MAPO 2050 METROPOLITAN TRANSPORTATION PLAN

Mankato/North Mankato Area Planning Organization (MAPO)

November 2025

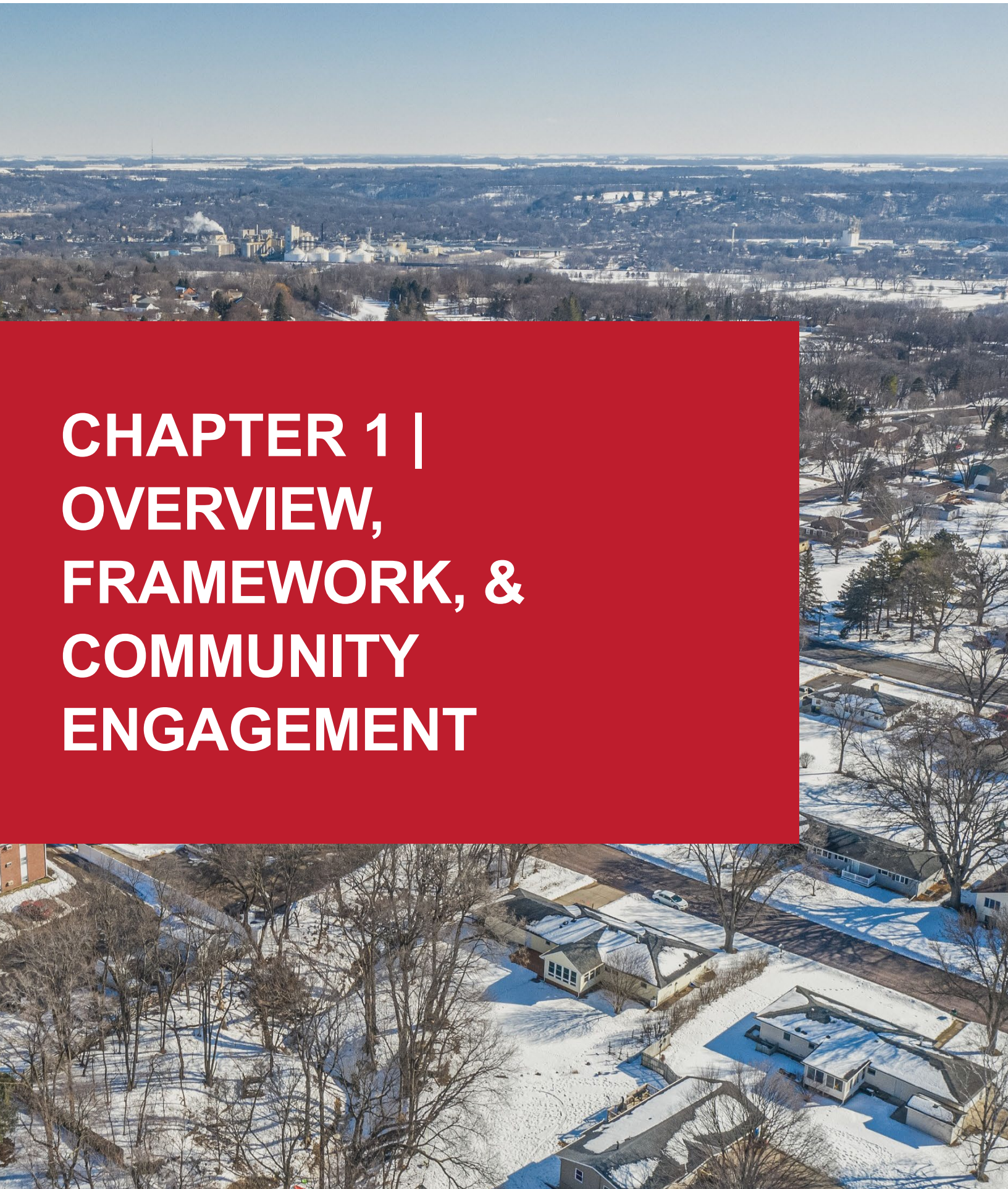
MAPO
MANKATO / NORTH MANKATO AREA PLANNING ORGANIZATION

Table of Contents

Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ACS	American Community Survey
ADA	Americans With Disabilities
AV	Autonomous Vehicles
CFR	Code of Federal Regulations
CHIP	Capital Highway Investment Plan
CMAQ	Congestion Mitigation and Air Quality
CR	County Road
CSAH	County State Aid Highway
CV	Connected Vehicles
DNR	Department of Natural Resources
DOT	Department of Transportation
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAST	Fixing America's Surface Transportation Act
FBO	Fixed Based Operator
FEMA	Federal Emergency Management Agency
FHWA	U.S. Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
HCAADT	Heavy Commercial Average Annual Daily Traffic
HSIP	Highway Safety Improvement Program
ICE	Intersection Control Evaluation
IIJA	Infrastructure Investment and Jobs Act
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation Systems
LOS	Level of Service
LTS	Level of Traffic Stress
MaaS	Mobility-as-a-Service
MAP-21	Moving Ahead for Progress in the 21st Century Act
MAPO	Mankato/North Mankato Area Planning Organization
MEPA	Minnesota Environmental Policy Act
MnDOT	Minnesota Department of Transportation
MNSU	Minnesota State University, Mankato
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MRVT	Minnesota River Valley Transit

MSA	Metropolitan Statistical Area
MSAS	Municipal State-Aid Street
MSP	Minneapolis-St. Paul International Airport
MTP	Metropolitan Transportation Plan
MTS	Mankato Transit Service
NACo	National Association of Counties
NACTO	National Association of City Transportation Officials
NEPA	National Environmental Policy Act
NHS	National Highway System
NPMRDS	National Performance Management Research Data Set
NTD	National Transit Database
NWI	National Wetlands Inventory
PCI	Pavement Condition Index
PM	Performance Measure
PMT	Project Management Team
PTASP	Public Transportation Agency Safety Plan Performance Measure
ROW	Right of Way
SRTS	Safe Routes to School
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TAM	Transit Asset Management
TDM	Transportation Demand Management
TDP	Transit Development Plan
TH	Trunk Highway
TIP	Transportation Improvement Plan/Program
TNC	Transportation Network Companies
TPIMS	Truck Parking Information Management System
TRUE	Transit Rural Urban Express
US	United State Highway
US DOT	United States Department of Transportation
VINE	Volunteer Interfaith Network Effort
VMT	Vehicle Miles Traveled
YOE	Year of Expenditure



CHAPTER 1 | OVERVIEW, FRAMEWORK, & COMMUNITY ENGAGEMENT

Table of Contents

1.1 - PLAN OVERVIEW

The Mankato/North Mankato Area Planning Organization's ("the MAPO") Metropolitan Transportation Plan (herein known as "the MTP") translates identified multimodal transportation needs into actionable projects. The MTP prioritizes improvements to coordinate projects that support:

- Preservation needs to maintain the transportation system in a state of good repair.
- Walking, cycling, and transit usage to accommodate and encourage all modes of transportation.
- Freight movement including trucks, planes, and rail
- Vehicular capacity and safety of intersections.
- Corridor expansions to limit congestion and accommodate projected growth in the region.
- Community needs that support economic development and a higher quality of life.

The MTP is fiscally constrained to ensure successful project implementation and presents new transportation initiatives and strategies. Furthermore, the MTP is federally compliant with United States Department of Transportation (US DOT) regulations and outlines how the MAPO and its member jurisdictions will expand and manage the transportation system over the next 25 years (the MTP has a planning horizon year of 2050). The US DOT requires Metropolitan Planning Organizations (MPOs) (i.e., the MAPO) to update their MTP at least every five years with community-supported and data-driven information.

The establishment of a MPO (i.e., the MAPO) is federally required once the population threshold of 50,000 people per U.S. Census is reached as required by US DOT policy. MPOs are transportation policy-making organizations made up of representatives from local government. They are charged with carrying out a comprehensive, cooperative, and continuing (3-C) planning process that guides how transportation funds are spent throughout the region. The MTP is dictated at a high-level by the Infrastructure Investment and Jobs Act (IIJA) which allocates funding to MPOs and is a significant revenue source for the MAPO's transportation projects.

The MAPO is comprised of Blue Earth and Nicollet Counties; the Cities of Mankato, North Mankato, Eagle Lake, and Skyline; and the Townships of Belgrade, Le Ray, Lime, Mankato, and South Bend. The MTP was coordinated with these member jurisdictions as well as the Minnesota Department of Transportation (MnDOT).

1.2 - PLAN FRAMEWORK & PROCESS

The MTP serves as a blueprint for making transportation decisions over the next 25 years in the MAPO planning area. It offers guidance and direction for elected leaders, citizens, economic interests, and other stakeholders to achieve a shared vision for the region's transportation network. To provide this guidance, the MTP focused upon key planning elements organized in the following five chapters.

CHAPTER 1 - OVERVIEW / FRAMEWORK / COMMUNITY ENGAGEMENT

Public participation and agency coordination guided the identification of issues, opportunities, and investment priorities within the MAPO planning area. A series of stakeholder meetings, listening sessions, pop-up events, and an open house were conducted to build consensus for the MTP update. Social media, a project website, and newsletters were used to reach community members, answer questions, and solicit input.

CHAPTER 2 - THE MAPO REGION TODAY

The existing conditions analysis provided a baseline to understand the transportation system as it exists and operates today. This chapter presents information on demographics and the economy, and how people travel around the region. Additionally, each mode of transportation is reviewed including pedestrians, cyclists, transit, roadways, freight, and other elements. The roadway network is further analyzed to understand traffic volumes, congestion, and the safety of all users. This data aided in the development of future project recommendations.

CHAPTER 3 - GOALS, OBJECTIVES, & PERFORMANCE MEASURES

The MTP includes goals, objectives, and performance measures to ensure the planning document is an effective tool to implement the future vision of the region. These items are the structure of the planning process and aid in the development of successful ideas and benchmarks. The performance measure targets ensure that recommended projects adhere to federal guidance and the local vision.

Chapter 3 also places a stronger emphasis on "Complete Streets." For the purposes of this plan, Complete streets are defined as roadways that are designed and operated to provide safe, convenient, and comfortable travel for people of all ages and abilities, regardless of their mode of transportation. This includes people walking, cycling, rolling, driving vehicles (cars and trucks), using transit, or using mobility devices. To support the goals of Complete Streets, Chapter 3 acknowledges the progress made in advancing roadway designs that accommodate all modes of transportation throughout the region and introduces resources to help continue and expand those efforts.

CHAPTER 4 - OUR TRANSPORTATION FUTURE

Future Traffic Forecasts & Operations

Over the next 25 years, the MAPO planning area is expected to experience significant change in population growth and development resulting in an increased demand on the transportation network. It is important to recognize these changes and forecast future traffic volumes to ensure the future system operates efficiently, safely, and is accessible for all users. The 2050 future horizon was compared to the existing traffic conditions to develop a list of needs and potential improvements.

System Management

The transportation system must be managed and maintained to operate efficiently. The guiding principle for system management was to prioritize preservation over expansion activities to ensure the transportation system is kept in a “state of good repair.” Furthermore, system management policies and tools are identified, including access management, traffic control, and right-of-way preservation for future expansions.

Financial Forecast

As required by the federal government, the MTP must be fiscally constrained which means the recommended projects are within anticipated revenue streams per jurisdiction. Existing and future transportation funding was examined, and estimated forecasts illustrate the opportunities and substantial constraints that exist toward implementing all recommended projects.

Implementation Plan

This section prioritized projects into estimated timeframes for implementation based upon funding availability. The four timeframes are: short (2026-2030), mid-term 1 (2031-2035), mid-term 2 (2036-2040), and long-term (2041-2050). Projects that are not included during those timeframes are considered illustrative and are only programmed if additional funding resources are implemented or identified.

Future Transportation Considerations

This section identifies shared mobility opportunities, as well as emerging technologies including autonomous vehicles. Each opportunity or consideration is described to ensure the MAPO planning area is prepared for the disruptive transportation devices that will change how we interact with the transportation system.

CHAPTER 5 - MOVING FORWARD TOGETHER

This chapter identifies the next steps and opportunities for consideration to ensure the region is operating efficiently and uniformly in the future. By collaborating across all member jurisdictions and agencies, the MAPO can ensure projects are planned, designed, and implemented cost-effectively and aligned with the region’s vision.

1.3 - COMMUNITY ENGAGEMENT

Public participation and agency coordination guided the identification of issues and needs, development of recommended projects, and built support for the shared vision of the region's transportation system. Transportation projects are major public investments that impact and serve residents and businesses of the MAPO planning area. To build consensus, several community outreach tools were used to inform and engage community members during the planning process. These included a series of listening sessions and pop-up events, public open houses (in-person and online), online surveys, and digital media outlets to ensure citizens and stakeholders could participate in the Plan's update process. Additional information including presentations and public comment log can be found in Appendix A.

PUBLIC PARTICIPATION PLAN

Updated in 2021, the Public Participation Plan and Staff Guide for the MAPO's Transportation Plans and Programs guides all the MAPO's public involvement processes including those conducted as part of this MTP update.

Adherence to the MAPO Public Participation Plan ensures compliance with the federal 3-C (Comprehensive, Cooperative, and Continuing) transportation planning process and satisfies federal regulations as outlined in 23 USC 134 and 23 CFR 450. Additional details on how the MAPO Public Participation Plan satisfies this planning process are discussed below.

STAKEHOLDER GUIDANCE

The MTP's development was guided by two MAPO standing committees and a project management team, in addition to partner agency coordination.

Technical Advisory Committee (TAC)

The MAPO TAC is comprised of individuals who serve as an advisory body to the MAPO Policy Board for transportation issues. The MAPO TAC oversees technical work and develops recommendations on projects and programs for the Policy Board to consider.

The committee meets on the third Thursday of every month or on an as-needed basis. During these meetings regular updates on the MTP were provided, while seeking feedback on preliminary findings, proposed priorities, and draft recommendations. Coordination with the TAC occurred on the following dates:

- May 15, 2025
- January 16, 2025
- October 17, 2024
- August 15, 2024
- May 16, 2024

Several TAC members also served on the Project Management Team (PMT) contributing detailed input to specific elements of the plan. The list below includes all TAC members; those marked with an asterisk (*) also served on the PMT.

Counties

- Blue Earth County Engineer – Ryan Thilges *
- Blue Earth County Planning – John Considine III
- Nicollet County Engineer – Seth Greenwood *
- Nicollet County Planning – John Zehnder

Cities

- Eagle Lake City Administrator – Jennifer Bromeland *
- Mankato Acting Public Works Director – Jeff Johnson
- Mankato Planning Coordinator – Molly Westman
- North Mankato Community Development Director- Michael Fischer *
- North Mankato City Engineer – Dan Sarff *
- Skyline Councilmember – Paige Attarian

Townships

- Belgrade Township – Vacant
- LeRay Township – Kurt Anderson
- Lime Township – Christine Skarpohl Gregory
- Mankato Township – Scott Morgan
- South Bend Township – June Lonnquist

Agencies

- Mankato Area Public Schools (ISD #77) – Scott Kaminski
- Minnesota Department of Transportation District 7 – Sam Parker
- Minnesota State University, Mankato – Paul Corcoran
- Region Nine Development Commission – Joel Hanif
- Mankato Transit System – Shawn Schloesser *

Policy Board

The Policy Board is comprised of elected leaders from Blue Earth and Nicollet Counties; the Cities of Mankato, North Mankato, and Eagle Lake; and a representative from the townships. The MAPO Policy Board reviews, evaluates, comments on, makes recommendations, and endorses the required plans and programs to maintain state and federal funding eligibility for the metropolitan transportation plan.

The MAPO Policy Board reviewed and provided feedback on elements of the MTP and adopted the MTP on November 6, 2025. Several meetings were held with the board during the planning process. The following is a list of the Policy Board coordination meetings for the MTP update:

- June 5, 2025
- September 4, 2025

Project Management Team (PMT)

The PMT included staff from Blue Earth and Nicollet Counties, as well as the Cities of Mankato, North Mankato, and Eagle Lake (see TAC description above). The group met on the third Thursday of the month, or on an as needed basis, to review technical information ahead of the TAC's review and to support community engagement efforts.

One-on-One Local Agency Meetings

Throughout the planning process, one-on-one local agency meetings were held with member jurisdictions, including a joint Township listening session (July 17, 2024). These meetings provided the team with a better understanding of each jurisdiction's transportation issues and needs, project updates from the last five years, and feedback and input regarding recommendations. The meetings also provided a forum to discuss questions throughout the MTP update process.

MnDOT and FHWA Coordination Meetings

Meetings with MnDOT (May 19, 2025) and the Federal Highway Administration (FHWA) (June 4, 2025) were convened to ensure compliance with policies and standards for metropolitan planning documents. These meetings were also used to gain input on preliminary findings, proposed priorities, and draft recommendations. Agreement upon goals and objectives and financial forecasting assumptions was achieved during these meetings as well to ensure all assumptions received early approval and direction from those tasked to review and approve the MTP.

COMMUNITY ENGAGEMENT ACTIVITIES

Listening Sessions

Listening sessions were conducted throughout the planning process to ensure meaningful participation and gather valuable feedback. These sessions brought together a diverse range of stakeholders to better understand their transportation needs and regional priorities. Typically structured as open forums, the meetings encouraged dialogue through guided questions designed to spark conversation among participants.

Below is a list of meetings conducted with groups that accepted invitations to participate in listening sessions.

- Township Boards (July 17, 2025)
- Freight Community (October 3, 2024)
- Airport Management Team (December 5, 2024)
- Mankato School District (ISD 77) and Bus Companies (i.e., Palmer Bus Service and Yaeger Bus Service) (June 16, 2025)
- KATO Bike Advisory Group (June 16, 2025)
- Explore Minnesota – Southern District (February 19, 2025)
- Greater Mankato Growth (Individual conversations were held with various stakeholders throughout the MTP update process)

Pop-up Events

Seven pop-up events were held throughout the planning process to facilitate feedback on transportation needs and priorities. Pop-ups were strategically located at community events that bring community members and residents together. By bringing engagement to the people, a broader cross-section of the community could interact with staff regarding the MTP update. The following is a list of the pop-up events:

- Mankato Juneteenth Celebration (June 19, 2024, and 2025)
- Eagle Lake Tator Days (July 20, 2024)
- Songs on the Lawn (June 6 and June 19, 2025)
- North Mankato Farmer's Market (June 16 and 23, 2025)

Public Open Houses

Community engagement efforts primarily centered on in-person interactions, such as listening sessions and pop-up events. To conclude the MTP update process, a public open house was held on October 2, 2025, showcasing the plan's recommendations and proposed project list.

Project Website

A project website was established to communicate the project schedule, opportunities for community involvement, share meeting materials and interactive surveys, highlight project milestones, and present study products. The website also provided an additional resource for community members, agency staff, and stakeholders so they could monitor progress. The draft Plan was also made available on the project website for public review from September 22 to October 22, 2025, along with a comment form to gather community feedback.

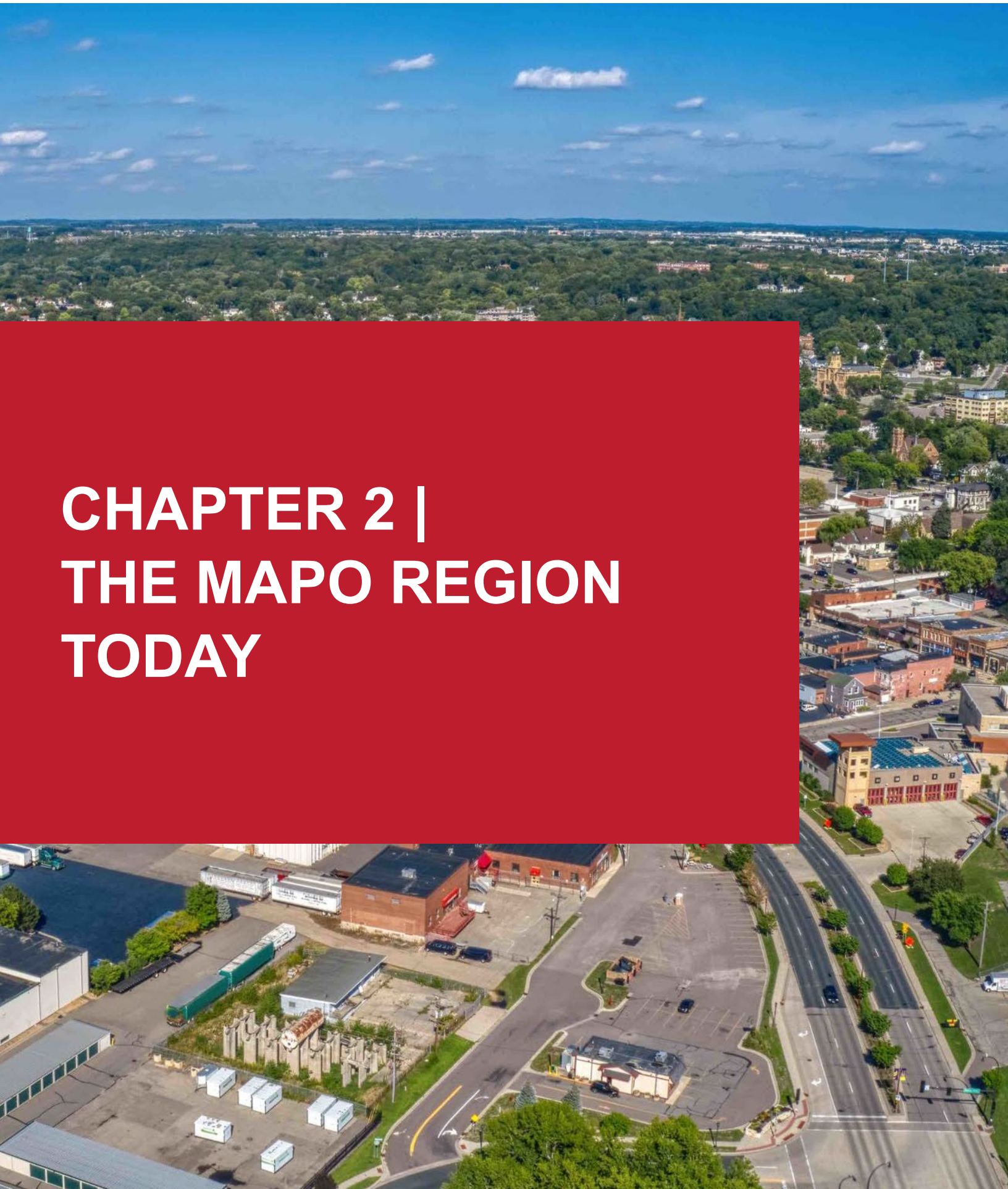
Social Media

Social media platforms, including Facebook and X, serve as tools for reaching community members. These channels helped keep the public and stakeholders engaged in the planning process, offering opportunities to provide input or ask questions, especially during interactive survey periods. Social media was primarily used to share updates, promote public open houses, and direct users to the project website for more information.

Other Outreach

Additional public outreach efforts were made to engage traditionally underrepresented populations in the planning process. These efforts included:

- **Yard Signs and Sidewalk Decals:** Signs and decals featured QR codes linking directly to the project website and were placed throughout the region near schools, city halls, libraries, and other community destinations.
- **Transit Advertisements:** Large-format ads were displayed at transit shelters and inside buses to promote the plan and encourage public participation.
- **Business Cards:** Stakeholders distributed business cards containing the project website and contact information during community events and meetings, helping to extend the plan's reach through personal networks.
- **Flyers:** Flyers were posted at community gathering places, such as businesses, community centers, and educational institutions. The flyers promoted the project website.
- **Public Library:** Drafts of the plan were available at North Mankato Taylor Library and Blue Earth County Library for public review.



CHAPTER 2 | THE MAPO REGION TODAY

Table of Contents

2.1 - OVERVIEW

A key element in updating the MTP is to define the transportation needs of the Mankato/North Mankato planning area and how these have changed since the last MTP was adopted in 2020, which are highlighted throughout this plan. The MTP also maintains many elements of the previous version while ensuring data sources are up to date. The needs of the transportation system can be defined by identifying issues, constraints, and areas of opportunity to enhance the existing network for users of all ages and abilities.

This section documents necessary background information to determine the gaps or areas of improvement for future recommendations. The data to support this includes past studies, plans, and reports as shown in **Table 2-1**, demographic trends such as population and employment growth, existing land use patterns and destinations, environmental resources, and the modal elements of the transportation network (e.g., sidewalks, bike lanes and trails, transit routes, railroads, and roadways for both vehicles and freight) that all inter-connect the MAPO planning area. This foundational data provides a base on which to forecast future traffic volumes and transportation needs, evaluate the performance of the transportation system, and recommended improvements.

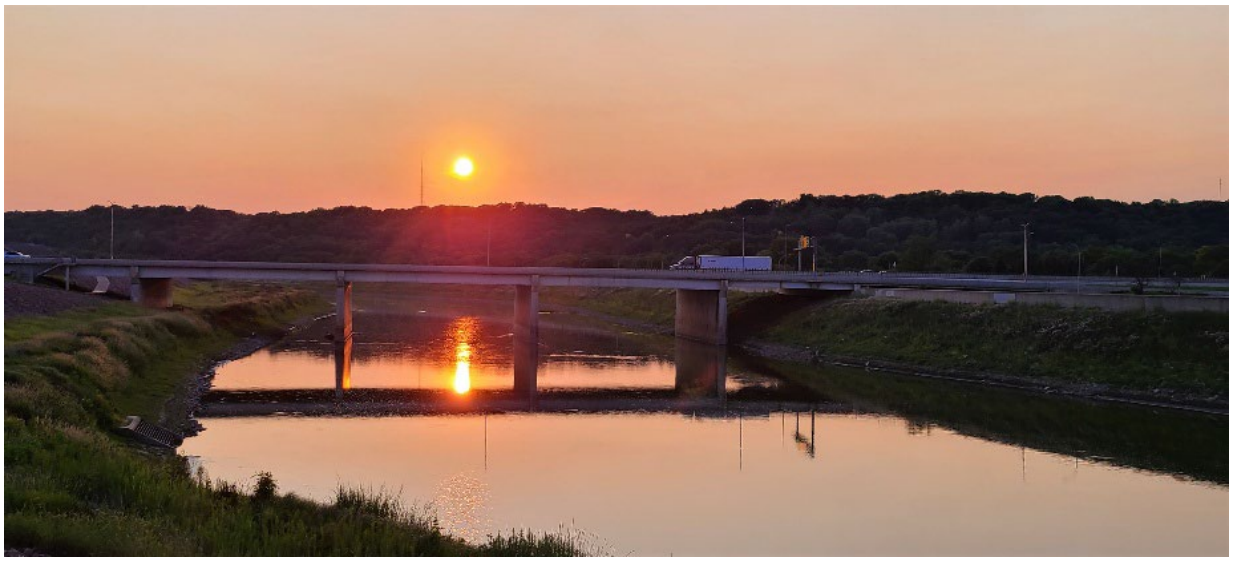
Table 2-1: Past Studies, Long-Range Plans, and Reports

Past Studies	Long Range Plans	Intersection Control Evaluation (ICE) Reports
• Belgrade Avenue Corridor Study (2017) • CSAH 27 Pedestrian Connectivity Study (2022) • CSAH 5 Corridor Study (2023) • Highway 14 Pedestrian Bridge Study (2021) • Highway 169 Corridor Study (2021) • Highway 22 Corridor Study (2018) • Lookout Drive Corridor Study (2022) • Riverfront Drive Corridor Study (2017) • Second Street Corridor Study (2022) • South Bend Safe Routes to Multimodal (2022) • Stadium Road Pedestrian Crossing Study (2022) • Warren Street Corridor Study (2020)	• Blue Earth County Long Range Transportation Plan • City of Eagle Lake Future Land Use Map • City of Mankato Land Use Plan • Lime Township Comprehensive Plan • Mankato Township Zoning Map • Nicollet County Long Range Transportation Plan • North Mankato Comprehensive Plan • South Bend Township	• Balcerzak Drive at Pohl Road Drive (Mankato) • CSAH 16 (Stoltzman Road) & CSAH 60 (Stadium Road) (Mankato) • CSAH 16 (Stoltzman Road) at Pleasant Street (Mankato) • CSAH 5 (3rd Avenue) and US 14 • Lookout Drive at Howard Drive (North Mankato) • Lor Ray Drive at Carlson Drive/Countryside Drive (North Mankato) • Lor Ray Drive at Howard Drive (North Mankato) • Lor Ray Drive at James Drive (North Mankato) • Riverfront Drive at CSAH 16 (Stoltzman Road) • South Victory Drive at Hoffman Road (Mankato) • Stadium Road at Pohl Road (Mankato)

LOCATION

Located in south-central Minnesota, the MAPO boundary, or MAPO planning area, includes portions of Blue Earth and Nicollet Counties. The planning area is centered on the Minnesota river which borders Mankato and North Mankato, and includes the crossroads of United States Highway (US) 14 and US 169, approximately 80 miles southwest of the Minneapolis-St. Paul Metropolitan Area

The MAPO is responsible for the coordination, development, and implementation of the metropolitan transportation planning program within an area that includes portions of Blue Earth and Nicollet counties; the Cities of Mankato, North Mankato, Eagle Lake, and Skyline; and Belgrade, Le Ray, Lime, Mankato, and South Bend townships. **Figure 2-1** illustrates the MAPO's planning area boundary. The MAPO planning area continues to grow in population and employment, serving as a regional hub for health care, education, retail, agriculture, and industry in southern Minnesota.



MAPO Planning Area

Figure 2-1

- MAPO Planning Area/Study Area
- Adjusted Urbanized Boundary
- Municipal Areas
- Lakes
- Rivers

Source: MnDOT, MNDNR, MN Geospatial Commons

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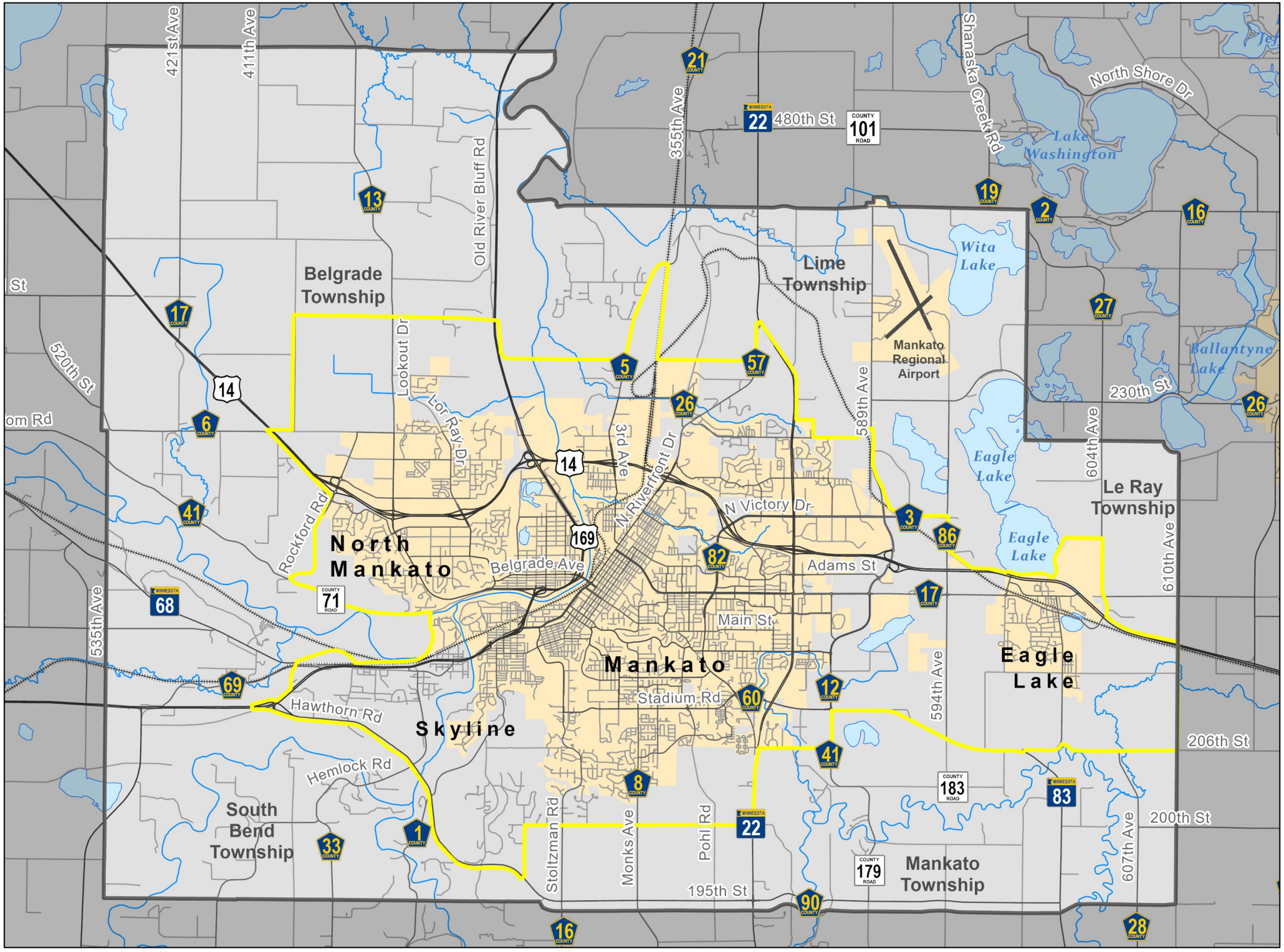


2.2 - DEMOGRAPHICS & EMPLOYMENT

People that live, work, shop, and play in the MAPO planning area all use the transportation network at some point in time to access their destination. As population and employment grows in the region, more trips will occur on the transportation network. This may require additional infrastructure such as sidewalks, bike lanes and trails, additional transit accessibility or frequency, or new/higher capacity roadways to accommodate such growth. The location and amount of growth can provide a high-level understanding of future transportation needs for the region.

POPULATION GROWTH TRENDS

The Mankato/North Mankato area has been growing over the past 40 years. **Table 2-2** displays this growth via population estimates for Nicollet and Blue Earth Counties and the Mankato-North Mankato Metropolitan Statistical Area (MSA) [1] which is the sum of both counties. The population within the MAPO boundary increased between 2010 and 2022 from approximately 62,000 to over 70,000 people, or an increase of 14 percent. This equates to an average annual increase of about 700 people in the MAPO planning area since 2010. This rate of increase continued between 2020 to 2022. **Figure 2-2** illustrates the area population growth since 1980. It should also be noted that the MAPO became an established MPO in 2012.

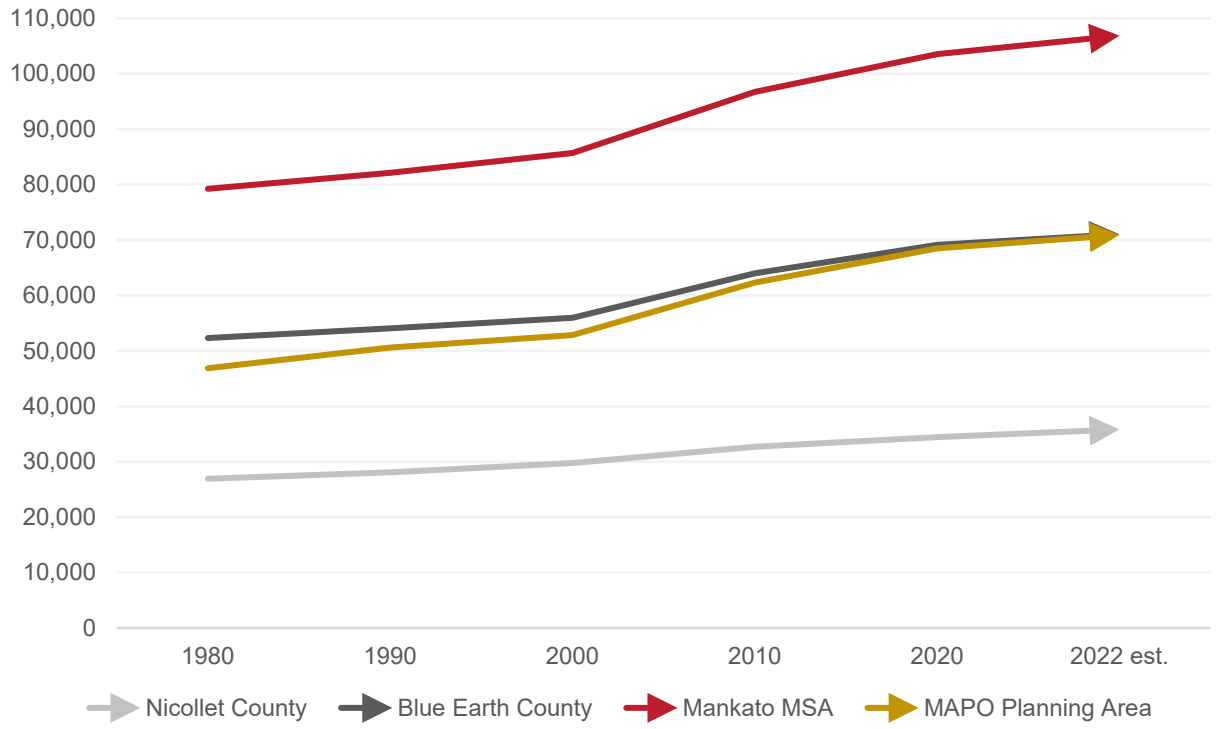
Table 2-2: 1980-2022 Population of the Mankato/North Mankato Region

	1980	1990	2000	2010	2020	2022 Est.	Change[1]
Nicollet County	26,929	28,076	29,771	32,727	34,454	35,826	4.0%
Blue Earth County	52,314	54,044	55,941	64,013	69,112	71,053	2.8%
Mankato MSA[2]	79,243	82,120	85,712	96,740	103,566	106,879	3.2%
MAPO Planning Area[3]	46,863	50,622	52,859	62,312	68,474	70,906	3.6%

Source: U.S. Decennial Census (1980, 1990, 2000, 2010, 2020), 2022 Minnesota Demographer Estimates
[1]Percent Change in population from 2020 to 2022.
[2] Mankato-North Mankato MSA boundaries are Blue Earth and Nicollet counties.
[3] Total population of member jurisdictions. Only a portion of Blue Earth and Nicollet counties are included.

[1] An MSA is a Census-designated location with more than 50,000 people.

Figure 2-2: 1980-2022 Population Trends of the Mankato/North Mankato Area



Source: U.S. Decennial Census (1980, 1990, 2000, 2010, 2020), 2022 Minnesota Demographer Estimates

Population trends are further distilled in **Table 2-3** which shows the population growth of each city and township within the MAPO planning area since 1980. The jurisdiction with the highest rate of growth between 2020 and 2022 is the city of North Mankato which increased by 4.3 percent, equating to about 14,886 new residents. Populations across the nine jurisdictions were stable or positive between 2020 and 2022, however several townships have seen a decrease in population since 2010.

Table 2-3: 1980-2022 Population Totals of the MAPO Jurisdictions

	1980	1990	2000	2010	2020	2022 Est.	Change[1]
City of Mankato	28,637	31,396	32,427	39,309	44,488	46,173	+3.8%
City of North Mankato	9,145	10,662	11,798	13,394	14,275	14,886	+4.3%
City of Eagle Lake	1,470	1,703	1,787	2,422	3,278	3,331	+1.6%
City of Skyline	399	344	330	289	288	287	-0.3%
Mankato Township	2,757	2,135	1,833	1,969	1,806	1,835	+1.6%
South Bend Township	1,514	1,515	1,491	1,682	1,581	1,584	+0.2%
Belgrade Township	1,118	958	1,033	1,052	1,052	1,073	+2.0%
Lime Township	1,101	1,156	1,314	1,395	946	958	+1.3%
Le Ray Township	722	753	846	800	760	779	+2.5%

Source: U.S. Decennial Census (1980, 1990, 2000, 2010, 2020), 2022 Minnesota Demographer Estimates.
[1] Percent change in population from 2020 to 2022.

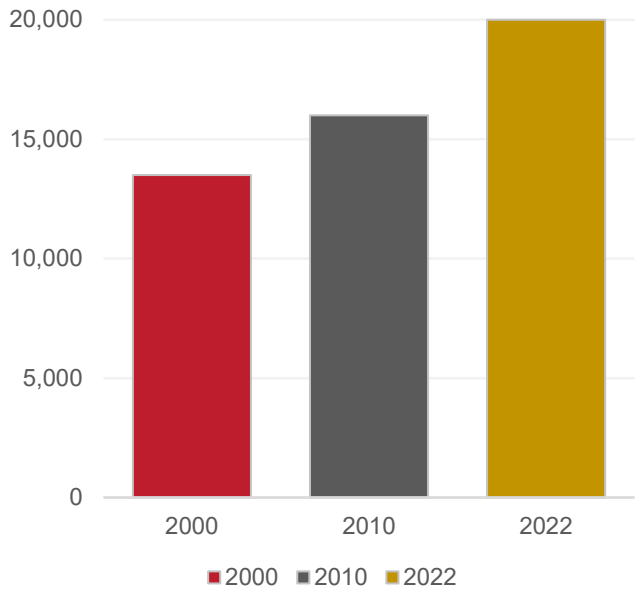
POPULATION CHARACTERISTICS

Population characteristics influence how people interact with the transportation system, as different groups rely on it in unique ways to access work, education, healthcare, shopping, recreation, and other daily needs. Ensuring equitable access to transportation is essential so that everyone in the MAPO planning area can travel safely and efficiently, regardless of their preferred mode. This section provides a snapshot of key demographic characteristics within the region that should be considered in the decision-making process.

