

## **Mankato/North Mankato Area Planning Organization (MAPO) Policy Board**

November 3, 2022 – 6:00 p.m.  
Intergovernmental Center,  
Mankato 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) 387-8655.

- I. Call to Order
- II. Approval of Agenda
- III. Approval of Minutes – September 1, 2022
- IV. New Business
  1. Motion approving Requests for proposals (RFPs) for studies in 2023 Unified Planning Work Program pending final comments or adjustments by MnDOT
  2. Motion adopting resolution supporting MnDOT 2023 Safety Performance Measure (PM1) Targets
- V. Other Business, Discussion & Updates
  1. Presentation: Lookout Drive (CSAH 13) Corridor Study (Bolton & Menk)
  2. Presentation: South Bend Safe Routes to Multimodal Study (Bolton & Menk)
  3. Presentation: MSU, M Stadium Road Pedestrian Crossing Study (SRF Consulting)
  4. Presentation: Eagle Lake (CSAH 27) Pedestrian Connectivity Study (Bolton & Menk)
- VI. Unapproved October 20, 2022, MAPO Technical Advisory Committee meeting minutes (informational)
- VII. Public Comments
- VIII. Policy Board Comments
- IX. Adjournment

Next MAPO Policy Board meeting: February 2, 2023



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

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September 1, 2022 | 6:00PM | Mankato Room | Intergovernmental Center | Mankato, MN | 56001

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A regular meeting of the Mankato/North Mankato Area Planning Organization Policy Board was held on Thursday, September 1, 2022, at 6:00 p.m., in the Mankato Room of the Intergovernmental Center.

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

Others Present: Paul Vogel (Executive Director/Secretary), Shawn Schloesser (Associate Director Transportation Planning Services) and Brad Utecht, Director, Investment Planning, MnDOT.

- I. **Call to Order** - Chair Piepho called the meeting to order at 6:00pm.
- II. **Approval of Agenda** – Michael Laven moved to approve the agenda; Tim Auringer seconded. With all voting in favor, the motion was adopted.
- III. **Approval of the Minutes for June 2, 2022** – Dan Rotchadl moved to approve the minutes; Jack Kolars seconded. With all voting in favor, the motion was adopted.
- IV. **New Business**

1. Resolution Adoption of the 2023 to 2026 Transportation Improvement Program.

Chair Piepho requested staff provide an update on this item. Paul Vogel reported on the TAC's recommendation to approve the resolution adopting the 2023 to 2026 Transportation Improvement Program (TIP). A summary of the annual projects in the TIP were provided and it was noted the total surface transportation improvements in the TIP was over \$77 million. Several of the major projects had been studied by MAPO in the past and the projects reflect study recommendation.

Dan Rotchadl asked what entity would own the Kern Bridge once it is reconstructed. Paul Vogel responded that it would be owned by the City of Mankato.

Dan Rotchadl moved to approve the resolution adopting the 2023 to 2026 Transportation Improvement Program. Jack Kolars seconded the motion. With all voting in favor, the resolution was adopted.

2. Resolution Adopting the 2023 Unified Planning Work Program.

Chair Piepho requested staff provide an update on this item. Paul Vogel reported on the TAC's recommendation to approve the resolution adopting the 2023 Unified Planning Work Program and summarized the various work items in the UPWP. For the ADA Transition Plan update, it was noted that the Counties have requested that the transition plan address areas outside the Planning Area and that work will be an alternate paid for with local funds only.

Jack Kolars moved to approve the resolution adopting the 2023 Unified Planning Work Program. Dan Rotchadl seconded the motion. With all voting in favor the resolution was adopted.

**V. Other Business, Discussions & Updates –**

- Director of Investment Planning for MnDOT, Brad Utecht, provided a presentation of the MnDOT State Highway Improvement Plan (MnSHIP).
  - Dan Rotchadl inquired about the district's role in project selection and priorities lists. Director Utecht shared the districts continue to manage the projects and priority lists under the State Highway Improvement Plan.
  - Jack Kolars inquired about private investment in public transportation projects. Director Utecht shared that private investment in public transportation projects would require changes at the state level.
- Executive Director Vogel provided an update on recent and future staffing changes and expectations of agenda items for the November meeting, including review and approval of the request for proposals for the 2023 UPWP and various 2022 study updates

**VI. Unapproved August 19, 2022 MAPO TAC minutes – No discussion**

**VII. Public Comments – None**

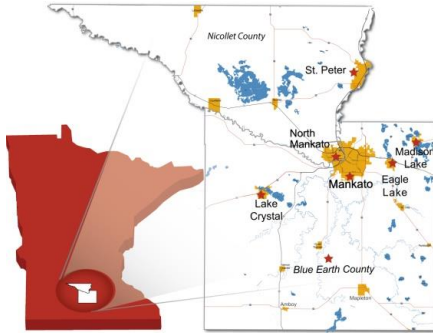
**VIII. Policy Board Comments** - Tim Auringer noted that he was not running for reelection and that Eagle Lake would have a new representative on the MAPO Policy Board beginning in January 2023.

**IX. Adjournment** – Dan Rotchadl moved to adjourn. Michael Laven seconded. With all voting in favor, the motion was adopted.

The meeting adjourned at 6:50 p.m.

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Chair Mark Piepho



## AGENDA RECOMMENDATION

**Agenda Heading: Motion approving Requests for Proposals (RFPs) for studies contained in the 2023 Unified Planning Work Program pending final comments or adjustments by MnDOT.  
No: 4.1**

**Agenda Item:** Recommendation to approve Requests for Proposals (RFPs) for studies contained in the 2023 Unified Planning Work Program

**Recommendation Action(s):** At their October 20, 2022 meeting the Technical Advisory Committee recommended a motion recommending that the MAPO Policy Board release of RFPs for 2023 studies pending final comments or adjustments from MnDOT.

**Summary:** Over 2022, MAPO facilitated a solicitation with partner agencies to determine priority studies for 2023. Selected studies were approved by the Policy Board for inclusion in the 2023 Unified Planning Work Program. The initiating 2023 studies are:

**ADA Transition Plan:** Over 2018 – 2019, MAPO developed its inaugural ADA Transition Plan and Inventory for Public Rights-of-Way, which serves as the ADA Transition Plan and Inventory for MAPO partner agencies Blue Earth County, Eagle Lake, Mankato, Nicollet County, North Mankato, and Skyline. This study will update the ADA Transition Plan from 2018 for MAPO and the partner agencies. Bids for the update will include alternates for the remaining area of Blue Earth and Nicollet Counties outside of the MAPO planning area. Update will include review and update of existing GIS data, review of ADA-related infrastructure improvements by MAPO agencies since previous ADA Transition Plan. Total Project Cost (est.): \$105,000. Anticipated completion: December 2023.

**Riverfront Drive Intersection Improvements Plan:** The Study will evaluate appropriate intersection controls at the intersections of Riverfront Drive and May Street and Riverfront Drive and Mabel Street. Specific evaluation will be given to potential added lane capacity and installation of a median island at the May Street intersection. The study's objectives include improving multimodal traffic safety, connectivity, and operations, improve crossing opportunities, and assess added lane capacity on May Street. Deliverables include technical memos, intersection control evaluations, traffic capacity and operations analysis, and a range of planning level reconstruction alternatives. Total Project Cost (est.): \$60,000. Anticipated completion: December 2023.



**Balcerzak Drive Pedestrian Safety Study:** The project is intended to promote walkability and connectivity while eliminating accessibility barriers and ensuring ADA compliance. Currently, there is a safety concern to pedestrians crossing Balcerzak Drive. Study will evaluate alternatives for pedestrian connections and crossing options. Key deliverables include data collection, data analysis, stakeholder engagement, and alternative evaluation. Total Project Cost (est.): \$20,000. Anticipated completion: December 2023.

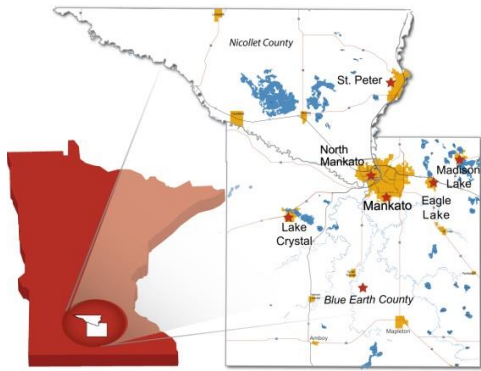
Request for proposals for each of the studies have been drafted and preliminarily reviewed by MnDOT. The requests for proposals are attached.

MAPO will utilize a competitive procurement process to select consultants to assist in each study's development. MAPO staff coordinated with each project's respective agency staff and MnDOT Central Office to develop each RFP.

This item was reviewed by the MAPO Technical Advisory Committee at their October 20, 2022 meeting and was recommended for a motion to release the three (3) RFPs pending final comments or adjustments by MnDOT.

**Attachments (linked):**

1. [Draft RFP: ADA Transition Plan](#)
2. [Draft RFP: Riverfront Drive Intersection Improvements Plan](#)
3. [Draft RFP: Balcerzak Drive Pedestrian Safety Study](#)



## AGENDA RECOMMENDATION

### Agenda Heading: Motion adopting resolution supporting MnDOT 2023 Safety Performance Measure (PM1) Targets No: 4.2

**Agenda Item:** Motion adopting resolution supporting MnDOT 2022 Safety Performance Measure (PM1) targets

**Recommended Action(s):** At their October 20, 2022 meeting, the MAPO Technical Advisory Committee recommended adoption of the attached resolution supporting MnDOT 2023 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 2023 targets became effective on August 31, 2022, providing a deadline to MPOs of February 28, 2023 to either support the submitted 2023 statewide targets or set targets for the MPO area.

The updated safety targets are outlined in the below table (note the 2023 Targets are the same as the 2022 targets):

Safety Performance Measure	2022 Target	2023 Target	MAPO Target Share	MAPO 2017-2021 Average (MNCMAT2)
Fatalities	352.4	352.4	2.94	2.4
Fatality rate (per 100M VMT)	0.582	0.582	0.582	0.475
Serious injuries	1,463.4	1,463.4	12.47	17.2
Serious injury rate (per 100M VMT)	2.470	2.470	2.47	3.406
Non-motorist fatalities and serious injuries	258.4	258.4	2.28	3

MAPO target share was calculated using the MAPO portion of the statewide Vehicle Miles Traveled (VMT). MAPO's annual VMT (504,942,677) was multiplied by the performance target to yield the target number of fatalities and serious injuries specific to the MAPO area toward achieving the target set by the state. Non-motorist fatalities and serious injuries target share was calculated using the MAPO percentage of the total statewide VMT (0.8832%).

It is recommended that MAPO continues to support the updated statewide PM1 targets.

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.

This item was reviewed by the MAPO Technical Advisory Committee at their October 20, 2022 meeting and was recommended for Policy Board action.

**Attachments:**

1. MAPO PM1 resolution
2. Performance Measures informational correspondence
3. Maps

**Resolution Adopting 2023 HSIP Performance Targets  
for the Mankato/North Mankato Area Planning Organization**

**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 2023 HSIP targets for the following performance measures:

Number of fatalities: 352.4;

Rate of fatalities: 0.582 per 100 million Vehicle Miles Traveled;

Number of serious injuries: 1,463.4;

Rate of serious injuries: 2.470 per 100 million Vehicle Miles Traveled; 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 2nd day of November, 2022 as shown by the minutes of said meeting in my possession.

\_\_\_\_\_  
Chair

\_\_\_\_\_  
Date

\_\_\_\_\_  
Executive Director

\_\_\_\_\_  
Date

09/06/2022

## Minnesota Safety Performance Measures

Pursuant to the regulations promulgated by the Federal Highway Administration (FHWA), MnDOT has established statewide targets for the federal performance measures intended to assess performance of the National Performance Management Measures: Highway Safety Improvement Program (HSIP); 23 CFR Part 490.

Performance in each target is based on five-year rolling averages to address year-to-year variations and anomalies. The number of fatalities, fatality rate, and number of serious injuries shall be identical to the Highway Safety Plan targets set annually by Department of Public Safety (DPS).

### 2023 Targets

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Minnesota supports setting aspiration targets but these must be achievable. Given the outcomes of 2020 and 2021, a large, sustained reduction would be needed in all measures to maintain the prior methodology of progress toward the Strategic Highway Safety Plan (SHSP) goals of no more than 225 fatalities and 980 serious injuries by 2025. While using a data-driven approach, Minnesota does not support setting targets greater than the prior year.

The 2023 targets are equal to the 2022 targets. This will require innovative thinking and sustained support to achieve these goals given recent trends in traffic safety.

**Table 1: 2023 Statewide Safety Performance Measure Targets**

Performance Metric	Baseline (2017-2021 average)	2023 Target
Number of fatalities	397.0	352.4
Fatality rate (per 100M vehicle miles traveled)	0.695	0.582
Number of serious injuries	1,664.0	1,463.4
Serious injury rate (per 100M vehicle miles traveled)	2.908	2.470
Number of non-motorist fatalities and serious injuries	280.8	258.4

## Performance Measure Assessment

FHWA will assess state safety performance target achievement; at least four of the five targets must be met or the actual outcome must be better than baseline performance to make significant progress. State that have not achieved this benchmark must:

1. Use a portion of their obligation authority only for HSIP projects
2. Submit an implementation plan describing actions the State will be taking to meet the target

Minnesota submitted an HSIP Implementation Plan on June 2022 for failing to meet 2020 Safety Performance Targets. See MnDOT Office of Traffic Engineering ([www.mndot.gov/trafficeng/safety/index.html](http://www.mndot.gov/trafficeng/safety/index.html)) for report.

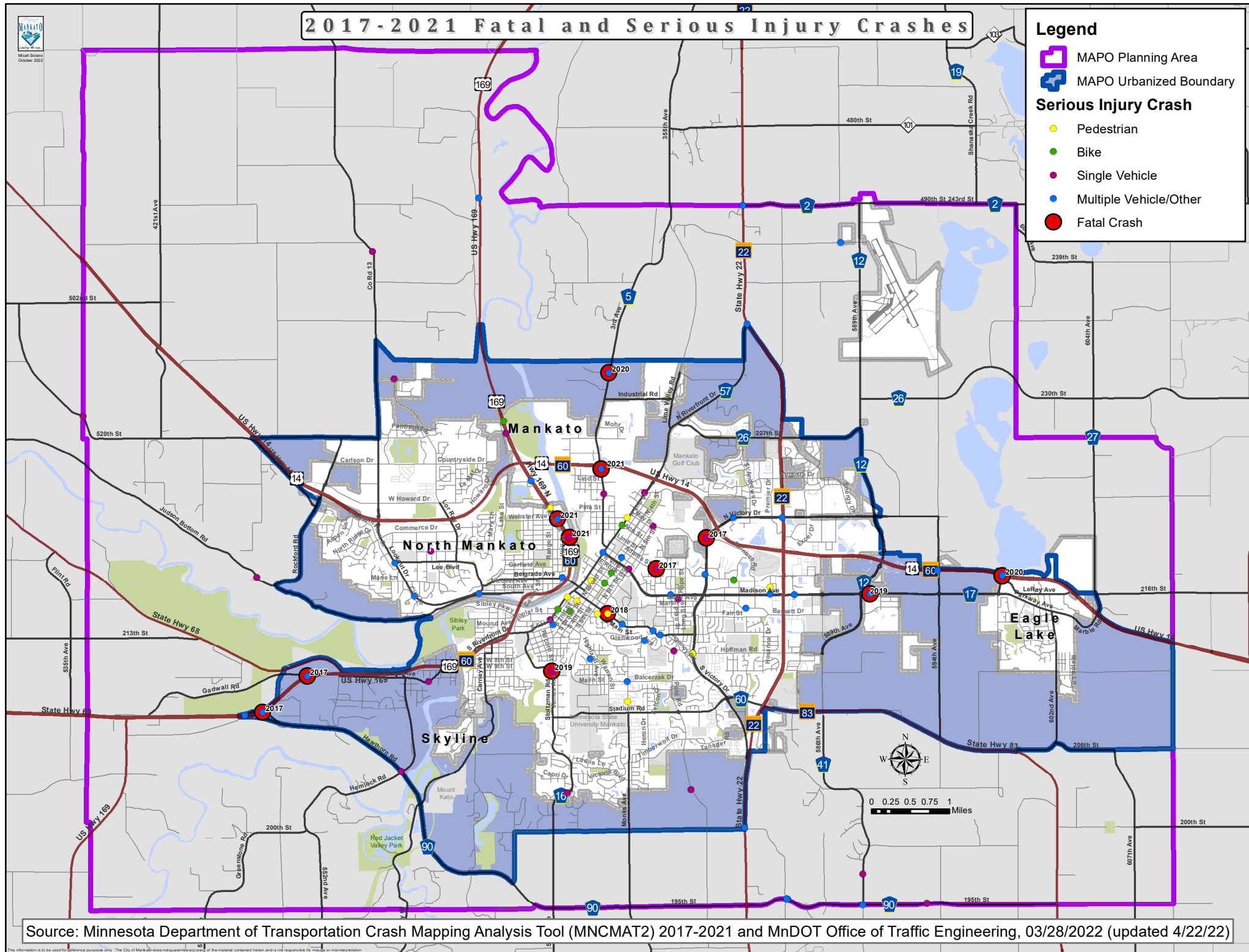


Minnehaha County  
October 2022

# 2017-2021 Fatal and Serious Injury Crashes

## Legend

- MAPO Planning Area
- MAPO Urbanized Boundary
- Serious Injury Crash**
  - Pedestrian
  - Bike
  - Single Vehicle
  - Multiple Vehicle/Other
  - Fatal Crash



Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017-2021 and MnDOT Office of Traffic Engineering, 03/28/2022 (updated 4/22/22)

This information is to be used for reference purposes only. The City of Mankato does not guarantee the accuracy of the material contained herein and is not responsible for misuse or misinterpretation.



