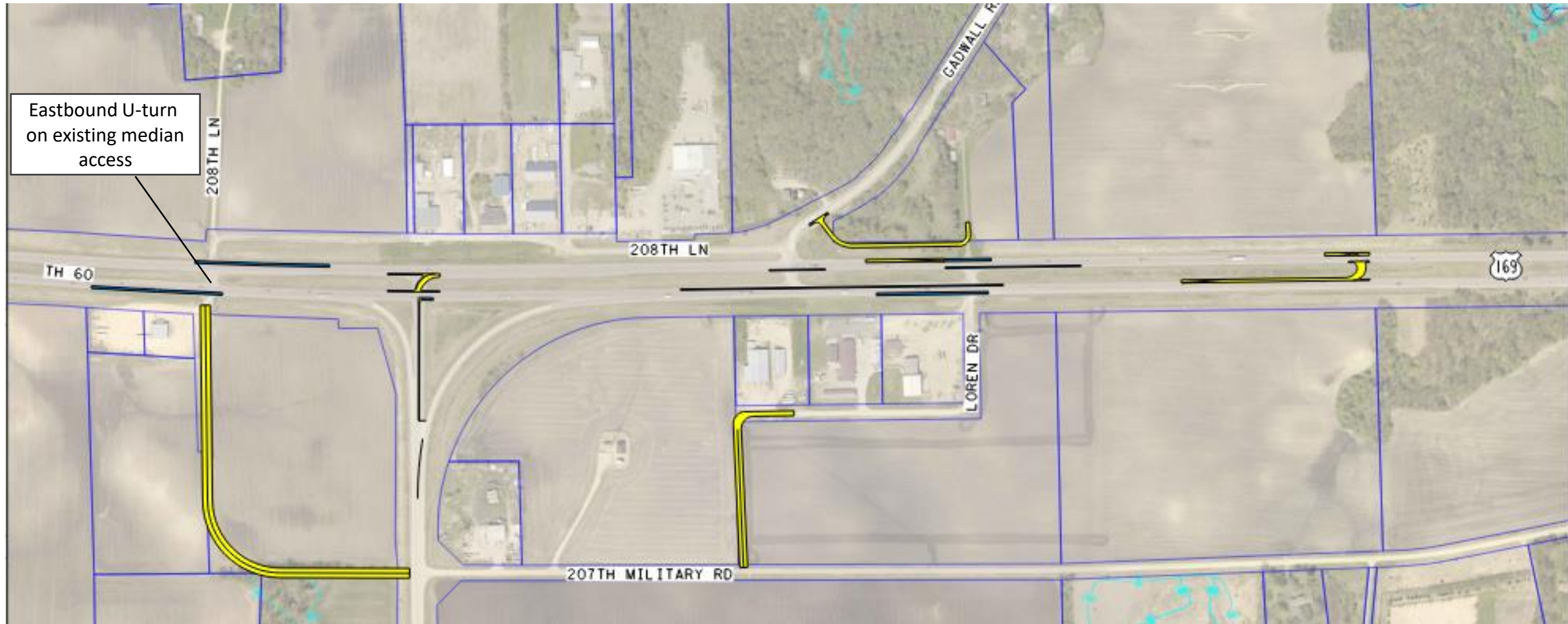
Southern Subarea Access Options

Section 3: County Rd 90 to 208th Ln



Southern Subarea – Section 3

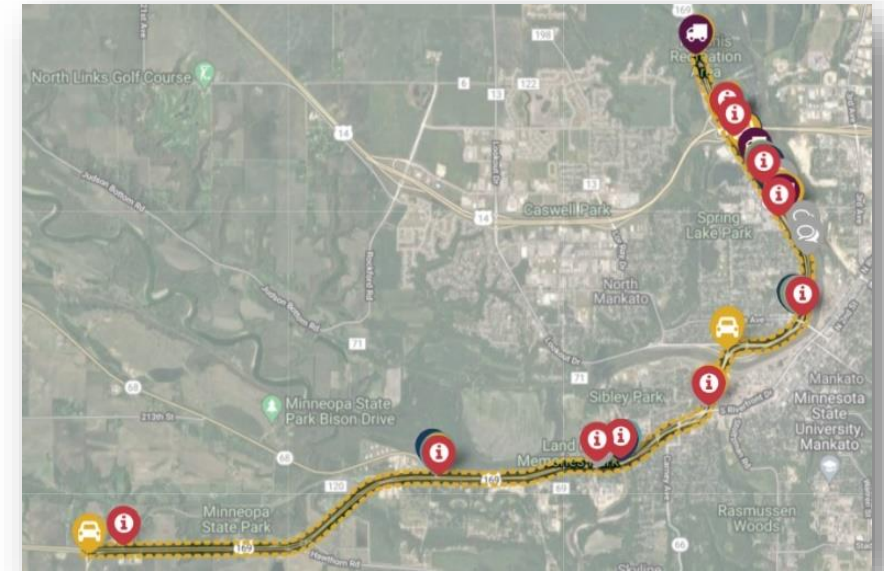
Preliminary Study Recommendations



Southern Subarea Feedback Highlights

- Many support the Hawley St pedestrian bridge concept.
- Preference for the CSAH 33 Green-T concept over the Hawley St Green-T concept.
- Many supported the acceleration lane from Hawley St to eastbound Hwy 169.
- Many support the High-T at Hwy 68.
- Business concerns that the RCUT at CR 120 will not address the acceleration challenges for trucks turning onto Hwy 169 from CR 120.
- Support for the RCUT concepts if turns are wide enough for truck and trailer turning movements.