Age

When analyzing transportation systems age matters because it can influence an individual's mobility needs and preferences. Since 2000, the population over age 60 in the MAPO planning area has increased to approximately 20,000 people. This equates to approximately 20 percent of the total MSA population. This follows a nationwide trend of the "baby boomer" generation progressing through the aging cycle. **Figure 2-3** shows the increase of those over the age of 60 between 2000 and 2022. **Figure 2-5** displays the geographic distribution of older populations by census tract, with the highest concentration (up to 45 percent) located in east Mankato between downtown and Trunk Highway (TH) 22, as well as South Bend Township in Blue Earth County and North Mankato. Skyline in Blue Earth County also has a higher share of the population (40 percent) over the age of 60. The data illustrates general proximity; however, does not provide detailed locational data of such populations due to the size of Census Tracts.

Figure 2-3: Population over Age 60



Source: U.S. Decennial Census (2000, 2010) American Community Survey 5-year (2022)

Income

Consideration of low-income populations is important because those individuals may lack independent or affordable transportation options. As of 2023, the median family household income was $99,100 in the Mankato/North Mankato MSA (which includes the MAPO planning area) per the U.S. Department of Housing and Urban Development (HUD). Using this as a threshold to measure poverty, federally designated income limits for a family of four (30, 50, and 80 percent area median income) were applied and studied as seen in **Figure 2-6**. The greatest share of low-income populations resides in central and northern Mankato and surrounding the MNSU campus. The data illustrates general proximity; however, does not provide detailed locational data of such populations due to the size of Census Tracts.

MODE SPLIT CHARACTERISTICS

Mode split is the percentage of travelers using a certain transportation mode such as driving a vehicle or riding a bicycle. The U.S. Census' American Community Survey provides estimates defined as "journey to work" to determine the mode split for a community. The most recent data from 2022 is illustrated in **Figure 2-4** for the Mankato-North Mankato MSA. This data indicates that over 75 percent of commuters drive alone to work, followed by 10 percent who carpool and nine percent that work from home. The remaining six percent either walk, take transit, ride a bike, or take a taxi or motorcycle.

The region's mode split was impacted by the COVID-19 health pandemic beginning in March 2020. Travel patterns have shifted back towards pre-pandemic patterns. However, telecommuting has continued to make up a prominent share of mode split and is approximately two percent higher than in 2017. Transit ridership has also steadily increased since 2022, which is not reflected in Census data.

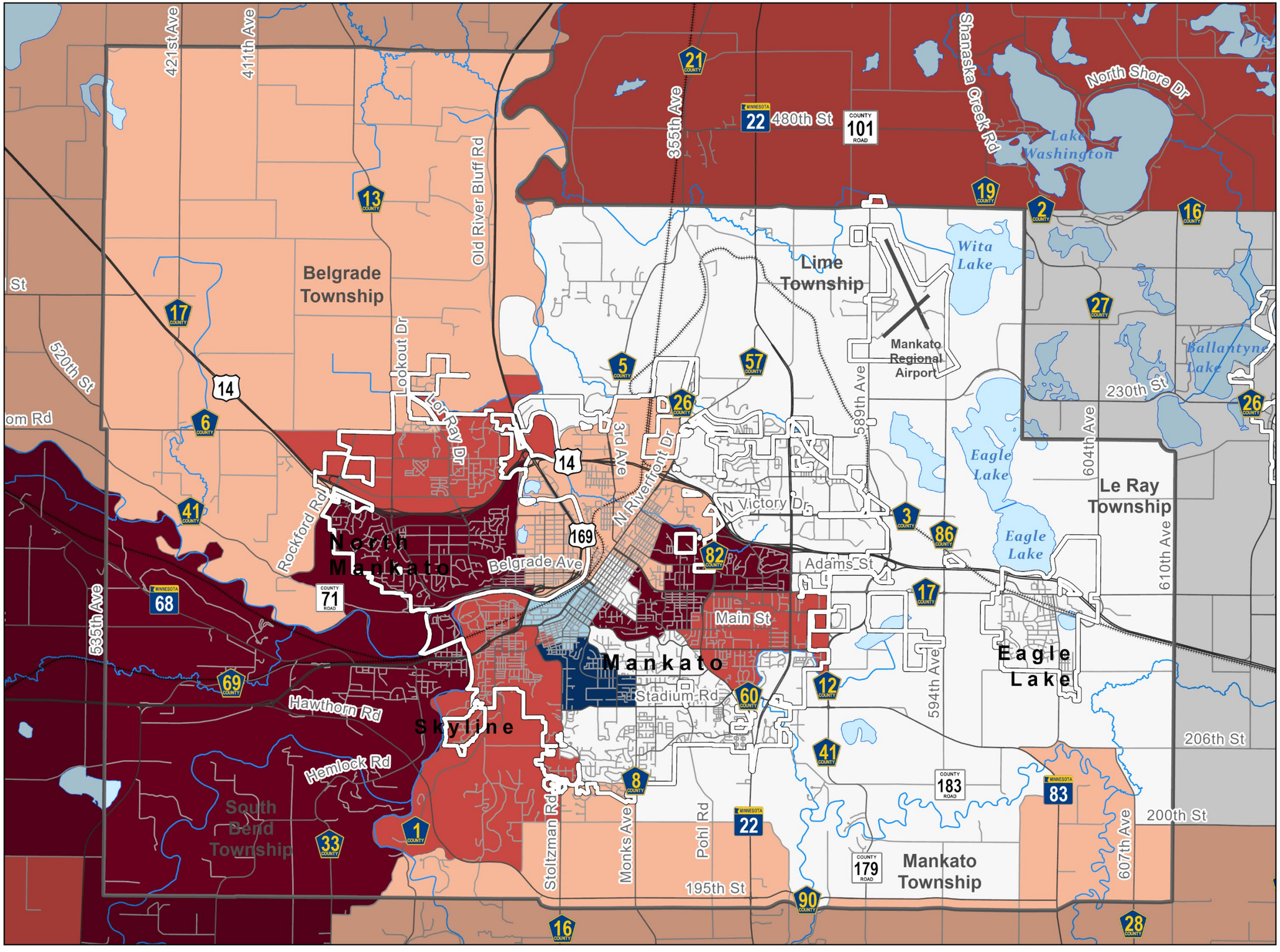
Overall, the existing mode share is indicative of the land use and scale of development found in much of the MAPO planning area, such as outside of downtown or center-city neighborhoods that tend to be auto focused. An analysis of car ownership for the Mankato-North Mankato MSA (according to 2022 U.S. Census data) shows that over 65 percent of households own two or more vehicles, while 26 percent own just one vehicle, and eight percent of households do not own a personal vehicle.

Figure 2-4: Mankato-North Mankato MSA 2022 Mode Split

Source: U.S. Census, American Community Survey (2022), 1-year

Population over Age 60

Figure 2-5



Source: MnDOT, MNDNR, MN Geospatial Commons, American Community Survey 5-Year (2022)

Low-Income Populations

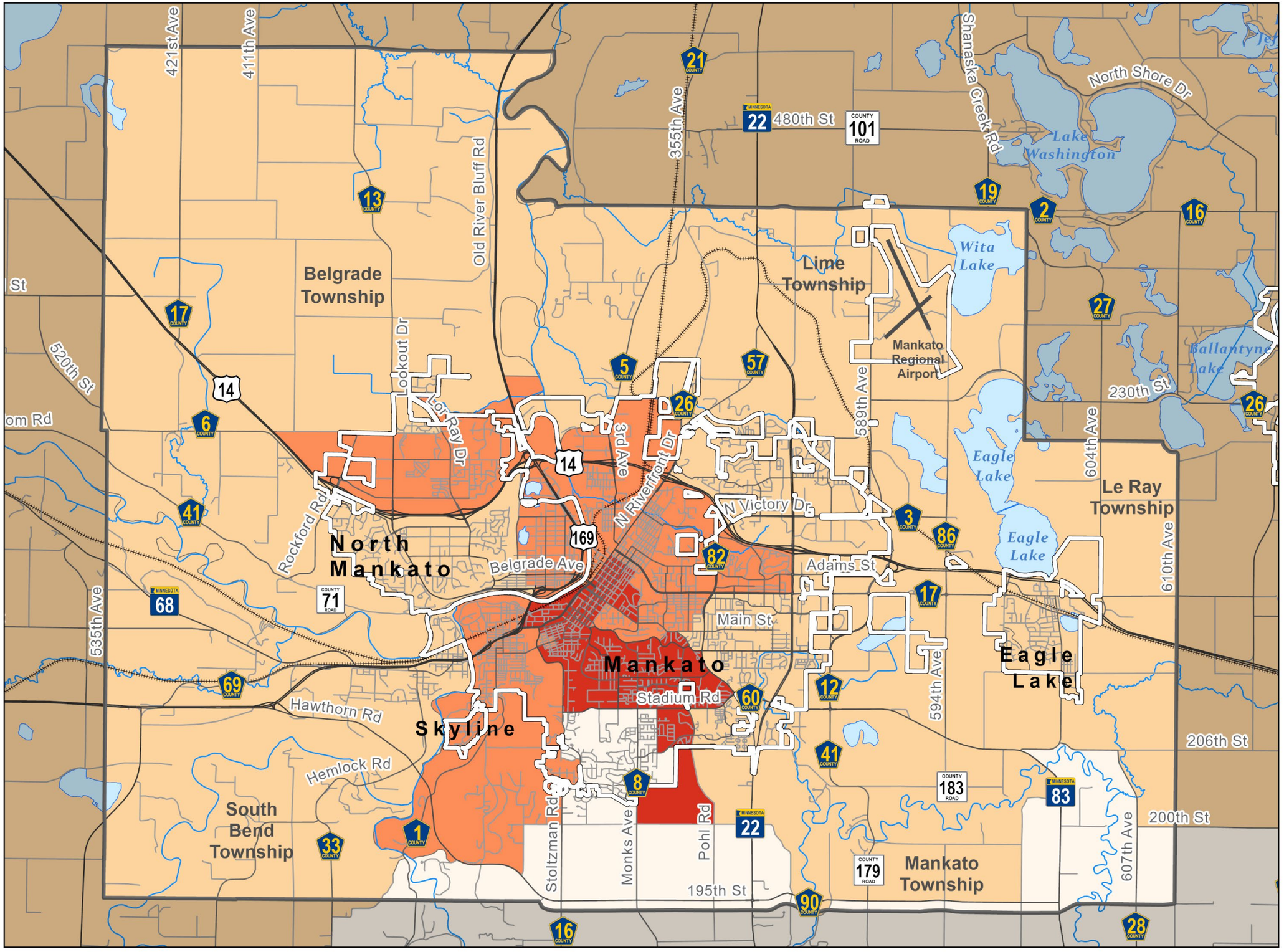
Figure 2-6

Median Income

- Very Low Income: $47,650 or less
- Low Income: $76,250 or less
- Near Median Family Income: less than $99,100
- Meets or Exceeds Median Family Income: $99,100
- MAPO Planning Area/Study Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons, American Community Survey 5-Year (2022)

0 0.5 1 Miles



EMPLOYMENT CHARACTERISTICS

As of May 2024, the Bureau of Labor Statistics estimated 60,100 jobs in the Mankato-North Mankato MSA. Most household trips are those going to and from a place of employment during “peak hours” (typically 7 to 9 a.m. and 4 to 6 p.m.). Understanding where major employers or employment nodes exist in the MAPO planning area provides an overview of travel behavior, especially during the morning or evening peak hours.

Concentrations of employment exist within and surrounding the MNSU and South-Central College North Mankato campuses, the immediate area surrounding the US 14 and TH 22 interchange anchored by the River Hills Mall and nearby business/industrial parks, and downtown Mankato. Some of the region’s major employers (e.g., Taylor Corporation, Mayo Clinic Health System, MNSU, and Mankato Area Public Schools) are identified in **Table 2-4** and include the following employment types: health services, education, manufacturing, agriculture, retail, and commercial services. The traffic forecasting methodology developed as a part of this Plan (Chapter 4) considered these employers and employment centers when forecasting future travel needs for the MAPO planning area.

Commute Patterns

The distance and general direction that commuters travel is another consideration for transportation network improvements. **Figure 2-7** shows the inflow and outflow of those that live and work in the Mankato region, or commute to or from the region according to the U.S. Census. Approximately half of the population both live and work in the MSA region, while the other half of people are traveling into the MSA for work or are employed outside of the MSA.

The distance residents travel from their home in the MAPO planning area to work is illustrated in **Figure 2-8**. Approximately 18 percent commute more than 50 miles (one-way) to access their job. The general flow of these long-distance commuting residents is northeast, likely to locations in the Twin Cities Metropolitan Area. **Figure 2-9** also shows the distance employees travel from their place of work in the MAPO planning area to home. Over 50 percent travel less than 10 miles. The transportation network in the MAPO planning area is a critical link toward continued economic success by supporting local major employers, as well as the labor shed of workers coming into and out of the area each day.

Table 2-4: Top Employers in and around the MAPO Planning Area (over 100 employees)

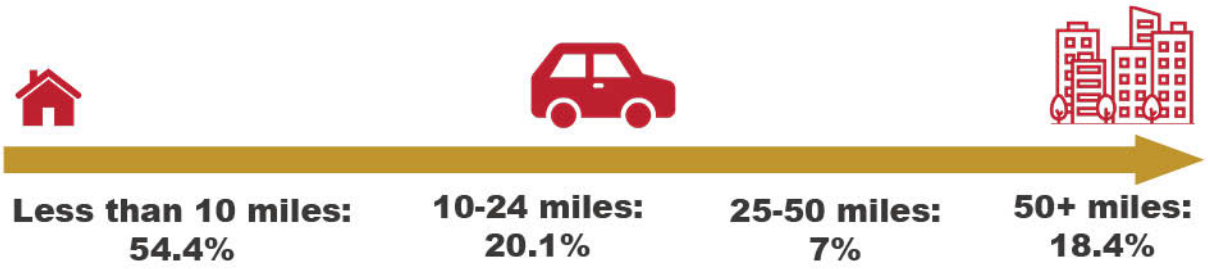
Employer	# of Employees	Location
Taylor Corporation	2,539	North Mankato
Mayo Clinic Health System	1,871	Mankato
Minnesota State University, Mankato	1,600	Mankato
Mankato Area Public Schools (ISD 77)	1,150	Mankato
Mankato Clinic	751	Mankato
Gustavus Adolphus College	580	Greater Mankato
Walmart Distribution Center	545	Mankato
Blue Earth County	475	Mankato
Nidec Kato Engineering	434	North Mankato
Johnson Outdoors	360	Mankato
E.I. Microcircuits	300	Mankato
City of Mankato	287	Mankato
Nicollet County	277	North Mankato
Creation Technologies	275	Greater Mankato
Cambria	252	Mankato
Jack Link's	249	Mankato
Minnesota Valley Action Council	230	Mankato
Federated Insurance	209	Mankato
South Central College	206	North Mankato
MRCI	201	Mankato
Consolidated Communications	200	Mankato
Monarch Healthcare Management	187	Mankato
Maple River Schools	172	Greater Mankato
Dotson Iron Castings	155	Mankato
MEI – Total Elevator Solutions	152	Mankato
Associated Finishing	130	Mankato
Wis-Pak of Mankato, Inc.	125	North Mankato
Lindsay Windows	120	North Mankato
ISG	110	Mankato
Vetter Stone	103	Mankato

Source: Greater Mankato Growth, 2022 (Data is self-reported)

Figure 2-7: Inflow/Outflow of Workers in the Mankato-North Mankato MSA

Source: U.S. Census, American Community Survey (2022), 5-year

Figure 2-8: Commuting Residents (Home to Work) – How far do they go?



Source: U.S. Census, (2021)

Figure 2-9: Commuting Workforce (Work to Home) – Where are they coming from?

Source: U.S. Census, (2021)

2.3 - LAND USE & ENVIRONMENTAL FEATURES

EXISTING LAND USES

Land use and transportation are linked, such that travel behavior is determined by the location of where people live in relation to where they work, shop, and play. Trip generation varies by land use type and is an important consideration when evaluating the transportation system and modeling future conditions**. Figure 2-10** illustrates the type of land use that is occurring today on a parcel. Today's land uses include a variety of uses ranging from single family to multifamily residential neighborhoods, mixed-use nodes, college campuses, commercial centers, and industrial parks.

There continues to be development interest and growth throughout the MAPO planning area. As the region develops, there will be added pressure to expand public infrastructure (e.g., roads, sewer, and water). Therefore, it is important to understand local land use plans (comprehensive plans) and the controls (zoning) that guide and shape land use patterns. One of the primary tools used by a community to guide development and public investment decisions are comprehensive or long-range plans. These plans set a foundation for how the community wants to grow over time. Growth areas that have been identified in local plans are generally depicted in **Figure 2-10.**

Official controls are another tool used to carry out the local comprehensive plan's goals and policies. These include ordinances, fiscal devices, and public programs. Examples of land use ordinances include zoning, subdivisions, shoreland, and floodplain. The administration of these ordinances varies by county, city, and township.

Local Destinations

The MAPO planning area has numerous local and regionally significant destinations that are accessed by people walking, rolling, cycling, riding transit, or driving. These destinations could include regional trip generators such as downtown Mankato, MNSU, the River Hills Mall, or clustered employment (office or industrial uses) nodes, as well as local destinations including parks, schools, community centers, libraries, museums, hospitals, nursing homes, or areas serving retail/commercial uses. Understanding key community destinations, and how people would like to access them, is an important indicator when considering the future of the transportation network. For example, this could illustrate a need for high-quality transit service to the River Hills Mall and nearby retail/commercial destinations, local trail connections to the public park network, or safe walking routes to local schools. **Figure 2-11** shows some potential key destinations for consideration.

Existing Land Use

Figure 2-10

Land use information is generalized and derived from county parcel data based on property records.

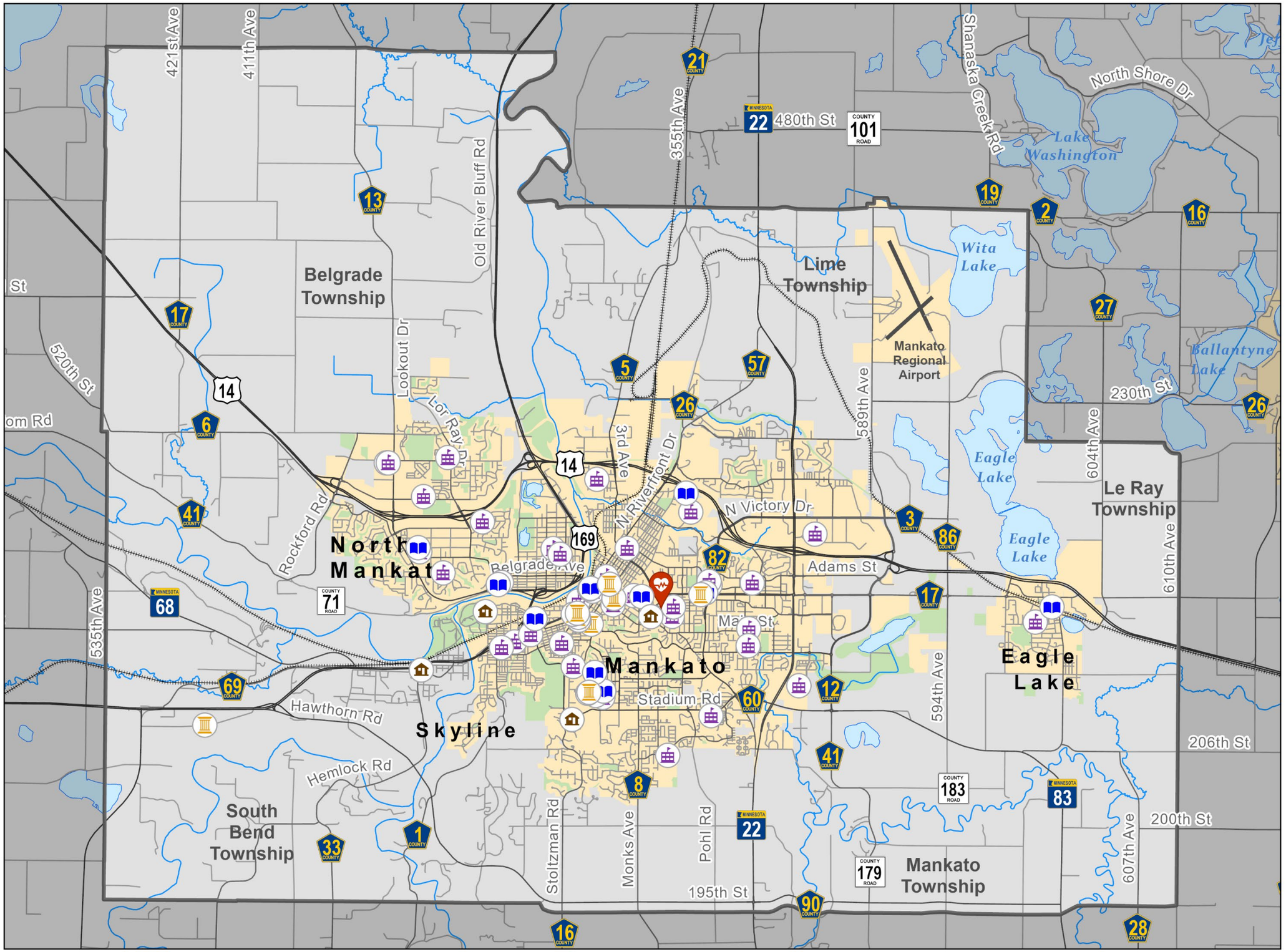
- Agriculture/Rural
- Single Family Residential
- Multi Unit Residential
- Commercial
- Hospital
- Industrial
- College
- Church/Religious Institution
- Public/Semi-Public
- Park/Open Space
- Right-of-Way
- Other
- MAPO Planning Area/Study Area
- Municipal Areas
- Growth Areas

Source: Blue Earth County, Nicollet County, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Local Destinations

Figure 2-11



Hospital

Library

Museum

School Program Locations

Nursing Home

Parks or Open Space

MAPO Planning Area/Study Area

Municipal Areas

Source: ESRI, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

ENVIRONMENTAL FEATURES

The MAPO planning area is comprised of a wide variety of topographic conditions, most notably the Minnesota, Blue Earth, and Le Sueur rivers that transect the region. The Minnesota River creates a sizeable barrier between Mankato and North Mankato, with just three bridge crossings via US 14, US 169, and the Veterans Memorial Bridge. The downtown areas of Mankato and North Mankato are immediately adjacent to the river and protected by a series of levees; however, both still lie within the floodplain for a 500-year event.

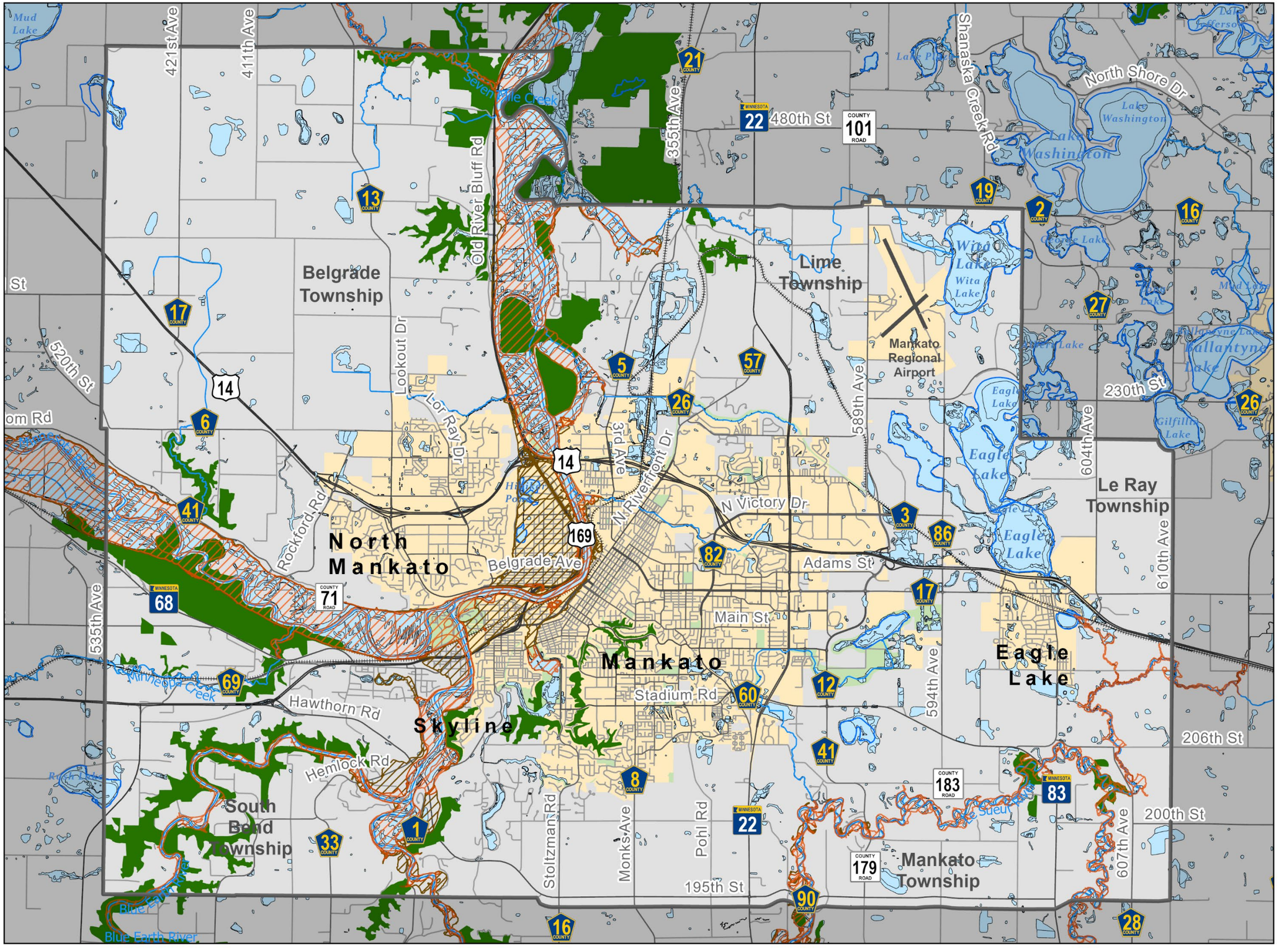
Large areas of the land along the Minnesota and Blue Earth rivers are sites of biodiversity significance that are defined by the Minnesota Department of Natural Resources as areas with significant native plant communities. Numerous wetland areas are dispersed throughout the region and represent other important habitats. **Figure 2-12** depicts existing water resources, floodplains, and other significant natural areas within the MAPO planning area. This figure helps provide insight into potential limiting factors for transportation infrastructure. When planning for and designing new transportation facilities, efforts to avoid, minimize, and mitigate impacts to these resources must be taken into consideration per federal and state laws.

Topography

Moving away from low-lying areas near the rivers, topography changes dramatically with steep slopes, ravines, and wooded areas separating the lower and hilltop (upper) areas of both communities. Because of this drastic change in elevation, there are limited transportation routes in each community that connect the lower and higher elevated areas. The routes that can be very steep (e.g., greater than five percent grade where ramps would need to be placed to make the locations ADA accessible) are sometimes closed for safety during winter weather events. Additionally, the topographical and elevation changes present significant challenges for east-west movement across the urbanized area via alternative modes such as walking, rolling, or cycling.

Environmental Features

Figure 2-12



- 100 Year Floodplain
- 500 Year Floodplain
- Public Waters - Streams
- Public Waters - Basins
- MN DNR Biodiversity Sites
- Wetlands
- Parks or Open Space
- MAPO Planning Area/Study Area

Source: FEMA, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

2.4 - EXISTING TRANSPORTATION SYSTEM

The transportation system in the MAPO planning area is traveled upon by users of all ages and abilities. These include people walking or rolling, cycling, riding transit, and driving. The efficient movement of goods via truck or rail, as well as the consideration of emergency management in the case of a major flood event are also important toward planning the long-term future of the transportation network. Each mode and user of the system are considered and examined in the following section.

WALKING

The sidewalk system in the urbanized areas of Mankato, North Mankato, and Eagle Lake are generally well established. This is most evident within the central core areas, older neighborhoods near the central areas, along major streets, or corridors, and in newly constructed subdivisions (on at least one side of the street). Many gaps in the sidewalk network exist, however, creating barriers for those walking or rolling. **Figure 2-13** displays the existing sidewalk and trail network for people walking or rolling.

Locations with the highest propensity for walking trips involve the downtown and central neighborhoods of Mankato and North Mankato, and within one mile of the MNSU campus. The following lists each jurisdiction and the approximate mileage of existing sidewalks, shared use paths, or trails within the MAPO planning area:

- Mankato: 210 miles
- North Mankato: 85 miles
- Eagle Lake: 9 miles
- Blue Earth County: 115 miles
- Nicollet County: 9 miles

ADA Transition Plan

A review and update of the MAPO ADA Transition Plan was completed in 2023. The review includes an inventory of pedestrian ramps, crosswalks, sidewalks, curb ramps, bus stops, and pedestrian signals.

Infrastructure ADA compliance is summarized in **Table 2-5**. Each jurisdiction identified and prioritized areas for improvement based on their own criteria. Locations that exhibit accessibility barriers were identified through the public process by stakeholders and the public. Identified areas for improvement ensure destinations are accessible to those of all ages and abilities who are walking or rolling.

Since the assessment, ADA compliance has improved with bus stop construction projects (2023 -2025). Stop improvements will continue from 2025 to 2029 through projects included in the MAPO Transportation Improvement Plan (TIP).

Table 2-5: Self-Evaluation Infrastructure Compliance by Jurisdiction

Infrastructure Type	Eagle Lake	Mankato	North Mankato	Skyline[1]	Blue Earth County[2]	Nicollet County[2]
Pedestrian Ramps	31%	67%	45%	-	52%	68%
Sidewalks	80%	92%	82%	-	87%	91%
Crosswalks	100%	94%	99%	-	100%	13%
Bus Stops	-	7%	27%	-	-	-
Pedestrian Signals	-	61%	-	-	77%	-
Railroad Crossings	-	0%	-	-	-	-

Source: MAPO ADA Transition Plan (2023 Update)
[1]City of Skyline has no pedestrian infrastructure.
[2] Numbers reflect the entire county.

Safe Routes to School Plans

Mankato Area Public Schools (Independent School District 77), which serves the MAPO planning area has established a Safe Routes to Schools (SRTS) Plan (June 2020). The plan involves seven schools: Franklin Elementary School, Jeferson Elementary School, Kennedy Elementary School, Prairie Winds Middle School, Rosa Parks Elementary School, Roosevelt Elementary School, and Washington Elementary School. The most important components of the plan are the program recommendations for improving walking and bicycling to school. The plan's vision is to create a safe, equitable walking and biking environment by utilizing a comprehensive approach that breaks down barriers, provides transportation options, and fosters healthy habits.

Public Schools in North Mankato also completed a Safe Routes to Schools plan in 2015. The plan involves four schools: Hoover Elementary School, Monroe Elementary School, Garfield Elementary School, and Dakota Meadows Middle School. The Eagle Lake Safe Routes to School plan was also published in 2015 and was for Eagle Lake Elementary School.

During the community engagement process, the School District and Bus Companies identified several traffic and safety concerns affecting schools and bus routes. Key issues include:

- Train delays at railroad crossings are impacting bus schedules and student transfers.
- Safety concerns with Mankato West High School students crossing Riverfront Drive, along with ongoing challenges for buses exiting the school onto the same roadway.
- Growing demand for bus service, driven by both a shortage of drivers and increased requests from parents.
- The School District covers a large area including rural communities, which can lead to longer bus routes and ride times.

- Communication gaps regarding transportation eligibility and distance requirements. For example, students in grades K–5 must live at least one mile from school to qualify for district transportation. However, many areas within this boundary lack safe walking routes or sidewalks, making it difficult for students to travel safely to school.
- Meeting the growing demand for student transportation is increasingly challenging due to ongoing regional growth and difficulties in recruiting and retaining qualified bus drivers.

Transit Development Plan

The Mankato Transit Development Plan (2023) identifies the need to prioritize sidewalk and trail improvements to ensure a complete network within one-quarter mile of all bus stops. A specific priority is identified for improvements first to those bus stops that record 20 or more boardings per day. Additionally, the plan highlights additional needs for marked or enhanced crossings at key intersections or corridor locations to ensure bus stops are safe and accessible.

Additionally, the Mankato Transit System is actively implementing recommendations from the Transit Development Plan to enhance accessibility at fixed-route transit stops. As part of this effort, all 86 transit stops were inspected and evaluated based on aesthetics, surface conditions, and structural integrity. The collected data helped prioritize improvements, which are being carried out through a multi-year initiative. In 2024, enhancements were made to 34 bus stops, with a total estimated investment of $262,961.

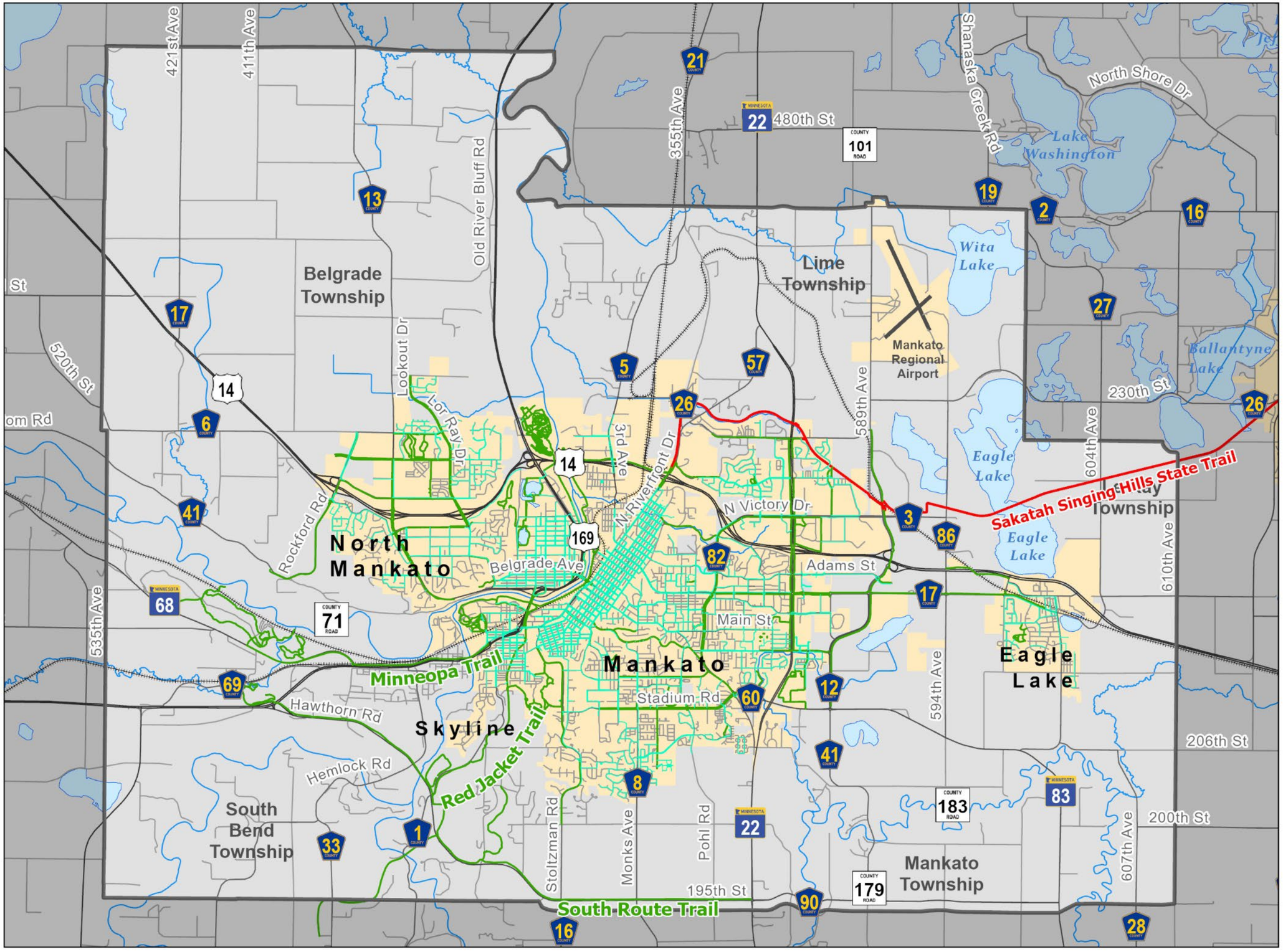
Existing Pedestrian Network

Figure 2-13

- Minnesota State Trails
- Shared Use Paths
- Sidewalks
- Municipal Areas
- MAPO Planning Area/Study Area

Source: Eagle Lake, Mankato, North Mankato, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



CYCLING

The MAPO planning area is served by local, regional, and state-designated trails that connect the region. State trails are governed by the Minnesota Department of Natural Resources (DNR) and have been legislatively established. Regional trails are typically managed by the county agency, while local trails are managed by the city or township agency they fall within.

Overall, the existing trail system provides an accessible network for cyclists to access parks, community destinations and travel across the region. Limited on-street bicycle facilities exist, especially those for all ages and abilities. **Figure 2-14** shows the existing trail and on-street bicycle network and summarized throughout this section. As the region works to expand this network, it is important to note some of the challenges the cycling community expressed during the community engagement process.

- Limited safe bike routes connecting destinations, neighborhoods, and recreational areas.
- Inconsistent or missing bike lanes on major roads, making it difficult for cyclists to commute safely by bike.
- Desire to see larger regional connections (e.g., connections to St. Peter and beyond).
- High-traffic intersections and barriers (e.g., highways) hinder safe and continuous travel for cyclists across the region.
- Desire to see more cycling amenities throughout the community, including bike storage, lockers, and fix-it stations. Improved snow removal and winter maintenance are essential to keep bike lanes and road shoulders clear and accessible for cyclists during colder months.

State Trails

The Sakatah Singing Hills State Trail is a DNR managed paved multiuse trail that stretches 39 miles between Mankato and Faribault. The trail begins at US 14 and CSAH 57 (North Riverfront Drive) and continues along a former railway with grade-separated crossings except for three locations within the MAPO planning area at Lime Valley Road, CSAH 86, and CSAH 27. Another state-designated trail, the Minnesota River Trail, is envisioned to travel west of the MAPO planning area along the Minnesota River to New Ulm and near Redwood Falls, and north along the river connecting with Saint Peter and Le Sueur, and eventually to Fort Snelling in the Twin Cities. The Minnesota River State Trail Master Plan was completed in 2015 and describes the vision for the future trail connection. Existing sections of the trail are located along the river through the City of Mankato between the Land of Memories Park and Sakatah Singing Hills Trail.

Regional Trails

Regional trails maintained by Blue Earth County include the Red Jacket, Minneopa, and South Route Trails, as well as a trail connecting Mankato and Eagle Lake along CSAH

17. The Red Jacket Trail runs almost 6.5 miles between the Minnesota River Trail adjacent to the US 169 bridge and immediately north of the unincorporated community of Rapidan. The trail follows a former railway and is grade-separated until entering the urbanized area of West Mankato. The Minneopa Trail links Sibley and Minneopa parks and travels approximately three miles from TH 68 in South Bend Township to the Minnesota River Trail. The South Route Trail runs approximately 8.5 miles from Minneopa State Park to TH 22 and travels along CSAH 90 for nearly its entirety. The Mankato-Eagle Lake trail travels 3.5 miles between Third Street in Eagle Lake (east of 598th Avenue) to TH 22 along CSAH 17. The Greater Mankato River Valley Trail Master Plan was adopted in 2021, and includes the Minneopa, North Minnesota River, Red Jacket, South Route, and West Mankato trail segments. The plan coordinates and connects the existing trails from different jurisdictions to connect people to their destinations.

Local Trails

Local trails are provided by Mankato, North Mankato, Blue Earth and Nicollet Counties along many collector and arterial streets. Examples include north-south routes such as TH 22, CSAH 12, Lor Ray Drive, and CSAH 41, as well as east-west routes including Carlson Drive, Stadium Drive (CSAH 60), Glenwood Avenue, and Madison Avenue.

Mankato and North Mankato have designated on-street bicycle routes, which are streets with signing and striping or painted markers denoting the route. Two types of on-street infrastructure are currently used in the MAPO planning area including sharrows or advisory bike lanes which consist of signs and in-street markers or dashed lines to create a shared lane between vehicles and bicycles. This represents the lowest comfort style of cycling infrastructure and is very dependent upon vehicle speeds, number of travel lanes, and traffic volumes.

Cycling Level of Traffic Stress

Cycling comfort can be measured by the Level of Traffic Stress (LTS), which is determined by a variety of inputs such as speed, pavement type, and path width. For example, off-street trails are higher comfort for cyclists as they are completely removed from interaction with vehicular traffic, as compared to sharrows where bicyclists and vehicles share a travel lane. **Figure 2-15** depicts the LTS for roadways within the MAPO boundary on a scale of 1 - 4. LTS 1 route is highly comfortable and suitable for all users, including children. LTS 4 routes are typically suitable only for experienced riders who are comfortable riding with high speeds of traffic.