# Fatal Crash Location 170880003

Type: Single Veh ROR  
Number Killed: 1  
Number of Vehicles: 1  
Year: 2017

Adams St

Johnson St

Homer St

Riverview St



0 50 100 150 200 Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 170940002

Type: Single Veh ROR  
Number Killed: 1  
Number of Vehicles: 1  
Year: 2017

Thompson Ravine Rd

N Victory Dr

Raintree Rd

Ramp



0 50 100 150 200  
Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 171790337





# Fatal Crash Location 172210099

Type: Angle  
Manner of Collision: Angle  
Number Killed: 1  
Number of Vehicles: 2  
Year: 2017

211th Ln

Gadwall Rd

US Hwy 169

US Hwy 169

210th Ln



0 50 100 150 200  
Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 180240007

Type: Pedestrian  
Number Killed: 1  
Number of Vehicles: 1  
Year: 2018

E Main St

N 6th St

S 6th St

Grocus Pl

E Mulberry St

Ridge Ln

Hinckley St

Beech St

Branson St

Hannah St



0 50 100 150 200 Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 190350900

Type: Angle  
Number Killed: 1  
Number of Vehicles: 2  
Year: 2019

Madison Ave

Evergreen Trl

589th Ave

Ramp



0 50 100 150 200  
Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.

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# Fatal Crash Location 193560104

Type: Single Veh ROR  
Number Killed: 1  
Number of Vehicles: 1  
Year: 2019

Stoltzman Rd

James Ave

Fairfield Ave



0 50 100 150 200  
Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 200910062

Type: Left Turn  
Manner of Collision: Angle  
Number Killed: 1  
Number of Vehicles: 2  
Year: 2020

231st Ln

3rd Ave



0 50 100 150 200  
Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 190350900





# Fatal Crash Location 210680096

Type: Single Veh ROR  
Number Killed: 1  
Number of Vehicles: 1  
Year: 2021

Lyndale St

Tyler Ave

US Hwy 169

US Hwy 169

Stewart St



0 50 100 150 200 Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 210710028

Range St

Webster Ave

Type: Other  
Number Killed: 1  
Number of Vehicles: 2  
Year: 2021

US Hwy 169

US Hwy 169

N River Dr

Pierce Ave



0 50 100 150 200 Feet

Source: Minnesota Department of Transportation Crash Mapping Analysis Tool (MNCMAT2) 2017 – 2021.



# Fatal Crash Location 213100200

US Hwy 14

US Hwy 14

Number Killed: 1  
Year: 2021

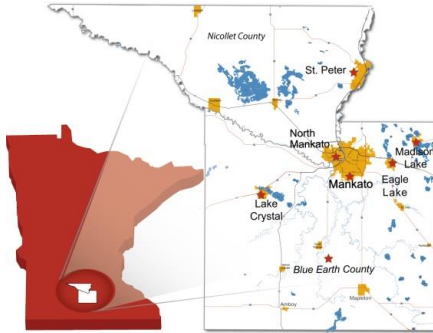
Ramp

3rd Ave



0 50 100 150 200 Feet

Source: MnDOT Office of Traffic Engineering, 03/28/2022 (updated 4/22/22)



## AGENDA RECOMMENDATION

### Agenda Heading: Presentation: Lookout Drive Corridor Study (Bolton and Menk Inc.) No: 5.1

**Agenda Item:** Presentation: Lookout Drive Corridor Study (Bolton and Menk Inc.)

**Recommendation Action(s):** Informational

**Summary:** MAPO's 2021 and 2022 Unified Planning Work Program (UPWP) includes a Lookout Drive Corridor Study in North Mankato. The study has been guided by a Project Management Team (PMT) comprised of staff representing North Mankato, Nicollet County, and MAPO

Consultant staff will deliver a presentation on study progress and recommendations.

**Attachments:**

1. Presentation slides





**BOLTON  
& MENK**

Real People. Real Solutions.



**MAPO**

**MANKATO/NORTH MANKATO  
AREA PLANNING ORGANIZATION**

## ***MAPO Policy Board Meeting***

November 3<sup>rd</sup>, 2022

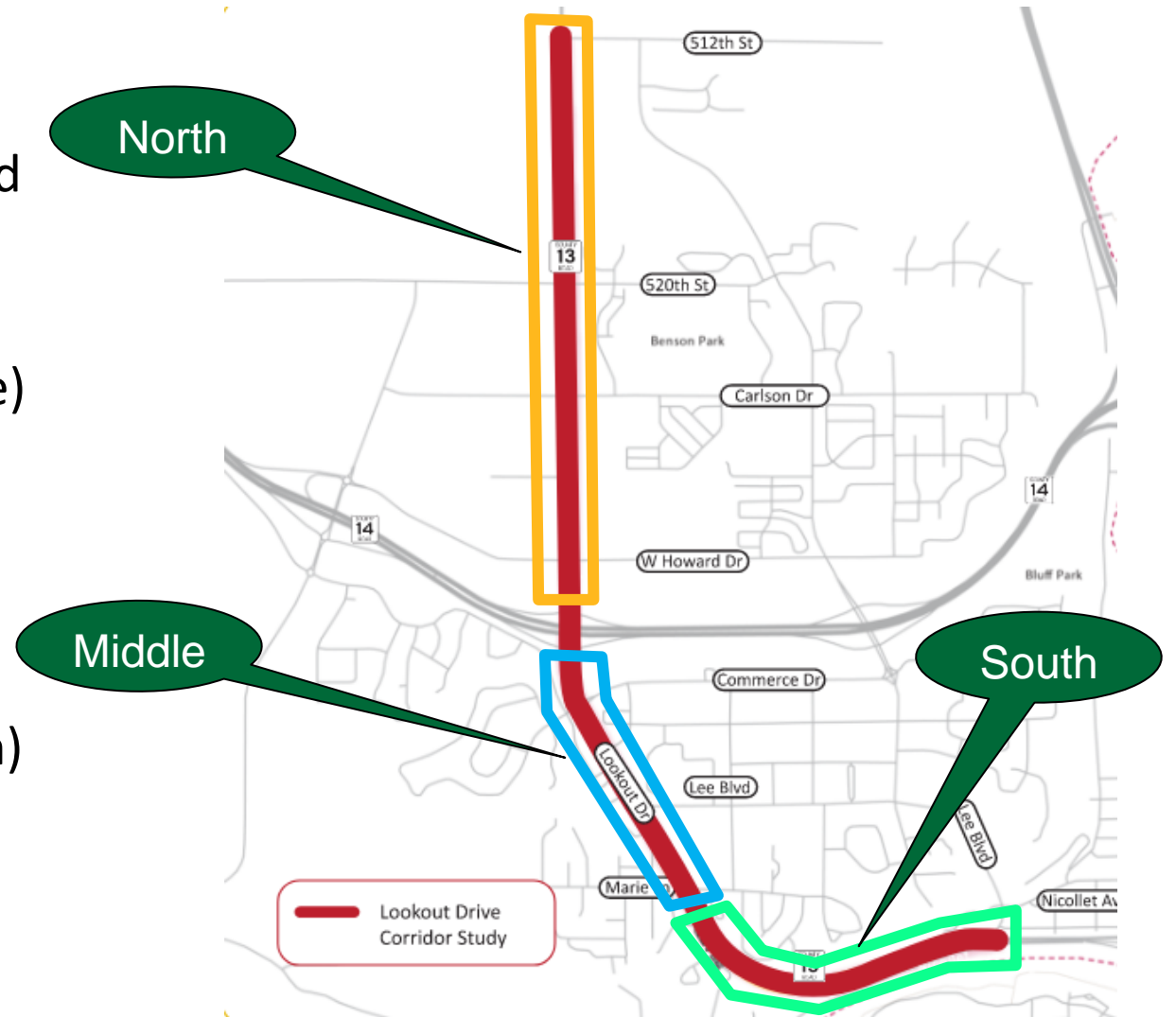
# Catch Up

- **Purpose & Need**

- Identify multimodal improvements that can be made on Lookout Drive (short and long term)
- Maintain acceptable traffic operations and safety into future (North and Middle)
- Align speeds to match context of roadway (Middle)
- Improve pedestrian and bicycle connections both along and crossing Lookout Drive (North, Middle, and South)

- **Recent Engagement**

- 8/8 Farmer's Market
- 8/8 – 8/29 Virtual Open House



# Roadway Alternative Features



Access Management – *Keeping the route commuter friendly and safe*



Traffic Calming – *Speeding concerns*



Enhanced Bike/Pedestrian Facilities – *Desire for crossing refuge and dedicated facilities*



Traffic Control Changes – *Keeping the route commuter friendly and safe as well as improving pedestrian crossings*

# Evaluation and Ranking of Alternatives



**Vehicle mobility**



**Vehicle safety**



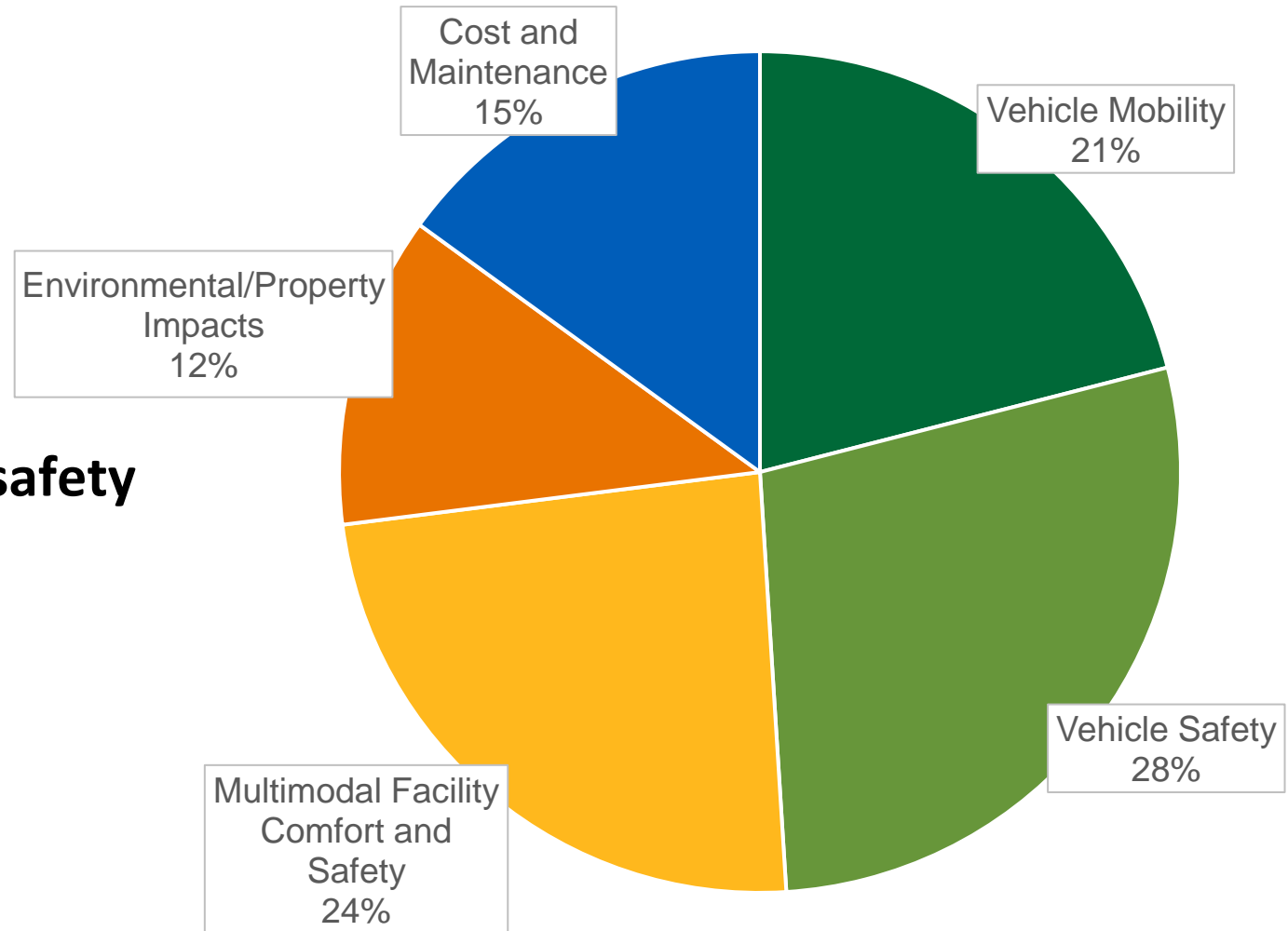
**Multimodal facility comfort and safety**



**Environmental/property impacts**



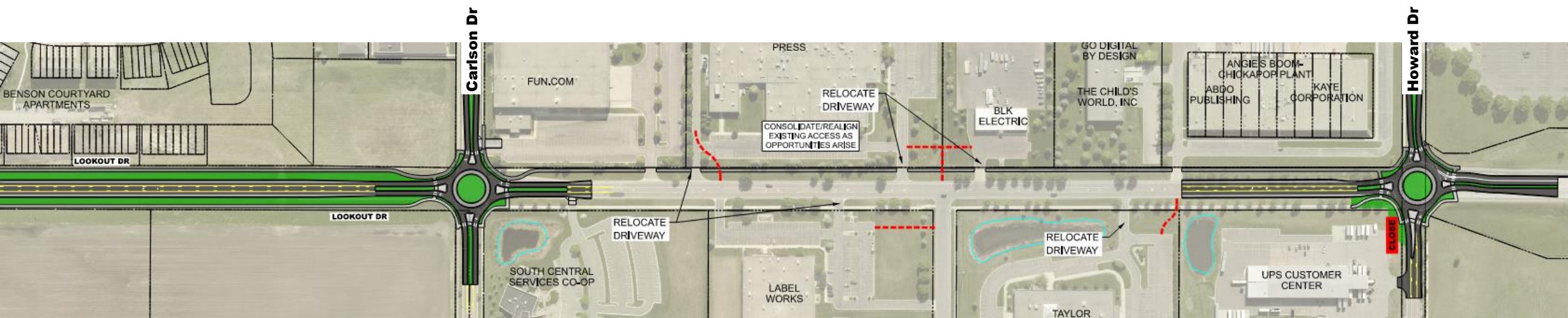
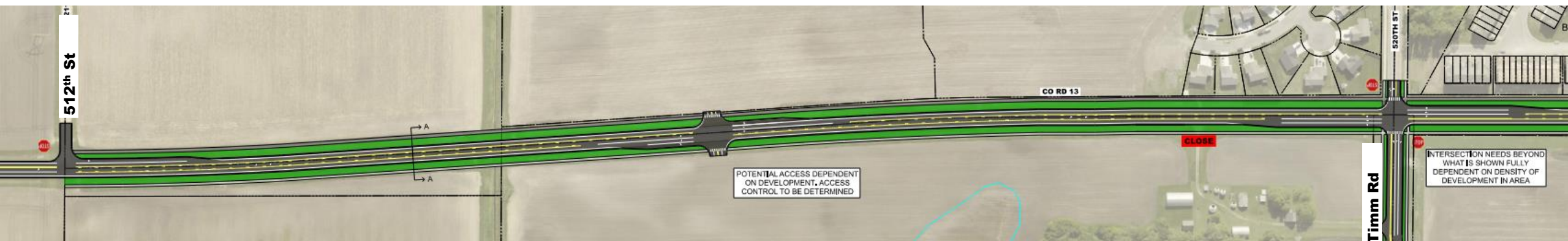
**Cost and maintenance**