Comments from interactive map



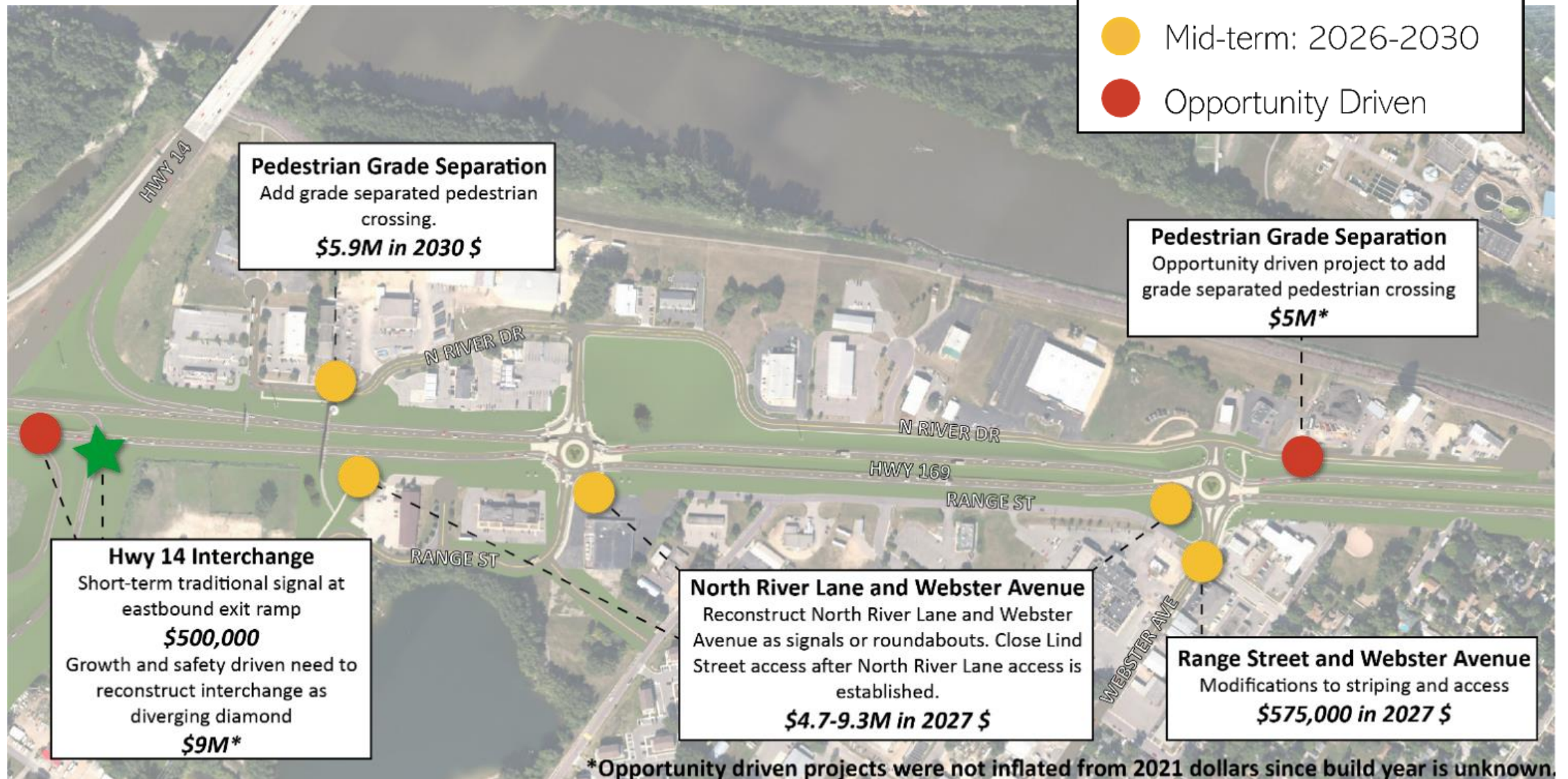