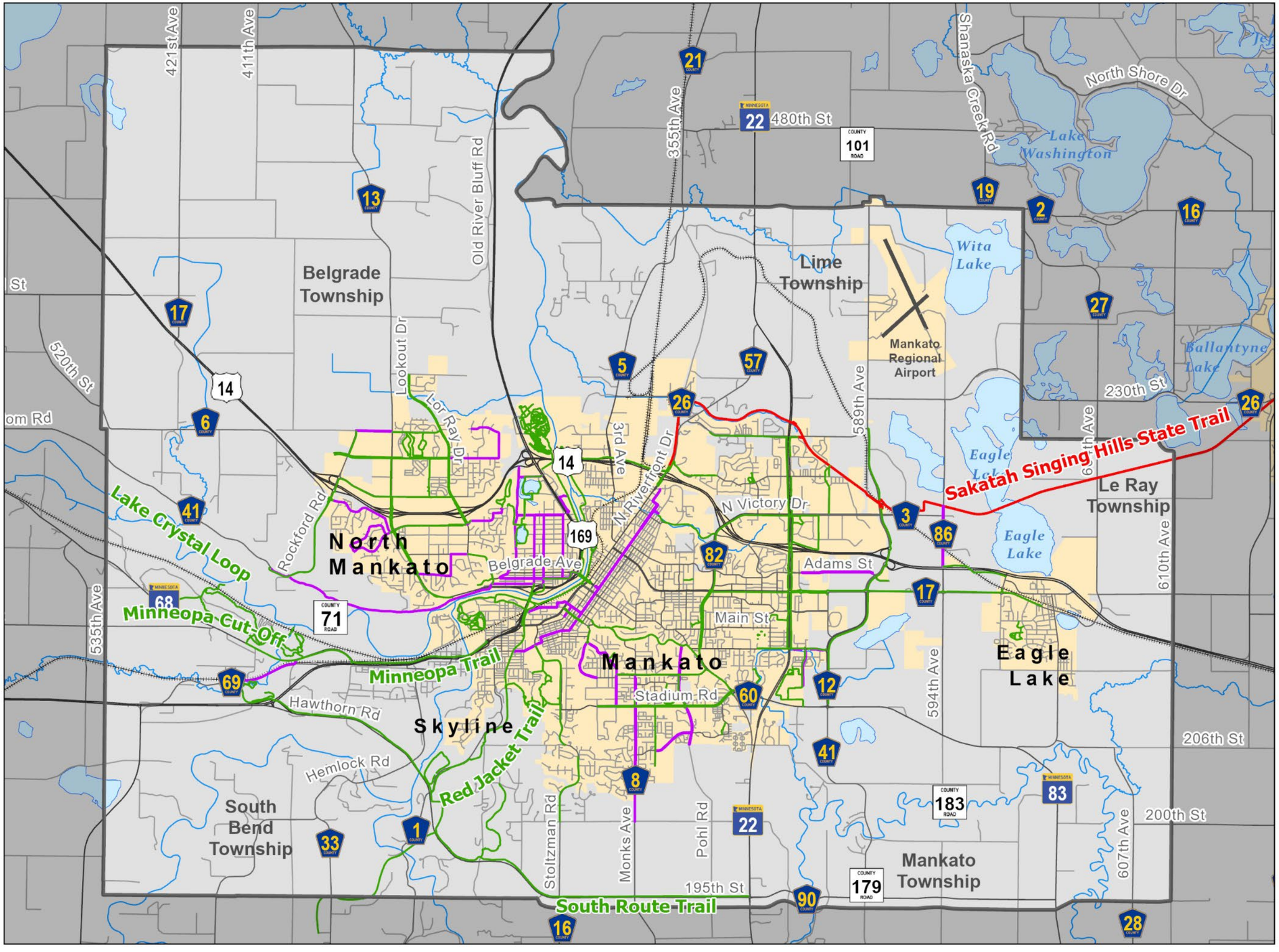
Existing Bicycle Network

Figure 2-14

- Minnesota State Trails
- On Street Bike Lanes
- Shared Use Paths
- MAPO Planning Area/Study Area
- Municipal Areas

Source: Eagle Lake, Mankato, North Mankato, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



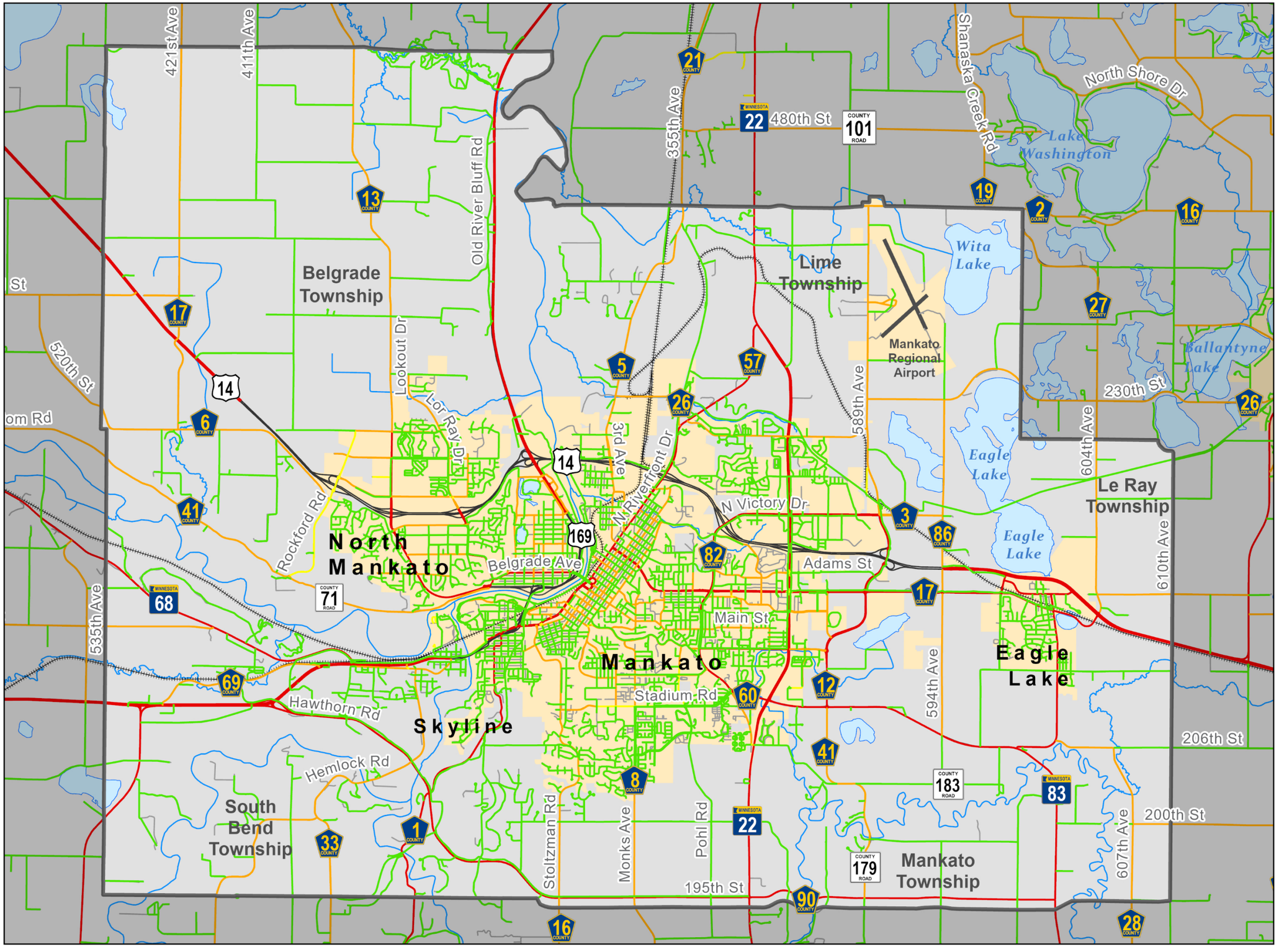
Level of Traffic Stress

Figure 2-15

- LTS 4
- LTS 3
- LTS 2
- LTS 1
- MAPO Planning Area/Study Area
- Municipal Areas

Source: University of Minnesota - Accessibility Observatory, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



TRANSIT

Urban, rural, and intercity transit is available via multiple operators and organizations in the MAPO planning area. The City of Mankato operates Mankato Transit Service (MTS) providing fixed route and paratransit service in the urbanized area. VINE Faith in Action operates Transit Rural Urban Express (TRUE) Transit providing dial-a-ride service for areas outside of the urbanized area for Blue Earth, Nicollet, and Le Sueur Counties. Intercity service is provided by Land to Air Express serving communities aligned with Highway 169, service to Rochester, and the Minneapolis - St. Paul (MSP) International Airport.

Regional service is provided by Land to Air and Minnesota River Valley Transit (MRVT) to various regional locations, as well as the Minneapolis-St. Paul (MSP) International Airport. However, MRVT only serves areas outside of the MAPO boundary.

Mankato Transit Service

Mankato Transit Service is the MAPO planning area's transit operator serving neighborhoods, commercial corridors, and major employment or activity centers within the Cities of Mankato, North Mankato, Skyline, and the MNSU campus. As of 2024, MTS operated 9 fixed route bus lines, Kato Flex, paratransit service, and a seasonal service called Kato Go Play. **Figure 2-17** displays the existing fixed routes and bus stop locations.

In 2018, MTS completed a Transit Development Plan to identify opportunities for the transit network via reconfiguration or expansion of fixed routes, modification of scheduling, increased frequencies, and implementation of capital investments (bus stops, transit centers, and vehicles). This is built upon a previous planning effort in 2012, the Greater Mankato Transit Redesign Study. The Transit Development Plan was updated in October 2023, including immediate, medium-, and long-term recommendation actions, which include but not limited to:

- Immediate Actions
    - Implementing route and schedule changes identified in the fiscally constrained scenario within the plan.
    - Publishing real time GFTS to public repositories
    - Complete bus stop improvement plan (phase 1)
- Medium Term Actions
    - Complete bus stop improvement plan (phase 2 and portions of phase 3)
    - Provide weekend service on Kato Flex
- Long term Actions
    - Secure additional funding
    - Expand fix-route transit service as recommended in the illustrative future service scenario within the plan

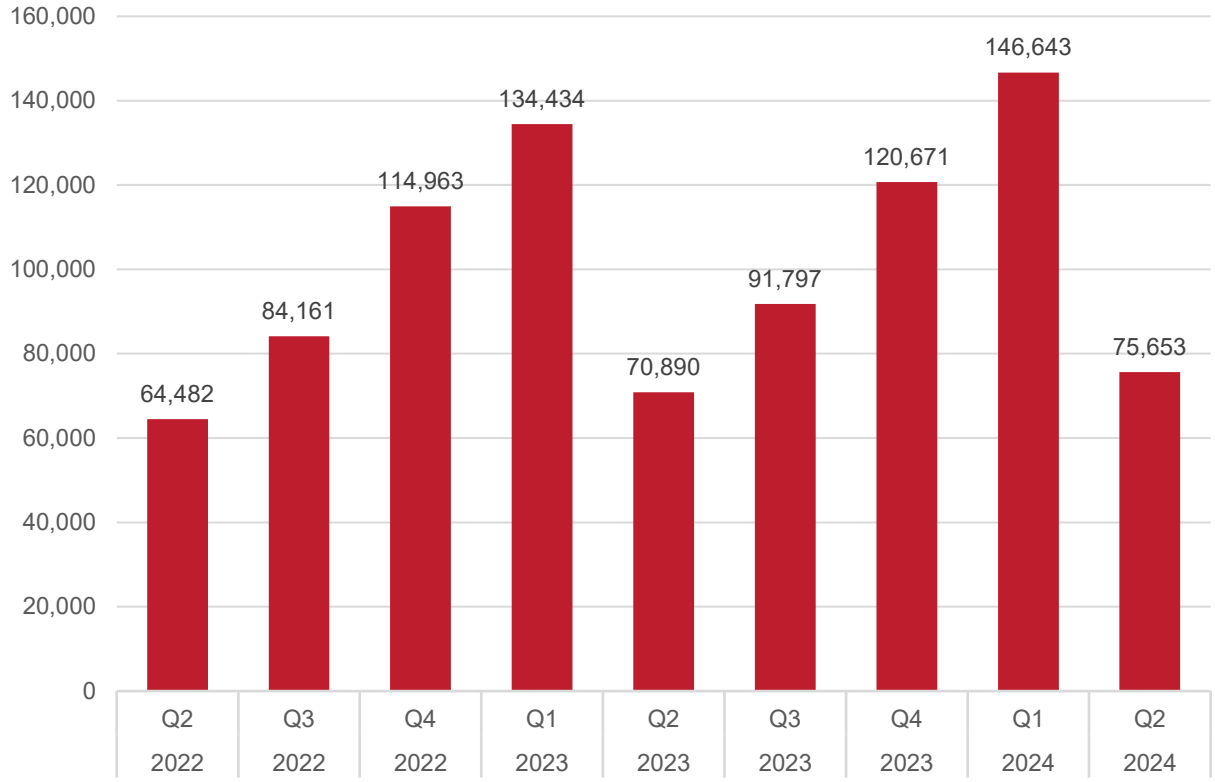
Figure 2-16 depicts the total ridership trends from 2019 to 2023 for both MTS' fixed route and demand response services. The decrease in ridership from 2019 to 2020 is

directly related to the COVID-19 pandemic and related stay-at-home orders including virtual learning for MNSU. Ridership continued to decrease from 2020 to 2021, before rebounding in 2022 and continued to grow steadily through Quarter 1 in 2024. Although MNSU ridership decreased during the pandemic, cash fares and paratransit rides remained steady. This suggests that a segment of the MAPO's population depends on transit services, a point frequently echoed by residents during community engagement events.

Table 2-6. Mankato Transit System Services

MTS Services	
MTS Routes: MTS provides fixed route bus service city-wide and within the MSU U-Zone. Routes 5, 7, 10, 11, and 13 make up the city-wide service. While route 1 (Campus Express), 8, 14, and 15 are within the MSU U-Zone. Each route has individual operation times, and weekend service is limited.	
Paratransit: Paratransit service is offered within the Mankato Urbanized Area which is made up of large portions of the Cities of Mankato, North Mankato, and Skyline and South Bend Township. Qualified residents include those who are unable to access public transportation due to mental or physical disability. The service is door-to-door and operates on weekdays from 6:35 a.m. to 8:30 p.m., Saturday from 10 a.m. to 8 p.m., and Sunday from 9 a.m. to 5 p.m. Service hours differ slightly in North Mankato.	
Kato Flex: Kato Flex provides transit access to people living in Skyline, select areas in North Mankato, and the following neighborhoods in Mankato: Germania Park, Sibley Park, Tourtellotte Park, West Mankato, and L'Huillier in South Bend Township. Kato Flex connects people to the fixed route transit service, or to their destination directly if it is not within a fixed route service area. Hours of service for Skyline and Mankato are 6 a.m. to 6 p.m., and 8 a.m. to 4 p.m. in North Mankato.	
Kato Go Play: Kato Go Play provides transportation directly from homes to points of interest included on a pre-determined list. Kato Go Play is only available during the summer weekdays.	

Figure 2-16: Mankato Transit Service System's Quarterly Ridership (2022-2024)



Source: Mankato Transit Service, (2024)

Existing Transit Network

Figure 2-17

- Routes
- Stops
- MAPO Planning Area/Study Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commonsc

0 0.5 1 Miles

Belgrade Township
Lime Township
North Mankato
Mankato
Skyline
South Bend Township
Eagle Lake
Le Ray Township
Mankato Township
Mankato Regional Airport
Wita Lake
Lake Washington
Ballantyne Lake
Eagle Lake
Eagle Lake
421st Ave
411th Ave
355th Ave
Old River Bluff Rd
Shanaska Creek Rd
North Shore Dr
480th St
230th St
206th St
200th St
195th St
520th St
Lookout Dr
Lor Ray Dr
3rd Ave
N Riverfront Dr
589th Ave
604th Ave
610th Ave
607th Ave
594th Ave
535th Ave
Rockford Rd
Belgrade Ave
N Victory Dr
Adams St
Main St
Stadium Rd
Hawthorn Rd
Hemlock Rd
Stoltzman Rd
Monks Ave
Pohl Rd

VINE/TRUE Transit

The Volunteer Interfaith Network Effort (VINE) is a volunteer-based initiative operating dial-a-ride transit service for Mankato and North Mankato. VINE service is reserved for seniors (age 60 and over) and those with a physical disability, while Town, Rural, Urban Express (TRUE) can be used by any resident in rural Blue Earth, Nicollet, and Le Sueur counties. The services operate during the weekdays from 8 am to 5 pm and can be booked via the phone or through an online reservation system. Special arrangements can be made outside of traditional operating hours on a case-by-case basis. The fare is $3 one-way for in-town, and $5 one-way for out-of-town rides, and customers can travel anywhere throughout the three counties.

Other Regional Transit Providers

Land to Air provides four regional routes for the Mankato area. The first is a service that operates along US 169 between Mankato and Minneapolis, with stops along the corridor in Saint Peter, Le Sueur, Belle Plaine, Jordan, Shakopee, St. Paul Union Depot, Mall of America, and MSP Airport. The second is a shuttle bus service between Mankato and the MSP Airport, which only stops in St. Peter. The “Southern Minnesota Connection” part of the company operates daily bus routes between Mankato and Rochester. This includes 5 different round trips with varying start and end locations, as well as intermediate stops. The round trips utilize either US 14 or I-90. Additionally, Land to Air has college connection routes to MNSU Mankato and Gustavus Adolphus College.

Minnesota River Valley Transit (MRVT) is a dial-a-ride service offered Monday through Friday, with select availability on Saturday, provided within the cities of Le Sueur, Saint Peter, and Kasota (which are outside of the MAPO planning area).

ROADWAY NETWORK

This section lays a foundation for understanding today's existing roadway network.

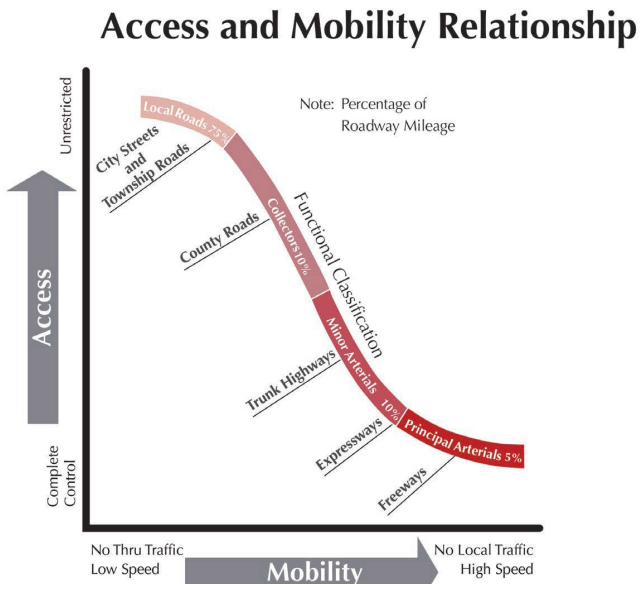
EXISTING FUNCTIONAL CLASSIFICATION

Functional classification is the grouping of streets and highways into classes or systems according to the character of service they are intended to provide. Basic to this process is the recognition that most travel involves movement through a network of roads. Functional classification defines the role that any road or street plays in serving the flow of trips through an entire network.

Functional classification planning works to manage mobility, access, and alignment of routes **(see Figure 2-18)**. It also seeks to align designations that match current and future land use with the roadway's purpose. A roadway's functional classification is based upon several factors, including:

- Trip characteristics such as length of route, type and size of activity centers, and route continuity
- Access to regional population centers, activity centers, and major traffic generators.
- Proportional balance of access, ease of approaching or entering a location.
- Proportional balance of mobility and ability to move without restrictions.
- Continuity between travel destinations.
- Relationship with neighboring land uses.
- Eligibility for state and federal funding.

Figure 2-18: Access and Mobility Relationship



Source: MnDOT

By maintaining and periodically updating the MAPO's functional classification system, local agencies and planning officials can manage access, promote mobility, and design roadways appropriately for their current and intended future function. Keeping this system up to date is important for:

- Aligning roadway design with actual use
- Prioritizing funding and improvements
- Supporting long-term land use and transportation planning needs

A review of the current functional classification system was conducted to ensure that roadway designations align with both existing land use and the intended future function of the roadway. The MAPO's functional classification system is divided into five major categories: principal arterials, minor arterials, major collectors, minor collectors, and local roadways.

The five primary functional classification categories are further defined for urban and rural systems. Urban functionally classified roadways are in defined urban areas, which are considered municipalities with populations exceeding 5,000 as defined by the U.S. Census Bureau. Under Minnesota law, a city is eligible for municipal state aid status once it reaches the 5,000-person threshold, thereby establishing municipal state aid status street designation and receiving state gas tax remittance for those designated roadways.

The FHWA has established functional classification guidelines that are commonly used by MnDOT, counties, and cities as a comparison tool. MnDOT partners with the State's MPOs to periodically review and revise the statewide Functional Classification System. The MAPO has worked with MnDOT to update the area's functional classification system and will continue to do so along with member jurisdictions.

The current functional classification system for the MAPO planning area's roadways is depicted in **Figure 2-19**. This information is also summarized in **Table 2-7** and **Table 2-8** which show the urban and rural MAPO functional classification system by mileage and the deviation from FHWA standards, respectively. The MAPO planning area is primarily consistent with FHWA guidelines. FHWA evaluates a given transportation network using the stated guidelines and it is understood that certain areas within the state, such as the MAPO, may not fall within guidelines; however, the state as a whole should be within the guidelines.

Table 2-7: MAPO Existing Urban Functional Classification Mileage

Functional Classification System		Urban Miles	%	FHWA Guidelines[3]		Deviation
Principal Arterial	Interstate	0	0	1-3%	5-10%	Lower
	Other Freeways & Expressways	26	7.6%	0-2%		Higher
	Other Principals Arterials	9	2.6%	4-5%		Lower
Minor Arterial		38	10.8%	7-14%	7-14%	Within
Major Collector		20	5.6%	7-15%	21-44%	Lower
Minor Collector		27	7.5%	7-15%		Within
Local		232	66%	63-75%	63-75%	Within
Total[1,2]		352	100%	-	-	-

Source: FHWA Functional Classification Guidelines – Concepts, Criteria, and System Characteristics, 2023
1: Total Miles may differ due to differing spatial representations between datasets
2: Centerline Miles for undivided roadways. Mileage for divided roadways represents both directions.
3: Mileage Guidelines for All States

Table 2-8: MAPO Existing Rural Functional Classification Mileage

Functional Classification System		Rural Miles	%	FHWA Guidelines[3]		Deviation
Principal Arterial	Interstate	0	0	1-2%	3-11%	Lower
	Other Freeways & Expressways	13	3.5%	0-2%		Higher
	Other Principals Arterials	43	12%	2-6%		Higher
Minor Arterial		27	7.5%	3-7%	2-6%	Higher
Major Collector		48	13%	9-19%	11-34%	Within
Minor Collector		40	11%	4-15%		Within
Local		194	53%	64-75%	62-74%	Lower
Total[1,2]		365	100%	-	-	-

Source: FHWA Functional Classification Guidelines – Concepts, Criteria, and System Characteristics, 2023
1: Total Miles may differ due to differing spatial representations between datasets
2: Centerline Miles for undivided roadways. Mileage for divided roadways represents both directions.
3: Mileage Guidelines for All States

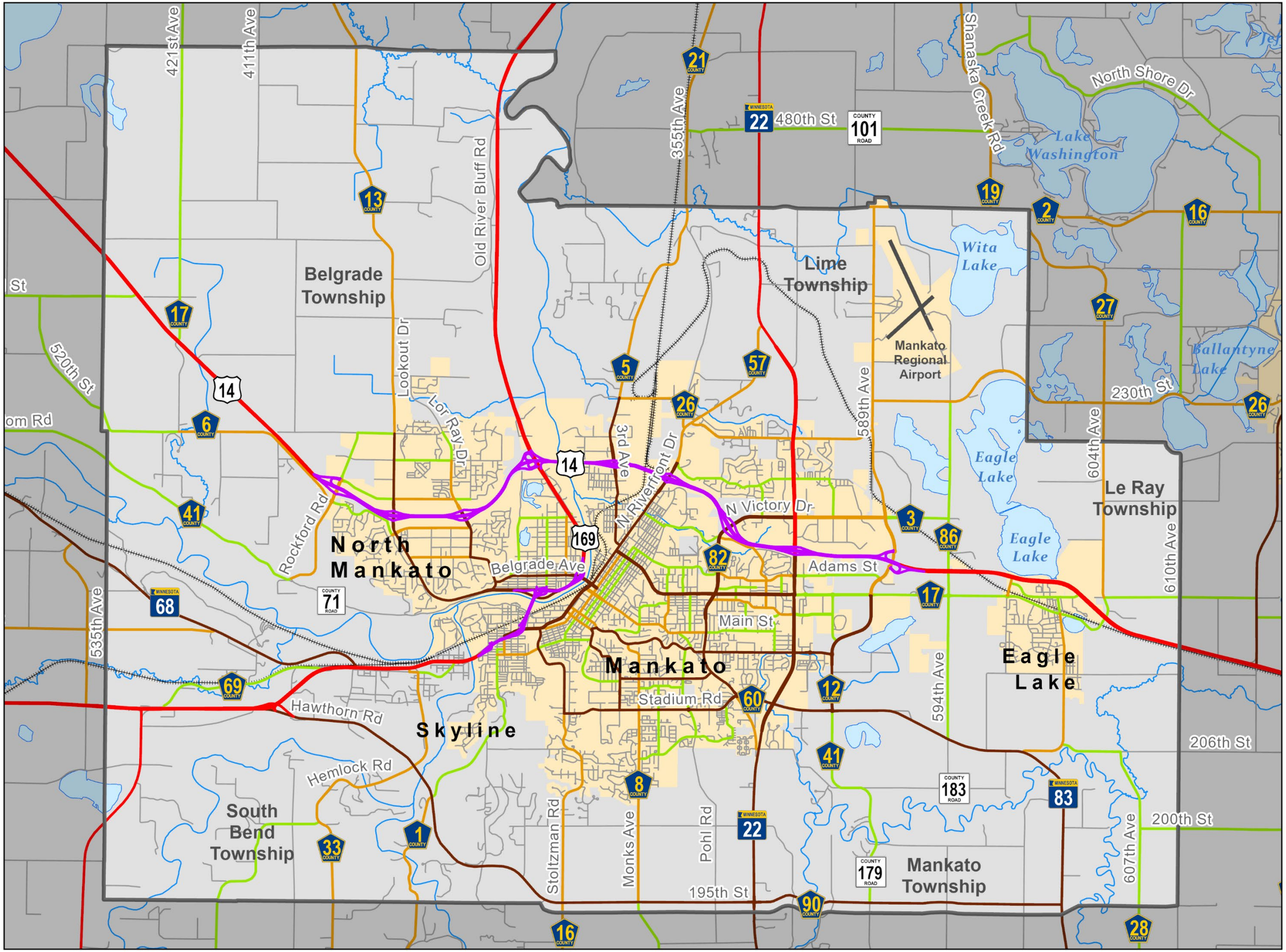
Roadway Functional Classification

Figure 2-19

- Local
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial - Other
- Principal Arterial - Other Freeways and Expressways
- MAPO Planning Area/Study Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



Existing Jurisdictional Classification

The management of roadways should be closely aligned with its function and the jurisdiction best suited to maintaining it over time. The jurisdiction of roadways is an important component of the Plan because it defines the regulatory, maintenance, construction, and financial obligations of each government unit.

Jurisdictional classification establishes highway responsibilities among state, county, township, and municipal agencies. The hierarchy of jurisdictional classification is typically established so that higher-volume, regional corridors carrying inter-county traffic are maintained by MnDOT (e.g. interstates, US highways, and state trunk highways), while intermediate volume corridors with more limited travel sheds (e.g. County State-Aid Highways (CSAH) and county roads) are maintained by Blue Earth and Nicollet Counties. Roadways serving local traffic (e.g., Municipal State-Aid Streets (MSAS), city streets, and township roads) are maintained by Mankato, North Mankato, Eagle Lake, Skyline, and the surrounding townships. **Table 2-8** provides a mileage summary of the current roadway jurisdiction in the MAPO planning area. **Figure 2-20** illustrates the existing roadway jurisdiction.

Table 2-9: MAPO Jurisdiction Roadway Summary

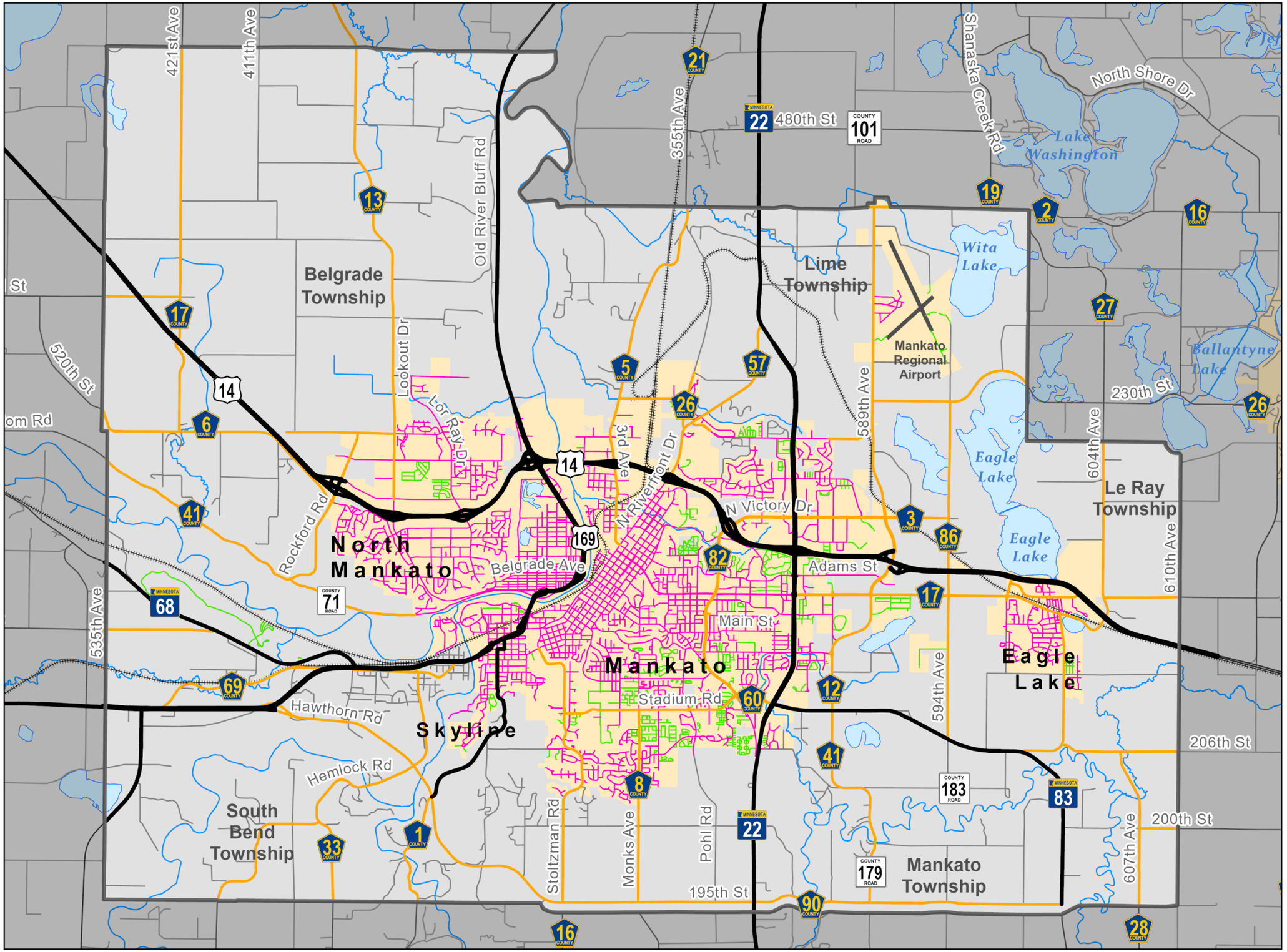
Jurisdictional Functional Classification System	Miles[2]	System %	Member Jurisdiction	Miles	System %
State	115	15%	MnDOT	115	16%
County	124	17%	Blue Earth	101	14%
			Nicollet	23	3%
Township	146	20%	All	146	20%
City	276	39%	Mankato	185	25.6%
			North Mankato	76	11%
			Eagle Lake	13	2%
			Skyline	2	0.4%
Private	61	8%	All	61	8%
			Total[1]	722	100%

Source: City, County, and State GIS roadway files.
1: Total Miles may differ due to differing spatial representations between datasets
2: Centerline Miles for undivided roadways. Mileage for divided roadways represents both directions.

MnDOT completed the Minnesota Jurisdictional Realignment Study in 2014 and recommended one jurisdictional transfer in the MAPO planning area. The Nicollet County Comprehensive Plan (2020) and Blue Earth County Long Range Transportation Plan (2023) outline recommended jurisdictional transfers to township or municipal agencies from the County as well. The MAPO should continue to encourage planning and consideration of jurisdictional transfers by member jurisdictions to ensure an equitable balance of roadway assets. These plans should be referenced and used as a guide to help facilitate these discussions. Criteria used to determine whether a jurisdictional transfer is typically based on the road's current designation, functional class, corridor length, traffic volume, shoulder width, and weight limit.

Roadway Jurisdiction

Figure 2-20



- Private, Other
- Township
- Municipal
- County
- State (MnDOT)
- MAPO Planning Area/Study Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Existing Roadway Condition

Federal and state policies require MPO plans to emphasize preserving and maintaining their existing transportation infrastructure and ensure a state of good repair. Pavement management is the process of timing roadway maintenance to prolong pavement life and optimize funding. Current pavement conditions were evaluated to gain a better understanding of the existing condition for the roadway network within the MAPO planning area to aid in the identification of potential needs.

The MTP's pavement analysis used data from pavement management systems maintained by MnDOT and the Cities of Mankato and North Mankato. Each jurisdiction maintains a slightly different rating system that was merged into one using a qualitative assignment devised for the purposes of comparison in the Plan. **Table 2-10** shows the pavement condition ratings and how they apply to each agency's system.

The transportation system continues to require ongoing maintenance to remain in a state of good repair. Key areas of focus include pavement rehabilitation, particularly in Nicollet County and North Mankato. Many of the projects recommended in Chapter 4 of the MTP are designed to address these pavement needs, supporting long-term system preservation and performance.

Table 2-10: Pavement Condition Categories

MAPO Rating	MNDOT[1] AND COUNTIES (RQI)	MANKATO (RQI)	NORTH MANKATO (PCI)
Good	3.8 to 5.0	81 to 100	3.8 to 5.0
Satisfactory	3.3 to 3.7	61 to 80	3.3 to 3.7
Fair	2.7 to 3.2	41 to 60	2.7 to 3.2
Poor	1.1 to 2.6	21 to 40	1.1 to 2.6
Serious	0.0 to 1.0	0 to 20	0.0 to 1.0

Source: Mankato, North Mankato, and MNDOT
[1] MnDOT pavement condition data is international roughness index (IRI) which is an input to RQI. Equivalent ratings were provided.

Table 2-11 summarizes current pavement condition for local (city and county roads) and state roads within the MAPO planning area, respectively. **Figure 2-21** displays existing pavement conditions per the MAPO rating. Pavement condition data is not available for all roadways.

Table 2-11: Pavement Condition Summary, Percent Mileage

MAPO Rating	MNDOT[1]	Cities and Counties
Good	41%	30%
Satisfactory	70%	27%
Fair	-	24%
Poor	1%	16%
Serious	-	2%

Source: Blue Earth County, Nicollet County, Mankato, North Mankato, and MNDOT
[1] MnDOT pavement condition data is international roughness index (IRI) which is an input to RQI. Equivalent ratings were provided.

AVIATION

The Mankato Regional Airport is a regional aviation transportation asset owned by the City of Mankato and operated by a fixed based operator (FBO), and located approximately five miles north of the City of Mankato. The airport consists of two runways (one 6,600 x 100 ft., one 4,000 x 75 ft.), taxiways, parking aprons, navigation aids, an airport terminal, and facility areas for general aviation, corporate flights, and flight training. The Federal Aviation Administration (FAA) selected Mankato Regional Airport for an air traffic control tower, which will be completed by April 2027. The airport has 100 aircraft based there and is the second busiest airport in Minnesota, behind Minneapolis-Saint Paul International Airport (MSP), in terms of takeoffs and touchdowns. The airport can accommodate aircraft up to a 757. The airport is also a major employment center for the region. This is in part due to MNSU's Aviation Program, which is the only four-year accredited program in the state and is housed at the airport.

The airport does not serve commercial flights and currently is not planned to in the future due to its proximity to MSP and Rochester International Airports. Regional bus service providers connect area residents to MSP due to the absence of service. The airport also does not currently support air freight or cargo movement due to the proximity of MSP and accessible truck and rail network. As regional demand grows and planned runway improvements take shape, there is potential for increased freight service at the airport. Any expansion in service will need to be carefully monitored and strategically planned over time.

Pavement Condition

Figure 2-21

Pavement Condition
- Good
- Satisfactory
- Fair
- Poor
- Serious

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

FREIGHT: GOODS MOVEMENT

The region's economy is heavily freight-dependent, with strong representation in manufacturing, agriculture, and warehousing/distribution. Notably, the City of Mankato hosts a major Walmart distribution center, which plays a key role in regional logistics. The high concentration of freight-related businesses in and around Mankato/North Mankato area highlights the critical need to maintain and enhance freight infrastructure. This was emphasized by local freight industry representatives during the MTP update listening sessions.

Freight Corridors

The region is an important crossroad and destination for the movement of goods via truck or rail, serving multiple designated freight routes and two Class I railroad lines. **Figure 2-22** shows the key roadways for freight and associated heavy commercial vehicle average annual daily traffic (HCAADT) using the latest MnDOT data, as well as existing railroads and the number of trains per day for each segment. Industrial and commercial sites are identified to show key destinations or generators for truck or rail traffic.

. The freight network is divided into three primary types:

- National Truck Network: Comprises approved state highways and interstates designated for use by large commercial trucks, which consist of the four corridors including US 14, US 169, TH 22, and TH 60. US 14 and US 169 carry the highest number of heavy commercial vehicles in the MAPO planning area with up to 4,500 trucks per day on some segments.
- Twin Trailer Network: A system of state highways and interstates designated by the Minnesota Commissioner of Transportation that can accommodate long combination heavy commercial vehicles and is comprised of TH 22 (north of US 14) and TH 68 in the MAPO planning area.
- 10-ton Network: The system of high load-bearing roadways in the MAPO planning area is composed primarily of US and trunk highways, and major corridors on the County State-Aid Highway (CSAH) system. Current roadways with 10-ton limits include those previously listed as well as TH 83 and a majority of the CSAH's found within the MAPO planning area. All other roadways including county, township, and local roads are subject to axle load limitations, including seasonal load restrictions. The low-weight capacity roadways limit the ability to efficiently move freight regionally making this network key for agricultural and short-haul freight movement.

Rail Network

The MAPO planning area is served by two Class I railroads: the Union Pacific (UP) railway and the Canadian Pacific (CP) railway, both of which are freight railroads with the highest operating budgets. The UP railroad owns tracks that run north-south through Mankato along the Minnesota River, before turning west along TH 60 southwest of

Mankato. UP has a switching yard just north of Mankato and operates two to four trains per day outside of the urbanized area and up to 20 trains per day in the busiest central industrial areas of Mankato which also includes a switching yard. The UP tracks through Mankato are referred to as the Mankato subdivision, which stretches from Minneapolis to St. James and averages from 45 to 49 mph (limited to 10 mph in portions of Mankato). The CP railroad runs on east-west tracks through the MAPO planning area and merges with UP's tracks in Mankato along the riverfront before separating near the City of Skyline and continuing along the Minnesota River. The railroad operates six trains per day on CP-owned tracks, otherwise referred to as the Tracy Subdivision, which runs from Waseca to Tracy.

The Minnesota State Rail Plan Update (2015) identified future passenger rail service between Minneapolis and Mankato. The Minnesota Valley Line is envisioned as higher-speed (up to 110 mph) and frequent service with four daily round trips along the 84-mile corridor. This vision has seen little to no progress in recent years and remains a topic for future discussion.

MnDOT District 7 Freight Plan (2022)

The Feight Plan has been developed to provide a clear understanding of District 7's multimodal freight system, how the system serves District 7's economy, and the transportation issues and needs of businesses in the district. MnDOT will use this freight transportation information to help inform policy and programming decisions in District 7 and should also be used by the MAPO and its members jurisdiction in their planning efforts as well.

District 7 serves south-central Minnesota, which includes 13 counties: Blue Earth, Brown, Cottonwood, Faribault, Jackson, Le Sueur, Martin, Nicollet, Nobles, Rock, Sibley, Waseca, and Watonwan. The MAPO also provides planning support for portions of the area.

Several freight-related issues were identified in the Plan for the Mankato/North Mankato Area:

- Truck Parking Shortage: Mankato has one of the highest truck parking demand-to-capacity ratios in Minnesota (10.8:1), leading to trucks parking in residential areas or on highway shoulders. This is a growing concern as more distribution centers are developed.
- Intersection Safety: The intersection of MN-22 at MN-83 and Stadium Road was flagged for multiple truck-involved crashes. Improvements in signalization and turning infrastructure are needed.
- Mobility and Road Design: Stakeholders expressed concerns about roundabouts and their ability to accommodate large trucks. MnDOT has responded by designing truck-friendly roundabouts, such as those in nearby Worthington and St. James.
- Infrastructure Condition: Segments of MN-60 near Mankato and US-14 were noted for poor pavement conditions, which can affect freight efficiency and safety. Some of these issues are being addressed through resurfacing projects.