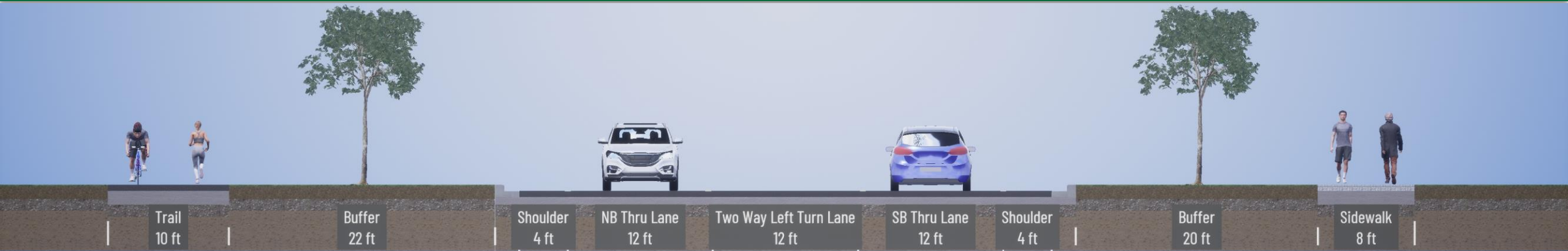


# North Segment – Alternative 1

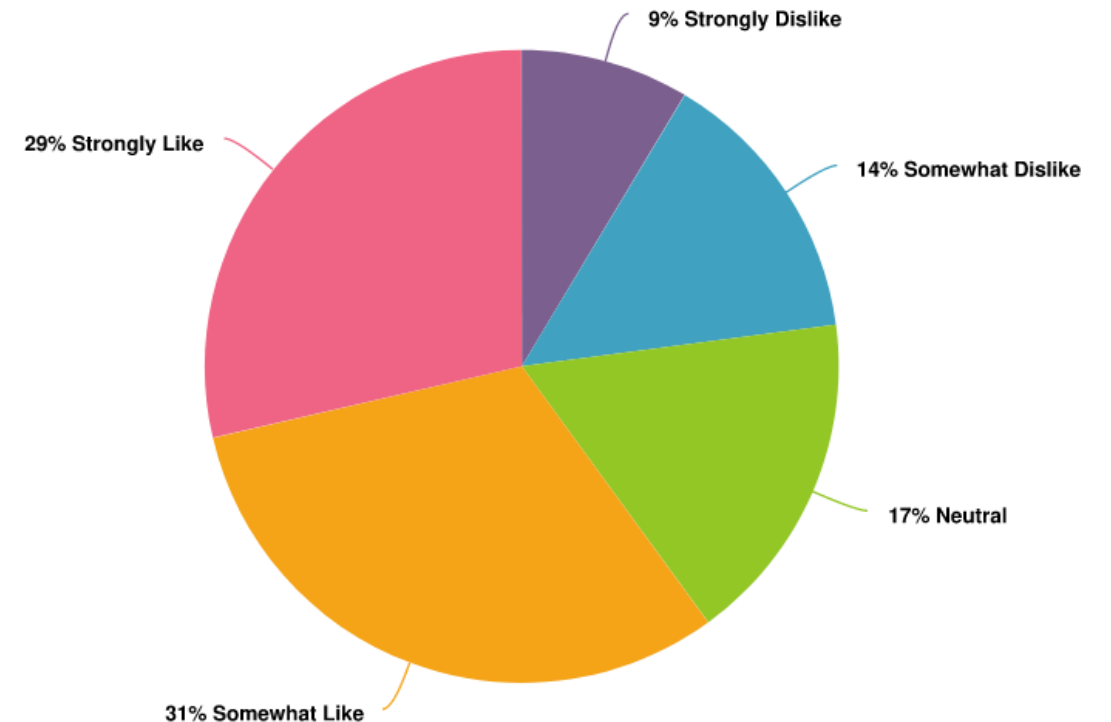
North ←



# North Segment Alternative 1 – Roadway Section Details



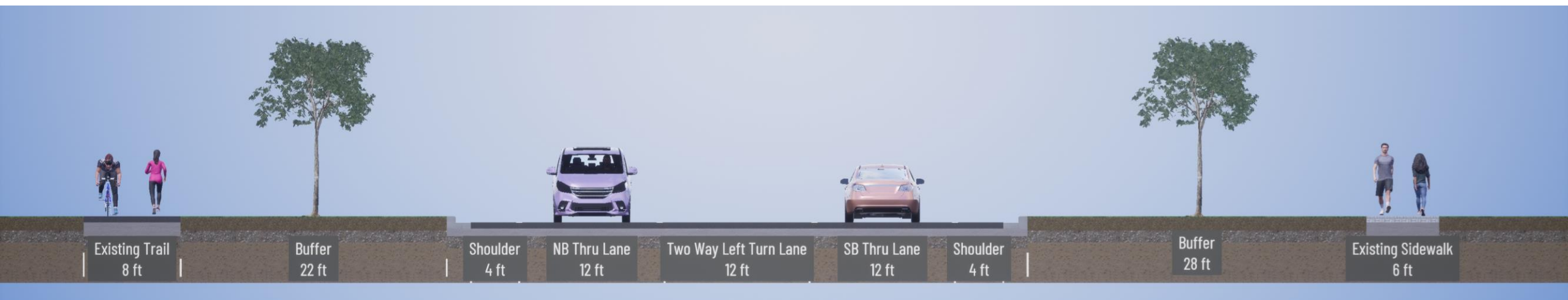
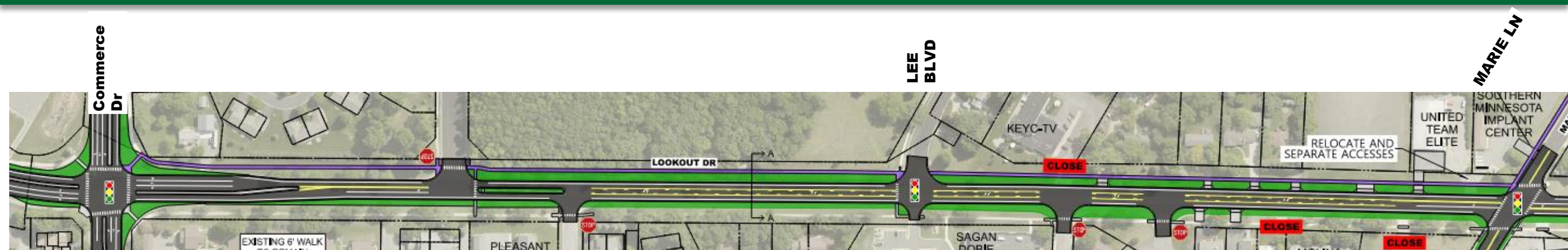
Category	Performance
Vehicle Mobility	Great
Vehicle Safety	Great
Multimodal Facilities	Great
Impacts	Good
Cost & Maintenance	Good
Overall	Great
Segment Rank	1 <sup>st</sup> (of 1)





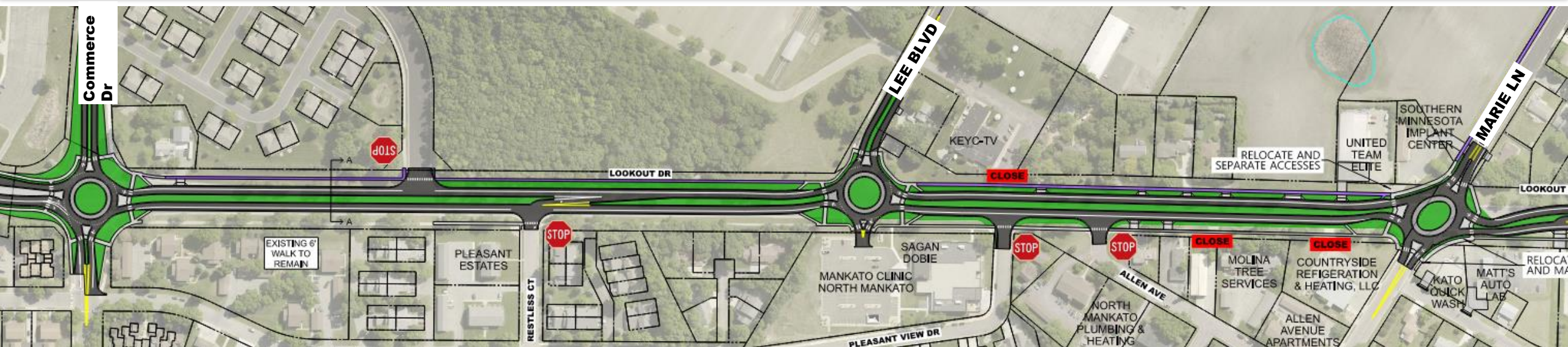
# Middle Segment Alternative 1 – Proposed Improvements

North ←



# Middle Segment Alternative 2 – Proposed Improvements

North ←





# Middle Segment Alternative 3 – Proposed Improvements

North ←



# Middle Segment – Alternative Comparison

Category	Alt 1	Alt 1A	Alt 2	Alt 3
Vehicle Mobility	Good	Good	Great	Good
Vehicle Safety	Good	Great	Great	Fair
Multimodal Facilities	Great	Great	Great	Good
Impacts	Good	Good	Fair	Good
Cost & Maintenance	Fair	Fair	Fair	Great
Overall	Good	Good	Good	Good
Segment Ranking	3 <sup>rd</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	4 <sup>th</sup>

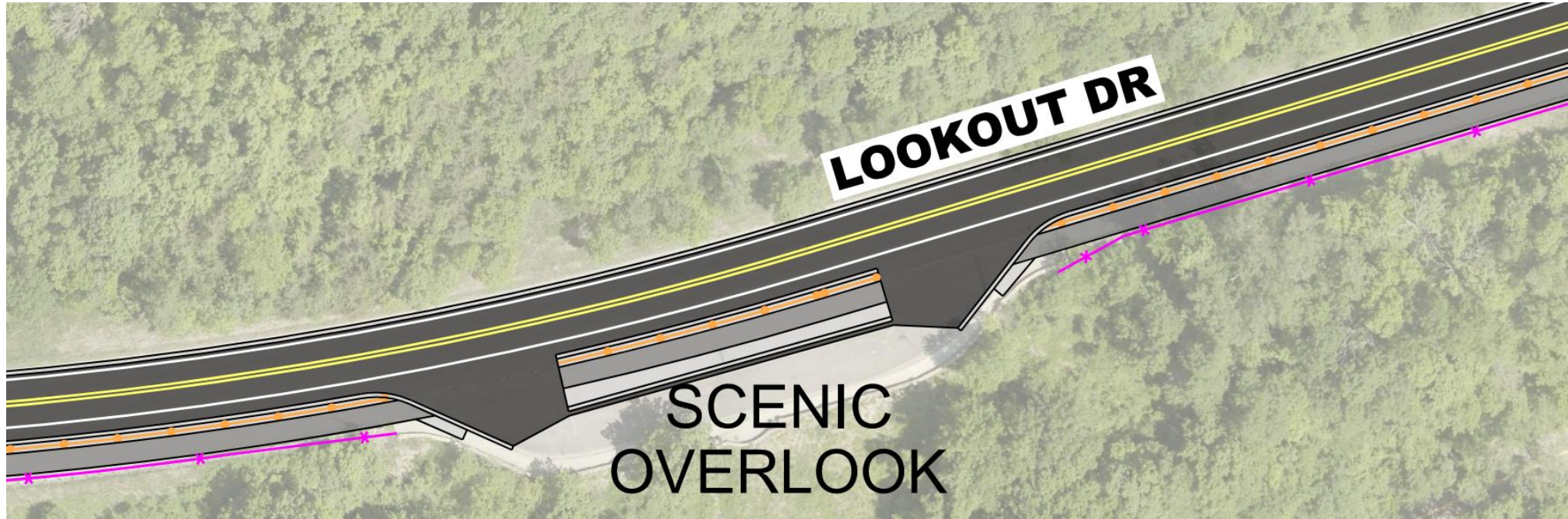
- **Alternative 1:** 3-lane section with traffic signals
- **Alternative 1A:** 3-lane section with roundabouts
- **Alternative 2:** 2-lane median-divided section with roundabouts
- **Alternative 3:** Retrofit

## Middle Segment – Public Rank Choice

	1	2	3	Responses
Alternative #1 Count Row %	4 16.7%	16 66.7%	4 16.7%	24
Alternative #2 Count Row %	13 54.2%	2 8.3%	9 37.5%	24
Alternative #3 Count Row %	7 29.2%	5 20.8%	12 50.0%	24
Totals Total Responses				24



# South Segment Alternative 1 – Proposed Improvements



North  
↑





## South Segment Alternative 2 – Proposed Improvements



## South Segment – Alternatives Comparison

Category	Alt 1	Alt 2
Vehicle Mobility	Good	Good
Vehicle Safety	Good	Good
Multimodal Facilities	Great	Poor
Impacts	Great	Great
Cost & Maintenance	Good	Fair
Overall	Good	Fair
Segment Ranking	1 <sup>st</sup>	2 <sup>nd</sup>

- **Alternative 1:** Remove Truck Climbing Lane + 10' Trail
- **Alternative 2:** Maintain Truck Climbing Lane + 5' Sidewalk

# South Segment – Public Rank Choice

	1	2	Responses
Alternative #1			
Count	15	9	24
Row %	62.5%	37.5%	
Alternative #2			
Count	9	15	24
Row %	37.5%	62.5%	
Totals			
Total Responses			24

# Phased Improvement Options

- **Dividing ultimate vision into bite-size pieces**
  - Key intersection improvement
  - Key pedestrian/bicycle connection
  - Certain portion of corridor/segment
- **Applying short-term solutions in advance of larger infrastructure project**
  - Dynamic speed display signs
  - Improved pedestrian signing and crossings
  - Median additions/improvements

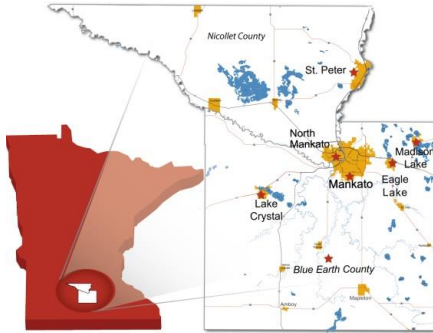
## Next Steps

Finalize  
Implementation Plan  
and  
Recommendations  
with PMT



Study Wrap Up  
(Fall/Winter 2022)





## AGENDA RECOMMENDATION

### **Agenda Heading: Presentation: South Bend Safe Routes to Multimodal Study (Bolton and Menk Inc.) No: 5.2**

**Agenda Item:** Presentation: South Bend Safe Routes to Multimodal Study (Bolton and Menk Inc.)

**Recommendation Action(s):** Informational

**Summary:** MAPO's 2022 Unified Planning Work Program (UPWP) includes a South Bend Safe Routes to Multimodal Study in North Mankato. The study is anticipated for completion in November 2022.

Consultant staff will deliver an informational presentation regarding the study

**Attachments:**

1. Presentation slides



**BOLTON  
& MENK**

Real People. Real Solutions.



**MAPO**

MANKATO/NORTH MANKATO  
AREA PLANNING ORGANIZATION

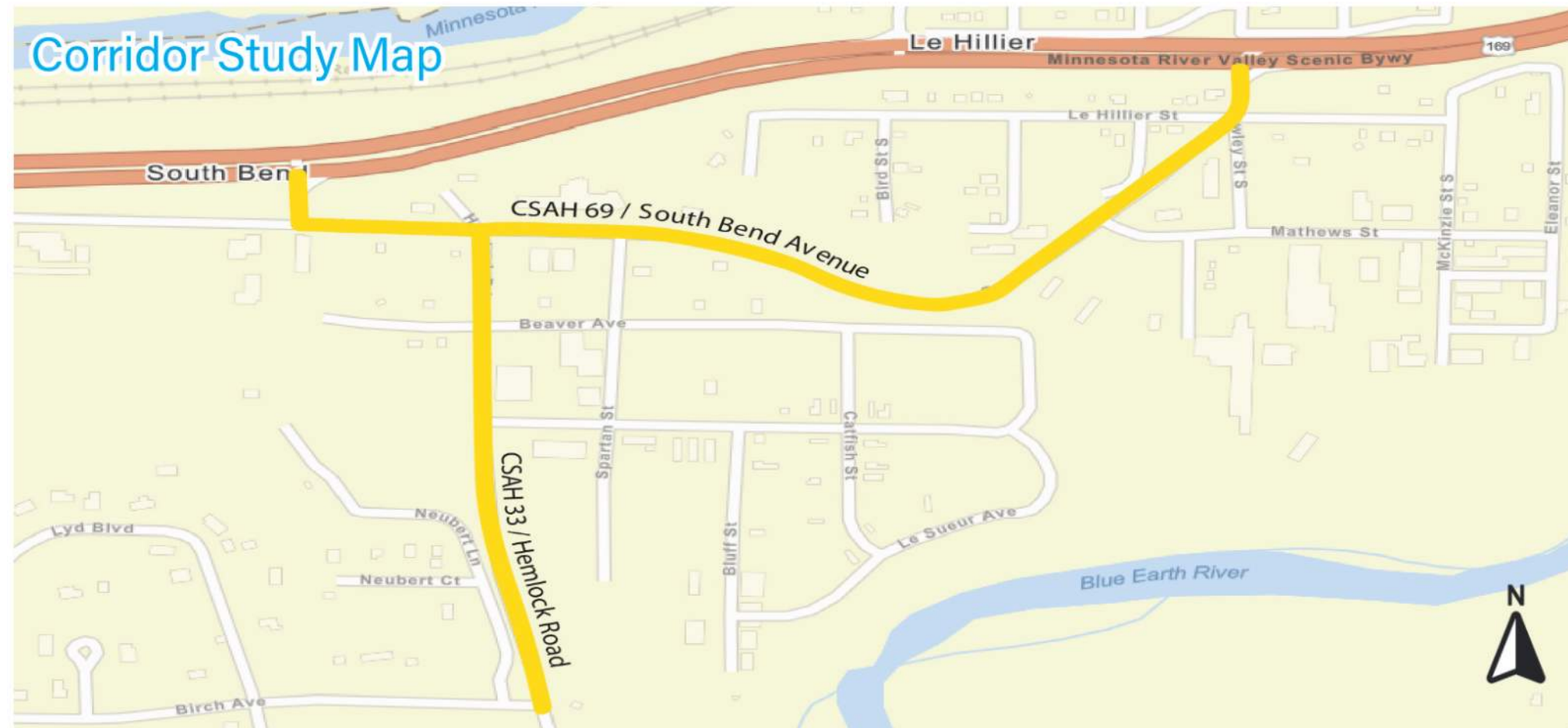
# South Bend Safe Routes to Multimodal Study

*MAPO Policy Board Presentation*

November 3<sup>rd</sup>, 2022



# Study Area





# Project Goals



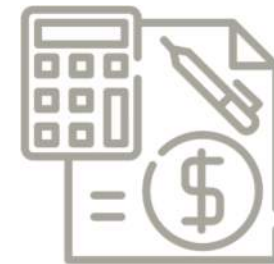
Pedestrian  
and bicycle  
access



Safety for all  
users



Environmental  
compatibility



Financial  
responsibility

# Summary of Engagement

- **Clarks Gas Station & South Bend Relief Association Fundraiser Pop-Ups 9/25**
  - Alternative layouts available for conversation
  - Eleven people signed in stopped, including members of the South Bend Township Board
- **Online Engagement 9/25 - Ongoing**
  - Project information available on the South Bend Township website
  - Survey asking for use and preferred investments along project corridor – 21 responses
    - Survey distributed through Roosevelt Elementary school newsletter and emails gathered during the pop-up engagement
- **South Bend Township Board Presentation 10/4**