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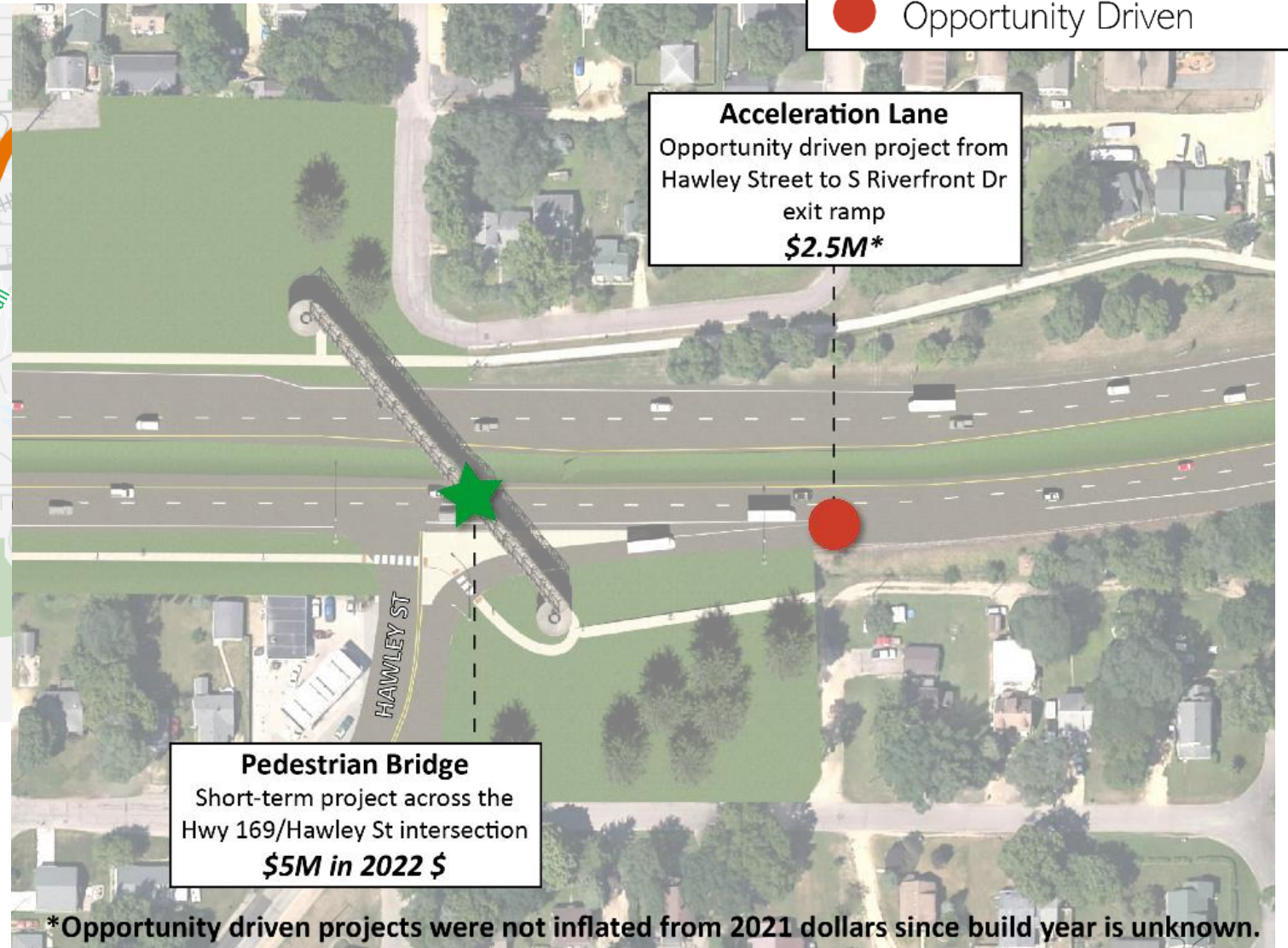