MnDOT has already undertaken or planned several projects to address the Mankato/North Mankato area freight needs:

- US-14 Improvements: Improvements are planned in the State Transportation Improvement Program (STIP) for the MAPO planning area to address safety and capacity issues.
- Highway 169 Corridor Study: Conducted in partnership with MAPO, this study identified safety and mobility improvements for the corridor, including intersections flagged by freight stakeholders.
- Truck Parking Solutions: MnDOT is exploring options to expand truck parking in the Mankato area, potentially through public-private partnerships or technology solutions like a Truck Parking Information Management System (TPIMS).

Existing Freight Network

Figure 2-22

Land use information is generalized and derived from county parcel data based on property records.

- Trains Per Day
- HCAADT
- Canadian Pacific (CP)
- Union Pacific (UP)
- Twin Trailer Network
- National Truck Network
- Existing Commercial Sites
- Existing Industrial Sites
- MAPO Planning Area/Study Area
- Municipal Areas

Source: Blue Earth County, FRA, Nicollet County, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Railroad Crossings

A total of 26 at-grade railroad crossings exists in the MAPO planning area, of which 17 include flashing lights and/or gates which are normally reserved for the highest volume crossings. **Table 2-12** organizes the railroad at-grade crossings by the existing type of warning device and **Figure 2-23** displays this information.

Table 2-12: Existing Railroad Crossings by Type

Warning Device	Number of Crossings
Crossbuck	5
Stop Sign & Crossbuck	4
Flashing Lights	1
Gates	16
Total	26

Source: FRA Crossing Inventory, 2024

The City of Mankato completed a quiet zone study in 2021 with the goal of improving grade crossings by 2028 to fully implement a Federal Railroad Administration (FRA) designated quiet zone throughout the city. Upgrades to train warning devices and crossing infrastructure can eliminate trains from needing to blow their horns.

Railroad Crossings

Figure 2-23

- Crossbuck
- Flashing Lights
- Stop Sign & Crossbuck
- Gates
- Canadian Pacific (DME)
- Union Pacific
- MAPO Planning Area/Study Area
- Municipal Areas

Source: FRA, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

2.5 - EXISTING TRANSPORTATION OPERATIONS

Roadway capacity, roadway geometry, and mobility, such as number of lanes and intersection configurations have a direct impact on travel patterns and behavior. An evaluation of existing roadway geometry and corridor operations was completed to gain a greater understanding of travel patterns and potential congested travel conditions within the MAPO planning area. A volume-to-capacity analysis, using MnDOT's average annual daily traffic volumes, was performed to identify collectors and arterial roadways experiencing some level of congestion. Results from this analysis play an important role in the generation of the forecasted traffic volumes as well as the evaluation and development of the future roadway system plan.

TRAFFIC VOLUMES

Current traffic volumes are critical in evaluating the existing transportation system's conditions. **Figure 2-24** displays the existing AADT volumes within the MAPO planning area's roadway network using the most recent data published by MnDOT. The highest traffic volumes are located primarily along US 14 and US 169, as well as other corridors such as TH 22, North Victory Drive, Madison Avenue, and Riverfront Drive

ROADWAY CAPACITY ANALYSIS & CONGESTION

An analysis of roadway segments with congestion or operation problems is needed to identify system needs and/or future roadway improvements. Measuring congestion aids the process of determining implementation strategies for roadway improvements, access management, safety considerations, transit service, or demand management.

Planning-level capacity thresholds, as shown in **Table 2-13**, were used to evaluate current roadway capacities for all collectors and arterial streets in the region. Within the table, the classification of urban or rural describes the functional cross-section design (e.g., curb and gutter for urban and ditch drainage for rural) rather than specific geographic locale. These planning-level traffic volume ranges are used to determine volume-to-capacity (v/c) ratios which are "approaching capacity" (0.85 of threshold) and "at-capacity" (greater or equal to 1.00 of threshold) for certain facility types. 2022 volume data, the latest available, was used to study the MAPO planning area's roadways.

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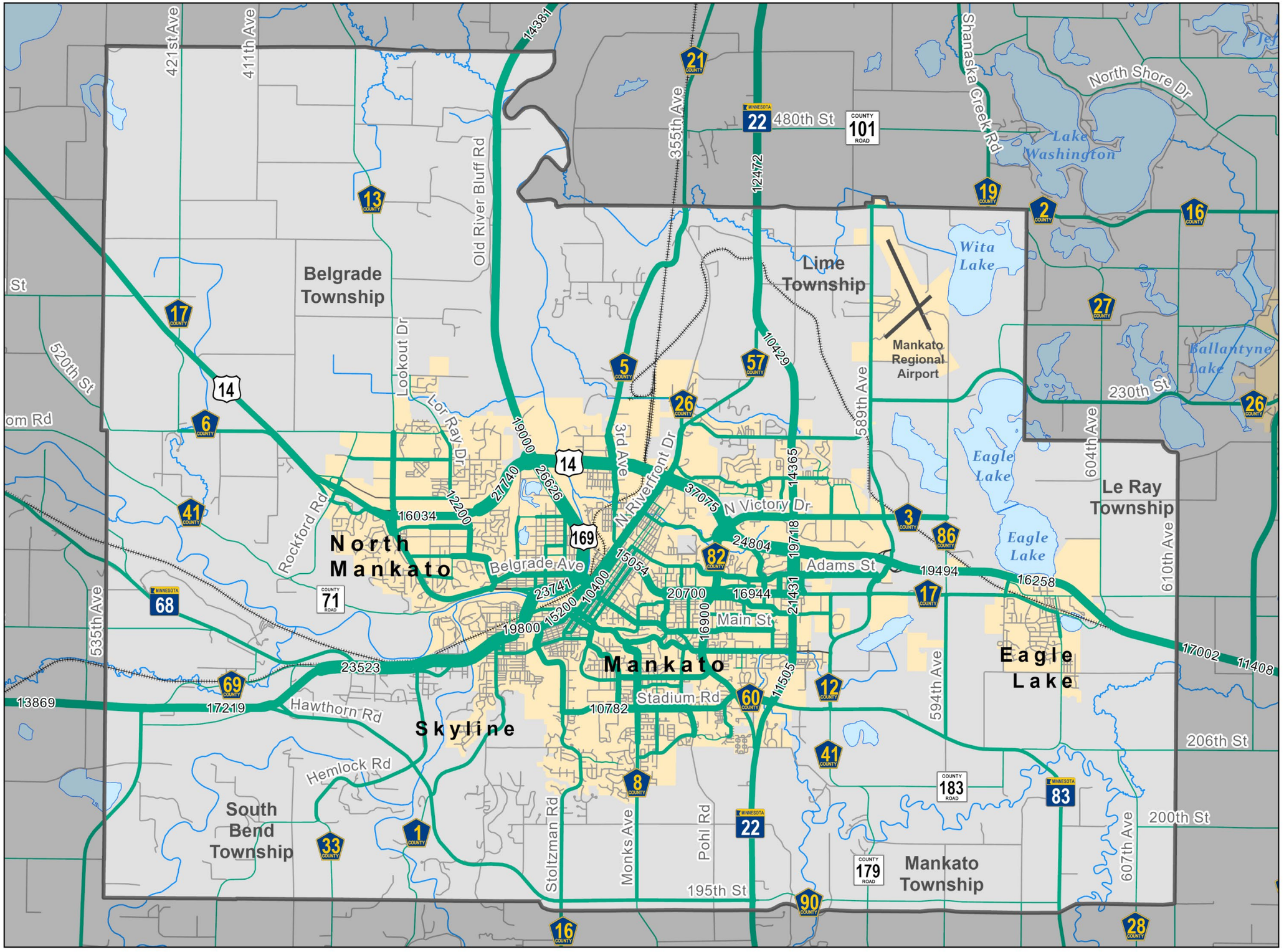
Existing Traffic Volumes

Figure 2-24



Current Volume

- ≤ 1,000
- ≤ 5,000
- ≤ 10,000
- ≤20,000
- > 20,000

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

The volume ranges and capacity thresholds are based upon guidance from the Highway Capacity Manual and professional engineering judgement. The ranges are used to conceptually estimate the maximum capacity of roadway designs; however, it is important to note that a capacity threshold is a theoretical measure that can be affected by functional classification, peak traffic flows, access spacing, speed, and other roadway characteristics. A more detailed corridor analysis is required for design decisions specific to roadway cross-section or intersection improvements

Congestion and operational issues were evaluated by determining the v/c ratio and applying a level of service (LOS) developed for each ratio range to provide a qualitative summary for each roadway segment. Note that roadway segments with volumes that fall within the LOS D range may not currently exceed the roadway's capacity and therefore not experience congestion, but users could still perceive the roadway as congested. For this study, LOS D or better conditions were considered acceptable. LOS thresholds established specifically for the MAPO planning area can be found in **Table 2-14**.

The congestion analysis using existing volume data showed four congested roadway segments, all of which are two-lane urban streets providing connections to/from downtown Mankato except Highway 22 which is a two lane at grade rural highway. These congested roadway segments are summarized in **Table 2-15** and displayed in **Figure 2-25**.

Table 2-13: Planning-Level Roadway Capacity Thresholds

Facility Type	Approaching Capacity[1]	At Capacity[2]
Two-lane at-grade local urban street	8,500	10,000
Two-lane one-way local urban street	11,900	14,000
Three-lane at-grade urban street	14,450	17,000
Four-lane at-grade urban street	20,400	24,000
Urban expressway	29,750	35,000
Four-lane urban grade-separated freeway	68,000	80,000
Two-lane rural at-grade highway	11,900	14,000
Rural expressway	38,250	45,000
Four-lane rural grade-separated freeway	68,000	80,000

Source: Transportation Collaborative & Consultants
[1] Represents 0.85 threshold.
[2] Represents the daily planning level capacity or 1.0 of threshold.

Table 2-14: Level of Service (LOS) MAPO Thresholds

Congestion Level	Description	V/C Ratio	LOS
Approaching	Uncongested, generally operating at an acceptable LOS	< 0.85	D
Light to Moderate	Near-congested, generally operating acceptably but may experience peak hour traffic congestion	0.85 – 1.05	E
Moderate to Severe	Congested, generally operating with periods of congestion; improvements, including additional capacity, may be needed	> 1.05	F

Source: Transportation Collaborative & Consultants

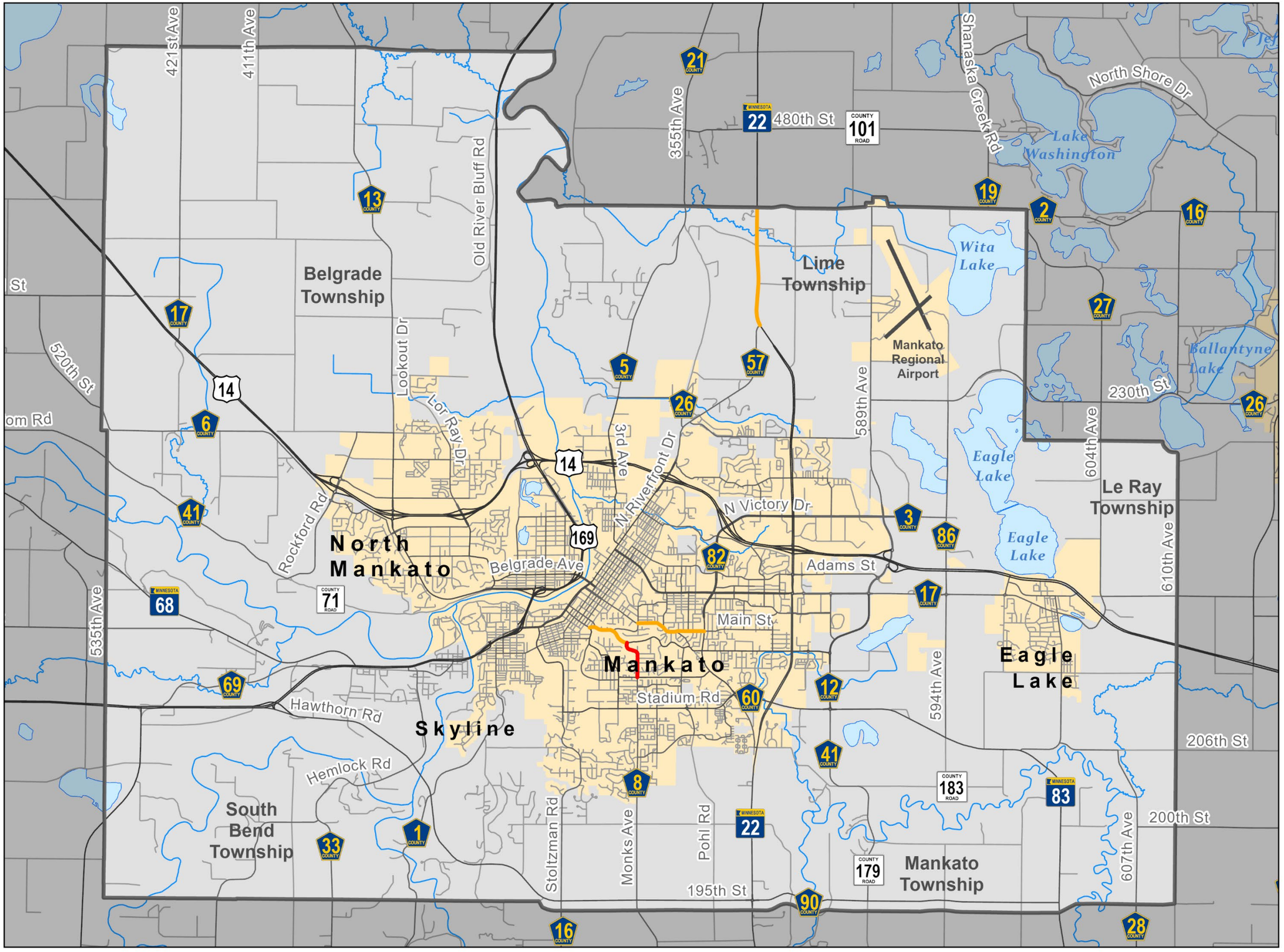
Table 2-15: Existing Congested Roadway Segments

Roadway	Location	Capacity	Volume	V/C Ratio	LOS
Monks Ave	Glenwood Ave to Balcerzak Dr	10,000	10,548	1.05	F
Glenwood Ave	Warren St to Monks Ave	10,000	9,500	0.95	E
E Main St	S Division St to N Victory Dr	10,000	8,938	0.89	E
Highway 22	CR 57 to 243rd St	14,000	12,472	0.89	E

Source: Transportation Collaborative & Consultants

Existing Roadway Congestion

Figure 2-25



Existing Level of Service

- E
- F

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

*Level of Service (LOS) is the quantitative measure of traffic congestion.

LOS E: Near-congested, generally operating acceptably buy may experience peak hour traffic congestion.

LOS F: Congested, generally operating with periods of congestion and roadway capacity improvements may be needed.

0 0.5 1 Miles

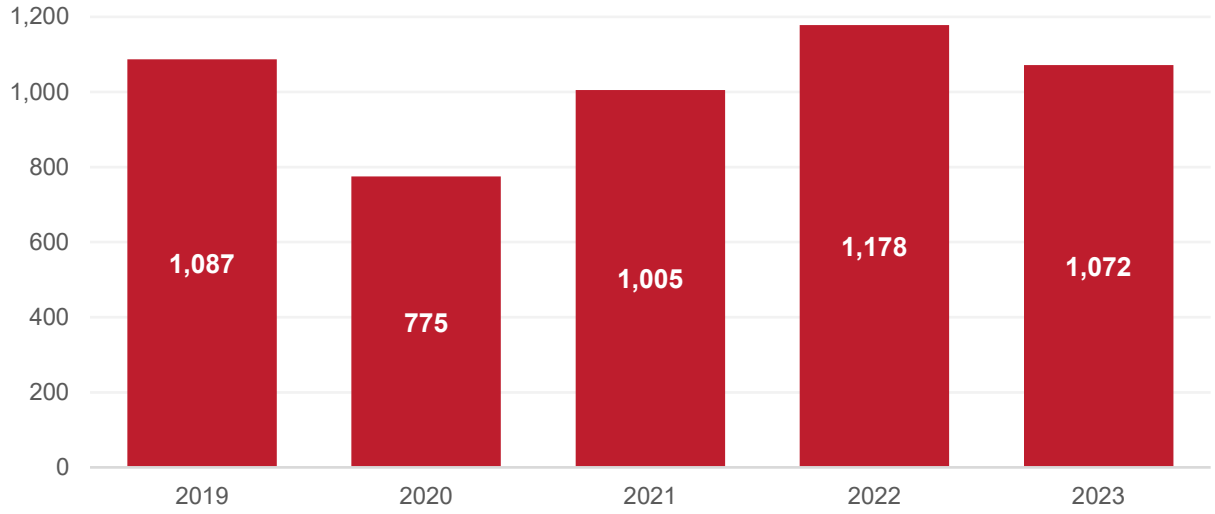
2.6 - SAFETY

The traveling public's safety, including those walking, rolling, cycling, riding transit, or driving (including freight), is a key component in the development and implementation of the Plan. Safety is a very important issue and a high priority for MnDOT, county, and local agencies, as well as community members. This section provides an overview of existing safety concerns throughout the MAPO planning area and sets a foundation for identifying issues for future infrastructure recommendations. The analysis uses five years of crash data between January 1, 2019, and December 31, 2023. It is important to recognize this time period captures the COVID-19 pandemic which had a direct impact on traffic volumes and travel patterns around the year 2020. This impact was also felt, to a lesser extent, in the following years.

OVERALL CRASH HISTORY

This section will address crashes that include all modes of transportation (pedestrians, bicyclists, vehicles, and trucks). During the five-year study period, a total of 5,117 crashes occurred within the MAPO planning area. **Figure 2-26** shows the total number of crashes per year during the study period. The highest and lowest number of crashes occurred in 2020 and 2022 respectively. The COVID-19 pandemic impacted traffic patterns and contributed to the decrease in the number of crashes from previous years. The number of crashes increased by 30 percent in 2021 as traffic patterns started to return to pre-pandemic levels. The average number of crashes per year for this study period is approximately 1,023.

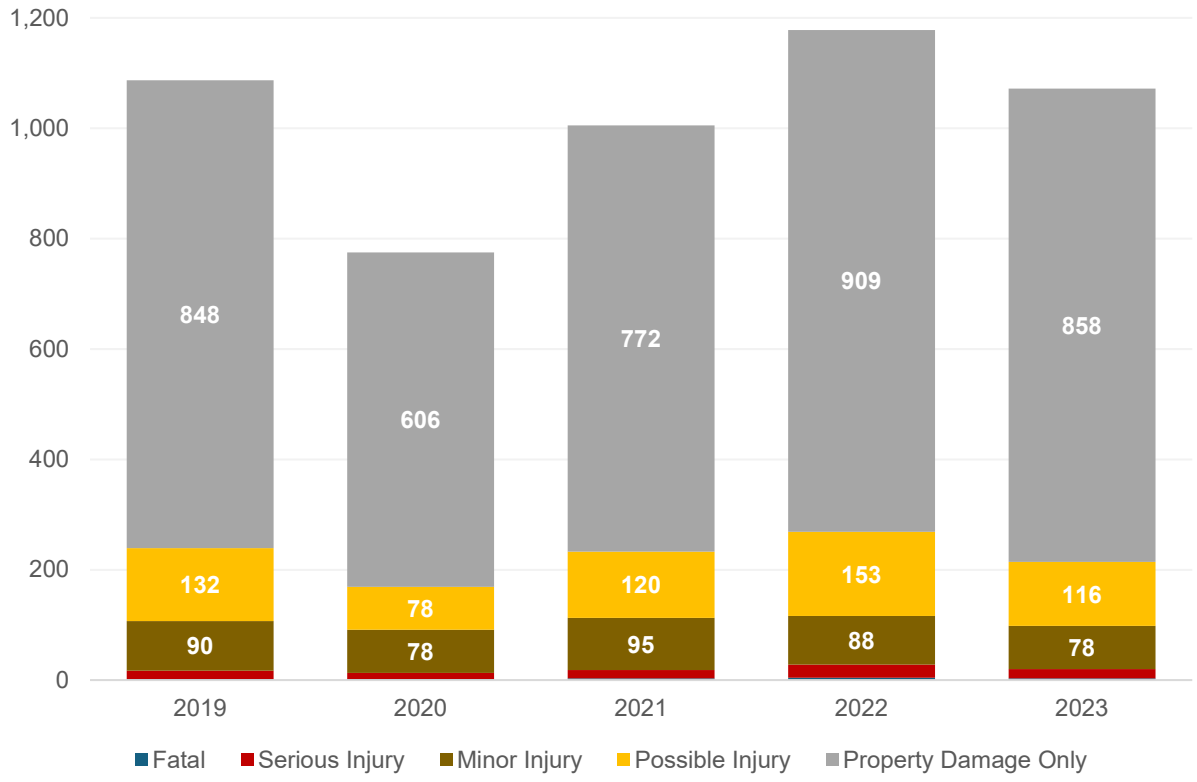
Figure 2-26: Total Crashes per Year in the MAPO Planning Area (2019-2023)



Source: MnDOT Crash Data, 2024

Crash data by severity for all five years is further distilled in **Figure 2-27**. A total of 14 fatal crashes were reported in the MAPO planning area resulting in 14 fatalities. The primary contributing factors for fatal crashes were speeding, failure to yield, carelessness, negligence, or erratic driver behavior. About one third of fatal crashes occurred on US 169 or US 14. Two fatal accidents occurred within one mile of each other on Highway 22, near the intersection with US 14 and Adams Street. The number of fatal accidents stayed consistent from the last study period, however, the number of crashes which resulted in serious injuries increased from 63 to 82. Crashes which resulted in serious injuries represent just over 1.5 percent of total crashes. Over the study period, there were an average of 16 serious injury crashes per year. 2020 had the lowest number, 11, while the highest number, 24, occurred in 2022. **Figure 2-30** displays each crash location by severity from 2019 to 2023, excluding property damage only crashes.

Figure 2-27: Crash Severity per Year in the MAPO Planning Area (2019-2023)



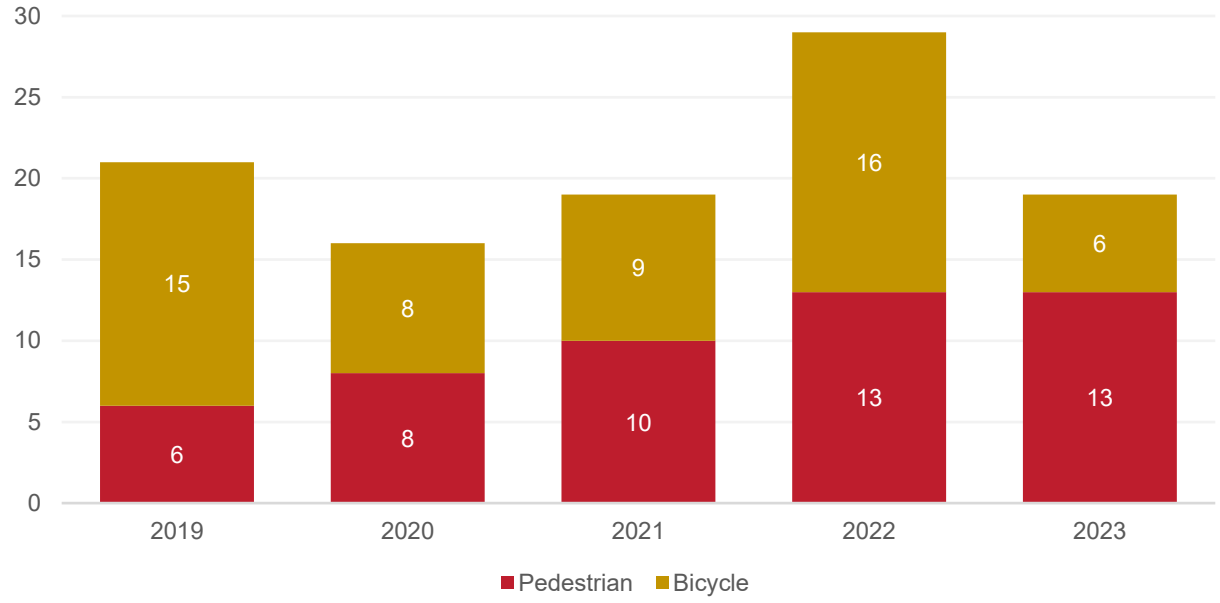
Source: MnDOT Crash Data, 2024

Crash density was also analyzed at a high-level with a heat map where a higher number of crashes within a specific area or location is depicted as a yellow “hot spot.” Approximately 35 percent of crashes with a possible injury or greater, within the MAPO boundary, occurred in three general locations: downtown Mankato, TH 22 from US 14 to Basset Drive, and the US 14 and US 169 interchange. The identified hot spot locations remain the same when considering all crashes, **Figure 2-31**, however, the severity of the hot spot on TH 22 increases due to the number of property damage only crashes occurring in that location. Over the study period there were approximately 1,700 crashes, of all types, in the three identified locations.

PEDESTRIAN & BICYCLE CRASHES

An analysis of crash locations and trends that involved vehicle-to-pedestrian or vehicle-to-bicycle crashes was conducted to highlight potential areas for safety improvements. Between 2019 and 2023, a total of 104 pedestrian and bicycle accidents occurred within the MAPO planning area, representing 2% of all recorded crashes during that period. Of those, one crash resulted in a fatality and 19 resulted in serious injuries which equates to 1 percent fatal and 18 percent serious injury of the total number of bicycle and pedestrian crashes. This illustrates a higher proportion of serious or fatal crashes for those walking, rolling, or bicycling compared to vehicle-to-vehicle crashes. This could be due to the unprotected nature of these crashes between a human body and vehicle. Between 2019 and 2023, crashes involving pedestrians more than doubled, from 6 in 2019 to 13 in 2023. Crashes involving bicycles varied from year to year. 2020, 2021, and 2023 had fewer than 10 crashes annually, while 2019 and 2022 had 15 and 16 crashes, respectively. **Figure 2-28** displays the annual pedestrian and bicycle crash totals.

Figure 2-28: Total Pedestrian and Bicycle Crashes Per Year in the MAPO Planning Area (2019-2023)

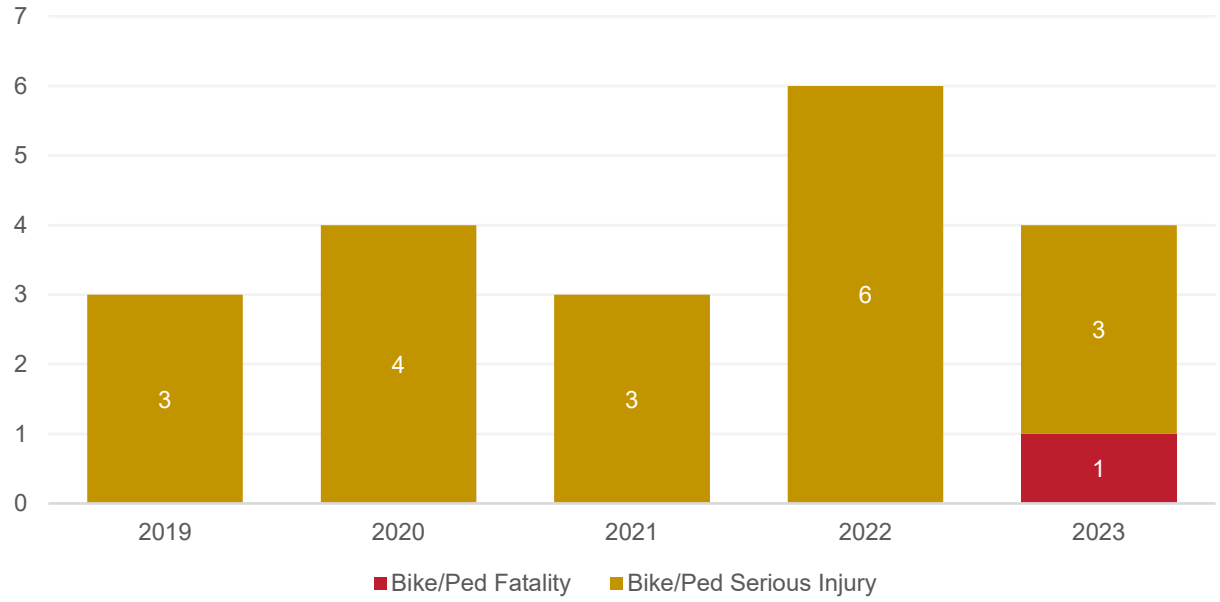


Source: MnDOT Crash Data, 2024

Fatal and serious injury crashes over the five-year study period are summarized in **Figure 2-29**. One fatal crash involved a pedestrian at the intersection of Hope Street and Madison Avenue. Of the 19 serious injury crashes, 10 occurred in or near downtown. The remaining 9 serious injury crashes occurred at the following intersections or roadways:

- 2 crashes along Stadium Road at Ellis Avenue and Monks Avenue
- 2 crashes along Victory Drive at Hoffman Road and US 14
- 2 crashes along US 169
- 1 crash at the intersection of Adams Street and Teton Lane
- 1 crash at the intersection of Sioux Road and Apache Lane
- 1 crash along Prairie Rose Drive

Figure 2-29: Pedestrian and Bicycle Fatal and Serious Injury Crashes



Source: MnDOT Crash Data, 2024

Figure 2-32 displays each pedestrian and bicycle crash location by severity during the five-year period. Crash density was conceptually analyzed with **Figure 2-33** displaying "hot spots" where a higher number of pedestrian-vehicle or bicyclist-vehicle crashes occurred in an area or location. Just below 50 percent of crashes within the MAPO planning area occurred in three locations during the five-year study period:

- Downtown Mankato (28 crashes total: 19 bikes and 9 pedestrians, crash severity: 9 possible injury, 9 minor injury, 10 serious injury)
- MNSU campus and adjacent streets (7 crashes: 1 bike and 6 pedestrian, crash severity: 4 possible injury, 1 minor injury, 2 serious injury)
- Madison Avenue from Dane Street/Swiss Street to TH 22 (12 crashes: 8 bike and 4 pedestrian, crash severity: 4 possible injury, 7 minor injury, 1 fatality)

Fewer crashes occurred on or near MNSU campus as compared to the previous study period. However, crashes remained consistent at the other two locations.

Crash Severity

Figure 2-30

Crash Severity 2019-2023

- Fatal (14)
- Serious Injury (82)
- Minor Injury (429)
- Possible Injury (599)
- MAPO Planning Area/Study Area
- Municipal Areas

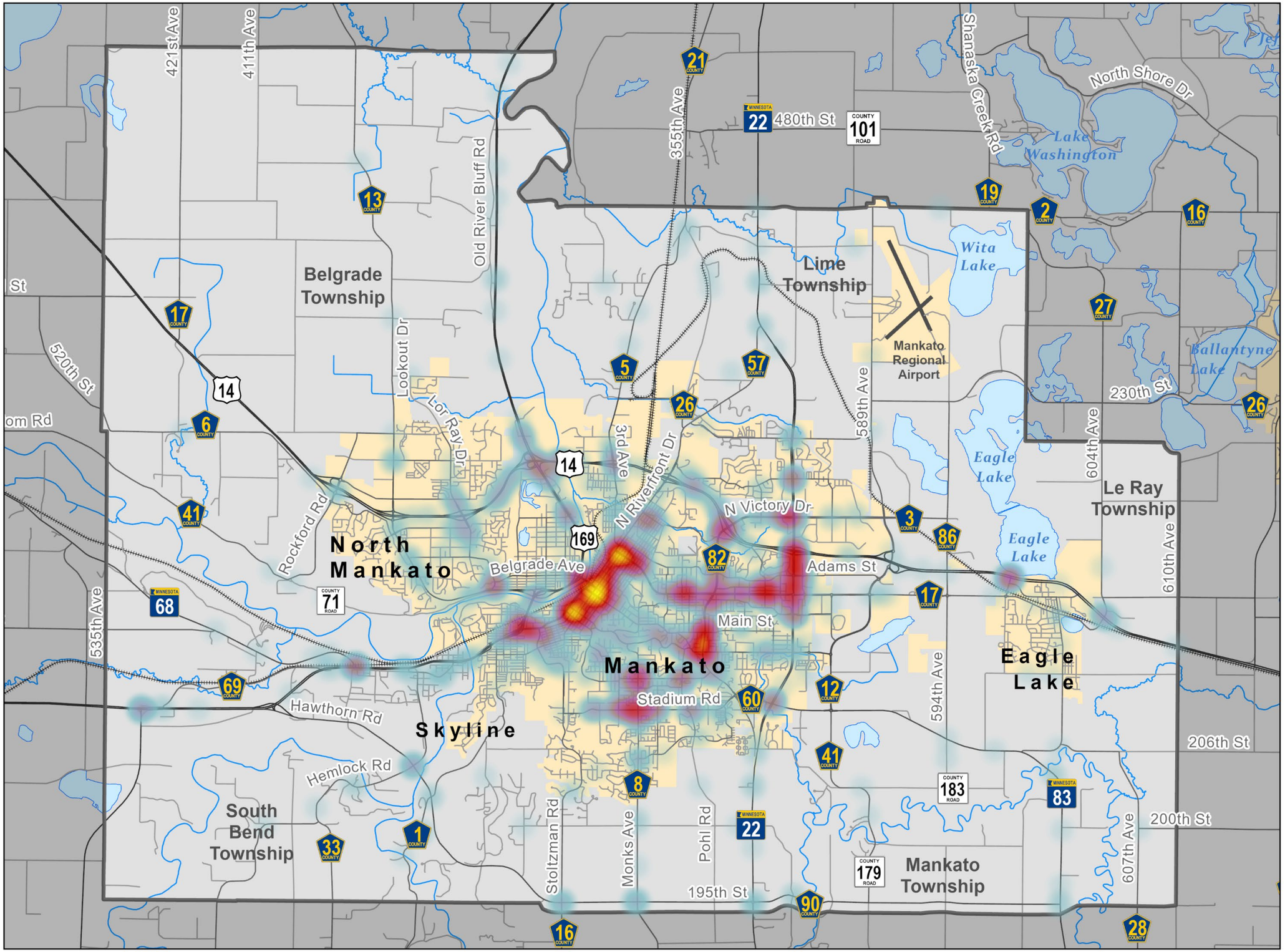
Source: MnDOT, MNDNR, MN Geospatial Commons

Note: Excludes Property Damage Only Crashes

0 0.5 1 Miles

High Crash Locations

Figure 2-31



Crashes 2019-2023

- Sparse
- Dense
- MAPO Planning Area/Study Area
- Municipal Areas

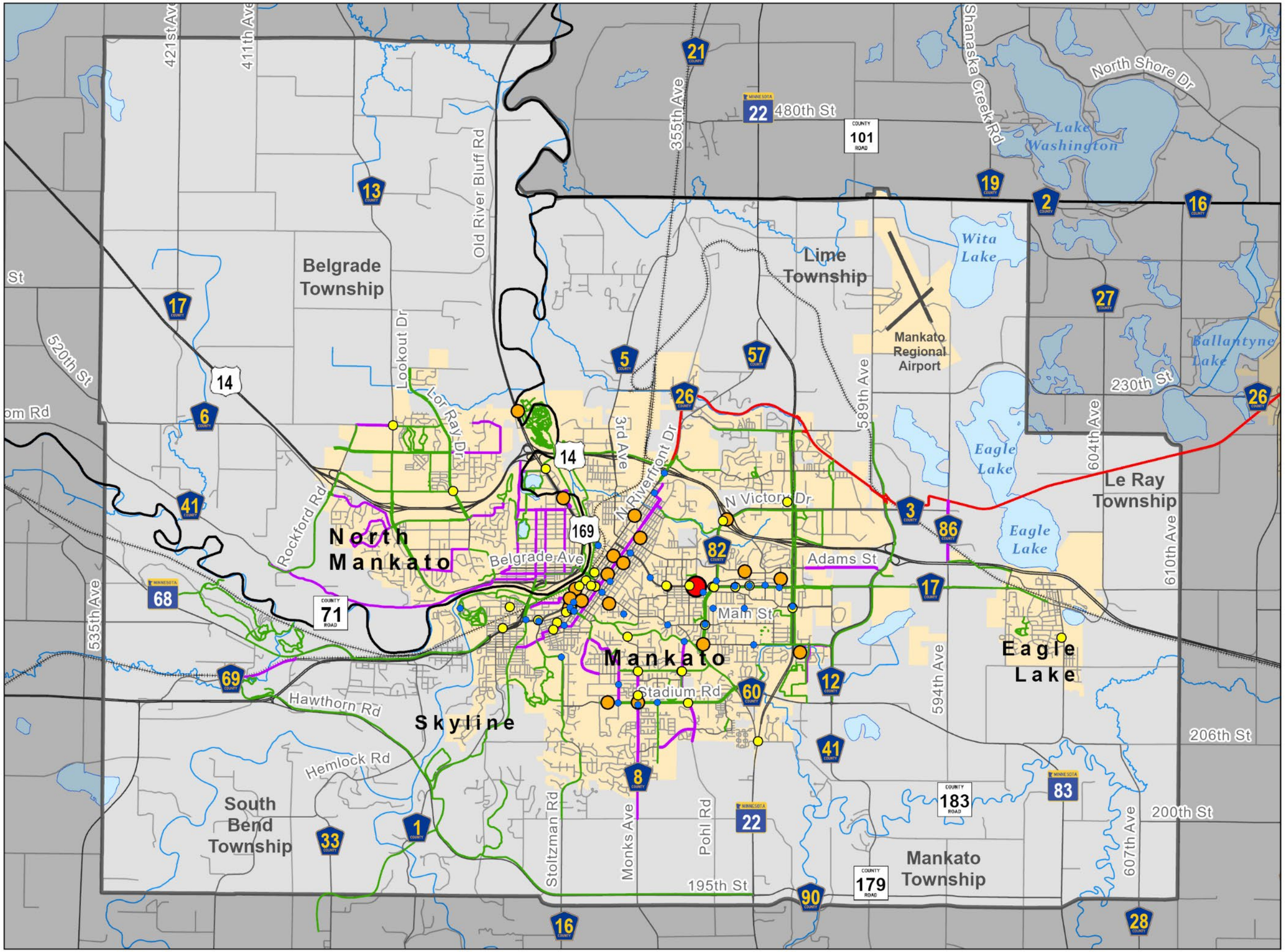
Source: MnDOT, MNDNR, MN Geospatial Commons

Note: Excludes Property Damage Only Crashes

0 0.5 1 Miles

Bicycle and Pedestrian Crashes

Figure 2-32



Crash Severity 2019-2023

- Fatal (1)
- Serious Injury (19)
- Minor Injury (35)
- Possible Injury (34)

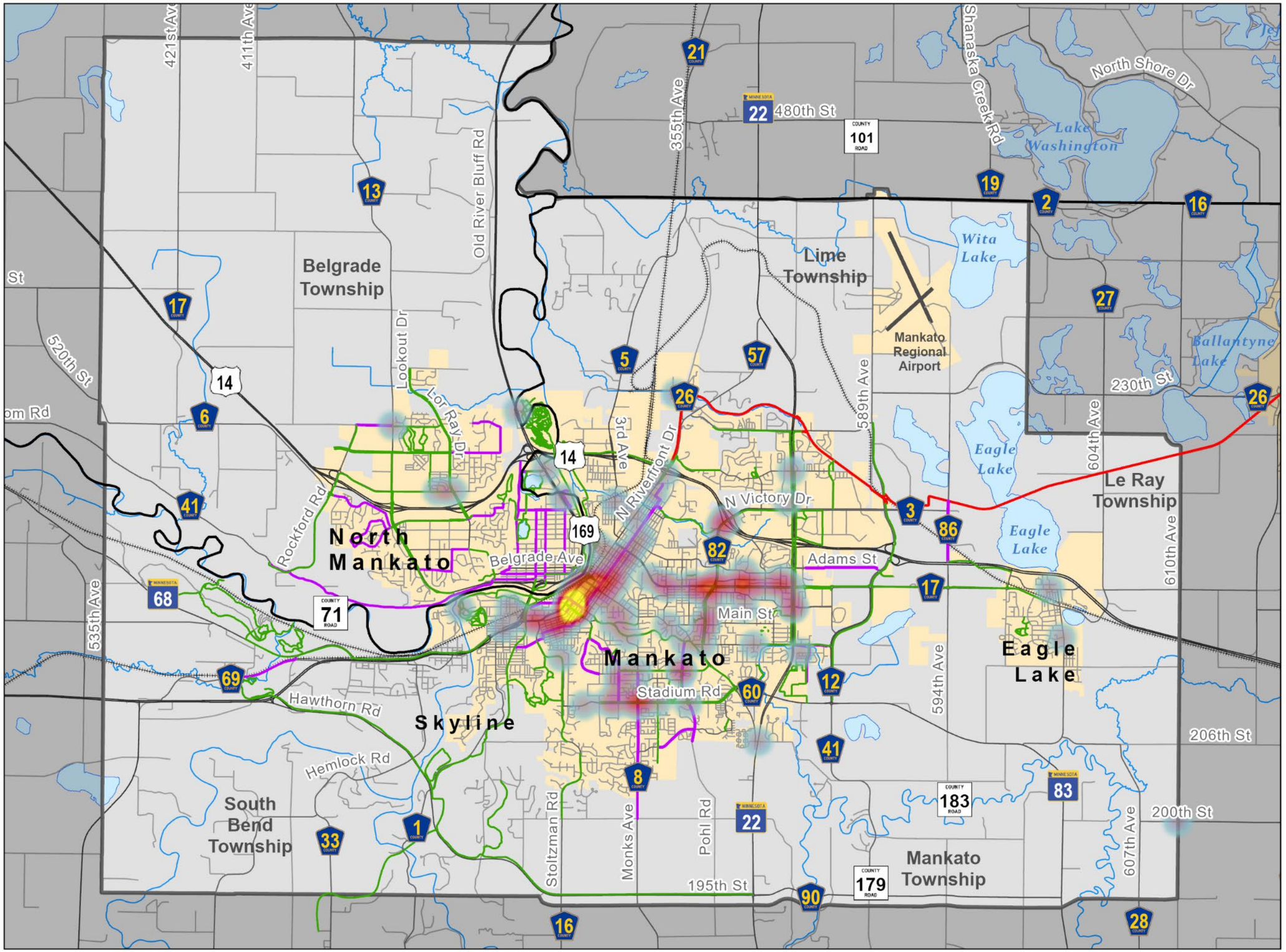
- Minnesota State Trails
- On Street Bike Lanes
- Shared Use Paths
- MAPO Planning Area/ Study Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

High Crash Bicycle and Pedestrian Crash Locations

Figure 2-33



CHAPTER 3 | GOALS, OBJECTIVES, & PERFORMANCE MEASURES

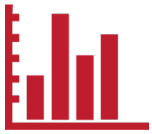
Table of Contents

3.1 - OVERVIEW

A key component of the MTP is the development of goals, objectives, and performance measures. These elements form the foundation for a transportation network that is safe, efficient, and accessible, while addressing system preservation and mobility needs within the MAPO planning area. They are aligned with federal and state policies and build upon the framework established in previous MTPs. Their continued relevance in guiding regional transportation decisions was reaffirmed through the planning process, which incorporated technical analysis and input from the public, partner agencies, stakeholders, and the Technical Advisory Committee (TAC).