# Corridor Issues

## Primary issues

- Lack of Bicycle and Pedestrian Connectivity
- Lack of Comfortable Crossings

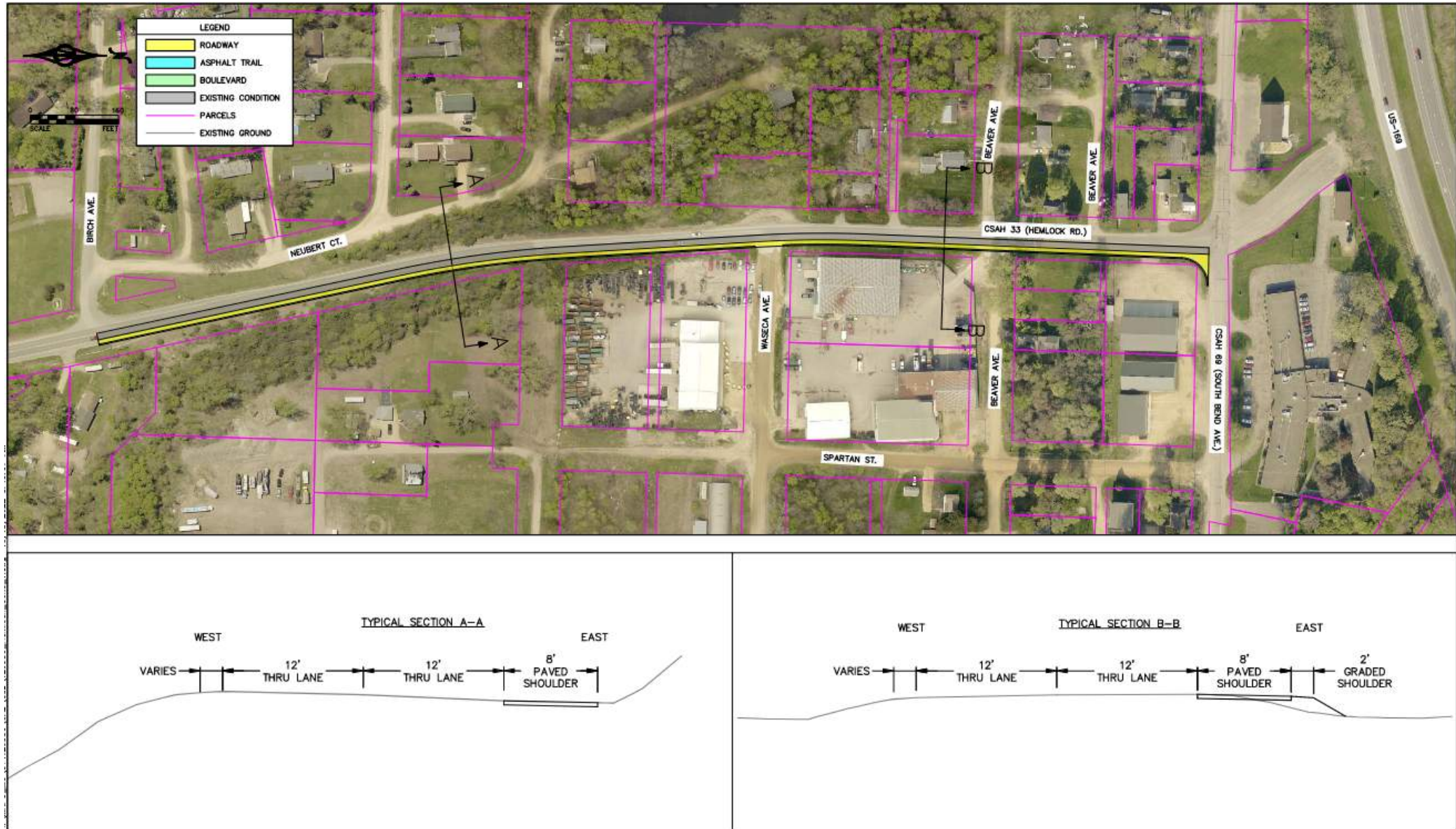
## Secondary issues

- Vehicle speeds
- Steep slopes and poor sight lines

**Results of the technical analysis and engagement input identified issues the study and concepts will focus on.**

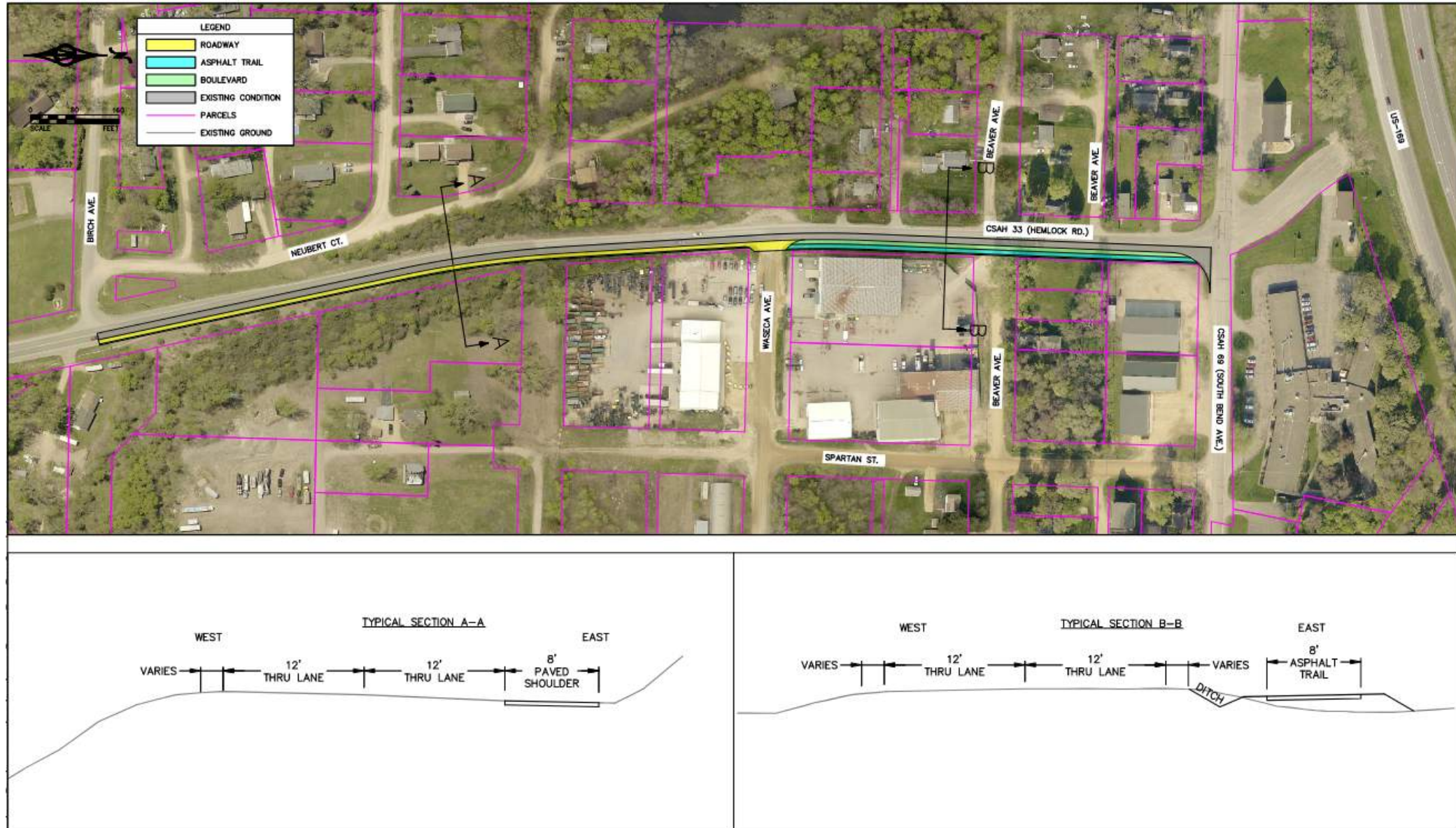


# CSAH 33 Concept 1 – Paved Shoulder



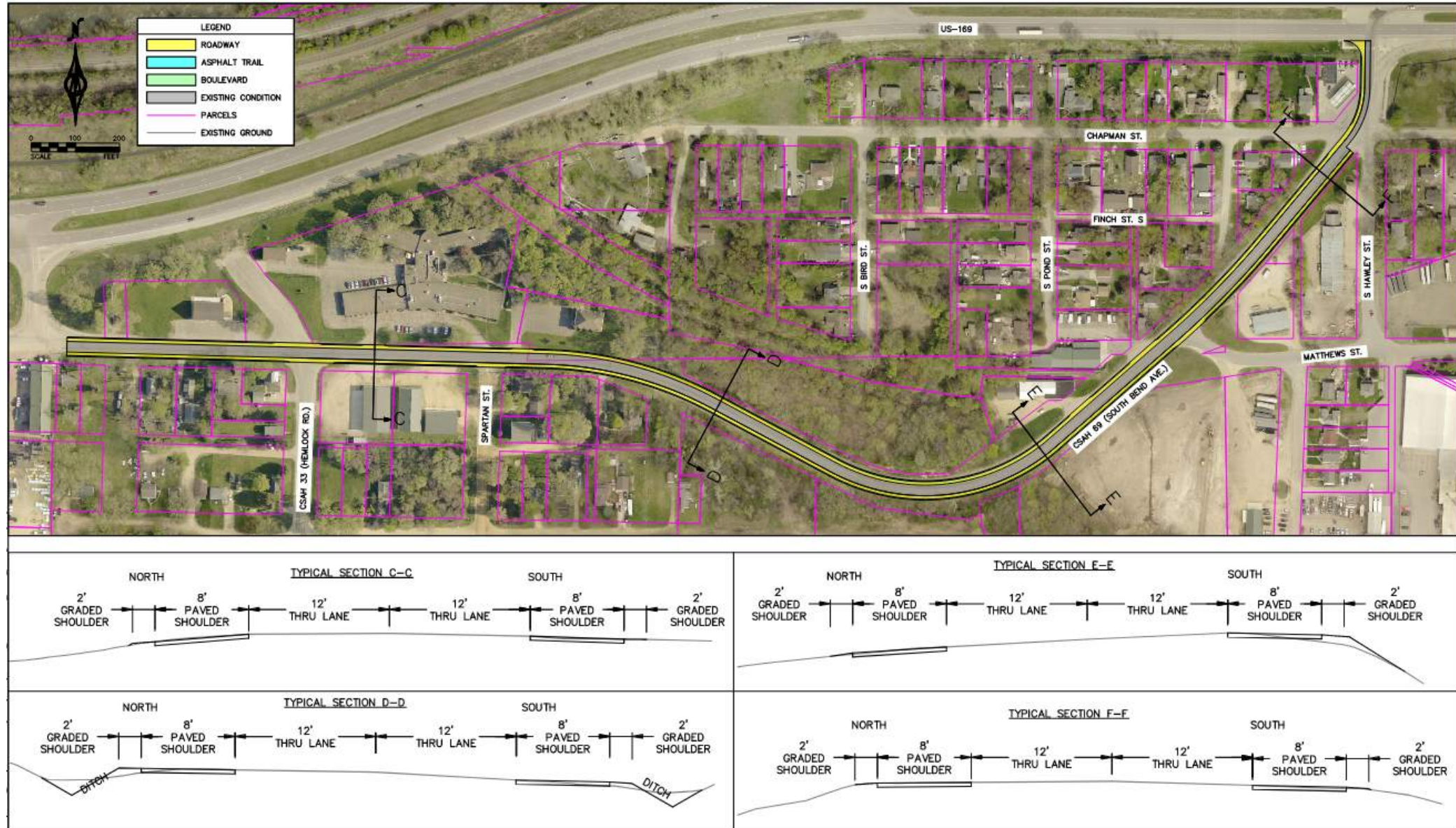


# CSAH 33 Concept 2 – Paved Shoulder / Shared Use Path



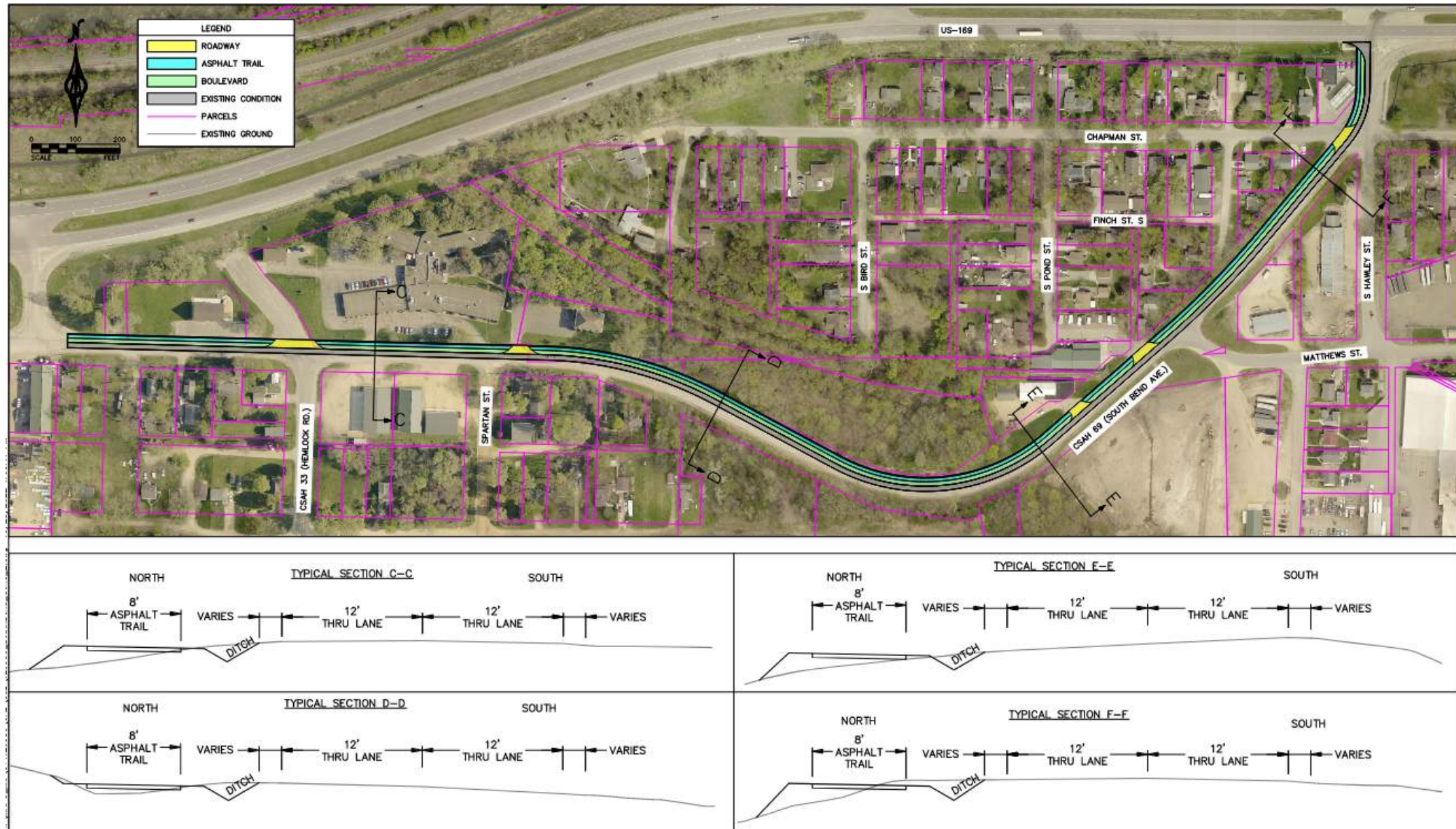


# CSAH 69 Concept 1 – Paved Shoulders



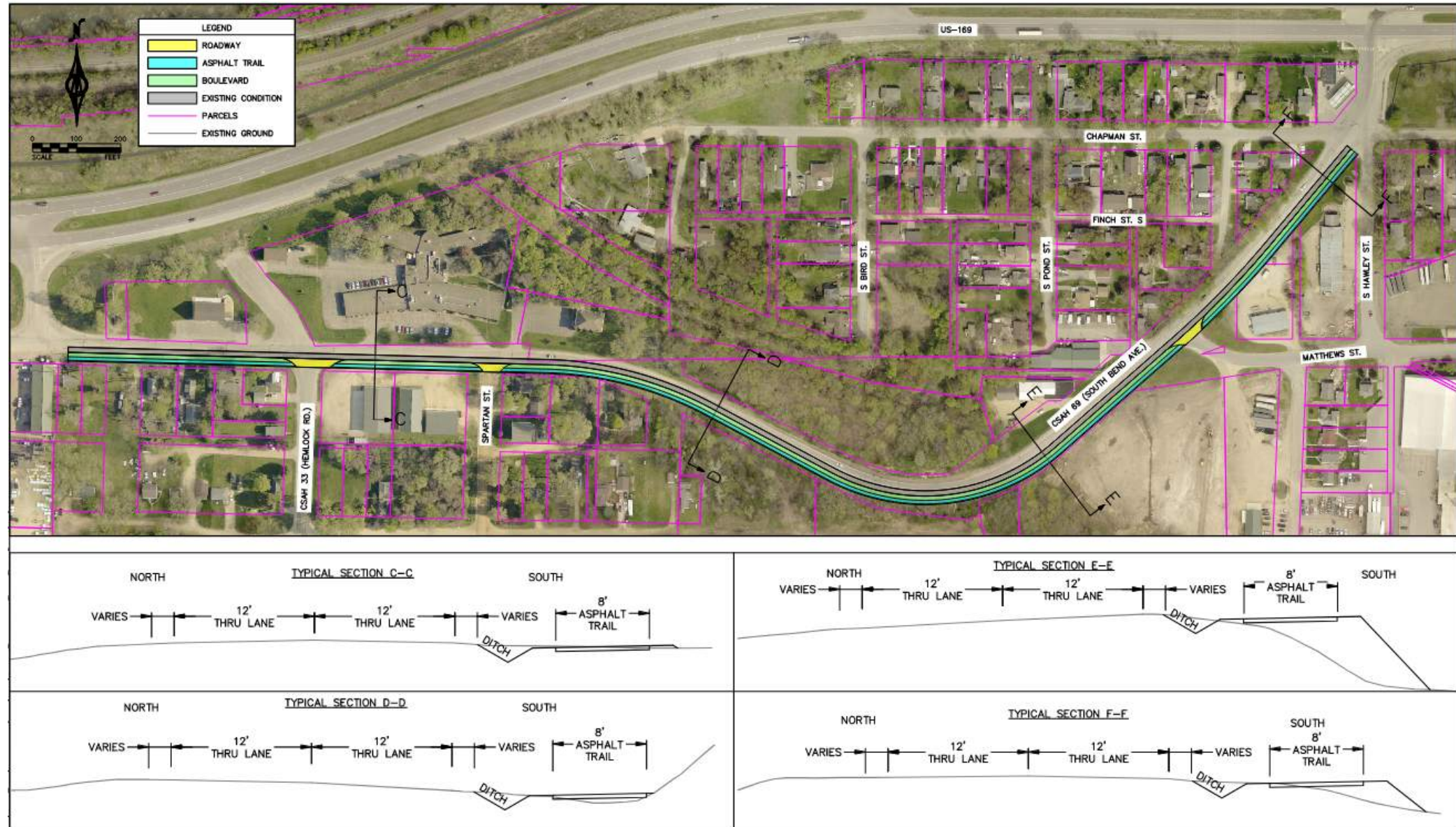


# CSAH 69 Concept 2 – North Side Shared Use Path





# CSAH 69 Concept 3 – South Side Shared Use Path



# Public Engagement Feedback

## Paved Shoulder



### Comments in Favor 👍

- Would fit with current roadway
- Improvement over existing conditions

### Comments Against 👎

- Doesn't separate bicyclists and pedestrians from vehicles

## Sidepath



### Comments in Favor 👍

- Great option if it fits the ROW & topography

### Comments Against 👎

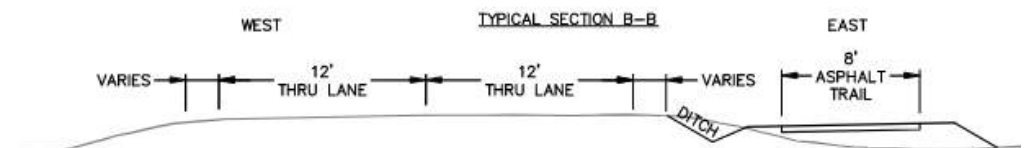
- Issues constructing side slopes outside the ROW



# PMT Recommendation: CSAH 33 Concept 2

## Key Decision Factors:

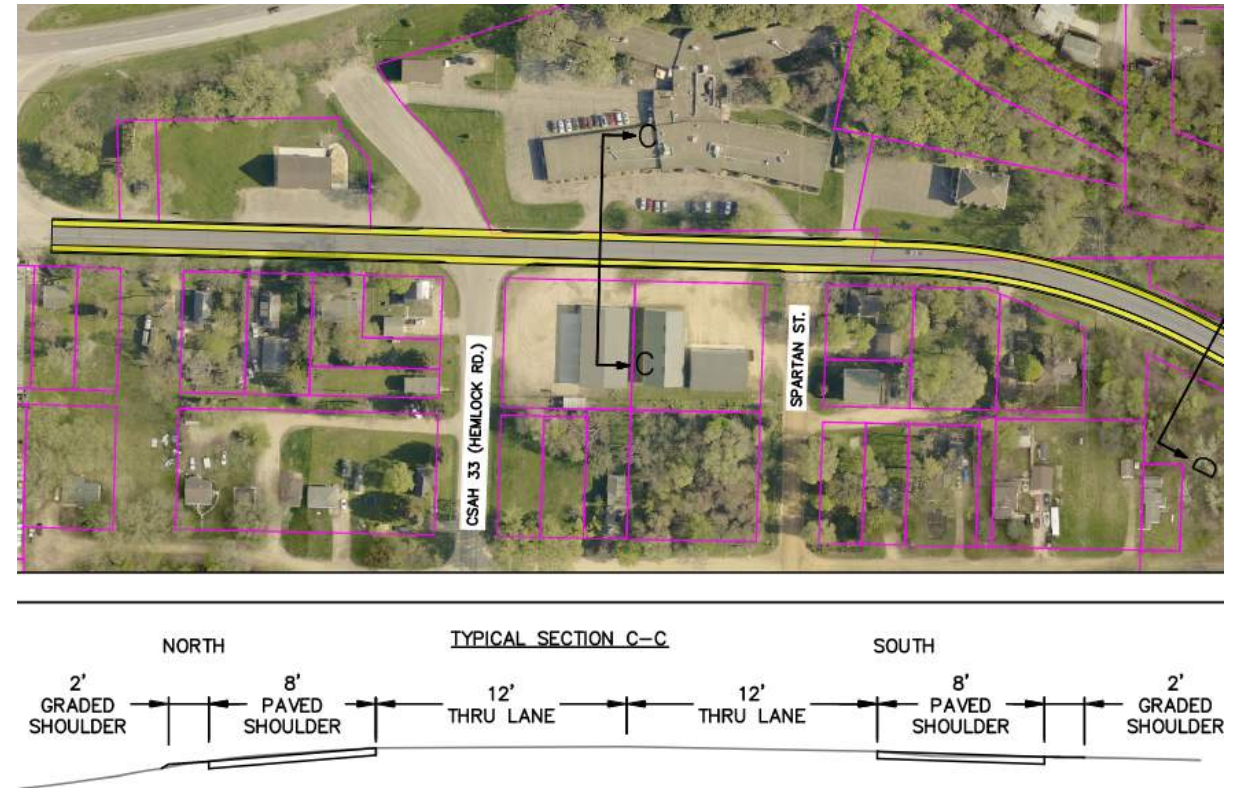
- Technical analysis
- Connections to existing and planned bicycle and pedestrian facilities
- Public feedback (desire separated facilities)



# PMT Recommendation: CSAH 69 Concept 1

## Key Decision Factors:

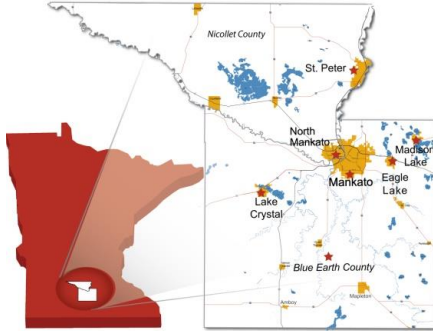
- Technical analysis
- Connections to existing development
- Minimized construction impacts
- Benefit to cost



# South Bend Safe Routes to Multimodal Study

**Questions?**





## AGENDA RECOMMENDATION

### Agenda Heading: Presentation: MSU, Mankato Stadium Road Pedestrian Crossing Study(SRF) No: 5.3

**Agenda Item:** Presentation: MSU, Mankato Stadium Road Pedestrian Crossing Study (SRF)

**Recommendation Action(s):** Informational

**Summary:** MAPO's 2022 Unified Planning Work Program (UPWP) includes a Stadium Road Pedestrian Crossing Study. The study is anticipated for completion in November 2022.

Consultant staff will deliver an informational presentation regarding the study.