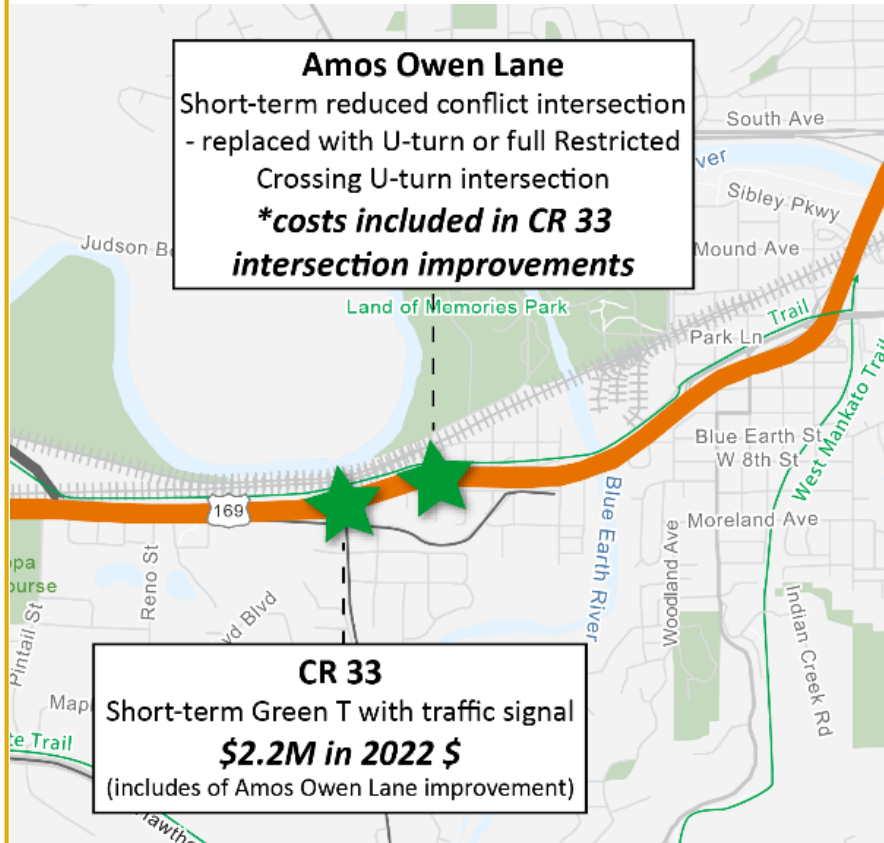
The Implementation Plan