These goals, objectives, and performance measures serve as a framework (see **Figure 3-1**) to guide efforts toward achieving a shared transportation vision among elected officials, county staff, local jurisdictions, and residents. They should be used to inform key assessments, evaluations, and project prioritization. The MAPO staff and planning partners apply these elements throughout every stage of the planning process.

Figure 3-1: Goals and Objectives

The MTP Goals and Objectives	
	**Align with federal and state guidance**, ensuring consistency with broader transportation policies and regulatory frameworks.
	**Are specific and actionable**, providing a clear roadmap for decision-making and implementation across the MAPO planning area.
	**Are measurable over time**, allowing for ongoing evaluation of progress and effectiveness through both quantitative and qualitative performance measures.
	**Reflect community priorities**, incorporating input from residents, stakeholders, and local partners to ensure the transportation system supports the region's unique needs and values.

3.2 - NATIONAL GUIDANCE

Past federal legislation has established guidelines for MPOs to follow in their planning documents to remain eligible for federal funding opportunities, such as Transportation Improvement Program (TIP) funding, which is essential for advancing transportation projects in the MAPO planning area.

As federal priorities continue to evolve, future legislation may further influence the MAPO's goals and performance measures, requiring continued adaptation to align with national transportation objectives.

NATIONAL PLANNING FACTORS AND PERFORMANCE MEASURES

The Infrastructure Investment and Jobs Act (IIJA) was enacted to provide long-term funding certainty for transportation and infrastructure projects across the United States. As the bill approaches its expiration at the end of fiscal year 2026, MAPO will continue to monitor developments related to new or updated transportation authorization legislation that may follow. In the meantime, the MTP will continue to align with national planning factors that support MAPO's objectives and community priorities.

National Performance Goals

The national performance goals for the Federal-Aid Highway program under the IIJA (see Code of Federal Regulations – 23 U.S. Code § 150) provide guidance for the MAPO Plan's goals to ensure compliance. These will be updated as new legislation is enacted, and guidance becomes available.

- **Safety**: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition**: To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction**: To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability**: To improve the efficiency of the surface transportation system.
- **Freight Movement & Economic Vitality**: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability**: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays**: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

NATIONAL PLANNING FACTORS

In addition to the performance goals, there are ten national planning factors that MPOs must demonstrate compliance with when preparing their planning documents. Conformity with these planning factors ensures the MPOs planning process is considerate of the federal guidance for implementing projects, strategies, and services.

The ten national planning factors (see Code of Federal Regulations – Title 23, Chapter 1, Sub. E, Part 450, Sub. C) originally established under the FAST Act and IIJA continue to guide transportation planning decisions. While these factors remain in effect until the end of fiscal year 2026, they are expected to evolve as new federal legislation is introduced and national priorities shift. A summary of these factors is listed below.

1) **Economic Vitality**: Support the economic vitality of the metropolitan area, especially by enabling global completeness, productivity, and efficiency.
2) **Safety**: Increase the safety of the transportation system for motorized and non-motorized users.
3) **Preservation & Maintenance**: Emphasize the preservation of the existing transportation system.
4) **Accessibility & Mobility**: Increase accessibility and mobility of people and freight.
5) **Security:** Increase the security of the transportation system for motorized and non-motorized users.
6) **Environmental Factors:** Protect and enhance the environment, foster innovation, and ensure transportation improvements align with state and local plans for growth and economic development.
7) **Connectivity & Integration**: Enhance the connectivity and integration of the transportation system, across and between modes, for people and freight.
8) **Operation & Management**: Promote efficient system operation and management.
9) **Reliable**: Improve reliability of the transportation system by identifying and addressing risks and reduce or mitigate stormwater impacts from surface transportation.
10) **Travel & Tourism**: Enhance travel and tourism to support economic development initiatives.

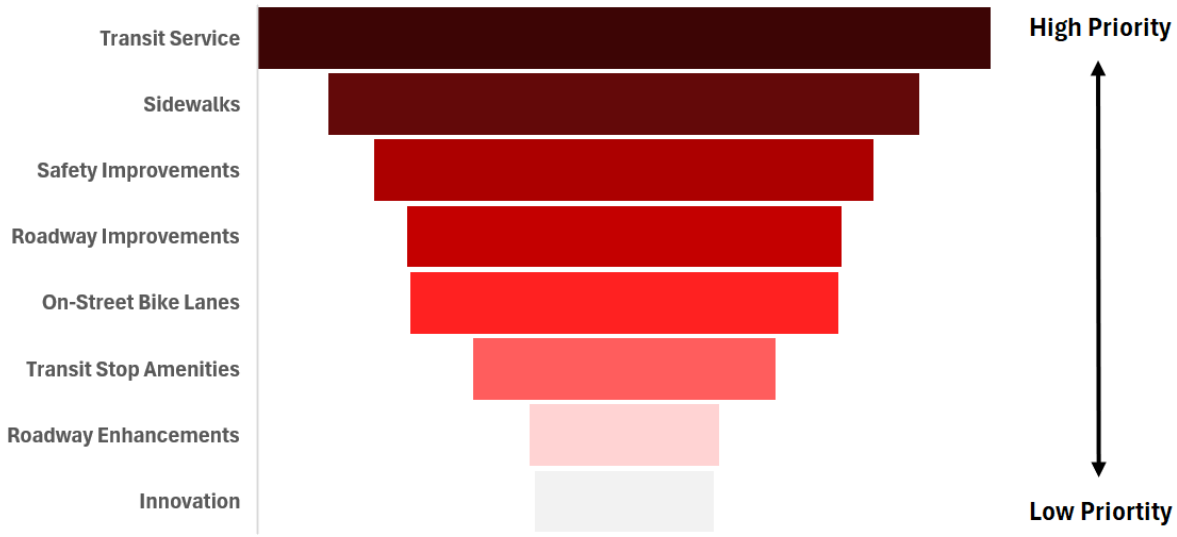
3.3 - GOALS, OBJECTIVES, PERFORMANCE MEASURES & TARGETS

GOALS & OBJECTIVES

The goals in the MTP are broad statements that express the desired outcomes and overall direction for the MAPO planning area. They represent the long-term vision for the region's transportation system. Objectives are more specific and actionable steps that support the achievement of these goals. They can be measured using either quantitative or qualitative methods over time to track progress.

The public outreach and engagement process for the MTP was designed to reaffirm existing goals and priorities through meaningful community input. These efforts focused on gathering feedback from residents and stakeholders to better understand their concerns and priorities related to key transportation elements that align with the plan's goal areas. In general, findings confirmed that the existing goal areas remain relevant and meaningful to the community. However, there is a clear need to place greater emphasis on the needs of pedestrians, cyclists, and transit users, as many residents are increasingly seeking alternative ways to travel throughout the region beyond personal vehicles. **Figure 3-2** demonstrates some of the communities' priorities for future transportation investments.

Figure 3-2:Community Engagement Priorities



Source: Transportation Collaborative & Consultants

The MTP outlines twelve primary goal areas (see **Table 3-1 and Table 3-2**) that align with the National Planning Factors such as economic vitality, safety, system preservation, and access and mobility, ensuring consistency with federal planning expectations. The goal areas are rooted in the past MTP and reflect the MAPO and jurisdiction partner priorities. These goals also correspond with the remaining national planning factors from past federal rules, ensuring that the MTP remains both federally compliant and locally responsive to needs.

Table 3-1: MAPO Goal Alignment with National Planning Factors

	MAPO GOAL AREAS	NATIONAL PLANNING FACTORS									
		Economic Vitality	Safety	Preservation	Access & Mobility	Environment	Connectivity	Operation Management	Security	Reliable	Travel Tourism
Key Performance Measures	Access & Reliability	✓			✓		✓	✓		✓	
	Economic Vitality	✓			✓		✓				✓
	Safety		✓		✓						
	Preservation			✓				✓			
	Multimodal Transportation		✓		✓	✓	✓			✓	✓
Additional Community Priorities	Coordination & Collaboration				✓			✓			
	Education [1]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Environmental Considerations					✓				✓	
	Funding & Implementation	✓		✓				✓			
	Land Use	✓			✓	✓	✓				✓
	Security								✓	✓	
	System Management	✓		✓				✓			

1. MAPO will continue to inform and engage stakeholders, businesses, local leaders, and the public about the valuable role it plays in advancing national planning priorities.

Table 3-2: MAPO Goal Areas and Objectives

GOAL	DESCRIPTION	OBJECTIVES
Access & Reliability	Develop a transportation system that increases access and reliability options for all users.	• Provide sufficient connectivity and capacity in the transportation system to accommodate existing and future travel demand, while reducing excessive travel delays. • Adhere to access management guidelines, while providing regional connections to major job centers, educational institutions, and services. • Ensure access management of the transportation system is cohesive across the MAPO planning area jurisdictions.
Economic Vitality	Maintain a transportation system that promotes economic growth throughout the planning area.	• Enhance the movement of goods and services, including intermodal linkages (such as truck/rail), by improving connections to the local and regional freight and rail routes. • Promote consistency between transportation improvements and locally planned growth areas that support jobs and regional commerce, while capitalizing on the region's assets (i.e. trails, agriculture, tourism, etc.)
Safety	Develop and maintain a transportation system that promotes the safety of all users across all modes.	• Reduce the number of fatalities and the severity of crashes throughout the planning area for all modes. • Prioritize transportation improvements that address safety and operational needs, while meeting engineering design standards for all users and modes.
Preservation	Develop a regional system that promotes the preservation of the existing and future transportation system.	• Implement preservation strategies such as new pavement management techniques, right-of-way preservation, and land use considerations to maintain the functionality of the transportation system for all modes. • Apply innovative preservation and maintenance strategies that increase the useful life of roads, bridges, and other transportation assets.

GOAL	GOAL DESCRIPTION	OBJECTIVES
Multimodal Transportation	Develop and maintain a transportation system that integrates multimodal options for all users, while considering active living and public health initiatives.	• Promote and invest in multimodal solutions that reduce vehicle trips and foster positive public health outcomes. • Improve walkability with expanded and improved sidewalks and trails, and enhanced crossings of key corridors. • Expand the low-stress cycling network (e.g. protected bike lanes and trails) across the MAPO planning area and regionally. • Apply complete street solutions to roadway improvements, when appropriate, to ensure pedestrians, cyclists, and transit elements are integrated seamlessly into the built environment. • Expand transit programs and partnerships to provide services that meet the needs for the entire planning area as well as increase the availability and attractiveness of the countywide transit system in Blue Earth and Nicollet Counties to ensure seamless connectivity between regional and local transit systems and accessibility for populations of all ages and abilities. • Continue to explore the feasibility and vitality of regional passenger rail by promoting an incremental approach which includes enhancing bus transit, pursuing bus rapid transit (BRT), and participating in the organization of county/municipal rail authorities or alliances that would promote the construction and operation of passenger rail service between Mankato and the Twin Cities.
Coordination & Collaboration	Maintain intergovernmental cooperation and coordination, along with community participation and input in all stages of the transportation planning process.	• Collaborate with MnDOT, county staff, and various local agencies, including but not limited to city and township staff, to achieve balance among the Transportation Plan and other approved transportation plans or policies. • Develop a clearinghouse for regional data sets, such as pavement management systems and geographic information systems, to help inform sound planning decisions. • Develop a meaningful public participation plan that involves all members of the community during the planning process.
Education	Inform and educate people on the role MAPO plays in the region.	• Continue to inform and engage stakeholders, businesses, local leaders, and the public about the valuable role it plays in advancing national planning priorities. • Continue to assess and ensure that stakeholders and the community are educated on the MAPO's activities within the region and progress attributed to the organization.

GOAL	GOAL DESCRIPTION	OBJECTIVES
Environmental Considerations	Support transportation improvements that take into consideration environmental impacts to community assets.	• Coordinate land use and transportation planning decisions to support contiguous development, preserve and emphasize community/natural resources, and incorporate context sensitive solutions. • Avoid, minimize, and/or mitigate adverse social, environmental, and economic impacts resulting from existing or new transportation facilities; particularly scenic, historic, and cultural assets. • Conduct transportation planning activities such that they align with the FHWA's Planning and Environment Linkages (PEL) guidance to ensure compliance with environmental review processes through collaborative and integrated transportation planning. • Implement travel demand management strategies that support statewide legislation * aimed at achieving greenhouse gas emission reduction goals.
Funding & Implementation	Develop a balanced transportation system that effectively and efficiently uses available transportation funds.	• Optimize and prioritize investments that adhere to a fiscally constrained environment, while maintaining and preserving the existing infrastructure. • Invest public funds responsibly and efficiently for all jurisdictions. • Identify innovative funding sources (e.g. local, state, and federal), while exploring low-cost/high-benefit transportation solutions that maximize funding resources.
Land Use	Establish a strong connection between transportation modes and the land uses that they serve.	• Facilitate and promote moderate to high-density and mixed-use development in areas near or along planned or existing transit routes. • Encourage the concentration of employment and services, such as mixed- use developments, at transfer hubs and along primary transportation corridors. • Promote pedestrian and transit-oriented growth and developments into small area plans, master-planned developments, and site plans along primary transportation corridors and non-motorized facilities. • Encourage the concentration of industrial and primary sector developments along the arterial transportation system.

GOAL	GOAL DESCRIPTION	OBJECTIVES
Security	Increase the reliability of the transportation system for motorized and non-motorized users in preparedness for emergency events and natural disasters.	• Identify and proactively protect critical street and highway system assets that are essential for security, emergency response routes, and those that are vulnerable to natural disasters (i.e. flood proof large culverts, slope protection, raised roadways/bridges, etc.). • Identify and incorporate state and regional emergency, evacuation, and security plans into transportation plans and the TIP project selection. • Improve incident management response times in the MAPO planning area.
System Management	Promote efficient system management and operations while increasing collaboration among businesses, community and industry groups, and federal, state, and local governments to better target investments and improve accountability.	• Encourage the application of Intelligent Transportation System (ITS) technologies in the MAPO planning area by promoting the application of new ITS technologies. • Encourage public-private partnerships and other applicable innovative financing alternatives. • Consider all local partners in the transportation planning process to create a seamless transportation network.

** In 2023, the State of Minnesota enacted legislation focused on reducing greenhouse gas (GHG) emissions (216H.02). The new law sets ambitious targets to cut emissions by 50% by 2030 and achieve net-zero emissions by 2050. This legislation establishes a framework for transitioning to clean energy, promoting renewable energy sources, and enhancing energy efficiency across various sectors, including transportation, agriculture, and industry. The legislation also emphasizes equity by ensuring that vulnerable communities have a voice in the decision-making process and can benefit from clean energy initiatives.*

3.4 - COMPLETE STREETS GUIDANCE

The MTP reflects the community's priorities that emphasize the need for a safer and more connected transportation network for pedestrians, cyclists, and transit users. To support this vision, the goals and objectives of the MTP are further strengthened through the integration of Complete Streets guidance, which encourages the design of roadways that accommodate all users and modes of travel.

By definition, a "complete street" is designed to ensure people have efficient and safe mobility options, regardless of age or ability. This concept is about creating a transportation network that accommodates everyone, making streets safer and more functional.

Existing Guidance

A regional foundation for Complete Streets initiatives has been established through past planning efforts, policy development, and integration into built projects. This section provides a review of several plans and policies within the MAPO planning area to evaluate how well they align with key elements of Complete Streets. **Table 3-3** summarizes findings from twenty different plans and policies developed by various agencies across the region. Each was reviewed for the presence of typical Complete Streets elements:

- Bicycle/Pedestrian Design Guidelines
- Bicycle/Pedestrian Network Recommendations
- Intersection and Crossing Treatments
- Universal Design/Americans with Disabilities Act (ADA) Accessibility
- Bicycle/Pedestrian Maintenance Policies or Recommendations
- Funding Mechanisms
- Land Use Considerations for Active Transportation

Based on this review, the following themes emerged:

- City plans have a strong focus towards complete street principles.
- Funding mechanisms were listed for many of the plans, however, outside of the Transportation Improvement Plan (TIP) or local Capital Improvement Programs (CIP), funding was limited to listing outside sources.
- Many of the plans have bicycle and pedestrian design guidelines that adhere to commonly accepted sources (AASHTO, FHWA, US Access Board, ITE) rather than have their own specific guidance.
- ADA compliance was noted in many of the reviewed plans.
- There are a variety of plans and policies in place that support complete street principles.

Resources and Guidelines

As the region continues to advance its Complete Streets initiatives, it is important to recognize additional resources that can support and guide the design of various transportation systems that meet the needs of all ages and abilities. The following resources should be considered as part of the decision-making process for when applying Complete Streets principles to roadway design.

1. **National Association of City Transportation Officials (NACTO)**

   NACTO offers a suite of design guides that provide best practices for developing safe, multimodal urban streets.

   - Urban Street Design Guide: A blueprint for designing 21st-century streets.
   - Urban Bikeway Design Guide: Focuses on bike infrastructure in urban settings.
   - Transit Street Design Guide: Integrates transit into street design.
   - Global Street Design Guide: Offers international best practices.
   - Designing Streets for Kids: Tailors street design to the needs of children and caregivers.
   - Urban Street Stormwater Guide: Combines street design with green infrastructure

2. **Federal Highway Administration (FHWA) Complete Streets Resources**

   FHWA provides a comprehensive set of tools, case studies, and policy guidance to help agencies implement Complete Streets principles. Their resources support planning, safety analysis, and performance tracking.

3. **American Association of State Highway and Transportation Officials (AASHTO) Guidelines**

   ASHTO offers design standards that are often used in conjunction with Complete Streets principles, especially for state and regional projects. Key documents include the *Green Book* and *Guide for the Development of Bicycle Facilities*.

4. **National Association of Counties (NACo)**

   While NACo does not publish design manuals, it provides policy support, case studies, and advocacy tools to help counties implement Complete Streets strategies, especially in rural and suburban contexts.

5. **Minnesota Department of Transportation (MnDOT) and Local Resources**

   MnDOT developed a complete streets policy in 2013 that requires a complete streets approach on all eligible state projects. This means addressing the safety and access needs of users of all ages and abilities. It also means considering the needs of people walking, biking, and taking transit, motorists, commercial vehicles, and emergency vehicles moving along and across roads. MnDOT provides several case studies and policy templates for adopting a local Complete Streets policy. MnDOT's Complete Streets Handbook (2022) also offers practical guidance for implementing Complete Streets principles, supporting a transportation system that is safe, accessible, and convenient for all users.

Table 3-3: Complete Streets Evaluation

	City of Mankato			City of North Mankato				City of Eagle Lake		Mankato Area Public Schools			MAPO			Blue Earth County		Nicollet County	MNDOT	
Plan/Policy Name	Mankato Complete Streets Plan & Policy	Mankato Strategic Plan	Mankato City Ordinance / Code	North Mankato Comprehensive Plan	North Mankato Complete Streets Plan & Policy	Sidewalk Installation and Maintenance Policy	North Mankato City Ordinance / Code	Eagle Lake Strategic Economic Development Plan	Eagle Lake City Ordinance / Code	Mankato Safe Routes to School Plan	North Mankato Safe Routes to School Plan	Eagle Lake Safe Routes to School Plan	TIP	ADA Transition Plan	MAPO 2045 LRTP	Blue Earth County Land Use Plan	Blue Earth County Transportation Plan	Nicollet County Comprehensive Plan	MnDOT Complete Streets Policy and Handbook	MnDOT District Bike Plan (D7)
Ped/Bike Design Guidelines	X	X	X	X	X	X	X		X		X	X		X			X		X	X
Ped/Bike Network Recommendations	X	X	X	X	X	X	X	X		X	X	X	X		X		X		X	X
Intersection and crossing treatments	X			X	X					X	X	X	X	X	X				X	X
Universal Design / ADA Accessibility	X		X	X	X						X	X	X	X	X		X		X	X
Ped/Bike Maintenance Policies or Recommendations	X			X	X	X	X							X	X		X		X	X
Funding Mechanisms				X						X	X	X	X	X	X		X			X
Land Use Considerations for Active Transportation	X			X	X	X				X	X	X			X				X	X

Source: Transportation Collaborative & Consultants

3.5 - PERFORMANCE MEASURES & TARGETS

The purpose of creating and implementing performance measures is to improve the transportation system by making it possible to monitor and assess the effectiveness of transportation investments and progress toward the MTP's goals. Performance measures are valuable tools for managing risk and increasing decision-making transparency with the public. Performance measure targets provide a quantifiable value to understand progress towards the MTP's goals.

Federal law (23 CFP 490.209) requires all State DOTs and MPOs to adopt a performance-based program to measure system performance and set targets that monitor progress toward Plan goals. The federally required measures are divided into the following categories.

- Safety Performance Measures (PM1)
- Pavement/Bridge Performance Measures (PM2)
- System Performance Measures and Congestion Mitigation and Air Quality (PM3)
- Public Transportation Agency Safety Plan Performance Measures (PTASP)
- Transit Asset Management (TAM)

STATE PERFORMANCE MEASURES

Table 3-4 illustrates MnDOT statewide targets and performance measures as they align with federal requirements. MAPO may either adopt its own performance targets or align with state standards set by MnDOT. The MAPO supports and accepts MnDOT's PM1, PM2, and PM3 targets.

Furthermore, **Table 3-5** illustrates Federal Transit Administration (FTA) performance measures. On February 6, 2025, MAPO resolved to support the PTASP targets set by the Mankato Transit System. The public transportation agency is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only when a new PTASP is adopted (at least once every four years) does the MPO adopt PTASP targets. The adopted targets by both the Mankato Transit System and MAPO are illustrated in **Table 3-4 and Table 3-5.**

Table 3-4: State Performance Measures Targets

GOAL	PERFORMANCE MEASURE	2025 STATE TARGETS [1]	STATEWIDE BASELINE (2019 – 2023 AVG.)	MAPO TARGET SHARE	MAPO AVERAGE (2019 – 2023) (MNCMAT2)
PM1: Safety	Number of fatalities	352.4	420.8	3.305	3
	Fatality rate (per 100 million/VMT) Number of serious injuries	0.582	0.742	0.582	0.551
	Serous injuries	1,463.4	1,745	13.726	19
	Serious injury rate (per 100 million/VMT)	2.47	2.075	2.47	3.451
	Number of non-motorized fatalities and serious injuries	258.4	285.4	2.42	4
GOAL	**PERFORMANCE MEASURE**	**TWO-YEAR 2023 TARGET [1]**	**FOUR-YEAR 2025 TARGET**	**MAPO TARGET**	**MAPO 2023**
PM2: Condition	Non-Interstate NHS pavement in good condition	55%	40%	40%	41.34%
	Non-Interstate NHS pavement in poor condition	2%	2%	2%	0.6%
	NHS bridges in good condition	30%	20%	20%	4.22%
	NHS bridges in poor condition	5%	5%	5%	22.15%
GOAL	**PERFORMANCE MEASURE**	**TWO-YEAR 2023 TARGET [1]**	**FOUR-YEAR 2025 TARGET**	**MAPO TARGET**	**MAPO 2023**
PM3: Performance	Non-Interstate NHS travel time reliability (share of person-miles traveled on facilities with reliable travel times)	90%	90%	90%	99.3%

Source: MnDOT and MAPO

Table 3-5: FTA Performance Measures and State Targets

	GOAL	PERFORMANCE MEASURE	TARGET	MAPO TARGET
FTA	PTASP1 [1]	Number of Fatalities by Mode (Fixed v. Dial-A-Ride)	0 v. 0	0 v. 0
		Rate of Fatalities by Mode per Vehicle Revenue Mile (Fixed v. Dial-A-Ride)	0 v. 0	0 v. 0
		Number of Injuries by Mode (Fixed v. Dial-A-Ride)	5 v. 1	5 v. 1
		Rate of Injuries by Mode per Vehicle Revenue Mile (Fixed v. Dial-A-Ride)	1.564 v. 2.005	1.564 v. 2.005
		Number of Safety Events per mode (Fixed v. Dial-A-Ride)	7 v. 1	7 v. 1
		Rate of Safety Events by Mode per Vehicle Revenue Mile (Fixed v. Dial-A- Ride)	2.190 v. 2.005	2.190 v. 2.005
		Miles between Major Mechanical Failures by Mode (Fixed v. Dial-A-Ride)	9,500 v. 68,500	9,500 v. 68,500
	TAM [2]	Rolling stock (share of revenue vehicles exceeding useful life, by type)	20%	<20%
		Equipment (share of non-revenue vehicles exceeding useful life, by type)	80%	50%
		Facility condition (share rated below a 3 on condition scale, by facility type)	50%	<50%

1. MTS initial targets set as part of their initial 2025 Agency Safety Plan.

2. Mankato Transit System targets per the Mankato Transit Development Plan, 2023.

Source: FTA and MAPO

MAPO PERFORMANCE MEASURES

The following section highlights how MnDOT's PM1, PM2, and PM3 targets and FTA targets apply to the MAPO region. However, it is important to note that the targets may not succinctly align to the MAPO's results due to differences in geographic magnitude and localized performance. The transit-specific measures per FTA are tracked by MTS and incorporate MTS-specific targets.

Performance Measure 1: Safety

The Safety Performance Measure (PM1) incorporates five key targets, and **Table 3-6** illustrates data related to these targets over the past five years as they apply to the MAPO planning area.

1. Number of Fatalities
2. Rate of Fatalities per 100 million VMT (vehicle miles travelled)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

Table 3-6: MAPO Safety Performance Measure

GOAL	PERFORMANCE MEASURE	2019	2020	2021	2022	2023	MAPO AVERAGE (2019 – 2023)	TREND
PM1: Safety	Number of fatalities [1]	2	2	3	5	3	3	Increasing
	Fatality rate (per 100 million/VMT) [2]	0.42	0.42	0.64	1.06	0.64	0.551	Increasing
	Number of serious injuries	17	11	15	24	17	19	Increasing
	Serious injury rate (per 100 million/VMT) [2]	3.6	2.3	3.2	5.1	3.6	3.6	NA
	Number of non-motorized fatalities and serious injuries	3	3	3	6	4	4	Increasing

1. Data is from MnDOT's Crash Mapping Analysis Tool (MnCMAT2)

2. Assumes approximate 470,000,000 VMT for the years 2019 – 2023 as VMT has stayed relatively consistent over this time period.

Source: MnDOT and MAPO

Safety Findings

The drop-in traffic volumes associated with the COVID-19 pandemic in 2020 prevented MnDOT from providing VMT data for calendar year 2020. To account for the pandemic and associated impacts on 2020 traffic data, MAPO estimated a VMT of 470,123,185 for year 2020 by averaging the proportion of VMT decrease in Blue Earth and Nicollet counties over 2019 – 2020 and applying the same proportionate decrease to the MAPO area.

Table 3-7 provides additional details on crash data used in **Table 3-6**, sourced from MnDOT's Crash Mapping Analysis Tool (MnCMAT2). This data set includes records of crash incidents that occurred within the MAPO boundary between 2019 and 2023. Crashes in the MAPO area were distributed across various transportation infrastructure and municipal jurisdictions, indicating there is not any one overriding transportation improvement which can resolve the majority of crashes.

The MAPO prioritizes safety in studies, plans, and policies, and when scoring applications and making project recommendations. In 2024, the MAPO resolved to support MnDOT's calendar year 2025 PM1 (Safety) targets. This was done because MnDOT's targets were in line with the MAPO's goals. The goals of the MAPO's 2050 MTP support these performance measure areas by prioritizing projects which: increase the safety of all users of the MAPO's transportation system, preserve and maintain the existing transportation infrastructure, and increase access and reliability for users.

Table 3-7: MAPO Vehicle Crashes 2019-2023

METRIC		2019	2020	2021	2022	2023	5-YEAR AVERAGE
Crashes	K Crashes	2	2	3	5	3	3
	A Crashes	17	11	15	24	17	17
	K+A Crashes	**19**	**13**	**18**	**29**	**30**	**20**
Fatalities	**Total**	**2**	**2**	**3**	**5**	**3**	**3**
	Pedestrian	0	0	0	0	1	0
	Bicyclist	0	0	0	0	0	0
	Motorcyclist	0	1	2	1	1	1
	Unbelted	0	0	0	1	0	0
A Injuries	**Total**	**19**	**12**	**19**	**25**	**19**	**19**
	Pedestrian	1	1	2	3	3	2
	Bicyclist	2	2	1	3	0	2
	Motorcyclist	4	3	2	2	3	3
	Unbelted	1	0	6	4	2	3

Performance Measure 2: Bridge and Pavement Condition

The following measures pertain to the National Highway System (NHS). There are three segments of the NHS located within the MAPO planning area: US 169, US 14, and TH 22 north of US 14. Because these targets are limited to the NHS, there will be years when the MAPO Transportation Improvement Program (TIP) does not have any projects programmed contributing to PM2 or PM3.

The Pavement Condition Performance Measure (PM2) incorporates six key targets. However, it is important to note the MPO planning area does not contain any interstate miles, so all performance measure targets that are for interstates are not required to be adopted by MAPO, as they are not applicable to the planning area.

1. Percentage of NHS Bridges in Good Condition
2. Percentage of NHS Bridges in Poor Condition
3. Percentage of Interstate Pavement in Good Condition
4. Percentage of Interstate Pavement in Poor Condition
5. Percentage of Non-Interstate NHS Pavement in Good Condition
6. Percentage of Non-Interstate NHS Pavement in Poor Condition

As part of these measures, states report on performance every two years. Thus, MnDOT has established two- and four-year targets at the beginning of the performance period every four years. These performance measures are broken into two categories: pavement condition and bridge condition. **Table 3-8** illustrates data related to these targets at the two- and four-year targets as they apply to the MAPO planning area. The MAPO Policy Board passed a resolution to support MnDOT's two and four-year non-interstate NHS condition targets.

Table 3-8: MAPO Pavement and Bridge Condition Performance Measure

GOAL	PERFORMANCE MEASURE	2021	2023	Trend
PM2: Condition	Non-Interstate NHS pavement in good condition	34.27%	41.34%	Increasing
	Non-Interstate NHS pavement in poor condition	0.13%	0.6%	Increasing
	NHS bridges in good condition	8.78%	4.22%	Decreasing
	NHS bridges in poor condition	27.02	22.15%	Decreasing
PM3: Performance	Non-Interstate NHS travel time reliability (share of person-miles traveled on facilities with reliable travel times)	98.9%	99.3%	Slightly Increasing

Pavement Condition Findings

The region is currently meeting and/or exceeding the pavement condition performance targets in the metropolitan planning areas. In some respects, this is contributed to the performance target being lowered from 55% to 40% by MnDOT in 2024. The MTP has prioritized several roadway rehabilitation and reconstruction projects that will continue advancing these performance measures well into the future. This includes several MnDOT reconstruction and rehabilitation projects that are programmed for Highway 14, 22, and 169 in the near future.

Bridge Condition Findings

In October 2024, MnDOT established revised two- and four-year targets for the performance period of 2022-2025. MnDOT's ability to inspect the bridges has improved, and as a result of the better data, the region now has a better understanding of bridge conditions in the MAPO area. Based on this data, MAPO does not meet its bridge condition targets (i.e., good and poor) in the metropolitan planning area.

The bridges that are in poor condition are predominantly along the Highway 14 corridor. The Highway 14 bridge over Highway 169, over the Minnesota river, and over Riverfront Drive are all considered to be in poor condition. Bridges in fair condition do not appear in the PM2 targets. 73.63% of bridges in the MAPO area are considered in fair condition.

Performance Measure 3: System Reliability

Of the three System Reliability Performance Measure (PM3) targets, the MAPO is required to report only one for the non-NHS system. Meanwhile, CMAQ targets are set specifically for the Twin Cities metropolitan area and are not required to be adopted by MAPO. The applicable PM3 target is:

- Percentage of Person Miles Traveled on the Non-Interstate NHS that are reliable

State DOTs are required to establish two- and four-year targets. State DOTs report on the targets biannually. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

The MAPO's metropolitan planning areas do not contain any interstate miles, so all performance measure targets that are for interstates are not required to be adopted by the MAPO, as they are not applicable to the planning area. However, FHWA requires the use of the National Performance Management Research Data Set (NPMRDS) or an equivalent data source to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every five minutes when data is available on the NHS.

Reliable segments of roadway are considered to have a ratio of 1.4 or less, whereas segments of roadway with a ratio above 1.4 are considered unreliable. Within each segment, the day is broken into several analysis periods. These include the two peaks (AM and PM), but also midday and, depending on the measure, an overnight or weekend period as well. MnDOT then takes the "worst" performing period, and that defines the measurement used to calculate reliability. Thus, a single unreliable period throughout the day could result in the entire segment being defined as unreliable.

Table 3-8 illustrates data related to these targets as they apply to the MAPO planning area. The MAPO Policy Board passed a resolution to support MnDOT's two and four-year non-interstate NHS reliability targets.

Table 3-9: MAPO System Reliability Performance Measure

GOAL	PERFORMANCE MEASURE	2021	2023	TREND
PM3: Performance	Non-Interstate NHS travel time reliability (share of person-miles traveled on facilities with reliable travel times)	98.9%	99.3	Slightly Increasing

Source: MnDOT

System Reliability Findings

The overall level of reliability for the Mankato/North Mankato metro area in 2023 is 93.4%. The MAPO area has one segment of NHS that is considered unreliable, the intersection of Highway 22 and Highway 14. Unreliability has been attributed to the type of intersection control that is present rather than to the network.

PUBLIC TRANSPORTATION AGENCY SAFETY PLAN PERFORMANCE MEASURES (PTASP)

The National Public Transportation Safety Plan requires covered public transportation providers and state DOTs to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan.

On February 6, 2025, the MAPO resolved to support the PTASP targets set by the Mankato Transit System. The public transportation agency is required to update the PTASP on an annual basis, but MPOs are not required to adopt PTASP targets on an annual basis. Only when a new PTASP is adopted (at least once every four years) does the MPO adopt PTASP targets. The adopted targets by both the Mankato Transit System and the MAPO are listed in **Table 3-9 - Table 3-11.**

The transit-specific measures per the Federal Transit Administration (FTA) are tracked by MTS and incorporate MTS-specific targets. The MTS adheres to all FTA established performance measures. More information on transit specific measures can be found in the Transit Development Plan and Transit Asset Management Plan.

MAPO chose to support the PTASP targets selected by the Mankato Transit System because the targets were in line with the MAPO goals. These targets are supported by projects programmed in the current TIP, including TRF-0028-26A (Transit Operating Assistance and Preventative Maintenance). The congressionally directed Comprehensive Safety Program was mandated by the FTA, requiring transit agency compliance by December 31, 2020. As a result, it's important to note that the initial 2020 safety targets were set without supporting data.

On April 9, 2024, the FTA released a major update to the Public Transportation Agency Safety Plan (PTASP) regulations, prompting a full revision of the program.

As more data becomes available, MTS will continue to refine and adjust its safety targets accordingly.

Table 3-10: Annual Safety Performance Targets

PERFORMANCE TARGET	FIXED ROUTE	NON-FIXED ROUTE
Major Events	5	2
Major Events Rate	1.56	0.96
Collision Rate	0.62	09.66
Pedestrian Collision Rate	0	0
Vehicle Collation Rate	0.62	0.96
Fatalities	0	0
Fatality Rate	0	0
Transit Worker Fatality Rate	0	0
Injuries	5	4
Injury Rate	1.56	1.93
Transit Worker Injury Rate	0.31	0.96
Assault on Transit Workers	1	1
Rate of Assault on Transit Workers	0.31	0.48
System Reliability	10,000	9,000

Source: MAPO 2026 – 2029 TIP

Table 3-11: Fixed Route - Annual Safety Performance Targets

FIXED ROUTE PERFORMANCE CATEGORY	PERFORMANCE YEAR			ANNUAL	
	2022	2023	2024	AVERAGE	TARGET
Major Events	2	3	4	3	5
Major Event Rate	0.604	0.935	1.085	0.875	1.36
Collisions	N/A	N/A	3	3	5
Collision Rate	N/A	N/A	0.814	0.814	1.36
Pedestrian Collision Rate	N/A	N/A	0	0	0.27
Vehicular Collision Rate	N/A	N/A	0.814	0.814	1.09
Fatalities	0	0	0	0	0
Fatality Rate	0	0	0	0	0
Transit Worker Fatality Rate	N/A	N/A	0	0	0
Injuries	0	2	2	1.333	3
Injury Rate	0	0.623	0.543	0.389	0.81
Transit Worker Injury Rate	N/A	N/A	0.543	0.543	0.54
Assaults on Transit Workers	N/A	N/A	0	0	1
Rate of Assaults on Transit Workers	N/A	N/A	0	0	0.27
Major Mechanical System Failures	33	34	39	35	N/A
Vehicle Revenue Miles	330,871	320,853	368,582	340,1072	N/A
System Reliability	10,026	9,437	9,451	9,638	10,000

Source: MAPO 2026 – 2029 TIP (2024 – 2025 data is not available)

Table 3-12: Non–Fixed Route - Annual Safety Performance Targets

NON- FIXED ROUTE PERFORMANCE CATEGORY	PERFORMANCE YEAR			ANNUAL	
	2022	2023	2024	AVERAGE	TARGET
Major Events	2	1	2	2	2
Major Event Rate	1.016	0.482	1.116	0.872	1.12
Collision	N/A	N/A	0	0	4
Collision Rate	N/A	N/A	0	0	2.23
Pedestrian Collision Rate	N/A	N/A	0	0	0.56
Vehicular Collision Rate (2 each)	N/A	N/A	0	0	1.67
Fatalities	0	0	0	0	0
Fatality Rate	0	0	0	0	0
Transit Worker Fatality Rate	N/A	N/A	0	0	0
Injuries	2	1	1	1.333	4
Injury Rate	1.016	0.482	0.558	0.686	2.23
Transit Worker Injury Rate	N/A	N/A	1.116	1.116	1.12
Assaults on Transit Workers	N/A	N/A	0	0	1
Rate of Assaults on Transit Workers	N/A	N/A	0	0	0.56
Major Mechanical System Failures	12	34	10	19	N/A
Vehicle Revenue Miles	196,843	207,354	179,135	194,444	N/A
System Reliability	16,404	6,098	17,914	13,472	10,000

Source: MAPO 2026 – 2029 TIP

System Reliability Findings

The targets are updated with 2023 vehicle revenue miles resulting in the events per 100,000 VRM being adjusted. Additional targets in accordance with the April 9, 2024, revision are incorporated. As a result, the safety performance targets are being met. However, the system's reliability targets are not being met, and the fleet was operating with buses overdue for replacement. The MTP has prioritized projects that will help work towards performance targets.

TRANSIT ASSET MANAGEMENT (TAM) PERFORMANCE MEASURES

Mankato Transit System reports performance targets to the National Transit Database as a Reduced Reporter, identified as operating 30 vehicles or less in maximum service across all modes and types of service for assets with capital replacement responsibility.

- Mankato must set one or more performance targets for each applicable performance measure.
- Mankato must set a performance target based on realistic expectations, and both the most recent data available and the financial resources from all sources that the provider reasonably expects will be available during the TAM plan horizon period.

On February 6, 2025, the MAPO resolved to support the Mankato Transit System (MTS) Transit Asset Management (TAM) plan. MTS programs a significant number of projects in the MAPO TIP. The transit projects consist primarily of operating and preventative maintenance for fixed route and paratransit services, as well as bus replacements.

The MAPO plans and programs projects, so they contribute to the accomplishment of the MTS's transit asset management performance targets. These performance measures are supported in the TIP by project TRF-0028-26A (Transit Operating Assistance and Preventative Maintenance) which funds the use and routine maintenance of assets, including staff needed to perform operational functions. TRF-0028-26F (Purchase one Class 400 bus) and TRF-0028-26J (Purchase two Class 700 buses) support the Useful Life Benchmark.

TAM Findings

Below is a summary of the TAM findings from **Table 3-12)**

- Facility performance targets were met based on the percentage of facilities by type with a condition rating expected to be below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale
- Revenue vehicle performance targets were met based on the percentage of dedicated, active revenue vehicles within a specific asset class that are expected to reach or exceed their useful life benchmark and have capital responsibility.
- Equipment performance targets were met based on the percentage of non-revenue vehicles that are expected to meet or exceed useful life benchmark.