**Attachments:**

1. Presentation slides

The background image shows a wide, paved road with a pedestrian crossing. A silver SUV is in the lower-left foreground. In the middle ground, a person is crossing the road. To the left, there's a parking lot with several cars and a chain-link fence. To the right, there's a sidewalk, a grassy area, and a tall light pole with a pink banner. The sky is clear and blue. The text 'MSU, M Stadium Road Pedestrian Crossing Study' is overlaid in large white font, with a horizontal white line underneath it.

# MSU, M Stadium Road Pedestrian Crossing Study

MAPO Policy Board  
November 3, 2022





STUDY  
PROCESS



STUDENT  
ENGAGEMENT



EXISTING  
CONDITIONS



KEY ISSUES



CROSSING  
ALTERNATIVES



NEXT STEPS

# Project Management Team

## MSU,M

- Paul Corcoran

## City of Mankato

- Jon Nelson

## Blue Earth County

- Eric Haefner

## MAPO

- Chris Talamantez (previous City of Mankato rep)
- Shawn Schloesser

## SRF Consulting Group

- Chris Brown
- Sue Miller





# Study Process

- Multi-jurisdictional study of pedestrian crossing conditions of Stadium Road (CSAH 60) between Ellis Avenue and Warren Street.
- Analyze existing conditions and engage with students to understand:
  - Existing safety concerns
  - Future development impacting study area
  - Potential solutions to enhance pedestrian and bicycle crossings of Stadium Road
  - Ensure balanced enhancements for all modes to improve travel conditions

# Study Area





# Existing Conditions



About 10,800 vehicles per day (2021)  
(~5% decrease since 2009)



4 pedestrian crashes in the last 10 years  
(Warren (3), RRFB (1))

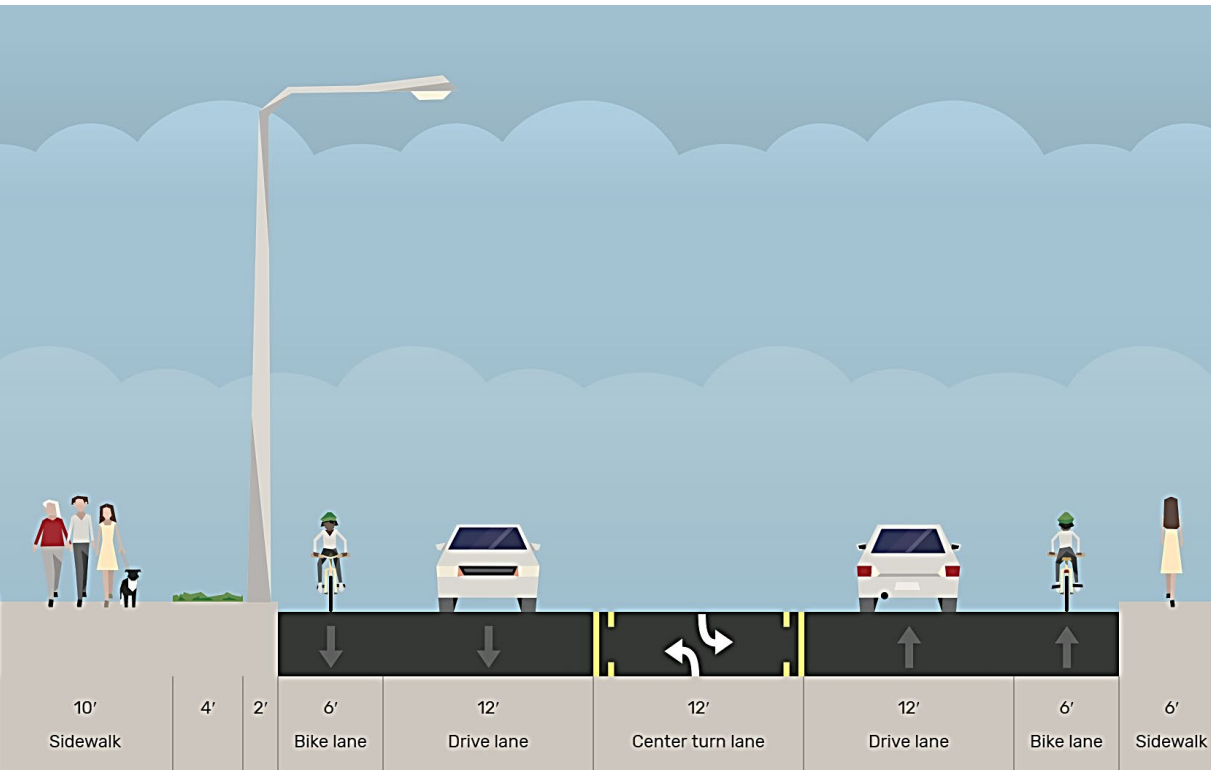


13-hour pedestrian and bicycle counts:  
Ellis = 610 | RRFB = 1,078 | Warren = 5,653



Congestion limited to left-turning vehicles  
at Ellis and Warren during peak times.

# Stadium Road – Existing Conditions

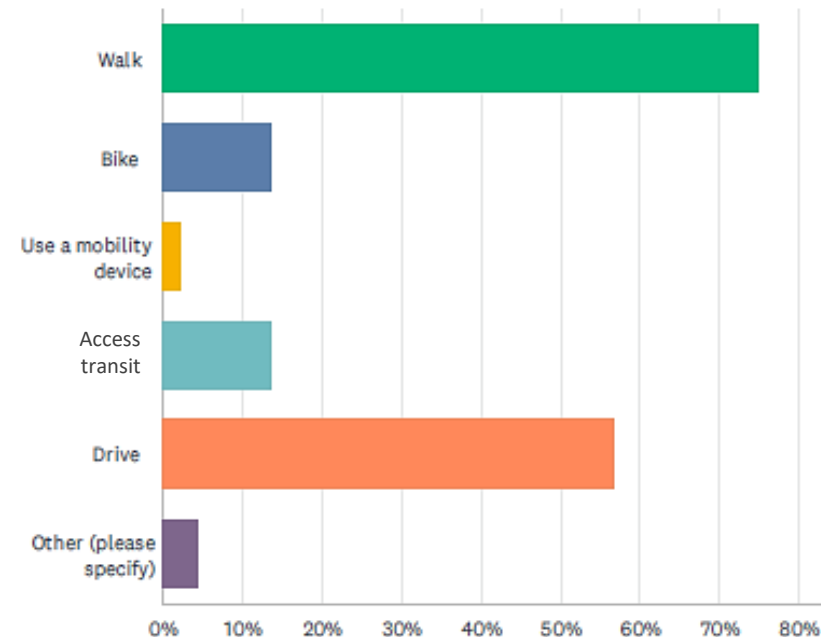




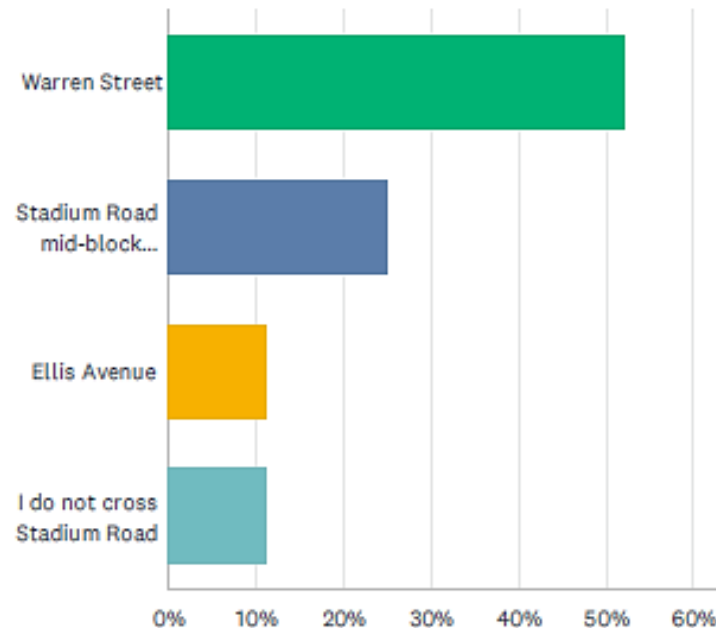
# University Engagement (round 1)

Conducted a **pop-up engagement event** on campus at the Centennial Student Union and engaged with approximately **20 students and faculty** and received **44 responses** from an **online survey**.

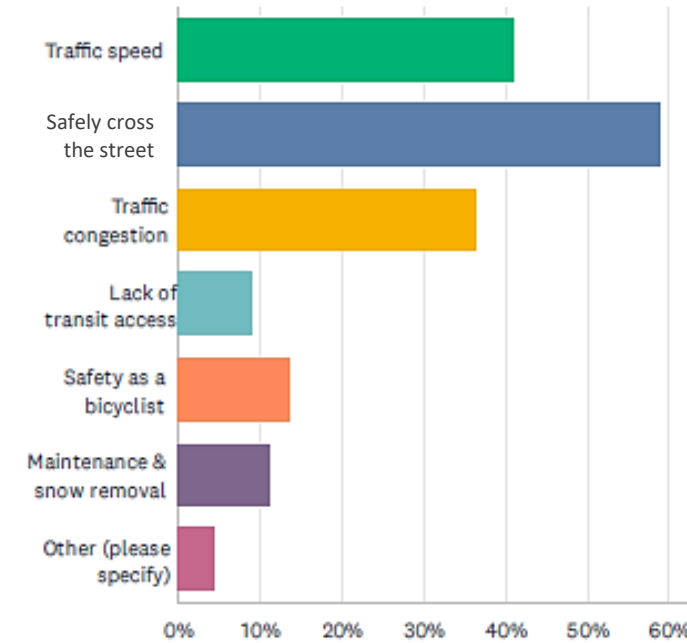
How do you use Stadium Road?