Northern Subarea

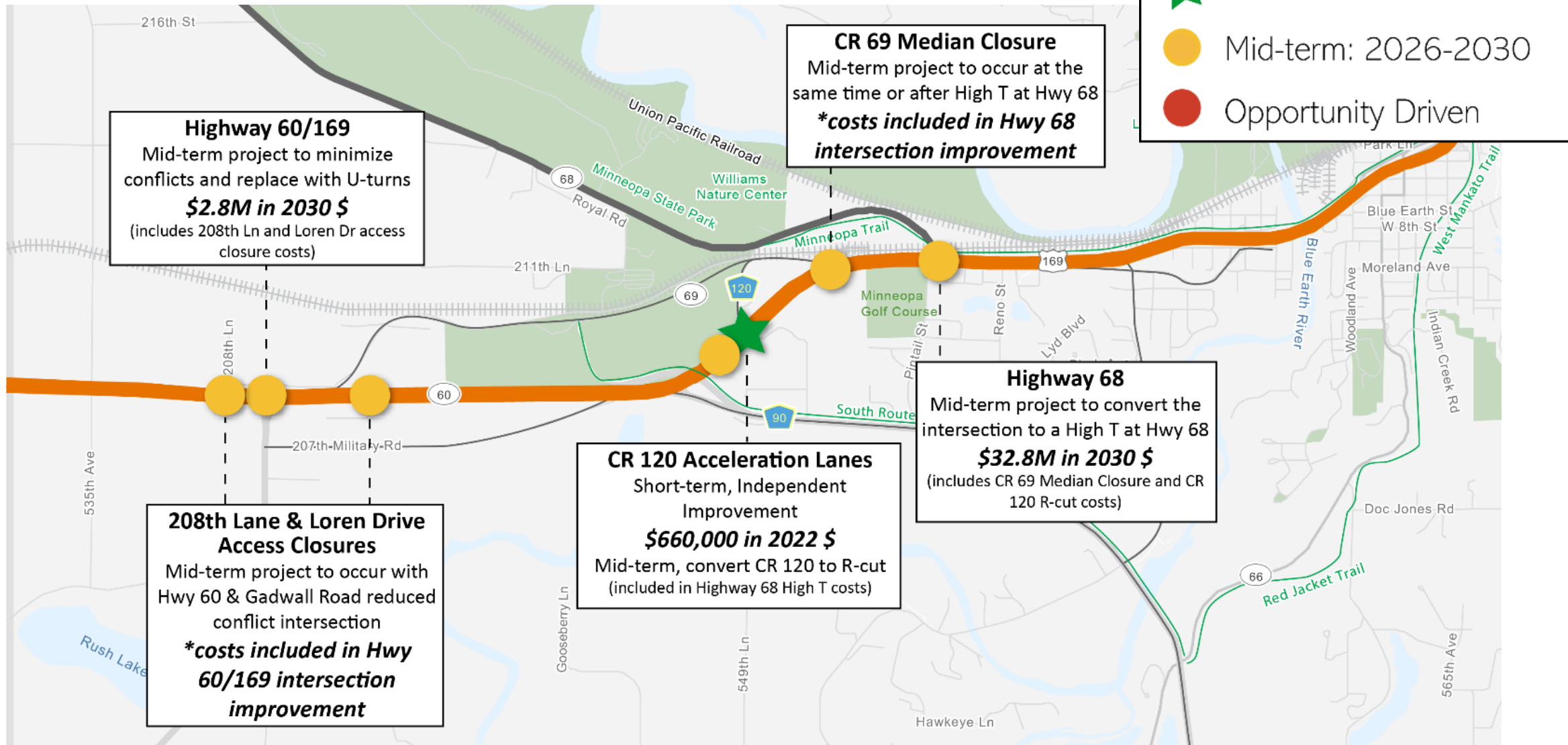


Southern Subarea Section 1

- ★ Short-term: 2021-2025
- Mid-term: 2026-2030
- Opportunity Driven

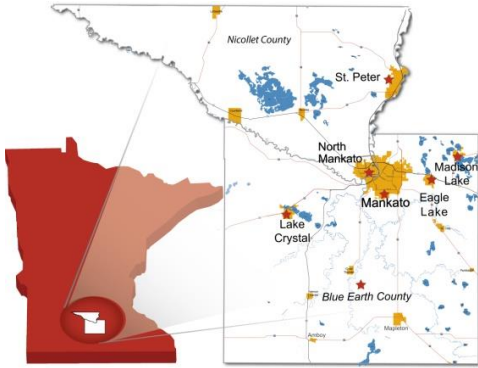


Southern Subarea Section 2 & 3



Next Steps

- Council/Board presentations & request Resolutions of Support
- MAPO Technical Advisory Committee Meeting
- MAPO Policy Board Meeting
- Pursue funding
- Partner agencies conduct additional planning/design work as needed



AGENDA RECOMMENDATION

Agenda Heading: Presentation: MnDOT District 7 Freight Plan (MnDOT and consultant staff) No: 6.2