Table 3-13: Mass Transit Asset Performance Measure Targets

ASSET CATEGORY/ CLASS	TOTAL NUMBER	AVERAGE STATE OF GOOD REPAIR	BELOW STATE OF GOOD REPAIR	PERFORMANCE TARGET 2024	PERFORMANCE 2024	PERFORMANCE MEASURE TARGET 2025
General Purpose Maintenance Facility	1	4.0	0%	0%	0%	0%
Vehicle Wash Facility	1	3.0	0%	0%	0%	0%
Revenue Vehicle Class 400 Buses	18	3.8	22%	48%	44%	42%
Revenue Vehicle Class 700 Buses	14	3.3	29%	29%	29%	30%
Non-Revenue/Service Automobile	1	N/A	N/A	100%	100%	100%
Other Rubber Tire Vehicles	6	N/A	N/A	50%	34%	34%

Source: MAPO 2026 – 2029 TIP

SUMMARY

The following section provides an overview of the current status of performance measure tracking:

- The MAPO planning area continues to make strides regarding safety with reductions in the total number of serious injuries with bicyclists and motorcyclists (relevant to PM1: Safety). The MAPO's member jurisdictions have, and continue, to include the latest safety infrastructure designs and improvements to ensure the network meets statewide Vision Zero targets in the long-term. Additional safety analysis can be found in Chapter 2.6.
- Pavement and bridge conditions have generally improved, with a reduction in poor pavement conditions as tracked by MnDOT (PM2: Condition). However, pavement conditions across all jurisdictions in the MAPO area are trending toward fair or poor. Notably, nearly 40 percent of MTP projects involve major rehabilitation and reconstruction, demonstrating member jurisdictions' strong commitment to restoring the transportation system to a 'state of good repair.'
- Travel time reliability was consistent on the MAPO planning area's non-interstate NHS roadways from 2020 to 2023 with 99 percent or more of all trackable segments reliable (relevant to PM3: Performance).
- The region has improved transit operations, which includes extending service times and expanding service area, after navigating COVID-19 related service and ridership decline.

CHAPTER 4 | OUR TRANSPORTATION FUTURE

Table of Contents

4.1 - OVERVIEW

Chapter Four serves as a cornerstone of the MTP, translating the region's goals and objectives into a strategic framework for addressing future transportation needs. It emphasizes fiscal responsibility by evaluating the region's capacity to meet these needs within available resources. This chapter offers guidance in the following areas:

- **Future Traffic Forecasts and Operations:** Outlines a technical methodology for forecasting future transportation demands and potential increases in traffic volumes, which may affect system operations.
- **Future Transportation Network:** Provides a future vision for the transportation system by assessing the needs of walking, cycling, rolling, driving, and freight, which informs the development of the implementation plan.
- **System Management:** Provides guidance and best management practices pertaining to access management, traffic control devices, and right-of-way preservation.
- **Financial Forecasts:** Documents projected revenues and align them with future project needs to ensure fiscal responsibility.
- **Implementation Plan:** Identifies priority projects for the next 25 years and outlines the process used to develop the MAPO's fiscally constrained program of projects for the region.
- **Future Transportation Considerations:** Acknowledges emerging trends and shifts in transportation that the MAPO and its agency partners should monitor and assess overtime.

4.2 - FUTURE TRAFFIC FORECASTS & OPERATIONS

Traffic forecasts are an important element in understanding how traffic volumes could change over the next 25 years in the MAPO planning area, as well as identifying future capacity or system deficiencies within the roadway network. The traffic forecasts were completed for the years 2030, 2040, and 2050 using the previously developed traffic forecasting model. As part of the MTP update, the model was refined by integrating newly available data and making necessary adjustments to improve accuracy. Further details on the forecasting methodology are provided below.

TRAFFIC FORECASTING METHODOLOGY

MnDOT AADT volume data for the years 2000 through 2022 was incorporated into the traffic forecasting model. Updated growth rates were calculated and assessed to identify short-term and long-term trends. To eliminate irregular growth trends, outliers and anomalies were identified, with particular focus on 2020 and 2021 because of the traffic impacts of the COVID-19 Pandemic.

The traffic forecasting method combined linear regression, an assumed annual growth rate ranging from 0.5% to 3%, and manual adjustments to develop future projections. Each method was developed to provide a range of projected volumes to address the MAPO planning area's unique development patterns. The linear regression method relied on historical growth rates, whereas the annual growth rate method represent static growth rates. Manual input or forecast adjustments were necessary in two key situations: first, to account for changing development patterns that could influence future traffic volumes; and second, to address historically low traffic volumes during the COVID-19 pandemic, which may have skewed both regression-based and annual growth forecasts.

Utilizing this methodology and the updated data, traffic forecasts were completed for the years 2030, 2040, and 2050. The updated traffic forecasts were then compared to the previous traffic forecasts. Wherever possible, forecasts between adjacent or nearby count locations, with similar characteristics, were coordinated for consistency. Additional refinements to the traffic forecasting model were made using data from recently completed studies and anticipated development in the area (refer to Chapter 2 for a list of relevant plans). For example, assumptions about future land use from local comprehensive plans were incorporated into the updated forecasts. This review found that most information from local plans was already incorporated into the existing traffic forecasting model. However, areas requiring further refinement and verification include the growth areas highlighted in **Figure 2-10** and redevelopment areas in downtown Mankato.

TRAFFIC FORECAST RESULTS

Following the completion of this analysis, updated traffic forecasts were established for the year 2050. Forecasts for the interim years 2030 and 2040 were developed using a linear interpolation between the updated existing volume and the selected 2050 forecasted volume. See Appendix B for figures displaying the traffic forecast results from the described analysis. **Figure 4-1** shows estimated 2050 traffic volumes.

FUTURE TRAFFIC OPERATIONS

Future traffic forecasts informed a Level of Service (LOS) analysis to evaluate anticipated traffic operations across the roadway network. LOS is a metric used in transportation planning to evaluate roadway performance and identify potential congestion issues. It helps planners and engineers understand how efficiently traffic flows under current and projected conditions, helping inform decisions about infrastructure improvements and investment priorities. LOS ratings range from A (free-flowing traffic) to F (severe congestion), with E and F indicating significant capacity concerns.

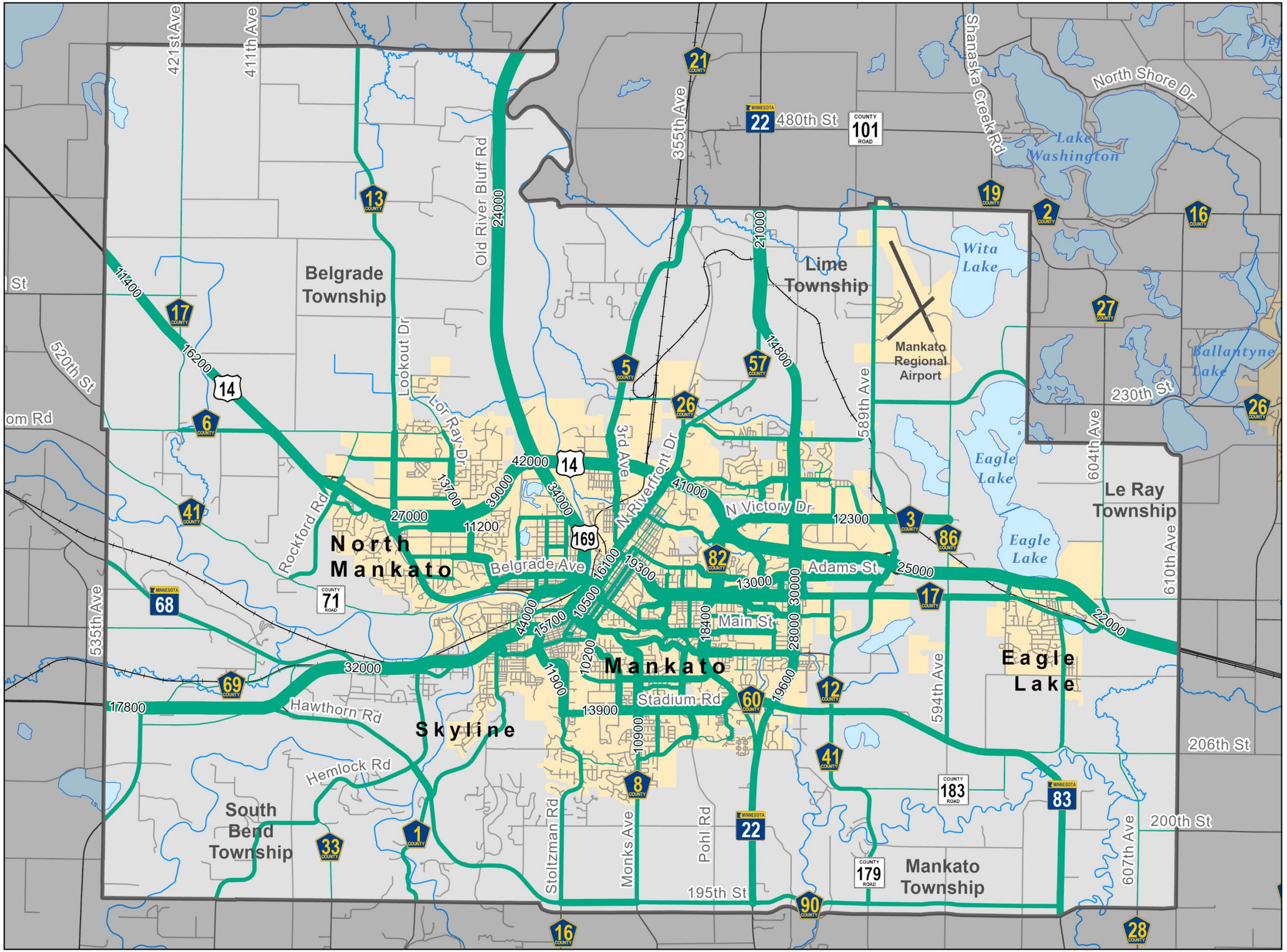
Using projected traffic volumes for the year 2050, future corridor capacity issues (LOS E or F) were identified by calculating volume-to-capacity ratios. All known programmed roadway capacity expansion projects were considered and any roadway segments that could still experience congestion are summarized in **Table 4-1** and displayed in **Figure 4-2**. Roadway segments with a LOS D are also shown on **Figure 4-2**. These segments are not considered to have capacity issues; however, they should be monitored as volumes may change over time.

The LOS analysis identified several routes that may face capacity challenges in the future. To address these issues early, a variety of traffic management strategies can be considered:

- **Signal timing optimization:** Adjusting traffic signal patterns to improve traffic flow and reduce delays.
- **Access management:** Limiting and organizing driveways and intersections to reduce conflict points.
- **Intersection improvements:** Adding turn lanes, roundabouts, or signal upgrades to improve efficiency.
- **Transportation Demand Management (TDM):** Encouraging carpooling, transit use, or flexible work hours to reduce peak demand.
- **Intelligent Transportation Systems (ITS**): Using technology such as real-time traffic monitoring and adaptive signals to manage traffic flow.
- **Active transportation enhancements:** Improving infrastructure for walking and cycling to reduce vehicle trips.

Forecast Traffic Volumes

Figure 4-1



Forecast 2050 Volume

- <1000
- 1,000 - 5,000
- 5,000 - 10,000
- 10,000 - 20,000
- > 20,000
- MAPO Planning Area/Study Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

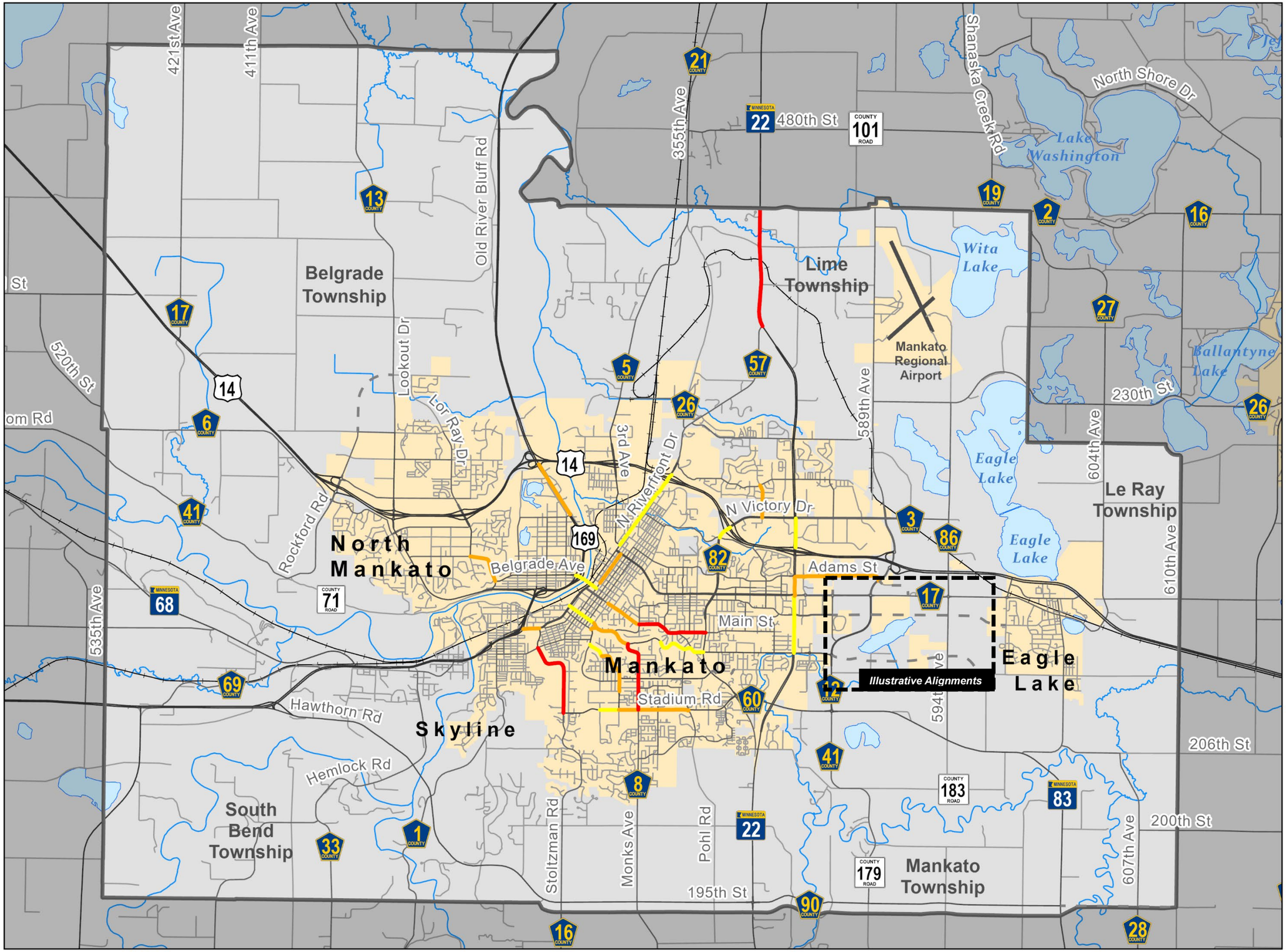
Table 4-1: Year 2050 Congested Roadway Segments

Roadway	Location	Existing Capacity	Future Volume	V/C Ratio	LOS
TH 22	CSAH 57 to CSAH 2	14,000	21,000	F	1.5
Monks Avenue	Glenwood Ave to Stadium Rd	10,000	11,360	F	1.36
CSAH 16 (Stoltzman Rd)	Pleasant St to Stadium Rd (CSAH 60)	10,000	11,900	F	1.19
Main Street	N. Division St to Agency Rd	10,000	11,400	F	1.14
N. 2nd Street	E. Plum St to E. Washington St	10,000	10,100	E	1.01
Riverfront Drive	US 169 to Stolzman Rd	31,000	24,000	E	1
US 169	US 14 to Webster Ave	32,000	34,000	E	0.97
Cherry Street	S. 5th St to Glenwood Ave	10,000	9,900	E	0.99
S. 2nd Street	Madison Ave to E. Washington Ave	10,000	9,400	E	0.94
Glenwood Avenue	Highland Ave to Monks Ave	10,000	9,300	E	0.93
Warren Street	Highland Ave to North Rd	10,000	9,100	E	0.91
CSAH 60 (Stadium Rd)	Monks Ave to Pohl Rd	16,500	15,400	E	0.91
CSAH 60 (Stadium Rd)	Warren St to Monks Ave	15,700	15,500	E	0.91
Lee Boulevard	Lor Ray Dr to Belgrade Ave	17,000	15,500	E	0.91
Adams Street	TH 22 to CR 12	17,000	15,100	E	0.89
St. Andrews Drive	N. Victory Dr to Augusta Dr	10,000	8,700	E	0.87
TH 22	Adams St to Madison Ave	35,000	30,000	E	0.86
Main Street	S 5th Street to S Division St	10,000	8,500	E	0.85

Source: MnDOT, Transportation Collaborative & Consultants

Future Roadway Congestion

Figure 4-2



2050 Level of Service (LOS)*

- D
- E
- F
- Future Roads
- MAPO Planning Area/Study Area
- Municipal Areas

*Level of Service (LOS) is the quantitative measure of traffic congestion.

LOS D: Uncongested, generally operating at an acceptable LOS.
LOS E: Near-congested, generally operating acceptably buy may experience peak hour traffic congestion.
LOS F: Congested, generally operating with periods of congestion and roadway capacity improvements may be needed.

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

4.3 - FUTURE TRANSPORTATION NETWORK

This section describes the proposed future transportation network for the MAPO planning area and future opportunities related to walking and cycling, transit, roadways, freight, and emergency response. Each element contributes to the MTP's goals and objectives. The MAPO and its member jurisdictional partners will use this information as guidance to manage the transportation system in the future across all modes. No specific time horizon is set for implementation of the talking points contained in this section; however, the partners will leverage this information as they plan their respective work programs and collaborate amongst each other.

WALKING & CYCLING

Many communities are experiencing an increase in people walking, rolling, and cycling. The increase in travel by these modes as an alternative to driving can be attributed to a variety of health, economic, and transportation needs. The MAPO and the MTP strive to ensure transportation options and improvements to the transportation network accommodate residents and visitors of all ages, incomes, and abilities.

Numerous plans and studies have been completed in the last 20 years to support walking and cycling in the MAPO planning area (see Chapter 2). These plans should be considered and update on a regular basis to ensure the latest planning processes, policies, and infrastructure opportunities are included.

Regional Multimodal Planning & Design

The Cities of Mankato and North Mankato have existing Complete Streets Plans and Policies, though terminology, design standards, and wayfinding are not uniform. This could inhibit potential users due to confusion or being uncomfortable with the existing facility. A MAPO regional multimodal plan would provide uniformity for the planning, design, implementation, and maintenance of multimodal facilities across member jurisdictions. Incorporating updated urban design guidance can help modernize older standards and ensure a consistent level of design quality across the MAPO planning area. To support this effort, Chapter 3 provides both guidance and a framework for implementing design guidelines from a holistic Complete Streets perspective.

Furthermore, a uniform future network across jurisdictional boundaries will ensure a better connected and complete network. Both cities have mapped a proposed future multimodal network that is actively being implemented. However, there are still regional connectivity opportunities that can be coordinated. An emphasis on low-stress bicycle facilities (buffered or protected bike lanes, and trails) should be considered in future planning efforts which were supported via public feedback collected as a part of this MTP.

Safe Routes to School

Safe Routes to School (SRTS) planning have been completed for several schools in the MAPO planning area by the Cities of Mankato, North Mankato, and Eagle Lake. A comprehensive review of all schools via a MAPO-wide study (that could be incorporated in the above proposed planning effort) would provide a systematic approach to SRTS in the region. Such comprehensive planning would also prepare and assist the communities to pursue competitive state grant funding. SRTS projects support the region's youth to safely walk or bike to school, while also providing the dual benefit of improving multimodal infrastructure for the broader neighborhood and community.

Pedestrian Facilities and ADA Compliance

The MAPO completed an American with Disabilities Act (ADA) Transition Plan and Inventory in 2023 which directs all jurisdictions in the area to improve identified curb ramp or sidewalk locations that are not compliant. Each jurisdiction within the MAPO identified priority areas, external agency coordination strategies, and developed a schedule for ADA improvements. Existing facilities are brought into compliance as they are reconstructed during street improvement projects. A complete, high-quality, and accessible sidewalk network is critical to supporting people of all ages and abilities to be able to walk or roll in the MAPO planning area.

Special attention to priority areas should always be considered with any major roadway rehabilitation or reconstruction project. The ADA Plan provides maps depicting infrastructure compliance and priority areas which can be utilized to achieve a complete pedestrian network.

Future Pedestrian and Bicycle System Plan

Figure 4-3 shows the future multimodal system as proposed in local plans shared by the Cities of Mankato and North Mankato, as well as through outreach and stakeholder engagement efforts completed during this planning process. Key improvements identified include the following list below. Many other illustrative improvements were identified and can be viewed in Appendix C.

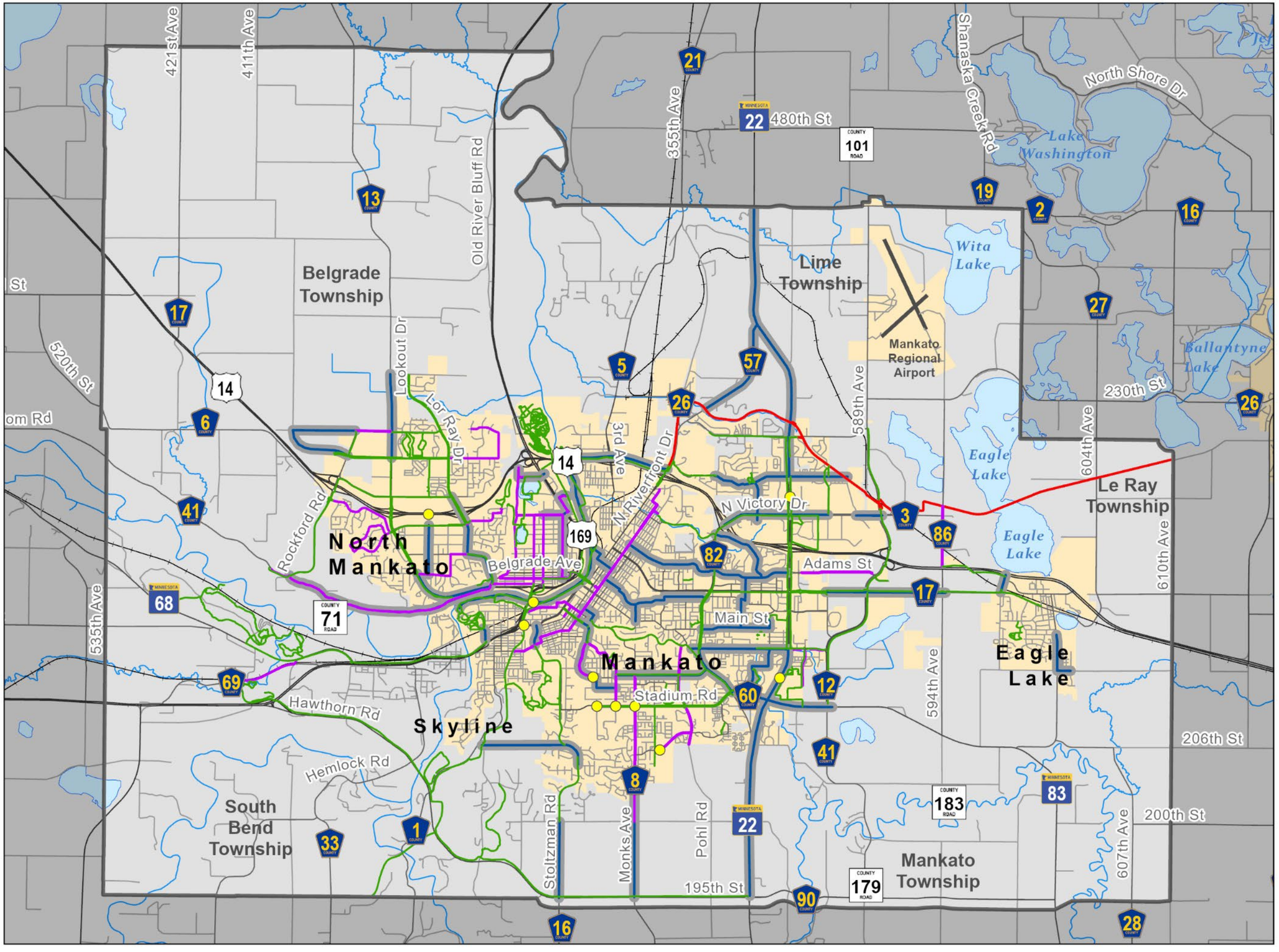
- Multimodal improvements along Hoffman Road from Victory Drive to TH 22.
- New trails along TH 22 to complete the network between CSAH 2 and CSAH 90.
- Grade-separated north-south trail crossing of US 14 at Caswell Park in North Mankato.

Gaps in the existing transportation network, including the local roadway system, have also been identified. While many of these gaps are not part of the regionally classified network (i.e., collectors or higher), they have been mapped for reference by member jurisdictions to support future consideration in local project planning and programming efforts. Other considerations include multimodal connectivity needs between low-lying and bluff sections of Mankato and North Mankato, specially assessing the future needs along County Road 77 (Judson Bottom Road). The steep hills are a major obstacle for the integration of facilities due to limited right-of-way and topography. Technological

enhancements with electric-assist bicycles could begin to alleviate this challenge; however, other infrastructure improvements should be considered. Opportunities to enhance these challenging locations include climbing bike lanes (which are higher stress for some users), minimum width trails (10-feet wide, lower stress for users), and wayfinding to assist people walking and bicycling to safe and efficient navigation of the unique terrain.

Future Bicycle and Pedestrian Network

Figure 4-3



Bike-Ped Crossing Safety Improvements

Bike-Ped Network Improvements & Additions

Recommended MTP Projects

Minnesota State Trails

On Street Bike Lanes

Shared Use Paths

MAPO Planning Area/Study Area

Municipal Areas

Source: Eagle Lake, Mankato, North Mankato, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

TRANSIT

Recent studies have been completed in the MAPO planning area regarding transit that provide detailed recommendations:

- Transit Development Plan (2023)
- Public Transit Agency Safety Plan (2024)
- Transit Asset Management Plan (2025)
- Title VI Plan (Civil Rights) (2023)
- Zero-Emission Bus Fleet Transition Study (2025)

General themes from these plans and their recommendations are summarized below.

- Continue the MAPO's role as a regional partner by coordinating urban and rural transit needs and facilitating dialogue among public and nonprofit providers, agencies, stakeholders, and community members.
- Continue to seek funding opportunities to expand the MTS system and increase frequency.
- Seek funding and public/private opportunities to fund transit center and bus stop facilities.
- Continue investing in new vehicles and facilities to ensure a high-quality and timely system.
- Implement cohesive transfer and scheduling between the various transit providers serving the region including but not limited to MTS, VINE/TRUE transit, Minnesota River Valley Transit, Land to Air, and LandLine.

Community feedback gathered during the MTP update highlighted a strong desire for expanded transit services and improved transit amenities (e.g., lighting, bus shelters and stops) across the region. Many participants emphasized the need for a more accessible and reliable transit system that would allow people to move throughout the area without relying on a personal vehicle. This was especially important for individuals who do not own a car or who live with disabilities, as current transit options may not fully meet their mobility needs. Enhancing transit options, frequency, and comfort was seen as a community priority to support personal independence.

Mankato Transit Development Plan

The Mankato Transit Development Plan (TDP) was completed in 2023. It provides details for realignment and expansion opportunities for MTS with a focus on immediate,

medium-, and long-term actions for implementation. These actions focus on enhancing transit amenities, improving operational efficiency, and expanding service offerings.

The plan provides substantial details regarding current and future funding, operating expenses, and capital and vehicle needs. The plan also provides goals and objectives, a financial plan, organizational and staffing framework, and proposed marketing/communications plans and materials. Substantial public outreach was completed as a part of that planning process. Furthermore, the plan focuses on two service opportunities recommended as part of a future transit network:

- **Fiscally Constrained Scenario:** This scenario assumes operating costs and operator hours will remain stable but redistributes resources to meet the revised service goals. This includes extensions, reductions, and eliminations of current service routes.
- **Illustrative Future Scenario:** This scenario incorporates additional operating funding and resources, approximately a 33% increase in vehicle revenue hours. This includes higher frequency along existing routes, the expansion of fixed routes into neighborhoods currently serviced by Kato Flex, expanding the service area for fixed routes, and extending Kato Flex to Saturday and Sunday.

Local Human Service Public Transit Coordination Plan

The Locally Human Service Public Transit Coordination Plan (2017) identifies strategies to improve public transit in the region (including outside of the MAPO planning area). While the MAPO does not directly operate transit services, it does serve as the MPO that must coordinate with the state DOT and public transportation operators in their area. The following strategies were identified in the plan:

- Coordinate and Consolidate Services and Resources
    - Form a transit cooperative to bring all non-profit providers under one organization and pool resources.
    - Coordinate with agencies that have unused vehicles.
    - Coordinate and integrate dispatch operations.
- Communications, Training, and Organization Support
    - Create a virtual hub connecting organizations and vehicles.
    - Educate the community and provide outreach services and classes on the available services.
    - Create one app that connects all providers, routes, and riders in the region.
    - Encourage more volunteer drivers to participate.
    - Coordinate with healthcare providers to optimize visits by rural clients.
- Mobility Strategies
    - Enhance subsidy programs (especially for taxis)
    - Create a virtual hub for both park-and-ride and share-a-ride opportunities.

Passenger Rail Service

The Minnesota State Rail Plan Update (2015) identified future passenger rail service between Minneapolis and Mankato. The Minnesota Valley Line would provide higher speed passenger rail with an estimated passenger demand of more than 650 daily riders by 2040. Implementation was estimated at over $220 million in 2015 dollars to upgrade the rail corridor, purchase trains, and development of other needed improvements. The momentum and support for passenger rail has waned in recent years. However, it should continue to be explored and considered as a future project.

ROADWAY

The future roadway network includes changes to the functional and jurisdictional classifications. These updates provide uniformity to the system. Future roadway corridors are also included in the MTP as potential development-driven needs, reflecting anticipated growth and land use patterns.

Future Functional Classification

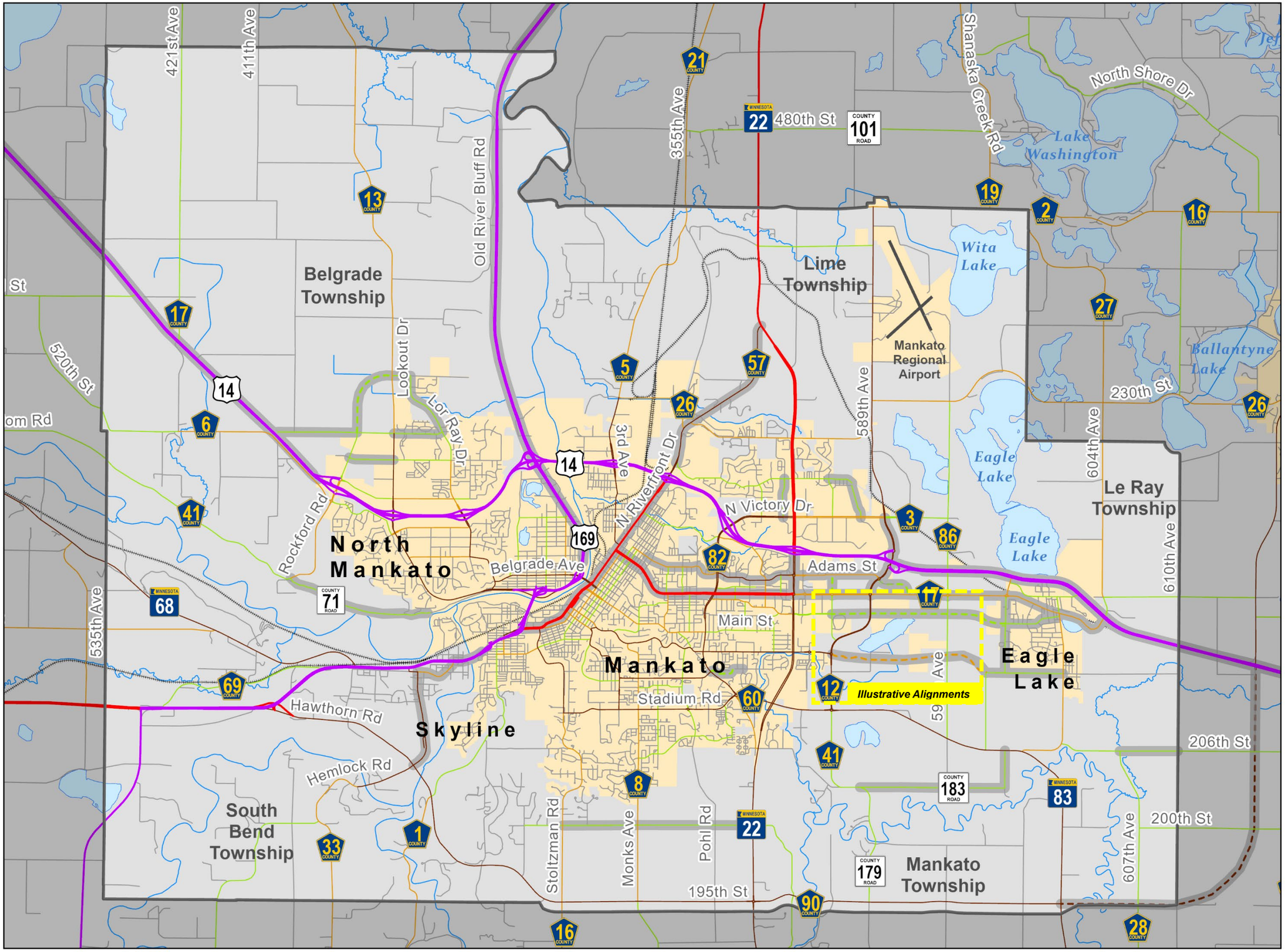
Roadway functional classification defines the existing function and role of roadways within the hierarchy of the MAPO planning area. The future classification enables state, county, and local planning officials to better manage roadway access and design. The future roadway functional classification was developed to address the MAPO planning area's future needs. It was completed by evaluating the current functional classification system, assessing anticipated changes in land use and development patterns, addressing inconsistencies and misaligned routes related to established guidelines, ensuring proper spacing, and providing appropriate connections to adjacent areas.

Figure 4-4 displays the proposed future functionally classified roadway network. Future regional connectivity and planned growth areas were the two primary measures that prompted the proposed changes. Many of the proposed changes from the previous MTP carried forward for future implementation. The future functional classification is for the next 25-year planning period, and the pace of these changes will be dictated by the MAPO's policies, future growth, identified need, and other opportunities. The MAPO and member jurisdictions should coordinate to ensure uniform implementation across the MAPO planning area.

The future urban and rural functional classification mileage was organized using the future mapped system and compared to the FHWA guidelines. This determined if each functional classification group will be consistent with the federal guidance (assuming the same urbanized boundary as exists today). **Table 4-2** and **Table 4-3** display this information for urban and rural classifications, respectively. As illustrated, the proposed future functional classification system for the MAPO planning area will be consistent with federal guidelines except for local roadways (slightly below the FHWA guidelines) and rural minor arterials (higher than the FHWA guidelines).

Future Roadway Functional Class

Figure 4-4



Future Functional Class

- Local
- Minor Collector
- Major Collector
- Minor Arterial
- Principal Arterial - Other
- Principal Arterial - Other Freeways and Expressways
- Functional Class Changes
- MAPO Planning Area/Study Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Table 4-2: MAPO Future Urban Functional Classification Mileage

Functional Classification System		Urban Miles	%	FHWA Guidelines		Deviation
Principal Arterial	Interstate	0	0%	1-3%	5-10%	Lower
	Other Freeways & Expressways	31	9%	0-2%		Higher
	Other Principals Arterials	12	3%	4-5%		Lower
Minor Arterial		32	9%	7-14%	7-14%	Within
Major Collector		22	6%	7-15%	21-44%	Lower
Minor Collector		25	7%	7-15%		Within
Local		230	65%	63-75%	63-75%	Within
Total		352	100%	-	-	-

Source: FHWA Functional Classification Guidelines – Concepts, Criteria, and System Characteristics, 2023
1: Total Miles may differ due to differing spatial representations between datasets
2: Centerline Miles for undivided roadways. Mileage for divided roadways represents both directions.
3: Mileage Guidelines for All States

Table 4-3: MAPO Future Rural Functional Classification Mileage

Functional Classification System		Urban Miles	%	FHWA Guidelines		Deviation
Principal Arterial	Interstate	0	0	1-2%	3-11%	Lower
	Other Freeways & Expressways	38	10%	0-2%		Higher
	Other Principals Arterials	18	5%	2-6%		Within
Minor Arterial		32	9%	3-7%	2-6%	Higher
Major Collector		52	14%	9-19%	11-34%	Within
Minor Collector		49	13%	4-15%		Within
Local		184	49%	64-75%	62-74%	Lower
Total		373	100%	-	-	-

Source: FHWA Functional Classification Guidelines – Concepts, Criteria, and System Characteristics, 2023
1: Total Miles may differ due to differing spatial representations between datasets
2: Centerline Miles for undivided roadways. Mileage for divided roadways represents both directions.
3: Mileage Guidelines for All States

Future Roadway Jurisdiction

The jurisdiction of roadways is another important element of the future system plan because it affects several organizational functions and obligations (e.g. regulatory, maintenance, construction, and financial) for member jurisdictions. The hierarchy of jurisdiction classification is typically established so that higher-volume corridors carrying regional traffic are maintained by MnDOT (e.g. US highways and state trunk highways), while intra-county, intermediate volume corridors are maintained by the county. Roadways serving local traffic should be maintained by the respective township or municipality. Jurisdictional classification is intended to maintain a balance of responsibility among state, county, township, and municipal agencies. Roadways that are not aligned with their appropriate jurisdiction can result in various transportation system issues, including:

- Setting design and condition standards that exceed actual roadway function.

- Directing critical financial resources away from appropriately aligned roadways.
- Providing a level of service, in terms of roadway capacity and expectations (i.e. safety, pavement quality, and maintenance), that does not match the actual roadway conditions or ownership.

The goal of the recommended jurisdictional realignment for the MAPO planning area was to match the management of roadways with their intended future function and the jurisdiction best suited to maintain them. The future jurisdictional analysis used the following key characteristics.

Table 4-4: Jurisdictional Key Characteristics

MnDOT System	County System	Township System	City System
• Statewide Function • Regional Connectivity • Intra-County facilities • Higher traffic volumes • Higher travel speed	• Regional connectivity (inter-county) • Connect urban and rural areas • Moderate traffic volumes	• Limited travel distance • Lack of Continuity • Accessible via adjacent rural properties • Lower traffic volumes	• Short roadway segments • Limited travel distance • Limited continuity with rural areas • Low to moderate traffic volumes • Lower travel speed

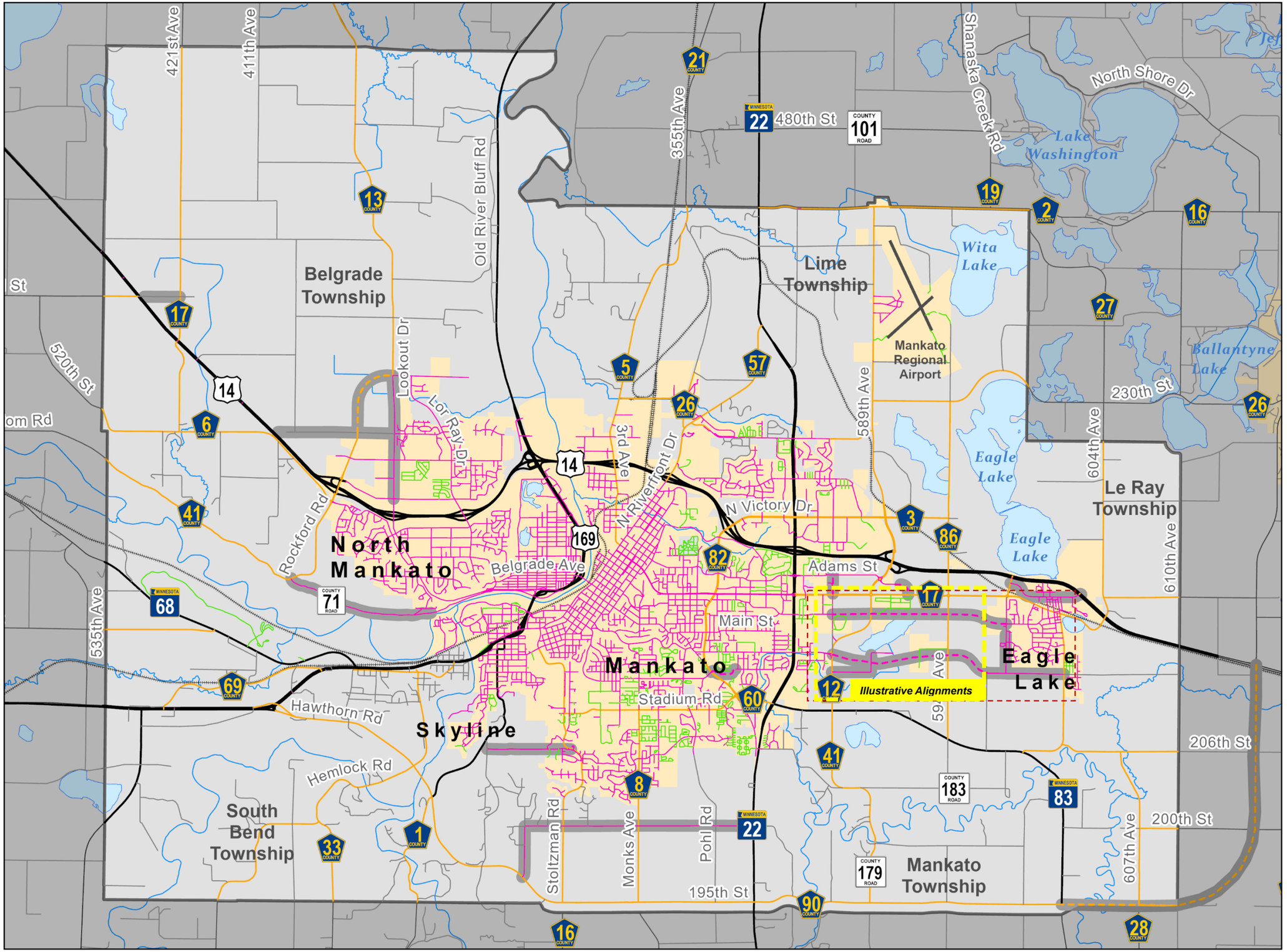
These general characteristics, along with rules defined in the Minnesota State Statute 163.11, provide the overall framework for establishing the future jurisdiction of a roadway. Similar to the future functional classification system, most of the roadway jurisdiction recommendations from the previous MTP were carried forward, with a few modifications to ensure alignment with the updated functional classification system. These revisions were closely coordinated and discussed with member jurisdictions.