Where do you most often cross Stadium Road walking or biking?



What are your top two concerns about Stadium Road?



# Pop-up Results

## Minnesota State University, Mankato Stadium Road Pedestrian Crossing Study

Take  
the  
Survey!



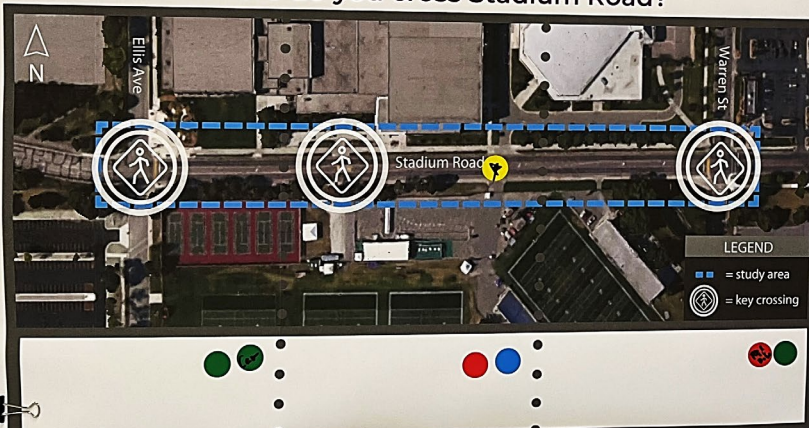
### What are your thoughts about Stadium Road?

- A study of pedestrian connectivity across Stadium Road between the intersections of Ellis Avenue and Warren Street.
- The goal of the study is to develop potential solutions for improved travel conditions for pedestrians, bicyclists and vehicles.

### Study Timeline



### Where do you cross Stadium Road?



### What are your concerns about Stadium Road?

Safety Crossing the Street	● ●
Traffic Speed	●
Congestion	● ● ●
Safety as a Bicyclist	
Transit Access	●
Maintenance / Snow Removal	

## Minnesota State University, Mankato Stadium Road Pedestrian Crossing Study

Take  
the  
Survey!



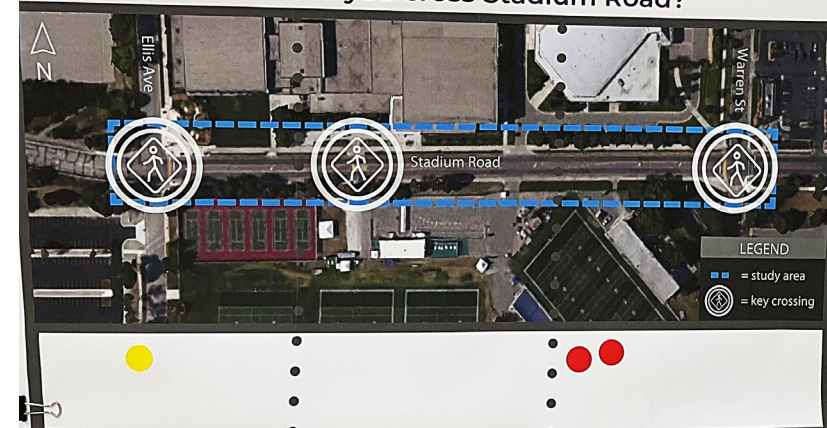
### What are your thoughts about Stadium Road?

- A study of pedestrian connectivity across Stadium Road between the intersections of Ellis Avenue and Warren Street.
- The goal of the study is to develop potential solutions for improved travel conditions for pedestrians, bicyclists and vehicles.

### Study Timeline



### Where do you cross Stadium Road?

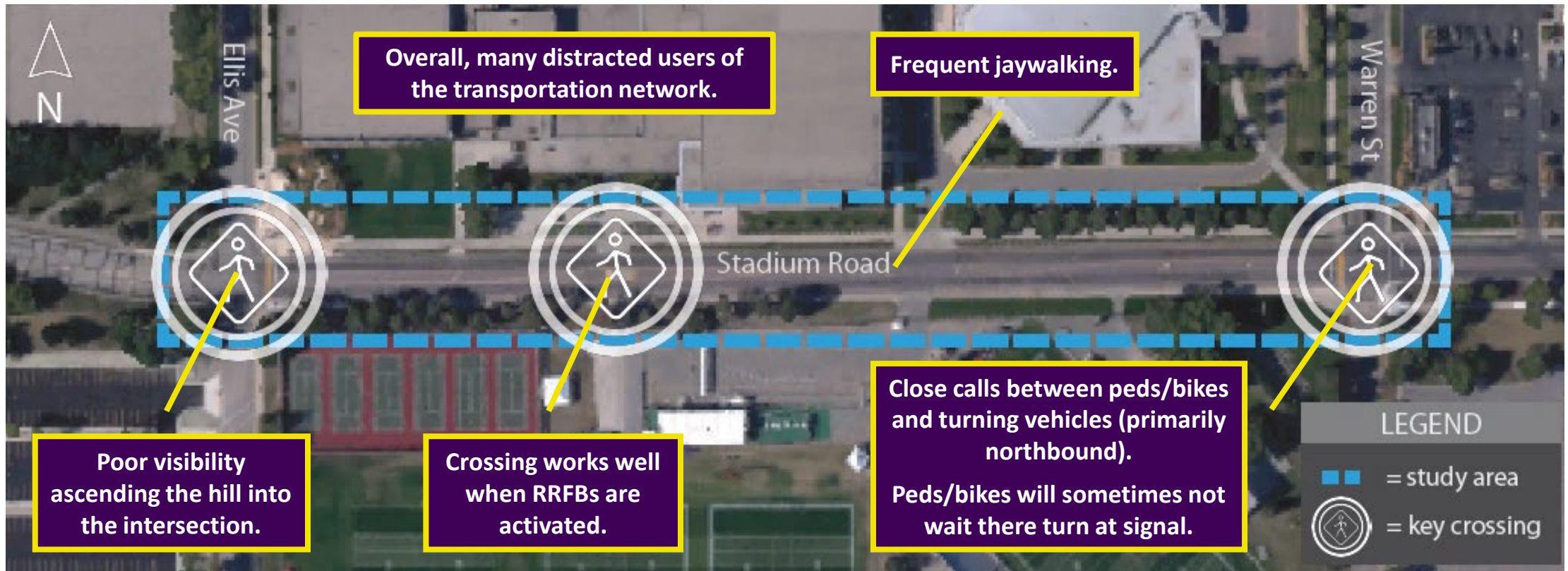


### What are your concerns about Stadium Road?

Safety Crossing the Street	● ● ●
Traffic Speed	
Congestion	●
Safety as a Bicyclist	●
Transit Access	●
Maintenance / Snow Removal	



# Key Comments Received



# Key Issues

**Warren Street:** Significant conflicts with turning vehicles and ped/bike crossing results in traffic congestion and safety issues.

**RRFB Crossing:** Flashing lights are missed by some drivers when activated causing safety concerns (i.e., rear ends).

**Ellis Avenue:** No overarching safety issues beyond sight distance for approaching vehicles ascending the hill.

**General:** 1) Bicyclist conflicts with heavy pedestrian volumes on the sidewalks and crosswalks and 2) sidewalk maintenance.



# Potential Crossing Improvements



## At-grade Crossings

Ellis Avenue

RRFB crossing

Warren Street (3 options)

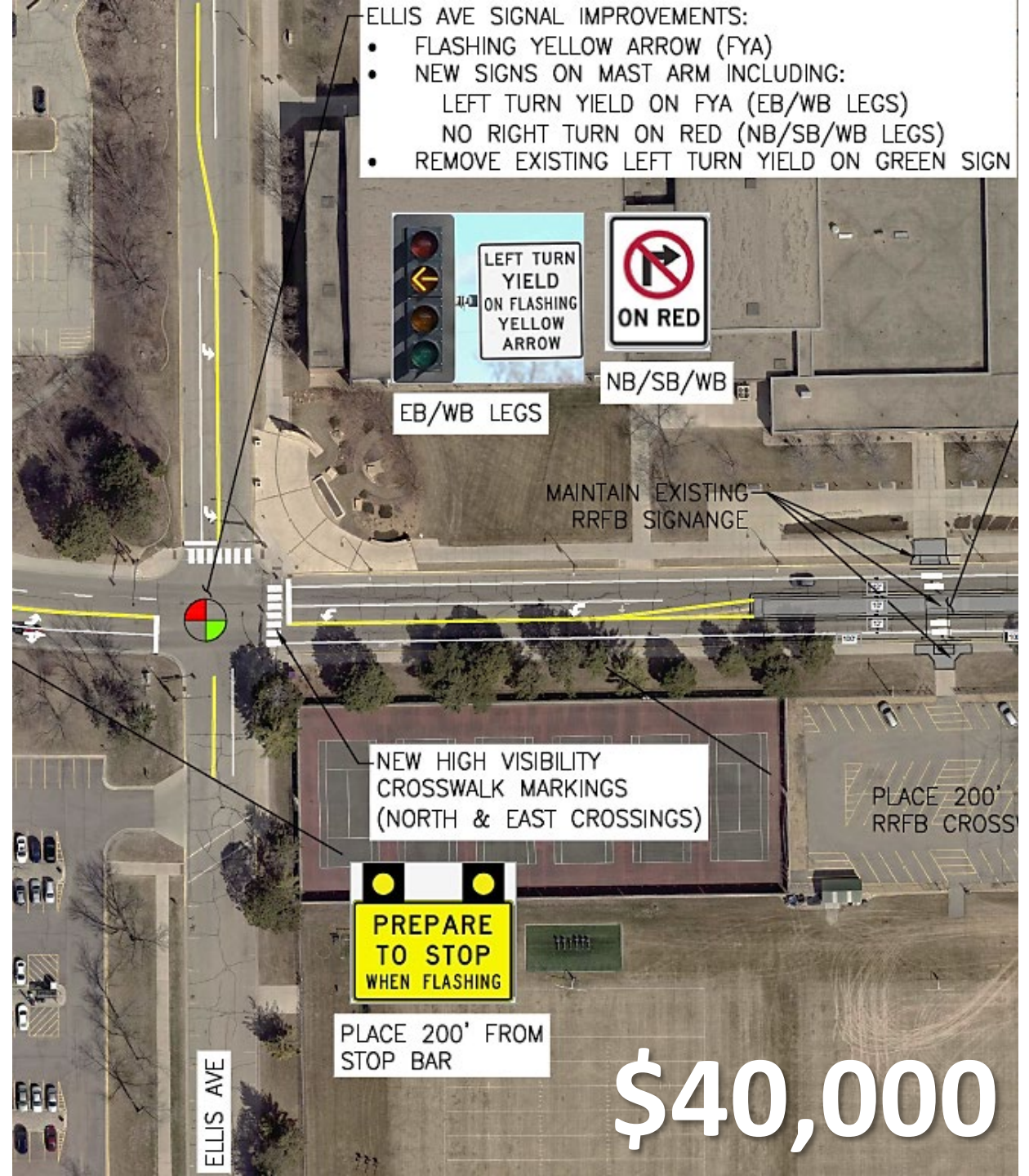


## Grade-separated Crossings

Warren Street (3 options)

High-level review of feasibility

# Ellis Avenue





# RRFB Crossing

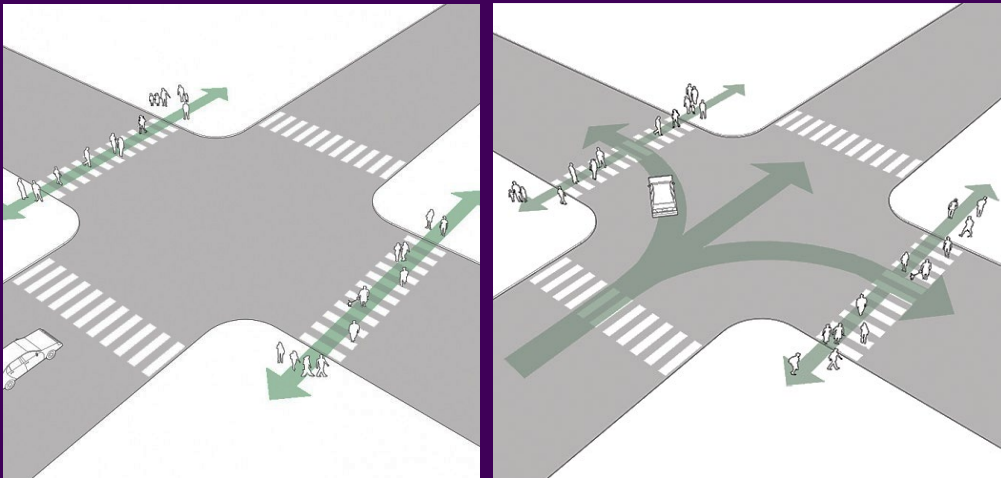


*\*Concept design - subject to change upon further review.\**



# Warren Street (Alternative 1A)

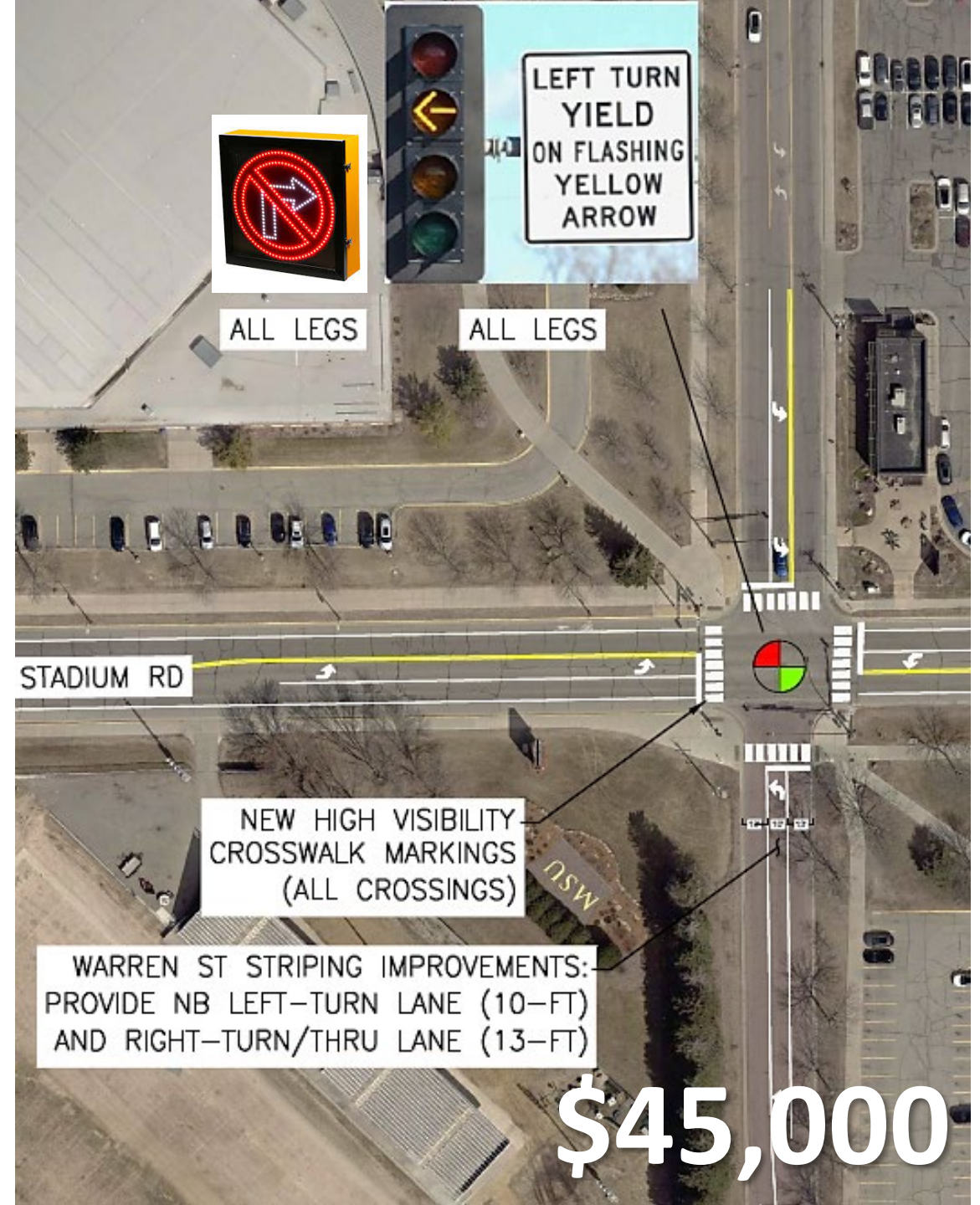
- Leading Pedestrian Interval (LPI)
- No Right-turn on Red
- High Visibility Crosswalks  
(and general roadway re-striping)





# Warren Street (Alternative 1B)

- Leading Pedestrian Interval (LPI)
- No Right-turn on Red
- High Visibility Crosswalks/Stop Bar
- Signal Update (flashing yellow arrow)
- Northbound Left-turn Lane





# Warren Street (Alternative 2)

- Exclusive Pedestrian Phase (diagonal crossing)
- No Right-turn on Red
- New Curb Ramp
- High Visibility Crosswalks/Stop Bar
- Signal Update (flashing yellow arrow)
- Northbound Left-turn Lane (optional)




