Agenda Item:

Presentation: MnDOT District 7 Freight Plan (MnDOT and consultant staff)

Recommendation Action(s):

Informational

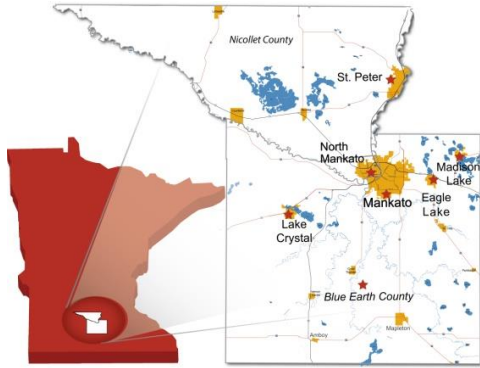
Summary:

MnDOT and consultant staff will provide a general overview of ongoing development of the District 7 Freight Plan, as well as collect input and provide information on how stakeholders may become involved in the study.

Attachments:

MnDOT District 7 Freight Plan information sheet:

<https://www.dot.state.mn.us/ofrw/freight/PDF/d7plan/one-pager.pdf>



AGENDA RECOMMENDATION

Agenda Heading: Discussion: Americans with Disabilities Act (ADA) Transition Plan Update No: 6.3

Agenda Item:

Discussion: Americans with Disabilities Act (ADA) Transition Plan Update

Recommendation Action(s):

Discussion and informational

Summary:

MAPO partner agencies with 50 or more employees are required under Title II of the Americans with Disabilities Act (ADA) and 28 CFR Sec. 35.105 to maintain an ADA Transition Plan and Self-Evaluation of current transportation infrastructure policies, practices, and programs.

In 2019 MAPO fulfilled this need for applicable partner agencies by completing its Americans with Disabilities Act (ADA) Transition Plan and Inventory for Public Rights of Way. Partner agencies serviced by the MAPO plan included Blue Earth County, Eagle Lake, Mankato, North Mankato, and Nicollet County.

The Federal Highway Administration (FHWA) has confirmed that applicable agencies must update their ADA Transition Plans every five years. Federal staff have advised that the update deadline is **July 8, 2024**.

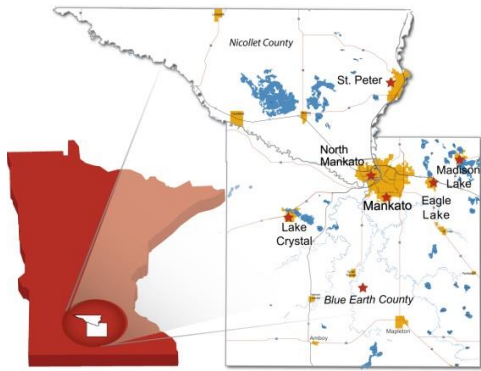
It is assumed MAPO will again perform the service for applicable partner agencies by developing an ADA Transportation Plan Update. The Update will update each agency's identified physical barriers and areas of ADA noncompliance, thereby maintaining compliance with federal requirements. MAPO's ADA Transition Plan Update is anticipated to initiate in 2023 for delivery by the deadline, July 8, 2024.

TAC members are encouraged to coordinate with their respective agencies' GIS departments to update their ADA Transition Plan layers to reflect progress made since the 2019 Plan was completed.

Attachments:

MAPO's 2019 ADA Transition Plan is linked here:

https://mnmapo.files.wordpress.com/2019/12/mapo_ada-tp_full-document_05172019.pdf



AGENDA RECOMMENDATION

Agenda Heading: Informational: Administrative Modification to 2022-2024 Transportation Improvement Program (TIP): 5212-38, 0702-131, 0702-131S No: 64

Agenda Item:

Informational: Administrative Modification to 2022-2024 Transportation Improvement Program: 5212-38, 0702-131, 0702-131S

Recommendation Action(s):

Informational

Summary:

MnDOT District 7 has notified MAPO of several updates to the Area Transportation Improvement Program (ATIP) affecting areas within the MAPO planning boundary. To facilitate the updates, MnDOT has requested the changes be reflected in the MAPO 2022-2024 Transportation Improvement Program (TIP). These updates are identified below:

5218-38

New state-funded project consists of repair of the bridge exiting Highway 169 onto Lookout Drive in North Mankato. In 2021 damages were incurred to the bridge underside.