Figure 4-5 presents the future roadway jurisdiction for consideration through 2050. The MAPO and member jurisdictions should collaborate and work toward implementing these recommended jurisdictional transfers as opportunities arise, which could include:

- A municipality reaching a population of 5,000 (e.g., Eagle Lake) to create a municipal state aid system.
- If a new roadway is constructed that replaces or duplicates the function of the current roadway.
- A facility that is identified as a potential transfer candidate during operations and maintenance or major rehabilitation improvements.

Future Roadway Jurisdiction

Figure 4-5



Future Jurisdiction
- State (MnDOT)
- County
- Municipal
- Township
- Private, Other
- Future Roads
- Jurisdiction Changes
- MAPO Planning Area
- Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

FREIGHT

The MAPO planning area is a crossroad for both major highways and railroad corridors accessing southern Minnesota and the Twin Cities, and is served by US 14, US 169, TH 22, and TH 60 as well as Union Pacific and Canadian Pacific railroads. The roadway and rail networks must continue to provide adequate capacity and safe travel to support local and regional economics as the demand for the movement of goods continues to increase. The region is attractive for regional freight facilities and distribution hubs due to this connectivity and proximity to major markets and rural areas. Moreover, intermodal needs should be studied as demand for goods through the region, as well as transfer between truck and rail, reach a point where such infrastructure is required.

Manufacturers' Perspectives Study

A freight study of local business' needs was completed in 2020 by MnDOT District 7. The Manufacturers' Perspectives Study included an effort to conduct in-person interviews of 74 manufacturers, freight carriers, and industry associates across District 7. The interviews provided an opportunity to learn more about how the manufacturing sector views the existing transportation system and identify potential low-cost/high-benefit transportation improvements that can be accomplished in the short-term (1-5 year timeframe). The MAPO and member jurisdictions should consider this document during the planning process of relevant freight-dependent corridors.

MnDOT District 7 Freight Plan

MnDOT also developed a District 7 Freight Plan in 2022 that provides regional strategies for enhancing freight transportation across south-central Minnesota. The MAPO is recognized as part of the south-central region, known for its strong agricultural and manufacturing sectors that rely on efficient freight systems. Mankato and North Mankato are identified as freight hubs due to their location along major corridors like US 169 and US 14, and their proximity to Class I rail lines. The plan further highlights the importance of multimodal freight infrastructure, including highways, railroads, pipelines, and airports. and emphasizes the need for improvements in truck parking, intersection safety, and roadway conditions. For example, Mankato's high demand for truck parking and its role as a distribution center (e.g., Walmart) underscore its significance in regional freight logistics.

The plan identifies infrastructure gaps and safety concerns along routes, such as US 14 and US 169. Recommendations include highway improvements, improving roundabout designs for truck traffic, and addressing bridge and pavement conditions. The plan also stresses the importance of partnerships between MnDOT and local governments, including the MAPO, to align freight improvements with broad transportation and economic development goals. Overall, the Freight Plan positions the MAPO's member jurisdictions as critical nodes in District 7's freight network and outlines actionable steps to support their growth and safety in freight operations. This plan should be referenced and used when planning and programing for future freight investments throughout the MAPO planning area.

AVIATION

The Mankato Regional Airport, owned and operated by the City of Mankato, is classified as a "Key Airport" in Minnesota's State Aviation System Plan. The City completed an update to the Airport Master Plan in 2019, which included an inventory of existing facilities and identified future improvements. As part of the MTP update, stakeholder input has emphasized the growing need for airport improvements and potential expansion that is driven by the rising demand for air freight services, Mankato State University's capacity to attract collegiate sporting events, and the construction of a new airport control tower. These potential demands reflect the airport's evolving role in supporting regional economic growth and transportation needs. While scheduled passenger service and regular cargo operations remain unlikely due to the proximity of MSP and Rochester International Airports and existing airline operations, the City of Mankato continues to invest in the airport through dedicated sales tax funding and strategic planning. The master planning process will remain a key tool in guiding future development and operations to benefit the MAPO planning area and the broader region.

RISK AND PREPAREDNESS

In Minnesota, there has been an increase in extreme weather events producing damaging winds, flash floods, and tornadoes. These weather events cause significant stress to the transportation system and impact travel, while increasing the cost of operating, maintaining, and building transportation infrastructure. The MTP has defined "risk and preparedness" as the "the ability to prepare for changing conditions and withstand, respond to, and recover rapidly from disruptions."

Furthermore, MnDOT has begun to take a proactive approach toward risk assessment and has identified six impacts that will change Minnesota over the next 20 years. The following outlines the top three risks with the highest potential for near-term disruption, which should be proactively addressed in the MAPO's long-term planning efforts. Understanding and preparing for these risks is essential to reduce vulnerability, enhance regional preparedness, and ensure the transportation system can withstand future weather-related events. These risks should be recognized, monitored, and incorporated into future planning and investment decisions.

- **Heavy Precipitation & Flooding:** Damage to infrastructure, increase travel delay due to detours or slowed operations, increase in operational costs to minimize effects, and disruption to construction projects that delay implementation and increase costs.
- **Winters:** Increase in overnight icing, reduced pavement conditions and life cycles due to more freeze/thaw cycles, and disruptive or damaging snow and ice storms.
- **New Species:** Changes in roadside vegetation and heightened soil erosion, increased invasive species populations, heightened exposure of construction and maintenance crews to vector borne illnesses, and the failure of wetlands.

The MAPO, member jurisdictions, and other stakeholders should consider potential risks and ensure durable and redundant infrastructure when planning, designing, and implementing transportation projects.

Flooding

A high-level analysis of existing conditions as it pertains to flooding events and effects on the existing transportation network were studied as part of the 2020 MTP update given the proximity of the Minnesota River and surrounding waterways, and history of damaging events in the area. This information remains relevant and important to consider in light of the recent flood events that occurred during the 2025 MTP update.

The flooding of the Minnesota River is a potential risk for the MAPO planning area. Since 1953, approximately 40 FEMA declarations have been instituted in Blue Earth and Nicollet Counties (**Figure 2-12**), of which 60 percent involved damaging floods. Recent flood events have shut down US 169 and required construction work to raise the section between Saint Peter and Mankato above the 100-year flood level which was higher than when the roadway was originally built. Many miles of local, county, and state highways remain in the 100 and 500-year floodplains within the urban areas of Mankato and North Mankato as illustrated previously in Chapter 2. **Table 4-5** displays the roadway and railroad that would be impacted by a 100-year and 500-year flood event.

Table 4-5: Existing Infrastructure in Floodplain (Approximate Mileage)

	100 Year Flood	500 Year Flood
Roadway	13 miles	48 miles
Railroad	4 miles	7 miles
Bridge	17 bridges [1]	29 bridges [2]

Source: Transportation Collaborative & Consultants
1 Includes overpasses and one railroad bridge.
2 Includes overpasses and three railroad bridges.

Federal Guidance

The FHWA provides high-level strategies for local agencies to consider to better prepare for weather events, which are listed below.

- Increase the availability of contract staff to assist during extreme events. Develop memorandums of understanding with other agencies for equipment and staff sharing during extreme weather events.
- Increase tracking of costs incurred to respond to specific extreme weather events.
- Revise budgeting process and protocols to account for recent trends that may diverge from the historical baseline.
- Include consideration of future stressors (e.g., flooding or accelerated sea level rise) when making decisions about siting equipment.
- Consider the life-cycle costs of investments and savings in budgeting and design.

The US DOT also developed a tool that conducts a comprehensive analysis of risk with community-provided input. Called the Vulnerability Assessment Scoring Tool, it follows an accepted vulnerability assessment methodology that evaluates risk and capability to address risk based on the following factors:

- Exposure analysis (baseline risk profile to a particular natural hazard)
- Sensitivity analysis (how and the level of severity an asset could be impacted by the hazard)
- Adaptive capacity (ability to modify an asset to protect against a hazard)

State Guidance

In 2014, MnDOT completed a study and assessment of flash flood vulnerability and adaptation pilot projects in northern and southeastern Minnesota. The project objective was to better understand the vulnerability of the state system, as well as develop and identify cost-effective solutions to increase resiliency. Since that time, MnDOT has produced several resources and tools to assess a road's vulnerability to flood damage that MAPO and member jurisdictions should consider in their planning and programming of projects:

- Extreme Flood Vulnerability Analysis (expected 2021)
- Assessing Culverts in Minnesota: Fish Passage and Storm Vulnerability (2018)
- Slope Vulnerability Assessment (2020)
- Slope Stabilization Guide for Minnesota Local Government Engineers (2017)
- Storm-Induced Slope Failure Susceptibility Mapping (2018)
- Design Considerations for Embankment Protection During Road Overtopping Events (2017)

The MAPO and member jurisdictions should also work closely with MnDOT to collaborate on existing or upcoming research and ensure that planned local infrastructure is compliant with state recommendations or guidance.

Emergency and Disaster Response

Well-planned and executed responses to emergencies, such as extreme weather events and natural disasters are critical to ensuring the safety of residents, the resilience of local businesses, and the protection of property. Flexible and adaptable solutions are essential to maintaining access to basic needs and addressing local challenges during these high-stress situations.

As part of the regional emergency preparedness strategy, a comprehensive evacuation and traffic management plan has been developed for the MAPO planning area, which encompasses approximately a one-mile radius from downtown Mankato. This plan stems from past planning efforts dating back to 2008. This plan identifies priority high-risk areas and outlines coordinated evacuation routes and traffic control measures to support efficient and safe movement during emergencies.

High-risk areas were identified based on factors such as daytime population density and the presence of critical facilities. These include downtown Mankato, the water treatment plant near Mound Avenue, Mankato Loyola, Mayo Clinic Health Systems, Bethany College, Mankato East and West High Schools, River Hills Mall, Minnesota State University, and South-Central College. **Figure 4-6** depicts the MAPO planning area, high-risk locations, and designated evacuation routes. Key transportation infrastructure within the evacuation footprint consists of the following:

- US 169
- Riverfront Drive
- Madison Avenue
- Main Street
- Warren Street
- Stolzman Road (CSAH 16)
- Sherman Street

Specific walking routes were not identified but strategic transit pick-up locations include Tourtellotte Park, Spring Lake Park, Mankato West High School, and Washington Elementary School/Emerson Park. Additional focus in the next MTP update should be placed upon preparedness for pedestrian movements and added details regarding transit services.

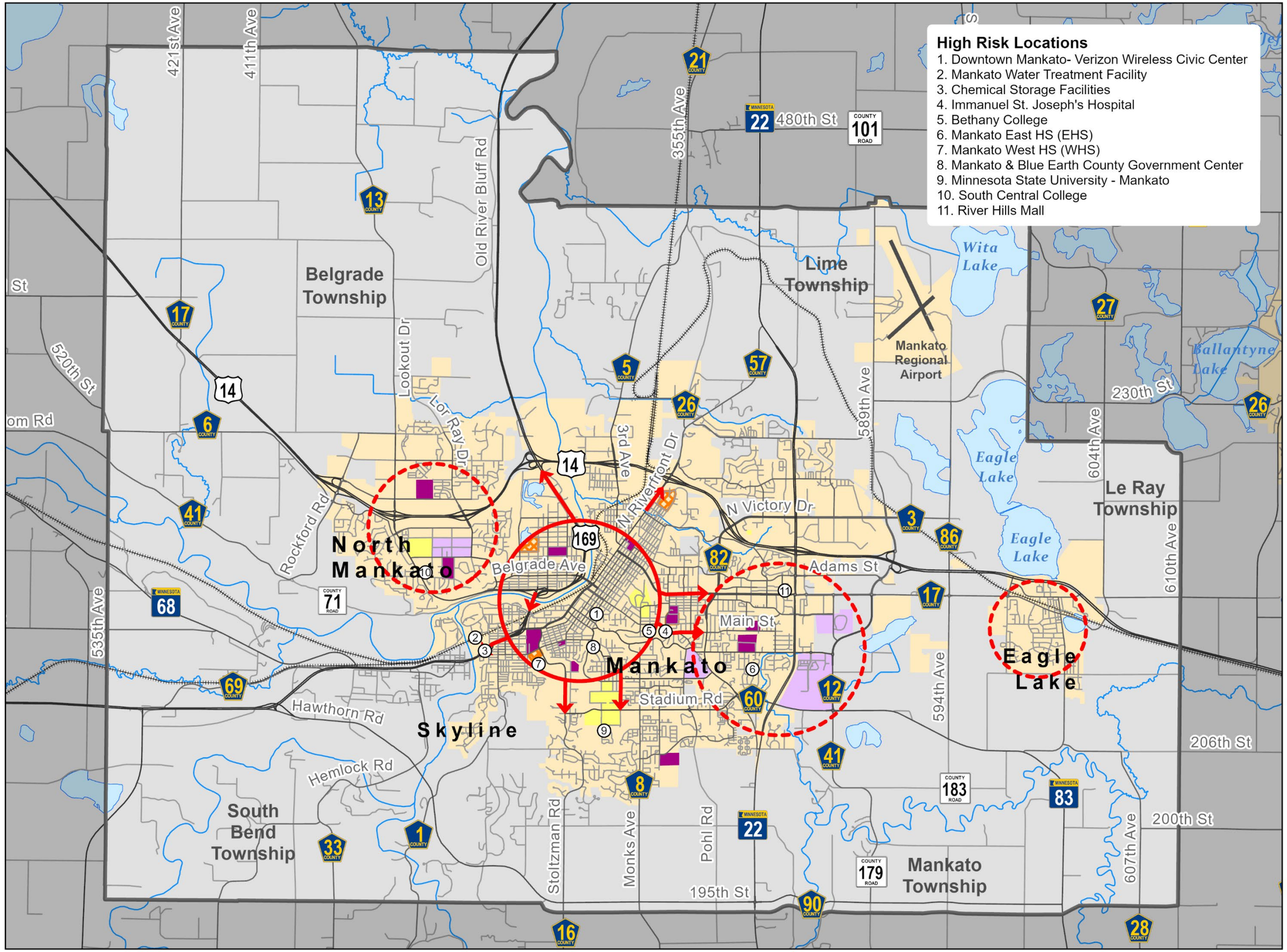
Based upon the existing and future system assessment, additional emergency and disaster response evaluation is recommended. Other evacuation routes and high-risk areas should be identified as the urbanized areas within the MAPO communities continue to grow. Emergency service and disaster response planning must be updated to reflect these changes and consideration of proposed additions in **Figure 4-6**. Additional high-risk locations include the Blue Earth County Justice Center, MnDOT District 7 office, the Mankato Transit Facility, and Mankato East Junior High School. It is recommended that additional evacuation and disaster response planning include North Mankato and Eagle Lake.

Blue Earth and Nicollet Counties developed Hazard Mitigation Plans in 2013 and 2019, respectively. Both plans identify key hazard areas and the vulnerability of locations throughout each county. To be eligible for pre- and post-disaster funding each plan must be updated every five years per the Federal Emergency Management Agency (FEMA). Both plans should be consulted during the planning and design process for infrastructure improvements.

Lime Township has also expressed concern with emergency service response to the western portion of the townships near the Third Avenue (CSAH 5) intersection with the Union Pacific Railroad. Township officials noted that trains will sometimes block the roadway as emergency vehicles are trying to access areas across the railroad tracks. This issue should be further investigated by relevant jurisdictions and agencies to identify a mitigation plan/action.

Emergency Evacuation Routes

Figure 4-6



Source: MnDOT, MNDNR, MN Geospatial Commons

4.4 - SYSTEM MANAGEMENT

This section summarizes system management tools and guidelines for consideration by the MAPO including access management, traffic control devices, and right-of-way preservation. The MAPO staff and decision makers can use these tools to maximize the efficiency and safety of their current system and preserve corridors for the future system. The MAPO and member jurisdictions should use these tools whenever applicable to maximize the efficiency, safety, and cohesiveness of the transportation system in the MAPO planning area.

ACCESS MANAGEMENT

Access management is important because unrestricted or unmanaged access directly contributes to roadway congestion and safety issues. The following provides an outline of addressing access management measures for implementation in the MAPO planning area.

Purpose & Goals

Access management is a strategic set of policies, methods, and tools to manage connectivity of public roadways from various types of land uses. It seeks to provide an appropriate balance between mobility needs and connections to public and private property. High-quality access management supports the Plan's goals of creating a safe travel environment for all users, encouraging a balanced approach between roadway capacity and accessibility, and promoting multimodal transportation (i.e. integration of multimodal facilities, context sensitive design and safety principles, etc.)

Benefits

Access requests for new public streets, commercial driveways, residential, and agricultural field access are often evaluated by numerous affected agencies. Because of the number of agencies involved, an inconsistent application of access policies can occur. This can result in confusion between agencies, developers, and property owners, as well as long-term safety and mobility issues. Standard access guidelines that are uniformly interpreted and implemented in the MAPO planning area are important to consider by all member jurisdictions. Furthermore, access management reduces the number of intersection conflict points, which results in safety improvements and plays an important role in maximizing mobility and maintaining roadway capacity.

Legal Basis

Chapter 8810 in the Minnesota State Statutes directs public road authorities to provide "reasonable, convenient, and suitable" access to property unless these access rights have been purchased. Legal precedent interprets this to allow:

- Restrictions of access to right-in/right-out
- Redirection of access to another public roadway if the roadway meets the three quoted criteria:
    - Reasonable: Not arbitrary or overly burdensome.
    - Convenient: Practical for the property owner's use.
    - Suitable: Appropriate for the intended use of the property.

Additionally, land use authorities may limit access through development rules and regulations.

- Dedication of public rights-of-way
- Construction of public roadways
- Mitigation of traffic and/or other impacts
- Change in and/or development of new access points

MAPO Planning Area Access Management

At the city and county level, the management of the number, location, design, and operation of access points is accomplished through those agency's individual land use and access management policies, zoning, subdivision ordinances, and site plan review processes. MnDOT also regulates access to their roadways using the Access Management Manual developed in 2008.

Access management, however, is best accomplished through intergovernmental coordination on an area-wide basis. Comprehensive, system-wide access guidelines will assist local governments to cooperatively manage access.

The MAPO planning area's access management guidelines incorporate key elements from FHWA and MnDOT standards, while offering a tailored approach for member jurisdictions. However, it's important to note that individual jurisdictions may have their own access management guidelines, which should be consulted first. **Table 4-6** outlines the MAPO Access Management Guidelines and serves as a framework for promoting consistency across the region.

Table 4-6: MAPO Access Management Guidelines

	Full-Movement Intersection Spacing	Principal Arterial		Minor Arterial		Major & Minor Collector	
		Space	Per/Mile	Space	Per/Mile	Space	Per/Mile
Primary	Rural	1 Mile	2/mile	½ mile	3/mile	½ mile	3/mile
	Urban/Urbanizing	½ mile	3/mile	¼ mile	5/mile	1/8 mile	9/mile
	Urban Core	300-660 ft	9-19/mile	300-660 ft	9-19/mile	300-660 ft	9-19/mile
Secondary	Rural	½ mile	3/mile	¼ mile	5/mile	¼ mile	5/mile
	Urban/Urbanizing	¼ mile	5/mile	1/8 mile	9/mile	1/8 mile	9/mile
	Urban Core	300-660 ft	9-19/mile	300-660 ft	9-19/mile	300-660 ft	9-19/mile

Source: MAPO 2045 Transportation Plan (2015), FHWA Access Management Guidelines, and MnDOT Access Management Manual

A primary intersection refers to full-movement intersections that may be considered for signalization or a roundabout if the appropriate warrants have been met. The spacing of primary intersections is governed by the need to provide uniform spacing for effective signal coordination in urban or urbanizing areas and adequate spacing for left-turn lanes along unsignalized highways in both urban and rural contexts.

A secondary intersection may be accommodated between primary intersections if they do not create a high-risk conflict condition. Traffic control devices and applicable signage should be installed per MnDOT's Minnesota Manual on Uniform Traffic Control Devices.

MAPO Guidelines

The following addresses the MAPO Access Management Guidelines to serve as a reference for member jurisdictions as they seek to incorporate this guidance into their planning processes and regulatory procedures.

Functional Classification & Mobility

In an efficient roadway network, the various facilities serve the needs of the traveling public across arterials, collectors, and local streets. **Table 4-7** describes each of the roadway functional classifications in detail.

Table 4-7: Role of Functional Classification in Access Management

Functional Class	Role	Function	Typical Trip Length	Typical Traffic Control	MAPO Examples
Principal Arterial	Emphasizes mobility and employs very strict access control	Serves major activity centers, intra-regional trips, and high traffic volumes	Through traffic (longest trips)	Interchanges	US 14 US 169 TH 22
Minor Arterial	Less access control than Principal, though still limited access overall	Serves smaller activity centers, connects to Principal Arterials, and carries moderate traffic volumes	Short and medium trips	Signalized intersections and/or roundabouts	Madison Ave Riverfront Dr Hoffman Rd Lookout Dr CSAH 12 CSAH 90
Major & Minor Collectors	Balances mobility and access needs	Moves traffic from local to arterials streets and serves moderate traffic volumes	Short and medium trips	Stop sign, traffic signal, and/or roundabouts	Adams St CSAH 17 CSAH 41 Range St Monks Ave
Local – Township Road	Balance of access and mobility as these roads serve local and through traffic needs	Moves rural traffic and serves low to moderate traffic volumes	Short and medium trips	Controlled and/or uncontrolled intersections	200th St Pohl Rd Lime Valley Rd
Local – City Street	Emphasizes access over mobility	Serves local, neighborhood trips and connects to collectors while serving low traffic volumes	Short Trips	Controlled and/or uncontrolled intersections	N. 5th St Sherman St Fair St James Ave

Source: Transportation Collaborative & Consultants

Intersection, Driveway Spacing, & Conflict Points

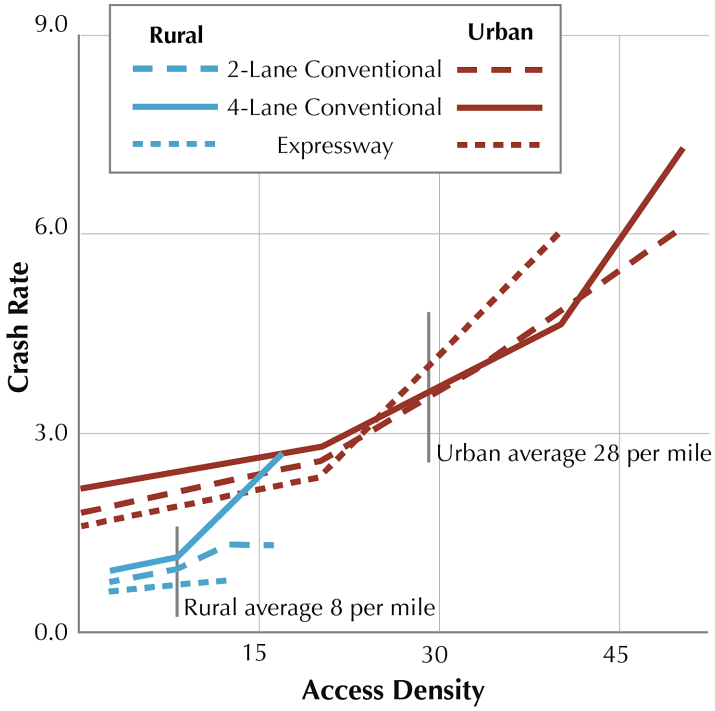
As the number of intersections per mile increases, the opportunity for crashes increases as well. **Figure 4-7** shows the positive relationship between lower access density and reduced crash rates.

MnDOT Traffic Safety Fundamentals

Driveways for residential or commercial properties can also be considered a special type of intersection and should be limited. Driveways should not be located within the functional area of an intersection, which includes the area beyond the physical intersection of two roadways that comprises decision and maneuvering distance. Driveways located with the functional area may create too many conflict points for motorists to safely negotiate.

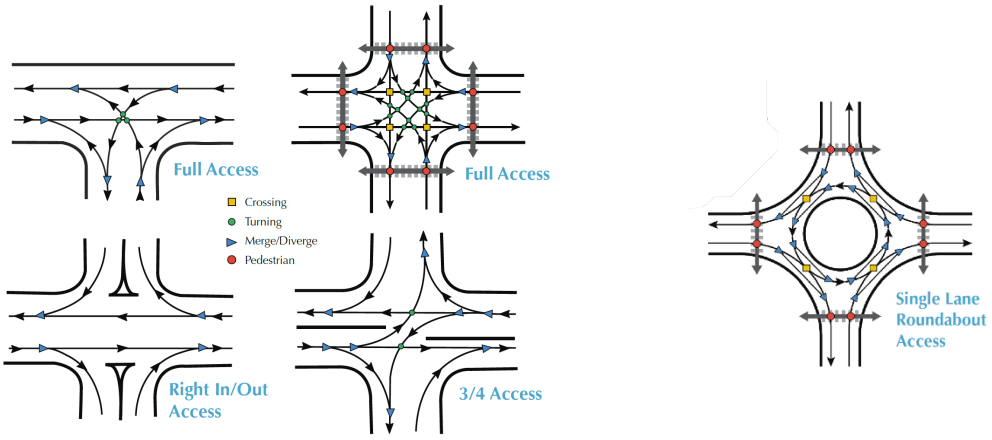
Safety is also related to the number of conflict points at an intersection. Conflict points occur at access approaches where the intersection paths of two through or turning vehicles merge, diverge, or cross. Each of these conflict points is a potential location for a crash to occur. **Figure 4-8** illustrates conflict points at five different types of intersections and **Table 4-8** records the number of conflict points and crash rates per type.

Figure 4-7: Access & Mobility Relationship



Source: MnDOT Traffic Safety Fundamentals Handbook, 2015

Figure 4-8: Conflict Point Diagram



Source: MnDOT Traffic Safety Fundamentals Handbook, 2015

Table 4-8: Conflict Points & Crash Rate per Access Type

Access Type	Crossing	Turning	Merge/Diverge	Total	Crash Rate[1]
Full Access +	4	12	16	32	0.7
Full Access T	0	3	6	9	0.4
¾ Access	0	2	8	10	0.5
Right-in/Out Access	0	0	4	4	0.2
Single-lane Roundabout	4	0	16	20	0.3

Source: MnDOT Traffic Safety Fundamentals Handbook, 2015
1 Typical crash rate per million entering vehicles.

RIGHT OF WAY

Right-of-way (ROW) is a critically valuable public asset. Therefore, it must be preserved and managed to respect the roadway corridor's intended function while serving the greatest public good. Many corridors requiring future reconstruction, expansion, or new alignments are identified in the Plan. These future improvements will require that adequate ROW be maintained or secured. The MAPO ROW guidelines were created as part of the last MTP to ensure consistency across the area and a prudent use of government funding. **Table 4-9** organizes the ROW guidance by functional classification and facility type for use during the planning and project development of a future roadway, expansions, or reconstruction. Member jurisdictions including public works, planning, zoning, and engineering staff should use these guidelines to ensure uniformity across the MAPO planning area, reduce project costs, and streamline project development/implementation.

Table 4-9: Right of Way Guidance by Functional Classification

Context	Functional Classification	Facility Type	Right-Of-Way-Width
Rural	Principal Arterial	Two-lane	120 feet
		Four-lane	300 feet
	Minor Arterial	Two-lane	120 feet
		Four-lane	220 feet
	Major and Minor Collector	Two-lane	80 feet
Urban	Principal Arterial	Four-lane	150 feet
	Minor Arterial	Two-lane	100 feet
		Three-lane	120 feet
		Four-lane	150 feet
	Major and Minor Collector	Two-lane	80 feet
		Three-lane	80 feet

Source: Transportation Collaborative & Consultants

Special considerations should be taken as roadways transition from urban to rural settings to establish the appropriate ROW needs. ROW width may fluctuate to:

- Accommodate potential parking on-street, and adjacent sidewalk and trail facilities
- Incorporate certain development conditions or physical site features
- Reduce as need warrants
- Transition from rural to urban section design (curb and gutter vs. ditch), not geographic area.

Right-of-Way Preservation

Agencies should consider ROW preservation by utilizing methods such as advanced purchase, zoning, subdivision techniques, and official mapping. Before implementing any ROW preservation activities, local agencies should weigh the risks of proceeding with the acquisition or preservation without environmental documentation. MnDOT policy requires environmental documentation prior to ROW purchase. If such documentation has not been completed, agencies risk preserving an area that may have issues without the ability to apply federal funds to the project as environmental issues were not identified prior.

Advance Purchase

The best way to preserve ROW is to purchase it in advance, though rarely the necessary funds are available. Jurisdictions should utilize corridor preservation methods prior to roadway construction and purchase ROW at the time of design (if it has not already been previously dedicated).

Planning & Zoning Authority

Local agencies have the authority to regulate existing and future land use. Under this authority, jurisdictions have a few tools for preserving ROW for transportation projects, including:

- Zoning: If the property is in a very low-density area, jurisdictions should maintain the existing zoning classification as it limits the risk for significant development and can preserve land for potential ROW until funding becomes available.
- Platting and Subdivision Regulations: Cities and counties can require ROW dedication as part of the platting and subdivision process for future roadway alignments. Each agency can use this authority to regulate land development and influence plat configuration and roadway locations. Planning and engineering staff should work with developers to formulate a plat that meets development objectives and conforms to the community's long-term vision and/or plans.
- Official Mapping: Agencies can also preserve ROW by adopting an "Official Map" which identifies the centerline and needed ROW for a future roadway. A public hearing is held showing the future location and is incorporated into local planning

documents. The official mapping process should only be used for preserving key corridors in areas with significant growth pressures

Corridor Signing Program

A corridor signing program can be used to identify arterial roadways that are planned for expansion projects. The program notifies residents and potential developers that a roadway is planned to be upgraded, or a new roadway will be constructed. This process often makes negotiations with residents and developers easier since they have been provided with advanced notice. Furthermore, the advanced information assists with land use and access management measures into planned subdivisions

4.5 - FINANCIAL FORECAST

A fiscally constrained list of recommended projects was developed as part of the MTP update. The review of existing financial and forecast revenues of member jurisdictions, as well as other funding opportunities, provides an understanding of what resources will be available throughout the life of the MTP for project implementation.

The MTP is required to be fiscally constrained and therefore must provide a reasonable outlook of anticipated revenue for the next 25 years. Federal requirements state that a financial plan must demonstrate how the MPO's long-range transportation plan can be implemented, indicate resources from public and private entities that can be reasonably expected to carry out the MTP, and recommend additional funding strategies for implementation of the MTP's projects.

The following section provides an overview of the transportation funds available for jurisdictions within the MAPO planning area and summarizes reasonably expected revenue forecasts. This section also establishes a baseline of how transportation projects can be fiscally constrained within the life of the MTP and identify opportunities among decision makers to partner within the MAPO planning area.

TRANSPORTATION FUNDING

Transportation funding for the MAPO planning area comes from three primary sources including federal, state, and local agencies, a majority of which is within the Transportation Improvement Program (TIP). Each MPO is required under section 49 U.S.C 5303(j) to develop a TIP, or list of fiscally constrained transportation projects, that are organized in the Plan (and are the primary driver of this planning process). The TIP is a four-year schedule of projects updated annually and includes both transportation and transit projects dedicated for the MAPO planning area.

Federal Funding

Federal funding for eligible projects is primarily available through the FHWA programs for roadways and the Federal Transit Administration transit-related projects. Both agencies also provide grant funding for a wide range of pedestrian and bicycle projects.

Distributed by Congress, the Federal Highway Trust Fund (HTF) provides funding opportunities with federal contributions that are usually 80 percent with the remaining percent funded through a local funding match. The HTF is supported by an 18.4 cent tax per gallon of gasoline and 24.4 cent per gallon tax on diesel fuel which were enacted in 1993. Other federal grant programs or congressionally designated projects, or assistance from other federal programs (i.e. EDA, FEMA) periodically may assist in transportation infrastructure improvements.

State Highway Funding

Minnesota state transportation funding is almost exclusively distributed by MnDOT in close coordination with local levels of government to maintain a safe, effective, and coordinated transportation system for all modes. State revenue sources include primarily transportation bonds, state gas tax (31.8 cents per gallon as of January 1, 2025, previously 28.5 cents per gallon of gasoline), and license and registration fees. MnDOT expends the majority of these revenues on its system but also distributes to local governments via state grant programs (CIMS, TED, Corridors of Commerce, etc.), federal grant programs (often administered by the MnDOT ATPs or MnDOT Central Office), or county/municipal state-aid system funding. Based on a predetermined formula, MnDOT provides state-aid funds for construction and maintenance to all counties and cities over a population of 5,000 for certain designated roadways. These funds may be used to meet the local match required for federal funds or to fully fund transportation projects.

Local Funding

Various local taxing and bonding mechanisms support county and city transportation funding in the MAPO planning area. Local revenue sources include mill levies, general fund, gravel tax, special assessments, sales tax, county wheelage tax (counties only), bonds, or special transportation levies. These funds may be used to meet the local match required for federal funds or to fully fund transportation projects.

Transit Funding

Transit funding for MTS comes from a combination of sources including FTA, MnDOT, and local sources (farebox, contracts, and local property tax levies).

Enhanced Funding Opportunities

Member jurisdictions of the MAPO actively seek a variety of funding sources to supplement their local funds or fill funding gaps due to stagnant revenues and cost inflation. A variety of funding sources will be required to meet the identified system preservation needs to maintain a state of good repair while also accommodating expected growth by implementing new projects.

Traditional sources of highway and bridge funding (e.g. gasoline tax, motor vehicle excise tax, or local levies) are insufficient to concurrently pay for both capacity expansions and maintenance of the existing network. The federal gasoline tax had not been raised since its inception. The state gasoline tax was raised at the end of 2025

from 28.5 to 31.8 cents. However, the lack of increased federal gasoline tax revenue coupled with more fuel-efficient vehicles, suggests that those revenue sources will not cover future costs. Thus, an important strategy to seek new sources of revenue is required to address the MAPO planning area's transportation network needs.

Potential revenue enhancements can be considered as either external (federal or state) or internal (locally enacted) programs. External sources are generally grants and other programs that require a competitive application and allocation that cannot be controlled.

The internal sources represent funding mechanisms that may be implemented at any time, based upon local decision making. **Table 4-10** summarizes potential strategies and indicates whether they can be used for capital, reconstruction, or maintenance investments; require repayment (bond or loan); and whether they require a local match (grant). This list is not all inclusive, but a high-level summary of programs and strategies that may be available for desired improvements identified in this MTP. Other opportunities may be available and require further analysis.

Table 4-10: Summary of Enhanced Funding Opportunities

	Funding Source	Expansion	Reconstruct	Rehab or Maintenance	Match Required	Probability of Securing
External Sources	HSIP		✓	✓	✓	Low
	Corridors of Commerce	✓	✓	✓	✓	Low
	MHFP	✓	✓	✓	✓	High
	HPP	✓	✓		✓	Very Low
	TED	✓	✓	✓	✓	Low
	STP	✓	✓	✓	✓	High
	State Bonding	✓	✓	✓	Repayment Required	Medium
	Local Road Imp. Program	✓	✓	✓	Sometimes	Medium
	Local Bridge Replacement		✓	✓	Sometimes	Medium
	LPP	✓	✓	✓		High
	State-Aid Funds	✓	✓	✓		High
	Legacy Grant	✓	✓	✓	✓	Medium
Internal Sources (taxes)	County Wheelage Tax	✓	✓	✓		High
	Dedicated Sales/Use Tax	✓	✓	✓		High
	Gravel Tax	✓	✓	✓		N/A
	Ad Valorem Tax Levy	✓	✓	✓		High
	TIF	✓	✓	✓		Medium
	Tax Abatement	✓	✓	✓		Medium
	Special Levy Tax	✓	✓	✓		Low
Internal Sources (Bonds)	Local Bonds (GO Bonds)	✓	✓	✓	Repayment Required	Medium
	Special Reconstruction	✓	✓	✓		Medium
	Special Assessment	✓	✓	✓		Low
Internal Sources (agreement)	Developer Fees	✓	✓	✓		Low
	Third Party Agreements	✓	✓	✓		Medium
	Cost Sharing Agreements	✓	✓	✓	✓	Medium

Source: Transportation Collaborative & Consultants

FUNDING METHODOLOGY & REVENUE FORECASTS

A thorough review of each member jurisdiction's revenues in the MAPO planning area was completed to support additional fiscal constraint analysis. The following documents the methodology completed to organize and forecast revenues through 2050.

Funding Methodology

A locally derived methodology and forecasting tool was developed to estimate revenues and provide a reasonable forecast of anticipated future revenues per jurisdiction in the MAPO planning area. The following describes each assumption:

- Five-year historical average (2020-2025) of past revenue streams (e.g. general, mill levy, road and bridge levy, sales tax, permits, turnback funds, bonds, and special assessments) was reviewed to determine the baseline for cities and counties. Inflation factors were used to bring all past revenue streams to 2025 dollars. The City of Eagle Lake was excluded from this analysis because it is not classified as a Minnesota State Aid (MSA) city and has a population under 5,000.
- It was agreed upon by the MAPO and member jurisdictions that the year 2026 would serve as the baseline for future revenue projections. Thus, 2026 represents the first year of forecasted revenue values for all revenue sources. Subsequent years are forecasted off the previous year.
- Certain potential funding sources received special scrutiny as planning partners agreed that various competitive state and federal grants were infrequent and unreliable and that it was not reasonable to use these sources in future revenue forecasts, even though such funds had been received in the past.
- Historical data was not used to determine a baseline for MnDOT. Instead, the baseline was determined by using planned or programmed projects in the District 7 CHIP (2026-2035). The MnDOT forecasting baseline is year 2036 by using the annual average of programmed projects from the CHIP.
- Growth factors were applied annually to each agency's baseline year (2026) to determine revenue forecasts for the four timeframes in this Plan (Short, Mid 1, Mid-2, and Long-Term). The growth factors were mutually agreed upon by the MAPO and member jurisdictions and determined to be different for cities/counties (3.2 percent) and state/federal sources (1.9 percent).
- Revenue forecasts for Blue Earth and Nicollet Counties were developed using historical trends from the past five years across each county. A 2026 baseline was established and adjusted to account for annual fluctuations in funding and to maintain a fiscally conservative approach. Furthermore, the total revenue was reduced to reflect the probable share of future revenue that can be expected for allocation to the county highways within the MAPO planning area only. An adjustment factor of 20 percent was applied to Blue Earth County and 9 percent to Nicollet County.
- Historical data from the National Transit Database (NTD) were used to estimate 2025 revenue. A growth factor was applied to transit's baseline year (2025), to

determine revenue forecasts for future timeframes. The growth factor used for local sources included farebox and contract revenue (1 percent) and local property tax levy (3.2 percent). State and federal sources maintained a 1.9 percent growth factor.

Revenue Forecasts

Revenues are organized for each member jurisdiction by project timeframe over the next 25 years and includes the total anticipated funding. These forecast revenues are allocated by the five member agencies and organized into the four timeframes. Of note, the county revenues are for the MAPO specific projects only and do not represent countywide revenues. **Table 4-11** organizes revenue forecasts for transportation projects and **Table 4-12** displays revenue for Mankato Transit Service.

Table 4-11: Transportation Revenue Forecast Summary by MAPO Jurisdiction (2026-2050)

Jurisdiction	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
MnDOT	$92,200,000	$102,085,000	$100,900,000	$232,660,000	**$527,845,000**
Blue Earth County	$34,542,630	$39,425,718	$45,042,167	$110,462,147	**$229,472,662**
Nicollet County	$2,884,459	$3,251,754	$3,669,392	$8,831,074	**$18,636,679**
Mankato	$53,700,849	$62,123,787	$71,910,727	$179,803,460	**$367,538,824**
North Mankato	$13,213,530	$14,954,200	$16,941,139	$41,019,036	**$86,127,905**
Total	**$196,541,468**	**$221,840,459**	**$238,463,425**	**$572,775,717**	**$1,229,621,070**
Total per year [1]	$39,308,294	$44,368,092	$47,692,685	$57,277,572	-

Source: Transportation Collaborative & Consultants and Member Jurisdictions
1 Total annual funding was not computed due to annual fluctuations in revenue.