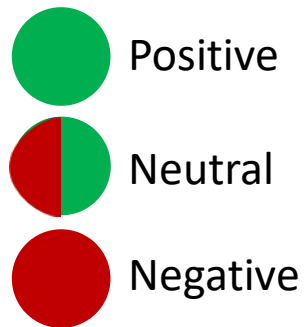
# Exclusive Pedestrian Phase



- Pedestrians cross at one time during the signal cycle.
- Can reduce ped/bike crashes by up to 51 percent.
- Most effective per MnDOT when:
  - Intersections with large concentrations of pedestrians (e.g., college campuses).
  - Intersections that experience high vehicle delay due to pedestrian volumes.
  - Intersections with high vehicle-pedestrian conflicts for most movements.
- Regional example: Augustana University in Sioux Falls (similar context and roadway)

# Warren Street Crossing Evaluation

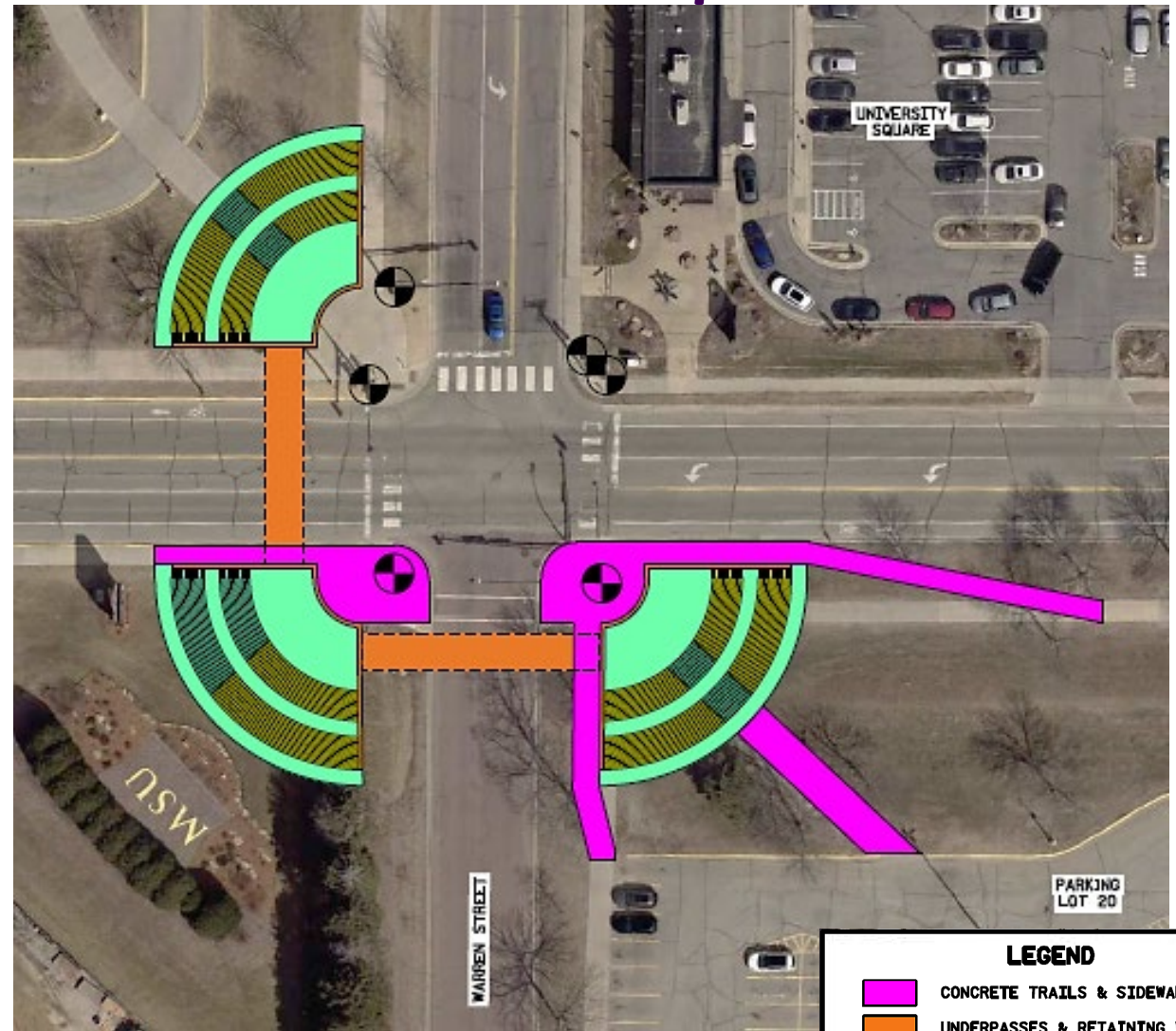
Measures	Alternative 1A	Alternative 1B	Alternative 2
Ped/Bike Safety			
Ped/Bike Delay			
Traffic Operations			
Pedestrian Operations			
Estimated Cost			










# Warren Street: Three-Quadrant Underpass (Alternative A1)

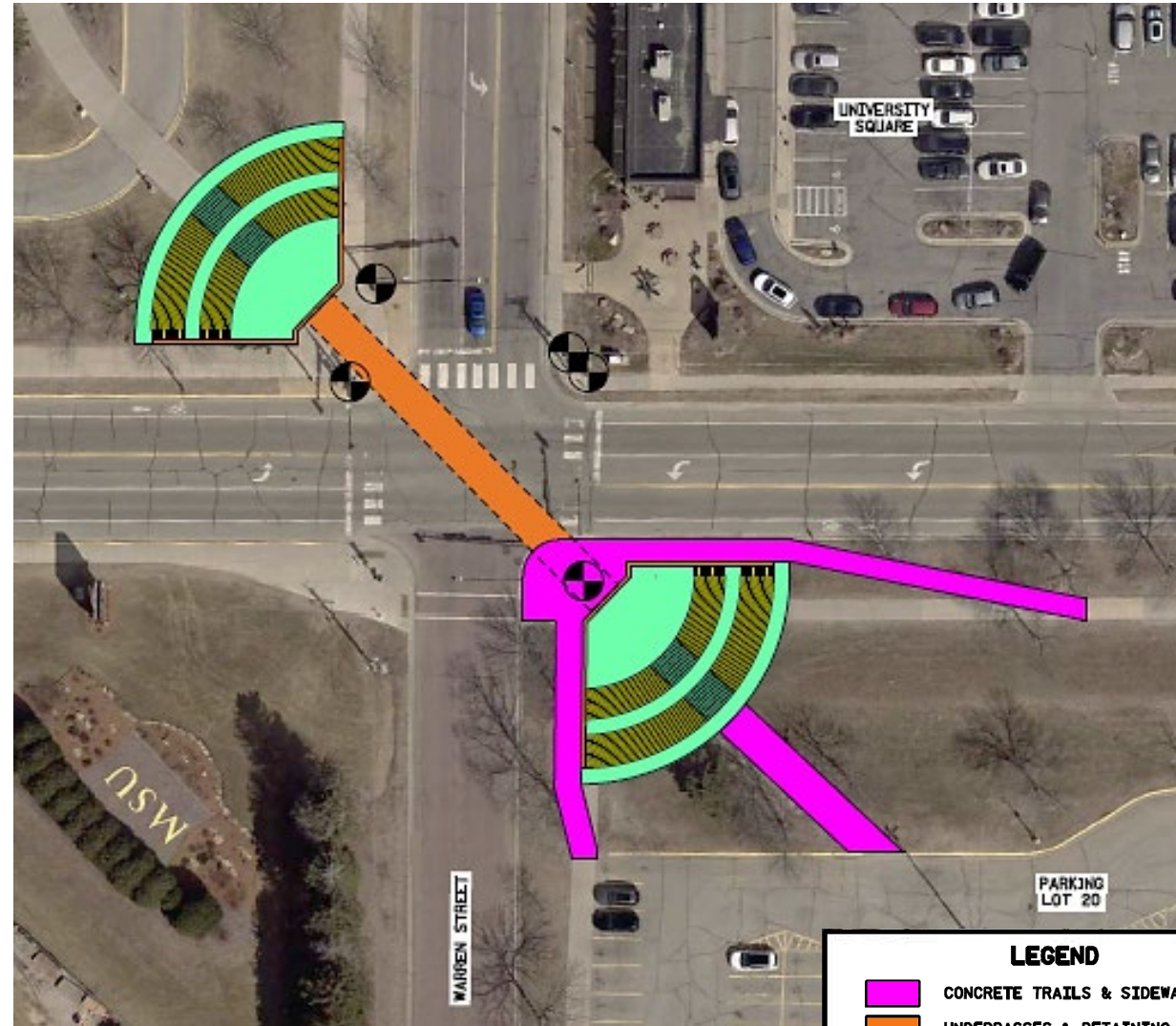
\$2.4 million








LEGEND	
	CONCRETE TRAILS & SIDEWALKS
	UNDERPASSES & RETAINING WALLS
	CONCRETE STAIRS & LANDINGS
	AREA AVAILABLE FOR STAIRS (SHOWN), ADA COMPLIANT RAMPS, OR PLANTERS
	EXISTING TRAFFIC SIGNAL

# Warren Street: Two-Quadrant Underpass (Alternative A2)

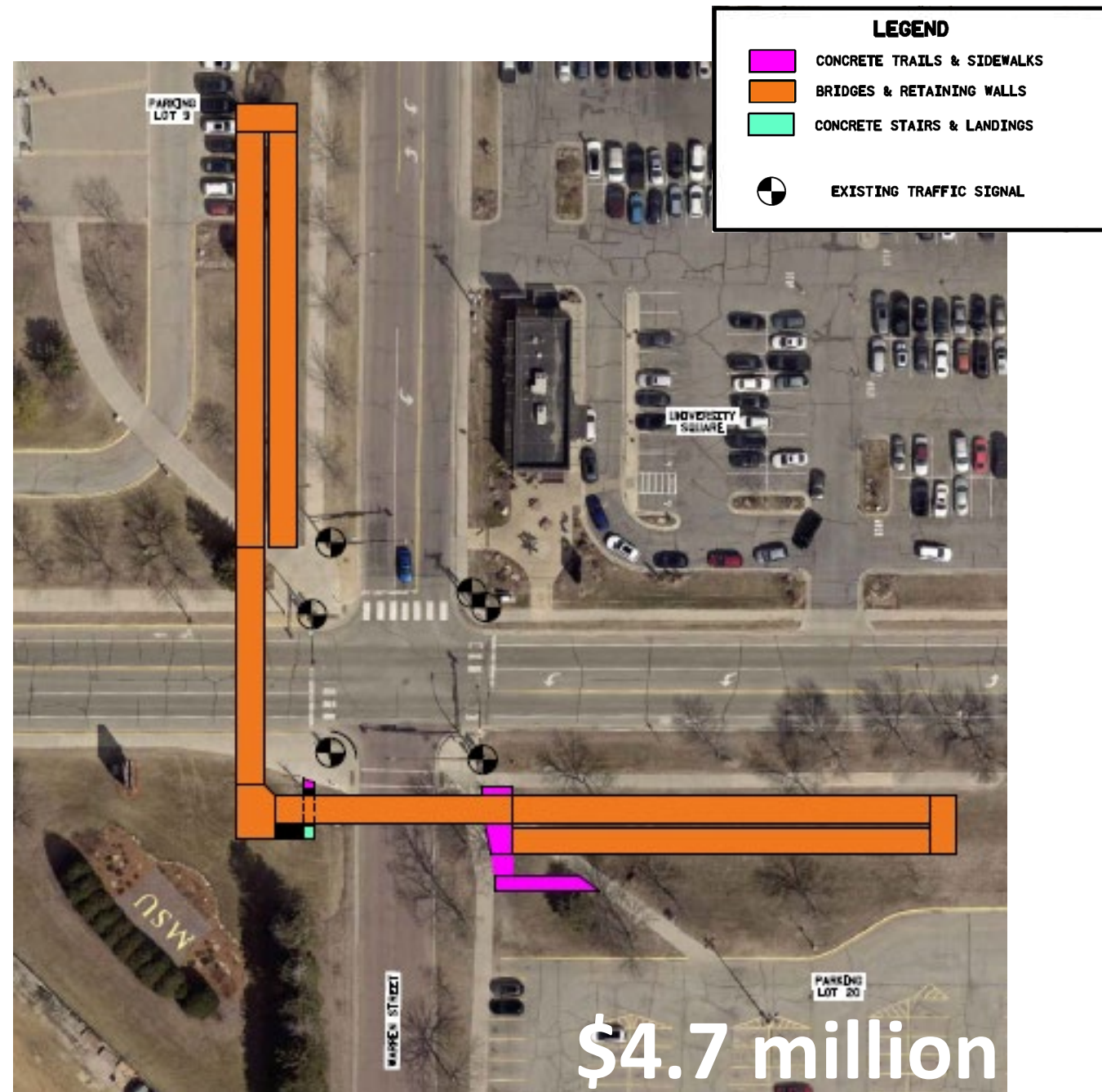
\$1.8 million



LEGEND	
	CONCRETE TRAILS & SIDEWALKS
	UNDERPASSES & RETAINING WALLS
	CONCRETE STAIRS & LANDINGS
	AREA AVAILABLE FOR STAIRS (SHOWN), ADA COMPLIANT RAMPS, OR PLANTERS
	EXISTING TRAFFIC SIGNAL

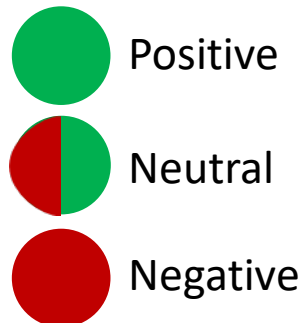


# Warren Street: Three-Quadrant Overpass (Alternative B)



# Warren Street Crossing Evaluation

Measures	Alternative A1	Alternative A2	Alternative B
Ped/Bike Delay	●	●	●
Pedestrian Operations	●	●	●
Traffic Operations	●	●	●
Campus Aesthetics	●	●	●
Right-of-Way Impact	●	●	●
Estimated Cost	●	●	●






# University Engagement (round 2)

Conducted a **pop-up engagement event** on campus at the Centennial Student Union and engaged with approximately **30 students and faculty**.

## Stadium Road Pedestrian Crossing Study


### Planned Improvements at Stadium Road



RRFB SIGNAGE

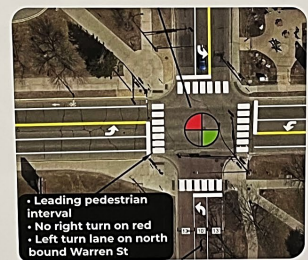
### Alternatives at Warren Street - What Do You Think?

#### Alternative 1A



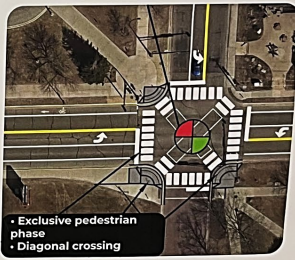
- Leading pedestrian interval
- No right turn on red
- No right turn on red

#### Alternative 1B



- Leading pedestrian interval
- No right turn on red
- Left turn lane on north bound Warren St

#### Alternative 2




- Exclusive pedestrian phase
- Diagonal crossing

Blue Earth County logo and QR code for more information.

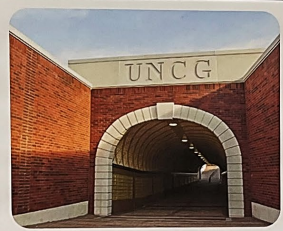
## Stadium Road Pedestrian Crossing Study


### Future Ideas to Separate Vehicles and Pedestrians


#### Example Design 1: Pedestrian Underpass



#### Example Design 2: Pedestrian Bridge







### Share Your Thoughts: Do We Need a Safer Crossing at Warren Street?

share thoughts here

I would prefer to use the tunnel instead of an underpass. It would be safer and more convenient for students and faculty.

Bridges are very time consuming to build and are not very interesting option.

Tunnels with two way travel having less time consuming tunnel work can make it more appealing to use.

I would prefer the underpass to be built as a tunnel along the road.

Tunnels are always safer, but more convenient.

I prefer the tunnel and think this would be a great addition for student safety. Install cameras and good lights.

a covered bridge would be great, for visibility/safety but also weather protection.

Bridge is safer (at night, more visible).

Bridge is better option for safety.

Bridge is better option for safety.

Blue Earth County logo and QR code for more information.



A photograph of a city intersection under a clear blue sky. In the foreground, a white traffic light pole stands on a concrete sidewalk. The intersection has crosswalks and a yellow curb. A blue bus with the number 44/44 is stopped at the intersection. Another blue bus with the number 851 is visible on the right. Pedestrians are walking across the street. In the background, there are buildings, including one with a 'Caribou Coffee' sign. A green street sign for 'Stadium Rd' and highway shields for 60 and 8 are visible. The text 'Next Steps' is overlaid on the right side of the image.

# Next Steps

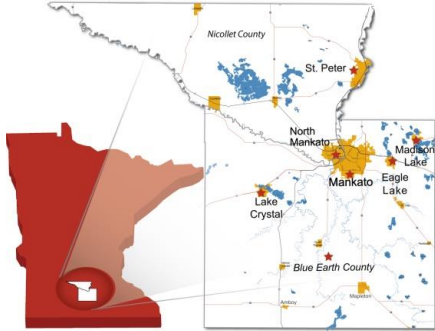
- Finalize recommendations/report – mid-November 2022
- Study Complete – early December 2022



# Questions or Comments?

Chris Brown, AICP, PTP  
Transportation Planning Lead  
[cbrown@srfconsulting.com](mailto:cbrown@srfconsulting.com)  
763-452-4832





## AGENDA RECOMMENDATION

### **Agenda Heading: Presentation: Eagle Lake (CSAH 27) Pedestrian Connectivity Study (Bolton and Menk Inc.) No: 5.4**

**Agenda Item:** Presentation: Eagle Lake (CSAH 27) Pedestrian Connectivity Study (Bolton and Menk inc.)

**Recommendation Action(s):** Informational

**Summary:** MAPO's 2022 Unified Planning Work Program (UPWP) includes Eagle Lake (CSAH 27) Pedestrian Connectivity Study. The study is anticipated for completion in November 2022.