0702-131

Project description and length were updated to reflect the actual project limits. The project limits were not fully defined at the time the project was entered the STIP. The scope of work remains the same but more specifically defined. The project cost has been decreased by 21%.

0702-131S

Project description and length were updated to reflect the actual project limits. The project limits were not fully defined at the time the project was entered the STIP. The scope of work remains the same but more specifically defined.

MAPO staff followed the MAPO Public Participation Plan to determine the changes consist of an Administrative Modifications to the existing TIP. This process includes staff adding the projects to the TIP and announcing at ensuing TAC and Policy Board meetings.

Meeting Date: January 27, 2022

Attachments:

Project line items listed on following page

Meeting Date: January 27, 2022

5218-38

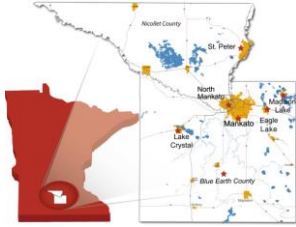
ROUTE SYSTEM	PROJECT NUMBER	YEAR	AGENCY	DESCRIPTION	MILES	PROGRAM	TYPE OF WORK	PROPOSED FUNDS	STIP TOTAL	FHWA	AC	FTA	TH	OTHER	PROJECT TOTAL
US 169	5212-38	2022	MNDOT	US 169, EXIT TO LOOKOUT DRIVE, REPAIR BRIDGE 52011	0	BI	BRIDGE REPAIR	SF	330,000	0	0	0	330,000	0	330,000

0702-131

L RTP Reference	Route System	Project Number	Year	Agency	Technical Description	Miles	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
65	US 14	0702-131	2022	MNDOT	US 14, FROM 0.4 MI W OF CSAH 56 TO 0.2 MI E OF CSAH 17, GRADING, BITUMINOUS AND CONCRETE SURFACING AND LIGHTING (REDUCE CONFLICT INTERSECTION)	1.9	SH	CHANNELIZATION	NHPP	211,111	168,889	0	0	42,222	0	211,111

0702-131S

L RTP Reference	Route System	Project Number	Year	Agency	Technical Description	Miles	Program	Type of Work	Proposed Funds	STIP Total	FHWA	AC	FTA	TH	Other	Project Total
65	US 14	0702-131S	2022	MNDOT	**SEC164**US 14, FROM 0.4 MI W OF CSAH 56 TO 0.2 MI E OF CSAH 17, GRADING, BITUMINOUS AND CONCRETE SURFACING AND LIGHTING (REDUCE CONFLICT INTERSECTION)	1.9	SC	CHANNELIZATION	HSIP	888,889	800,000	0	0	88.889	0	888,889



Meeting Minutes of the Mankato/North Mankato Area Planning Organization (MAPO) Policy Board

November 4, 2021 | 6:00PM | Mankato Room | Intergovernmental Center | Mankato, MN | 56001

The regular quarterly meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on Thursday, November 4, 2021 at 6:00 p.m., in the Mankato Room of the Intergovernmental Center, the Chair and the Secretary being present. The minutes of the last meeting were read and approved.

A quorum¹ existed with the following members present: Tim Auringer – City of Eagle Lake, Jack Kolars – Nicollet County, Michael Laven (Vice Chair) – City of Mankato, Mark Piepho (Chair) – Blue Earth County, and Dan Rotchadl – MAPO Townships.

Others Present: Paul Vogel (Executive Director/Secretary), Charles Androsky, Shawn Schloesser, and Anthony Rotchadl.

Mr. Rotchadl moved to approve the agenda; motion adopted.

Committee Reports – None

Unfinished Business – None

New Business –

- MAPO Executive Director, Mr. Vogel, reported on the TAC's recommendation to release Requests for Proposals (RFPs) for upcoming 2022 studies.
 - Mr. Kolars moved to release the RFPs. Motion adopted.

Public Comments – None

The meeting adjourned at 6:45 p.m.

Chair, Mr. Piepho

¹ At all meetings of the Policy Board, four members who are present and eligible to vote shall constitute a quorum. Bylaws Version 5, Oct 1, 2020