Consultant staff will deliver an informational presentation regarding the study.

**Attachments:**

1. Presentation slides





**BOLTON  
& MENK**

Real People. Real Solutions.



**MAPO**

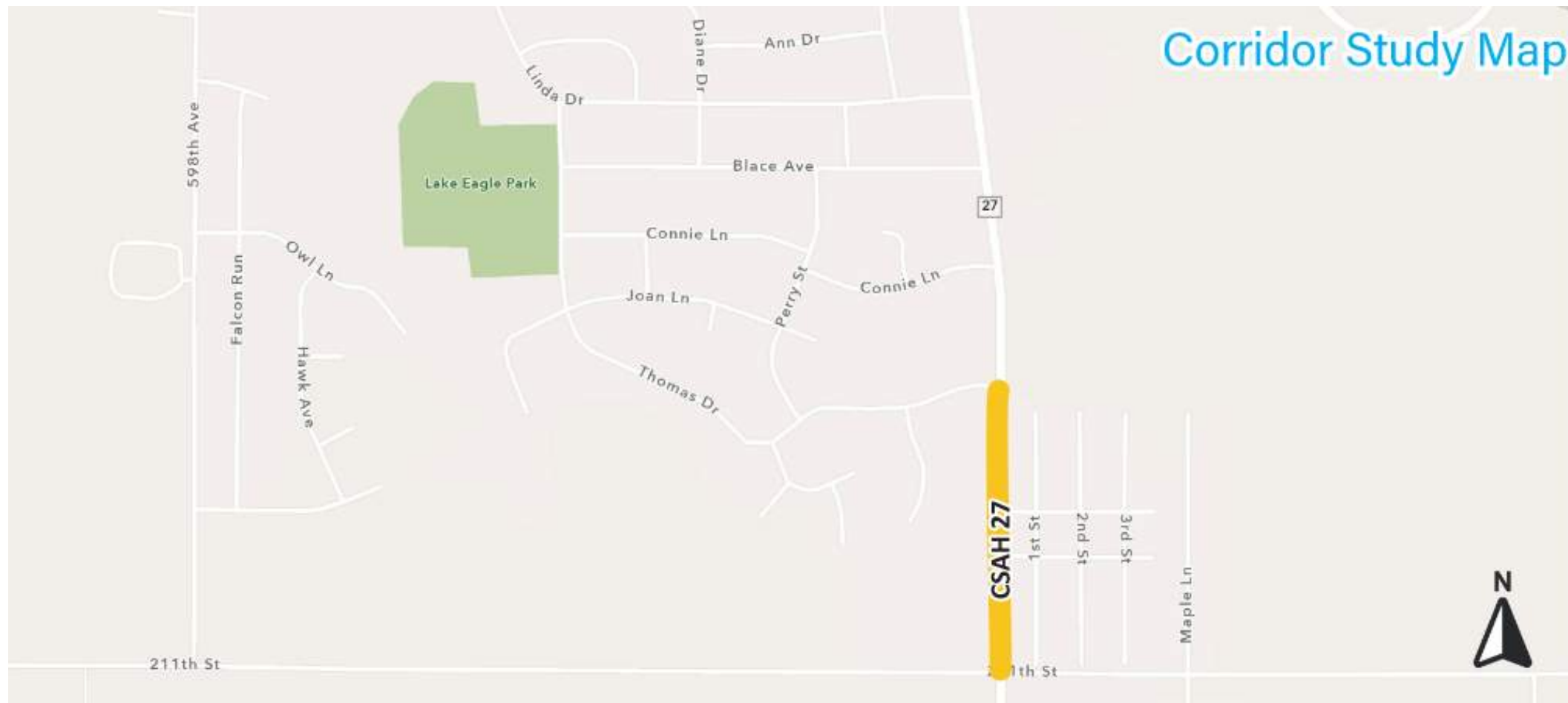
MANKATO/NORTH MANKATO  
AREA PLANNING ORGANIZATION

# Eagle Lake – CSAH 27 (Agency St) Pedestrian Connectivity Study

*MAPO Policy Board Presentation*

November 3<sup>rd</sup>, 2022

# Study Area





# Project Goals



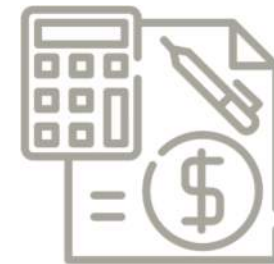
Pedestrian  
and bicycle  
access



Safety for all  
users



Environmental  
compatibility



Financial  
responsibility

# Summary of Engagement

- **Open House 7/26/22 @ Eagle Lake City Hall**
  - Alternative layouts available for conversation
  - Seven people signed in including members of the Eagle Lake City Council
  - Oral feedback was collected along with comment forms and map notes
- **Digital Correspondence**
  - Following the open house, additional feedback was received via email to the City Administrator
- **Eagle Lake City Council Presentation 8/1/22**
  - Alternative layouts were presented to the council
  - Feedback gathered from the open house was presented



# Corridor Issues

## Primary issues

- Lack of Bicycle and Pedestrian Connectivity
- Lack of Comfortable Crossings

## Secondary issues

- Vehicle speeds
- Existing flooding issues
- Connections to future development

**Results of the technical analysis and engagement input identified issues the study and concepts will focus on.**

## Alternative 1 – West Side Sidewalk with Boulevard





## Alternative 2 – East Side Sidewalk with Boulevard



## Alternative 3 – East Side Shared Use Path with Boulevard





## Alternative 4 – Off Road Shared Use Path



# Open House Feedback

## West Sidewalk



### Comments in Favor 👍

- Would connect to future development west of Agency St

### Comments Against 🙅

- Concerns about a pedestrian crossing at Agency St and 211<sup>th</sup> St
- Impacts to Wetlands

## East Sidewalk



### Comments in Favor 👍

- Pedestrian crossing at Thomas Dr is ideal
- Connection to manufactured homes & Fox Meadows development

### Comments Against 🙅

- Impacts to culverts and ditch
- Bikes would remain in street

## East Path



### Comments in Favor 👍

- Pedestrian crossing at Thomas Dr is ideal
- Connection to manufactured homes & Fox Meadows development
- Off street option for bikes

### Comments Against 🙅

- Impacts to the ditch

## Off Road Path



### Comments in Favor 👍

- Provides access outside of county ROW
- Connects manufactured homes, Fox Meadows and future developments

### Comments Against 🙅

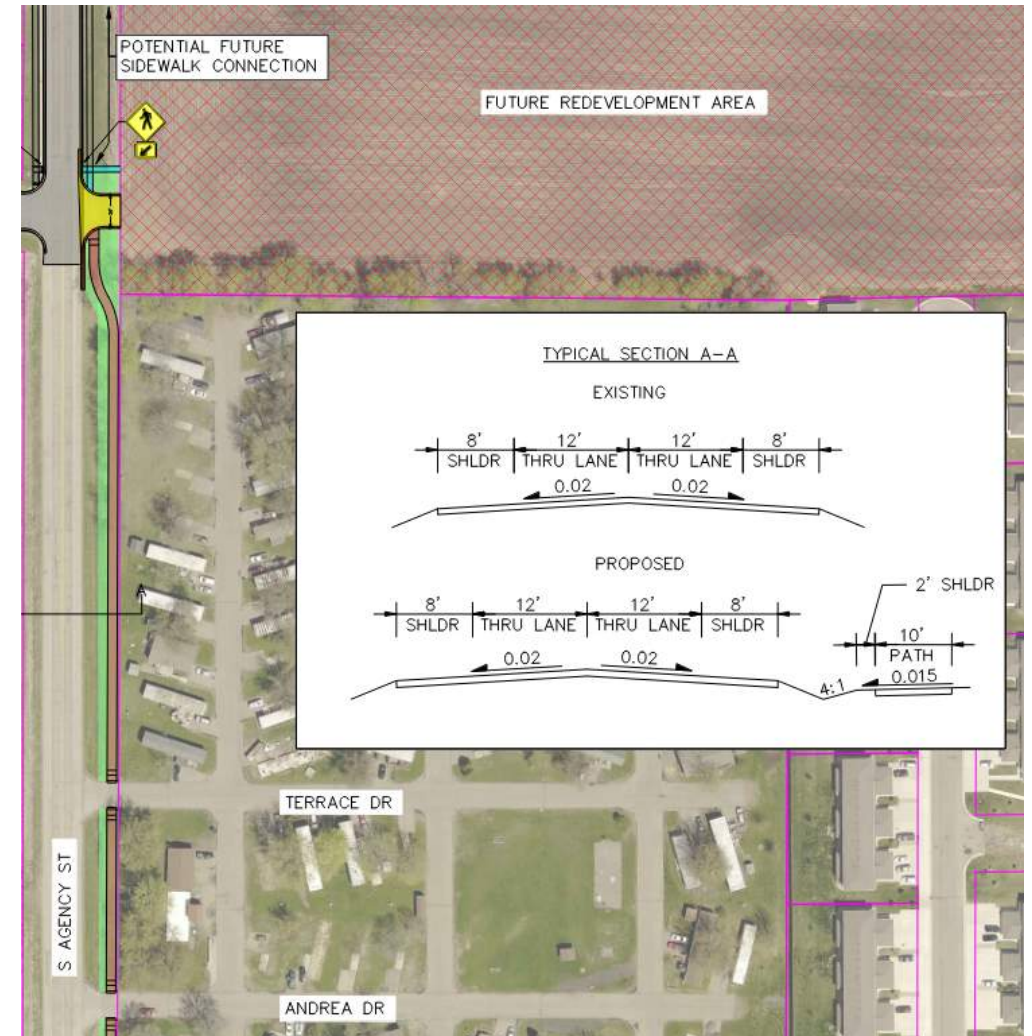
- Potential issues getting ROW for trail
- Needs for lighting



# PMT Recommendation: Alternative 3

## Key Decision Factors:

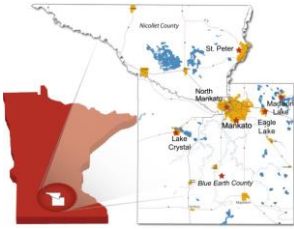
- Technical analysis
- Connections to existing and planned development
- Public feedback (desire for bicycle accommodations)
- Benefit to cost



# Eagle Lake – CSAH 27 (Agency St) Pedestrian Connectivity Study

**Questions?**





Meeting Minutes of the Mankato/North Mankato  
Area Planning Organization (MAPO) Technical  
Advisory Committee (TAC)

October 20, 2022 | 1:30 p.m. | Intergovernmental Center, MN River Room, 10 Civic Center Plaza, Mankato, MN

TAC members present: Chair Mark Konz - City of Mankato, Vice Chair Karl Friedrichs – Lime Township, Jennifer Bromeland – City of Eagle Lake, Matt Lassonde – City of North Mankato, Sam Parker – MnDOT District 7, David Cowan – Minnesota State University, Mankato, Joel Hawbaker - Nicollet County, Joel Hanif – Region Nine Development Commission, Michael McCarty – City of Mankato, Shawn Schloesser - Mankato Transit System, Ryan Thilges – Public Works/Blue Earth County.

Others Present: Paul Vogel- Executive Director, Chris Talamantez, Transportation Planner, Chris Brown – SRF Consulting. Attending Virtually, Scott Morgan – Mankato Township, Anna Pierce – MnDOT Central Office, Ross Tillman – Bolton and Menk Inc, Cody Christianson – Bolton and Menk Inc.

## **I. Call to Order**

Chair Mark Konz called the meeting to order at 1:30 p.m.

## **II. Introductions**

Introductions were made.

## **III. Approval of Agenda**

Ryan Thilges made a motion to approve the agenda as presented. Michael McCarty seconded the motion. With all voting in favor the agenda was approved.

## **IV. Approval of Minutes – August 18, 2022**

Michael McCarty made a motion to approve the minutes as presented. Joel Hawbaker seconded the motion. With all voting in favor, minutes were approved.

## **V. New Business**

### **5.1 Recommendation to approve Requests for Proposals (RFPs) for studies contained in the 2023 Unified Planning Work Program.**

Chair Mark Konz asked staff to provide a summary of the item. Paul Vogel reported that the three requests for proposals reflect the consultant studies that are contained in the 2023 Unified Planning Work Program and requested that Chris Talamantez provide a summary of each. Chris provided a summary of the three requests for proposals, including the update to the ADA Transition Plan, the Riverfront Intersection Improvement Plan, and the Balcerzak Drive Pedestrian Study.

Ryan Thilges asked if the Riverfront Drive Intersection Plan was related to the previous Riverfront Drive Corridor Study completed by MAPO in 2017. Michael McCarty responded that it was related, but is more of an intensive study of intersections from Riverfront Drive into the Tourtellotte Park Neighborhood, basically consisting of several intersection control evaluations.

Anna Pierce requested to speak on the matter. Anna stated that the TAC could not act on the RFP's because MnDOT had not reviewed and approved the documents, including setting the Disadvantaged Business Enterprise (DBE) goal. Paul Vogel reported that Anna had provided previous comments and staff reflected some of the comments in the documents and recommended that others not be incorporated. Paul Vogel also stated that review by MnDOT is to ensure compliance with procurement, not necessarily approval. Paul Vogel also indicated that past practice was to forward these to the Board with a condition that further changes may be realized upon the final review of MnDOT including setting the DBE goal, which in the past has been zero. Anna indicated that may be acceptable.

Ryan Thilges made a motion to recommend release of the RFP's to the Policy Board pending review by MnDOT and setting the DBE goal. Joel Hawbaker seconded the motion. With all present voting in favor, the motion was approved.

## **5.2 Recommendation to adopt 2023 Safety Performance Targets.**

Chair Mark Konz requested that staff provide a summary of the request. Chris Talamantez provided a summary of the proposed state targets and how they translate into the MAPO area considering the vehicle mile trips.

Karl Friedrichs asked what if we exceed the targets. Paul Vogel responded that the type and nature of the crashes would need to be examined as some are related to behavior, but consistent issues of safety would have to be addressed through the transportation improvement program (TIP) and how projects would address those issues. Paul Vogel also stated that Chris had mapped the crash and fatality information and the occurrences are scattered throughout the planning area, and clusters such as Augusta Drive are contained in the TIP for an intersection safety improvement.

Karl Friedrichs led a discussion on how this information should be provided to the state of Minnesota so that they area aware of MAPO's safety issues and possibly this could assist in successful application for funds to address safety concerns. The TAC discussed the Highway Safety Improvement Program (HSIP) application process and how this information provides the basis for the application. Sam Parker also commented that additional discussions will be taking place around the HSIP application process and how such targets will impact the process. Ryan commented that the application process is how local's implement the safety improvements for those areas experiencing higher crash rates. Karl stated he wanted to make sure the State is aware of our safety issues.

Karl Friedrichs made a motion to recommend adoption of the Safety Targets to the Policy Board. Michael McCarty seconded the motion. With all voting in favor, the motion was adopted.



## **VI. Other Business, Discussion & Updates**

### **6.1 Presentation: Lookout Drive (CSAH 13) Corridor Study (Bolton & Menk)**

Ross Tillman, Bolton and Menk, provided an overview of the Corridor Study.

There were no comments from the TAC.

### **6.2. Presentation: South Bend Safe Routes to Multimodal Study (Bolton & Menk)**

Cody Christianson, Bolton and Menk, provided an overview of the study progress and recommendations.

There were no comments from the TAC.

### **6.3. Presentation: MSU,M Stadium Road Pedestrian Crossing Study (SRF Consulting)**

Chris Brown, SRF Consulting, provided an overview or the study and the recommendations.

Karl Friedrichs requested that with the all cross options at Warren Street if the signals could be timed to let traffic flow after the peak pedestrian crossings. Chris responded that would be possible.

Matt Lassonde asked if there would be safety and security considerations for a tunnel, including possible closing the tunnel during certain times, such as night hours. Chris indicated that would be possible consideration.

David Cowan commented that a free right turn at Warren Street for certain directions may be problematic.

Matt Lassonde commented that rapid flashing beacons confuse drivers because they are not sure they need to stop. Matt stated the signals the City of Mankato have installed at several locations seem to be more effective because they act as traffic signals. Michael McCarty stated that those were spare traffic signals and if new would be costly. In addition, they still require the pedestrian to trigger the signal.

There were no additional comments from the TAC.

### **6.4. Presentation: Eagle Lake (CSAH 27) Pedestrian Connectivity Study (Bolton & Menk)**

Cody Christianson, Bolton and Menk, provided an overview of the study progress and recommendations.

Jennifer Bromeland asked about timing for applying for grant funding for pedestrian improvements, including a rapid flashing beacon. The TAC advised that the study could serve as justification for funding in a future application, but each jurisdiction is responsible for their own application preparation.

There were no additional comments from the TAC.

**VII. TAC Comments**

There were no TAC comments.

**VIII. Adjournment**

Ryan Thilges moved to adjourn the meeting. Dave Cowan seconded the motion. With all voting in favor, the meeting was adjourned at approximately 3:10 p.m.

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Chair, Michael Fischer