Table 4-12: Transit Revenue Forecast Summary by Funding Source (2026-2050)

Funding Source	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Federal Revenue	$1,749,137	$1,838,361	$1,932,136	$4,164,974	**$9,684,609**
State Revenue	$234,777	$272,171	$315,521	$789,809	**$1,612,277**
State Grants	$15,721,617	$17,273,014	$18,977,502	$43,757,855	**$95,729,988**
Mankato	$4,635,739	$4,872,209	$5,120,740	$11,038,432	**$25,667,121**
North Mankato	$-	$-	$-	$-	**$-**
Total	**$22,341,270**	**$24,255,755**	**$26,345,899**	**$59,751,071**	**$132,693,994**
Total per year[1]	$4,468,254.10	$4,851,150.90	$5,269,179.75	$5,975,107.08	-

Source: Transportation Collaborative & Consultants and Member Jurisdictions
1 Total annual funding was not computed due to annual fluctuations in revenue.

4.6 - IMPLEMENTATION PLAN

This section documents the process to prepare the MAPO fiscally constrained program of projects for the area. Project documentation included partner agencies determining system preservation expenditures, identifying remaining funds available for new construction and expansions needs, and prioritizing the projects into appropriate timeframes based upon feedback from those jurisdictions as well as from the public. During this fiscal-constraint and prioritization process, project costs were adjusted to account for year of expenditure (YOE) by considering construction and inflation costs.

The fiscally constrained project list was developed to be consistent with the MTP's goal, objectives, and performance measures. A main component of this effort focused on preserving and maintaining the MAPO planning area's functionally classified roadways (collectors and arterials) and multimodal infrastructure.

The methodology used to prioritize projects and fiscally constrain the MTP is documented in this section. It also describes the evaluation process, documenting the various steps followed to achieve a performance-based, technically sound, and financially feasible program of multimodal transportation projects that address the MAPO's established needs and goals. Projects that were technically justified but could not be incorporated due to fiscal constraints are presented as "Illustrative." If additional funding becomes available, the illustrative projects by MTP amendment could be advanced into the approved fiscally constrained program of projects.

PROJECT IDENTIFICATION

The range of project opportunities started by reviewing the previous MTP and working with member jurisdictions to identify projects that were completed in the last five years and then carrying forward all other projects unless an agency requested them for removal. New projects were added using proposed, planned, and programmed projects by member jurisdictions since the previous MTP was completed. Projects were also identified from various sources including Transportation Improvement Programs (TIPs/STIPs), City and County Capital Improvement Programs (CIPs), and recommendations from other recently completed plans and studies. Other items of note include:

New roadway projects, including rehabilitation/reconstruction, expansion, or intersection-specific projects, not identified by previous plans or studies were generated by recommendations by member jurisdictions to improve their transportation network. Projects were also created from the technical analysis that was completed, such as the volume-to-capacity review of the roadway network.

New multimodal projects, not identified by previous plans or studies, were generated from technical analysis performed as a part of the planning process or were recommended by member jurisdictions to improve their multimodal network. Public

participation and agency coordination were another key element to identifying multimodal issues and needs. From this input, additional projects were identified and evaluated prior to adding them to the universe of future multimodal projects.

Project Categories

The identified projects were further categorized into seven project categories which are highlighted below.

- **Major Rehabilitation & Reconstruction:** Includes major infrastructure improvements (non-capacity expansion) to roadways and bridges in order to extend their functional lifespan. These projects are directed towards “state of good repair” activities which are within the broader system preservation needs along with operation and maintenance. These projects could include safety or multimodal enhancements (sidewalk, trail, crossings, etc.) if applicable.
- **Corridor Expansion:** Addresses capacity (future growth and traffic congestion), safety, access, and network connectivity concerns by expanding or constructing new roadway corridors. These projects could involve multimodal enhancements as a part of the new or expanded roadway corridor if applicable.
- **Intersection Capacity Expansion:** Projects seek to address capacity, safety, and traffic congestion at an intersection. In most instances, these require further study to determine the type of traffic control and other associated improvements such as safety and/or multimodal elements. Some intersections have completed Intersection Control Evaluation (ICE) studies and are ready for design and construction.
- **Intersection Safety:** Safety improvements to an intersection that pursue crash, fatalities, injury, and conflict reductions for all users. These projects usually require further study to determine the type of traffic control and other associated improvements such as multimodal elements. Some intersections have completed Intersection Control Evaluation (ICE) studies and are ready for design and construction.
- **Pedestrian & Bicycle:** Projects that serve both recreational and commuter transportation for people walking, rolling, or bicycling. Improvements could include on-street bicycle facilities (e.g. bike lane), trails, and crossing enhancements that provide a safer and better-connected network for those of all ages and abilities.
- **Freight:** Improvements that address freight expansion, connectivity, and access needs, as well as at-grade railroad crossing upgrades to improve safety and reliability of those routes.
- **Aviation:** Various projects at the Mankato Regional Airport ranging from runway maintenance, facility expansions, and other upgrades. The Airport is funded through federal, state, and local funding sources and contains ten years of estimated projects.

Project Ranking Criteria

Each project was compared against the MAPO's performance areas to ensure the projects support the MTP's goals and objectives. Each project documents how it does or does not accomplish each goal. Additional ranking factors during the technical analysis of the planning process included average daily traffic, existing or future congestion, safety and crash data, and multimodal elements.

Investment Time Frames

Member jurisdictions and the MAPO staff assisted in identifying initial timeframes that agencies would prefer to see each project occur during one-on-one working sessions. Projects were then balanced accordingly by timeframes by jurisdiction to fiscally constrain the MTP. As a result, some projects were reclassified with extended time horizons or designated as "Illustrative" for future consideration. The implementation phases were also defined by the TAC to correspond to revenue forecasts for the MTP's 25-year time horizon. The timeframes include:

- Short (2026-2030)
- Mid-1 (2031-2035)
- Mid-2 (2036-2040)
- Long (2041-2050)

PROJECT RECOMMENDATIONS (YEAR 2026 - 2050)

A total of 192 individual projects across the six project categories were identified as a part of the planning process. Aviation and transit projects are documented separately as part of their respected capital improvement programs. All the projects can be viewed in detail in Appendix C. **Figure 4-16** to **Figure 4-22** depict the location of MTP's recommended project, while **Table 4-13** to **Table 4-23** illustrate $516 million worth of projects per type through 2050.

Table 4-13: Number of MTP Project Recommendations by Category

Funding Source	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Illustrative	Total
Major Rehabilitation & Reconstruction	20	15	11	22	15	**83**
Corridor Expansion	0	1	0	0	16	**17**
Intersection Capacity Expansion	1	3	1	1	10	**16**
Intersection Safety	0	2	1	0	7	**10**
Pedestrian & Bicycle	9	11	3	3	36	**62**
Freight	0	0	0	0	4	**4**
Total	**30**	**32**	**16**	**26**	**88**	**192**

Source: Transportation Collaborative & Consultants

Table 4-14: Cost of MTP Project Recommendations by Category

Funding Source	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Major Rehabilitation & Reconstruction	$133,085,538	$138,834,000	$80,395,000	$132,190,000	**$484,504,538**
Corridor Expansion	$0	$6,576,000	$0	$0	**$6,576,000**
Intersection Capacity Expansion	$4,412,000	$0 [1]	$4,898,000 [1]	$4,382,000	**$13,692,000**
Intersection Safety	$0	$2,550,000	$4,898,000	$0	**$7,448,000**
Pedestrian & Bicycle	$0 [1]	$3,758,000 [1]	$0 [1]	$0 [1]	**$3,758,000**
Freight	$0	$0	$0	$0	**$0**
Total	**$137,497,538**	**$147,960,000**	**$85,293,000**	**$136,572,000**	**$515,978,538**

Source: Transportation Collaborative & Consultants
[1] Project costs are accounted for as part of corresponding major rehabilitation and reconstruction projects.

Project Coordination

It is important to consider the recommended projects are part of a holistic transportation system as they are implemented over time. The transportation system is comprehensive and interconnected between modes (e.g. pedestrians, bicyclists), functionally different roadways, and various jurisdictions. Therefore, the recommended projects should not be viewed on a project-by-project basis but instead on a holistic regional perspective to find efficiencies. Coordination opportunities among jurisdictions are critical between projects and should be a goal of member jurisdictions and the MAPO staff to collaborate on a high-level and ongoing basis. To support coordination among agencies and projects, the prioritized and fiscally constrained project list determined if a project could be completed with another.

If so, the complementary project was identified with the corresponding project number and category such as: “R” major rehabilitation/reconstruction, “E” corridor expansion, “I” intersection capacity expansion, “S” intersection safety, “P” pedestrian/bicycle project, or “F” freight.

Illustrative Projects

Projects that could not be incorporated in the fiscally constrained program due to a lack of available funds were defined as “Illustrative” projects. These projects were identified in each project table as such. The illustrative project list contains mostly new construction or expansion projects and were justified based upon a variety of data including traffic forecasts, anticipated congestion, safety concerns, expected connectivity needs, existing studies, or public and partner agency input. Illustrative projects are “opportunity driven” projects that may shift to a fiscally constrained timeframe if funding becomes available. The IIJA emphasizes system preservation; therefore, projects of that nature should be prioritized over new construction or expansion projects. Review of the illustrative project list provides an indication of the significant needs that are unmet, and as such represents the area’s financial gap and need for increased transportation funding to maintain and expand the system.

Aviation Projects

The Mankato Regional Airport is funded through federal, state, and local funding sources. The City of Mankato Capital Improvement Program (CIP) has documented funding through various sources including the Federal Aviation Administration (FAA) to improve the runways, public parking, storage, and grounds facilities. The City also has a dedicated sales tax that supports airport operations and projects. Mankato’s CIP has accounted for aviation improvements through the year 2026. Updates to the Plan should occur as changes to the CIP take place to maintain an all-inclusive list of aviation projects with secured funding.

Transit Projects

Transit was fiscally constrained by the MTS and MnDOT Office of Transit and Active Transportation. Funding for transit in the MAPO planning area is from federal, state, and local sources, which include: the FTA Section 5307, the Greater Minnesota Transit Fund, MSU, and advertising funds. Operating expenditures and capital investments utilized by the transit program include maintaining a reliable and cost-effective fleet and facility required to support operations and administration.

It is understood that as the region increases in population and the population ages, transit will become more important in the future. At a minimum, the MTS will need to increase revenue to grow transit service hours and service miles as the population increases. This coordination, development, service expansion, and integration are explored further in the Mankato Transit Development Plan.

PRESERVATION NEEDS & FUNDING

The MAPO's goals and objectives, as well as federal guidance, focus on preservation needs and how those must be addressed prior to programming new construction or expansion projects. A key step in the financial constraint process was allocating sufficient funds to maintain the MAPO planning area's transportation system in a "state of good repair" per jurisdiction. A planning-level analysis of anticipated future system preservation needs was prepared to accomplish local, state, and federal guidance for the MTP. Additionally, operations and maintenance are discussed in the following section for each member agency as it pertains to pavement, trails, and transit.

System Preservation Overview

In accordance with federal and state policies, funding must first be expended toward ensuring a "state of good repair" for all roadways and bridges to maintain the existing transportation system. Only after system preservation needs are met can such funds be used for capital expansions or new construction. Preservation improvements are defined by the MAPO as encompassing both:

- **Operation and maintenance (O&M) activities:** O&M activities represent regular and routine pavement improvements that keep the transportation system in a safe and effective condition.
- **Major rehabilitation and reconstruction projects:** These projects are needed to extend the functional lifespan of roadways and bridges.

Pavement Operations & Maintenance

The MAPO planning area's transportation system was evaluated by each jurisdiction to determine the baseline inputs of roadway lane miles by agency and surface type. Lifecycle calculations were used to establish by each jurisdiction the preservation needs over the Plan's timeframes. The number of lane miles across the MAPO planning area was obtained using MnDOT's roadway centerline file and summarized in **Table 4-15** by surface type and jurisdiction.

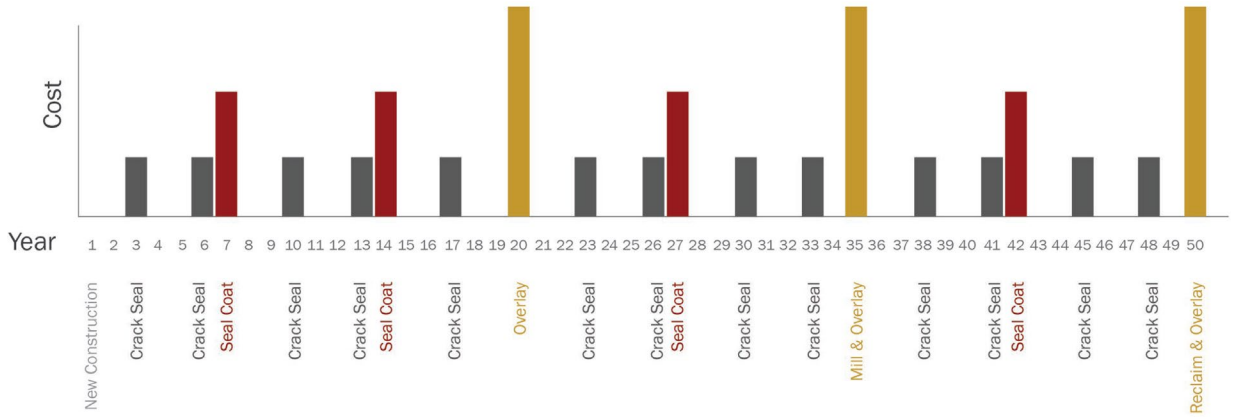
Table 4-15: Surface Type Mileage by Jurisdiction

Surface Type	MnDOT	Blue Earth County	Nicollet County	Mankato	North Mankato
Concrete	78	13	3	19	4
Asphalt	113	183	45	104	35
Asphalt (Local)	0	0	0	236	104
Gravel	0	8	0	2	2
Total	**191**	**204**	**48**	**361**	**145**

Source: MnDOT

To establish the needed operation and maintenance costs over the life of the plan, member jurisdictions provided average costs they normally incur for applicable surface improvements. Using the cost provided, typical industry maintenance practices were used to determine the operation and maintenance lifecycle costs throughout the MAPO planning area over the next 25 years. The typical industry maintenance practices used for this analysis are shown in **Figure 4-9**. It was assumed a roadway's lifecycle was 50 years for asphalt pavements, with an overlay every 15 to 20 years, seal coating every seven years, and crack sealing every three years. For concrete pavements it was assumed they would be reconstructed every 50 years. No other preventative maintenance was considered for this high-level planning analysis.

Figure 4-9: Typical Industry Practice – 50-Year Maintenance Schedule - Pavement



Using each of the inputs previously noted, and an annual 4 percent inflation factor, the forecasted preservation cost was calculated for each jurisdiction by investment timeframe. **Table 4-16** presents the forecasted operation and maintenance costs for each timeframe per jurisdiction.

Table 4-16: Forecasted Preservation Expenditures by Jurisdiction (2026-2050)

Jurisdiction	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
MnDOT	$5,000,000	$5,000,000	$5,000,000	$10,000,000	**$25,000,000**
Blue Earth County	$12,866,000	$15,654,000	$18,556,000	$52,504,000	**$99,580,000**
Nicollet County	$648,000	$788,000	$3,328,000	$8,705,000	**$13,469,000**
Mankato	$20,731,000	$25,223,000	$23,659,000	$81,534,000	**$151,147,000**
North Mankato	$2,279,000	$2,734,000	$7,736,000	$21,752,000	**$34,501,000**
Total	$41,524,000	$49,399,000	$58,279,000	$174,495,000	**$323,697,000**
Total per year	$8,304,800	$9,879,800	$11,655,800	$17,449,500	-

Source: Transportation Collaborative & Consultants

The totals account for the estimated cost of roadway improvements for each surface type based upon standard surface lifecycles and assumes that pavement preservation occurs in the timeframes assigned per the maintenance schedule. If pavement preservation is deferred, the costs will shift due to added inflation and maintenance activities.

Trail Operation & Maintenance

Trails are another system that requires maintenance and upkeep for the safety and accessibility of those walking or bicycling. Like roadways, trails deteriorate as they age, however, with planned maintenance strategies the life expectancy of trail infrastructure can be extended. Agencies are building more paved, multiuse trails to meet public demand. Trail users, especially those in-line skating, using a scooter, or wheelchair device, are very sensitive to even the smallest cracks along with crumbling or uneven surfaces that make it difficult to navigate.

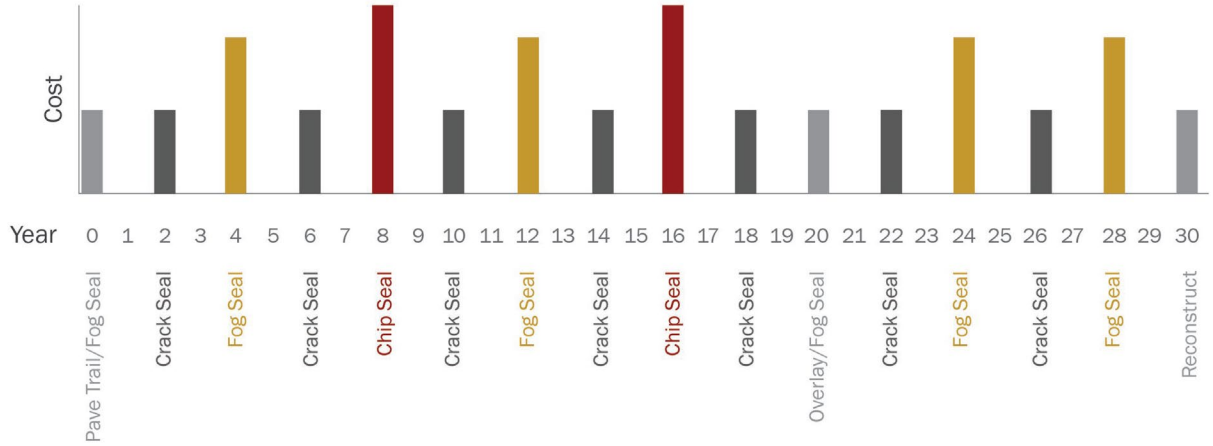
Governing agencies often make agreements between one another where one agency constructs a trail, but another agency maintains it. Such situations occur within the MAPO planning area with the cities maintaining trails within their boundaries even if the counties or MnDOT have constructed the trail. The same goes for Blue Earth County, which maintains trails outside of Mankato and Eagle Lake. The Sakatah Singing Hills Trail is maintained by the state as it is a part of the DNR's system.

Maintaining trails on a regular basis is vital to increasing their longevity. Scheduled maintenance will vary for each trail due to surface and environmental conditions, as well as use. Maintenance needs may vary on the same trail given differing conditions or volumes. The typical industry maintenance practices for trails is shown in **Figure 4-16** and includes crack sealing, fog sealing, and chip sealing. A fog seal completed within the first year following construction to protect the asphalt from ultraviolet light impacts that break down the trails surface. This is followed by a crack seal every two years, a fog seal every four years, and a chip seal every eight years. Subsequent two- and four-

year maintenance practices follow the schedule of sealing cracks and applying fog or chip seal until the trail surface reaches 20 years. At that time, it may be necessary to overlay with a 1.5-inch layer of new asphalt. Depending upon local trail conditions, a trail could last up to 30 years before requiring full reconstruction and is dependent upon the routine maintenance previously described.

Another important component of trail operation is winter maintenance such as plowing and snow removal. Currently, only Mankato and North Mankato provide winter maintenance activities that try to keep trails clear throughout the year. It is recommended that the MAPO work with member jurisdictions to consider winter maintenance throughout the region so trails can be used across the region year-round.

Figure 4-10: Typical Industry Practice – 30-Year Maintenance Schedule – Trails



Transit Operation & Maintenance

Future operating expenses were calculated for each timeframe using inflation factors provided by MTS. It is understood that MTS will continue to maintain or expand its operations based upon available funding. Therefore, this exercise determined the total operating expenses and capital expenditures through 2050. Operating expenses include maintaining or expanding services to accommodate growth, as well as capital expenditures for bus fleet replacement and bus stop or transit center expansion/construction. **Table 4-17** displays MTS operations and maintenance expenses over the next 25 years.

Table 4-17: Forecasted Operations & Maintenance Expenses for Mankato Transit Services (2026-2050)

Expense	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Operating	$22,349,627	$28,884,136	$31,299,932	$70,747,281	$153,280,977
Fleet Capital	$4,319,085	$4,619,201	$4,943,946	$10,972,952	$24,855,183
Total	**$26,668,712**	**$33,503,337**	**$36,243,878**	**$81,720,233**	**$178,136,160**
Total per year	*$5,333,742*	*$6,700,667*	*$7,248,775*	*$8,172,023*	**-**

Source: Mankato Transit Service, 2025

FISCAL CONSTRAINT ANALYSIS

Planning-level cost estimates were developed for 104 individual projects, which exclude “Illustrative” projects. Estimates for the base year 2025 were derived from previous studies and refined using input from the MAPO staff and partner jurisdictions. Planning-level cost estimates were further refined based upon the type of improvement, length, unit costs (specific to each jurisdiction), and facility type. Additional factors were considered that have the potential to increase planning-level costs beyond typical assumptions. These include the added multimodal infrastructure such as sidewalks and crossings, bike lanes, safety improvements, and estimated topographical challenges that could increase construction costs.

Note

Aviation and transit priorities were excluded from this exercise because the Mankato Transit System and the Regional Airport Authority’s projects have already been screened using Federal Transit Administration (FTA) and Federal Aviation Administration (FAA) preservation and fiscal constraint rules.

Estimated project costs were updated to a more realistic cost based upon the anticipated year of expenditure (YOE). The YOE costs were estimated at the midpoint of each respective timeframe (e.g., Short, Mid 1, Mid 2, or Long) with an applied annual inflation rate of 4 percent. This provides a clearer picture of potential future project costs as labor and materials will inevitably continue to increase. The inflation rate was approved by MAPO staff and member jurisdictions and used for all applicable projects. Following the application of YOE costs, the initially desired project timeframes by agency were updated per project category to ensure fiscal constraint. Some projects were shifted between timeframes, while others were moved to the Illustrative scenario due to limited revenue sources.

The Illustrative scenario ensures desired projects per jurisdiction continue to be identified for potential inclusion at another date. Of the 104 total roadway and multimodal projects (excluding transit and aviation projects) that total $516 million on estimated project costs, 88 projects remain Illustrative representing approximately 45 percent of the total which are not included in the cost estimate. While the following documents a fiscally constrained plan, there are significant unmet needs for various project types.

Preservation funds (e.g. O&M) were removed from the revenue forecasts before performing the fiscally constrained analysis. Additionally, major preservation projects (e.g. major rehabilitation/reconstruction projects) were prioritized over expansion projects (often referenced as discretionary projects) could be programmed. Consequently, most projects for each member jurisdiction consist mainly of major rehabilitation/reconstruction projects as they represent approximately 43 percent of the 192 recommended projects.

The following section details the fiscally constrained plan for each jurisdiction.

MnDOT

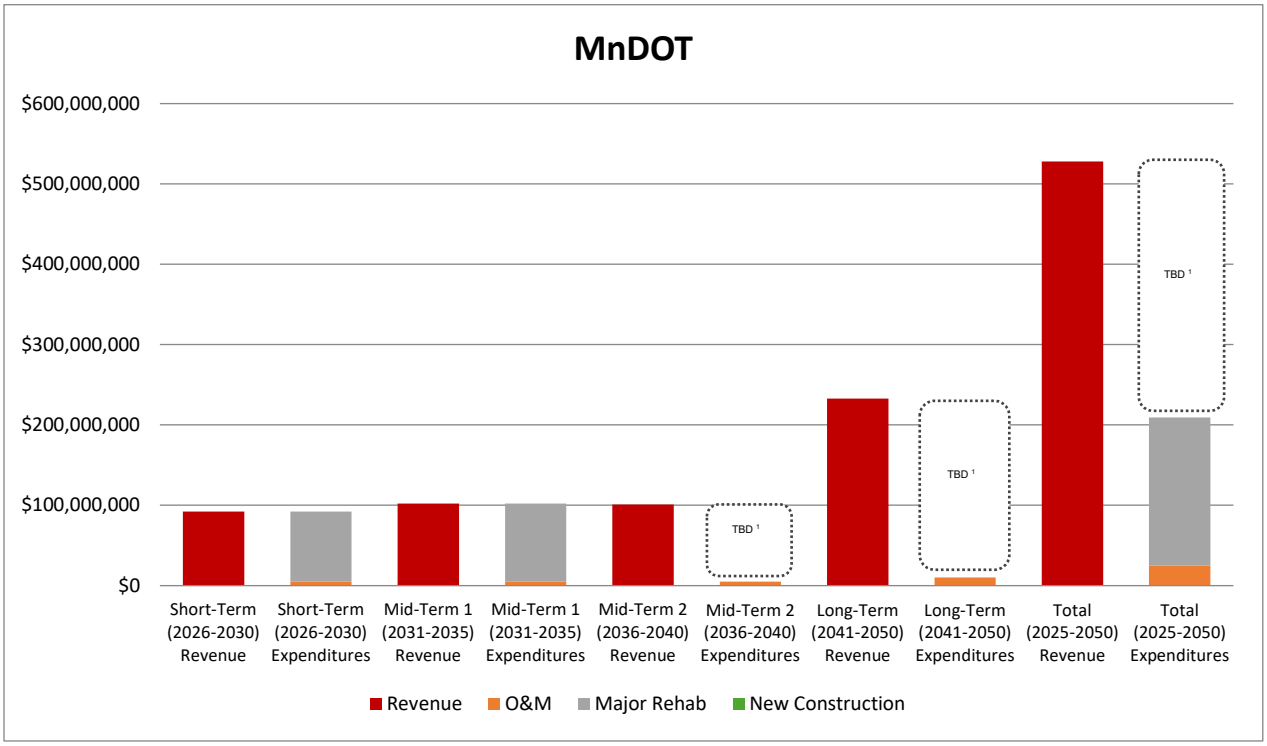
Table 4-18 and **Figure 4-11** illustrate MnDOT's projected revenue and expenditure by project type per timeframe. Over $204 million worth of projects are planned for the MAPO planning area over the next 10 years by MnDOT as indicated in the State Transportation Improvement Program (STIP). Of note, the agency's budget is balanced though this time frame and future projects beyond Mid-term 1 should be planned, programmed, and coordinated with the MAPO as part of the MnDOT STIP process. Illustrative projects remain that should be considered as Mid 2 or Lon-term projects.

Table 4-18: MnDOT Fiscal Constrain Summary

	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Revenue	$92,000,000	$102,085,000	$100,900,000	$232,660,000	**$527,845,000**
O&M	$5,000,000	$5,000,000	$5,000,000	$10,000,000	**$25,000,000**
Major Rehab	$87,200,000	$97,085,000	TBD	TBD	**$184,285,000**
New Construction	$0	$0	$0	$0	**$0**
Balance	$0	$0	$95,900,000	$222,660,000	**$318,560,000**
Annual Difference	$0	$0	$19,180,000	$22,266,000	**$12,742,000**

Source: Transportation Collaborative & Consultants and MnDOT

Figure 4-11: MnDOT Fiscal Constraint Summary



Source: Transportation Collaborative & Consultants and MnDOT

1. Mid-Term 2 and Long-Term projects will be identified through the MnDOT STIP planning and programming process. The recommended illustrative projects should serve as a foundation for future programming discussions.

Blue Earth County

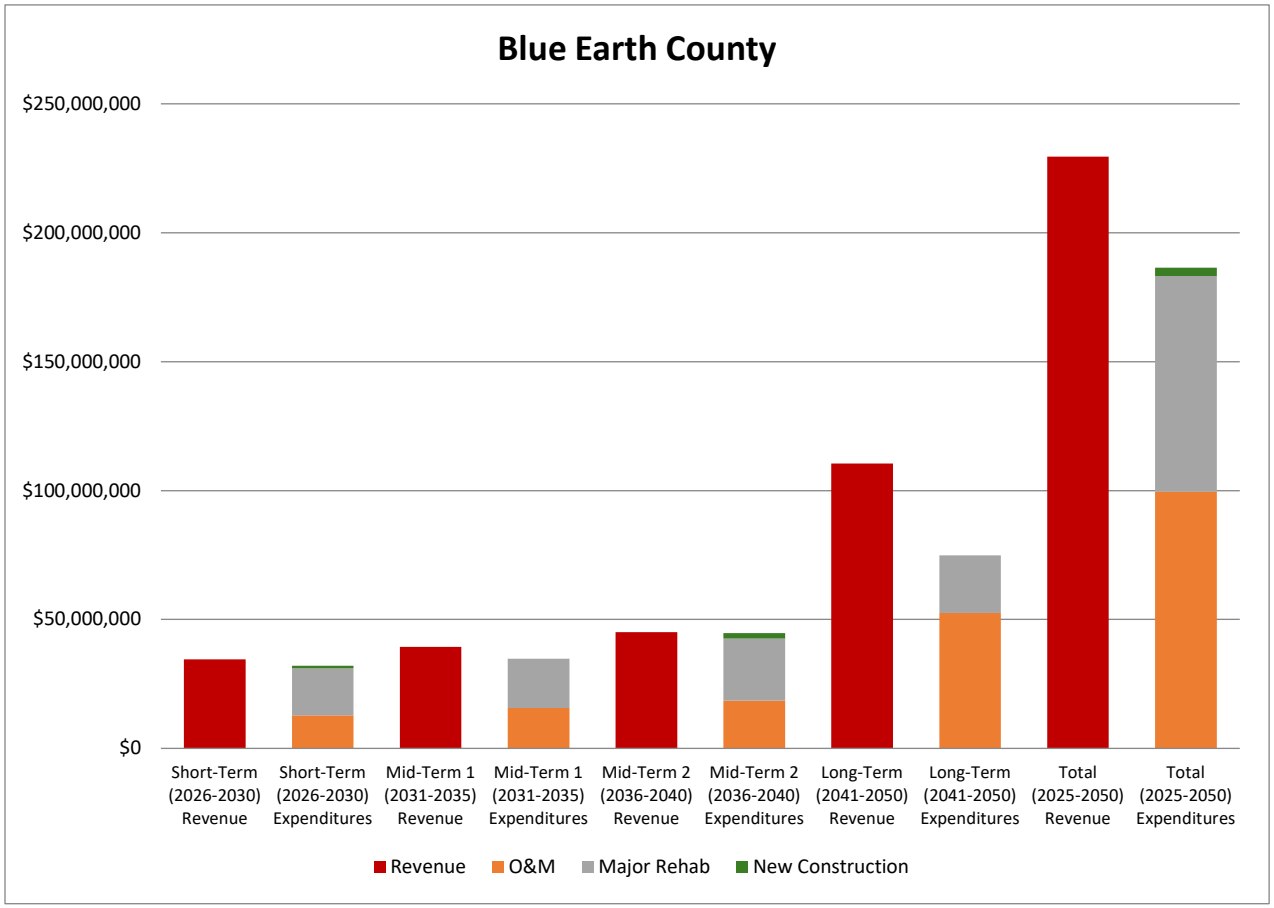
Table 4-19 and **Figure 4-12** display the County's projected revenue and expenditure by project type per timeframe. Over $186 million worth of projects are planned for the MAPO planning area over the next 25 years. Of note, the agency's budget is balanced though unfunded, illustrative projects remain.

Table 4-19: Blue Earth County Fiscal Constrain Summary

	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Revenue	$34,542,600	$39,425,700	$45,042,200	$110,462,100	**$229,472,600**
O&M	$12,866,000	$15,654,000	$18,556,000	$52,504,000	**$99,580,000**
Major Rehab	$18,147,000	$19,123,000	$24,001,000	$22,349,000	**$83,620,000**
New Construction	$1,049,000	$0	$2,206,000	$0	**$3,255,000**
Balance	$2,480,600	$4,648,700	$279,200	$35,609,100	**$43,017,600**
Annual Difference	$496,120	$929,740	$55,840	$3,560,910	**$1,720,704**

Source: Transportation Collaborative & Consultants and Blue Earth County

Figure 4-12: Blue Earth County Fiscal Constraint Summary



Source: Transportation Collaborative & Consultants and Blue Earth County

Nicollet County

Table 4-20 and **Figure 4-13** show the County's projected revenue and expenditure by project type per timeframe. Over $20 million worth of projects are planned for the MAPO planning area over the next 25 years. Of note, the agency's budget is balanced though unfunded, illustrative projects remain.

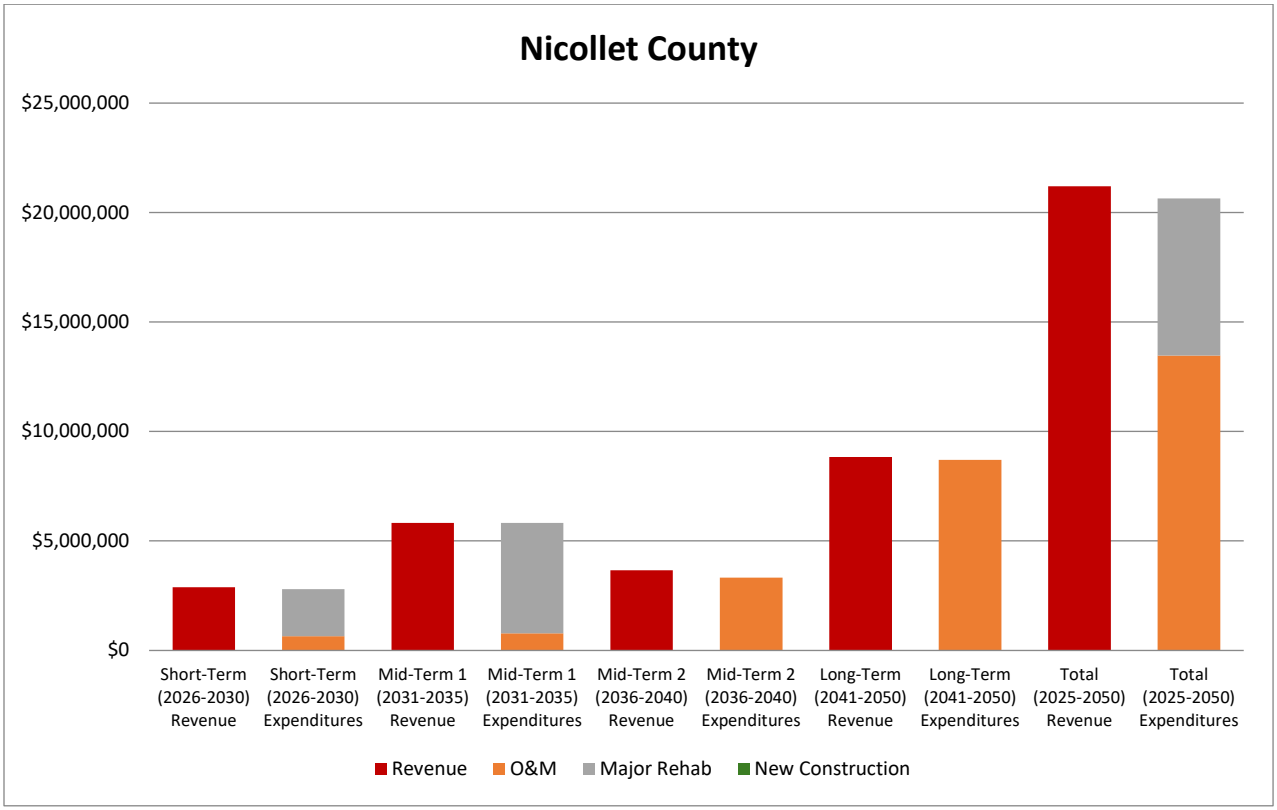
Table 4-20: Nicollet County Fiscal Constraint Summary

	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Revenue	$2,884,500	$5,820,500 [1]	$3,669,400	$8,831,000	**$21,205,500**
O&M	$648,000	$788,000	$3,328,000	$8,705,000	**$13,469,000**
Major Rehab	$2,151,000	$5,032,500	$0	$0	**$7,183,500**
New Construction	$0	$0	$0	$0	**$0**
Balance	$85,500	$0	$341,400	$126,100	**$553,000**
Annual Difference	$17,100	$0	$68,280	$12,610	**$22,120**

Source: Transportation Collaborative & Consultants and Nicollet Earth County

1. It is anticipated that a larger share of the county's revenue will be allocated during Mid-Term 1 to meet project needs within this timeframe, exceeding the 9% annual allocation assumed for the MAPO planning area.

Figure 4-13: Nicollet County Fiscal Constraint Summary



Source: Transportation Collaborative & Consultants and Nicollet Earth County

Mankato

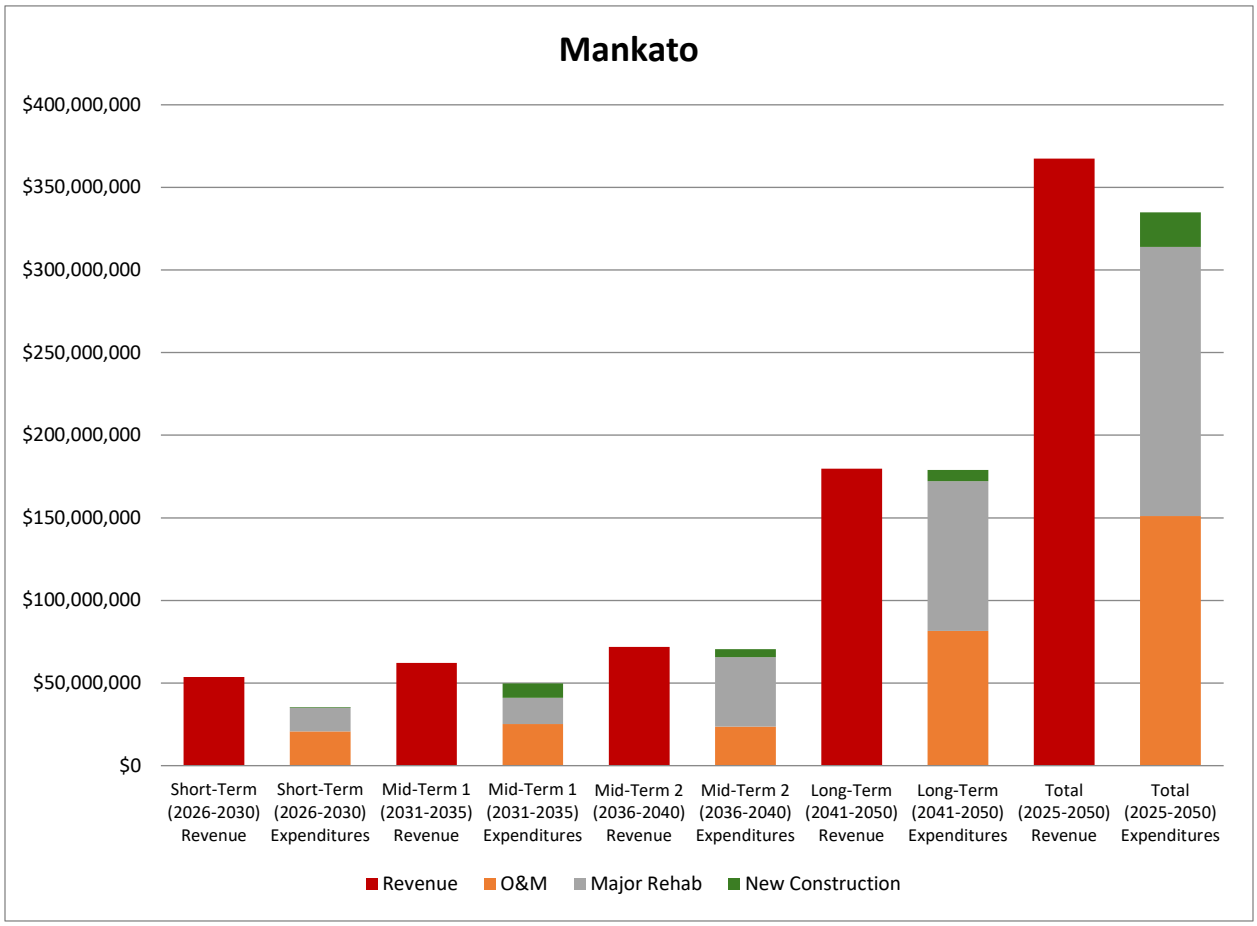
Table 4-21 and **Figure 4-14** show the City's projected revenue and expenditure by project type per timeframe. Over $334 million worth of projects are planned for the MAPO planning area over the next 25 years. Of note, the agency's budget is balanced though unfunded, illustrative projects remain.

Table 4-21: City of Mankato Fiscal Constraint Summary

	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Revenue	$53,700,800	$62,123,800	$71,910,700	$179,803,500	**$367,538,800**
O&M	$20,731,000	$25,223,000	$23,659,000	$81,534,000	**$151,147,000**
Major Rehab	$14,387,538	$15,916,000	$41,977,000	$90,581,000	**$162,861,538**
New Construction	$330,000	$8,679,250	$4,963,000	$6,924,000	**$20,896,250**
Balance	$18,252,262	$12,305,550	$1,311,700	$764,500	**$32,634,012**
Annual Difference	$3,650,452	$2,461,110	$262,340	$76,450	**$1,305,360**

Source: Transportation Collaborative & Consultants and City of Mankato

Figure 4-14: City of Mankato Fiscal Constraint Summary



Source: Transportation Collaborative & Consultants and City of Mankato

North Mankato

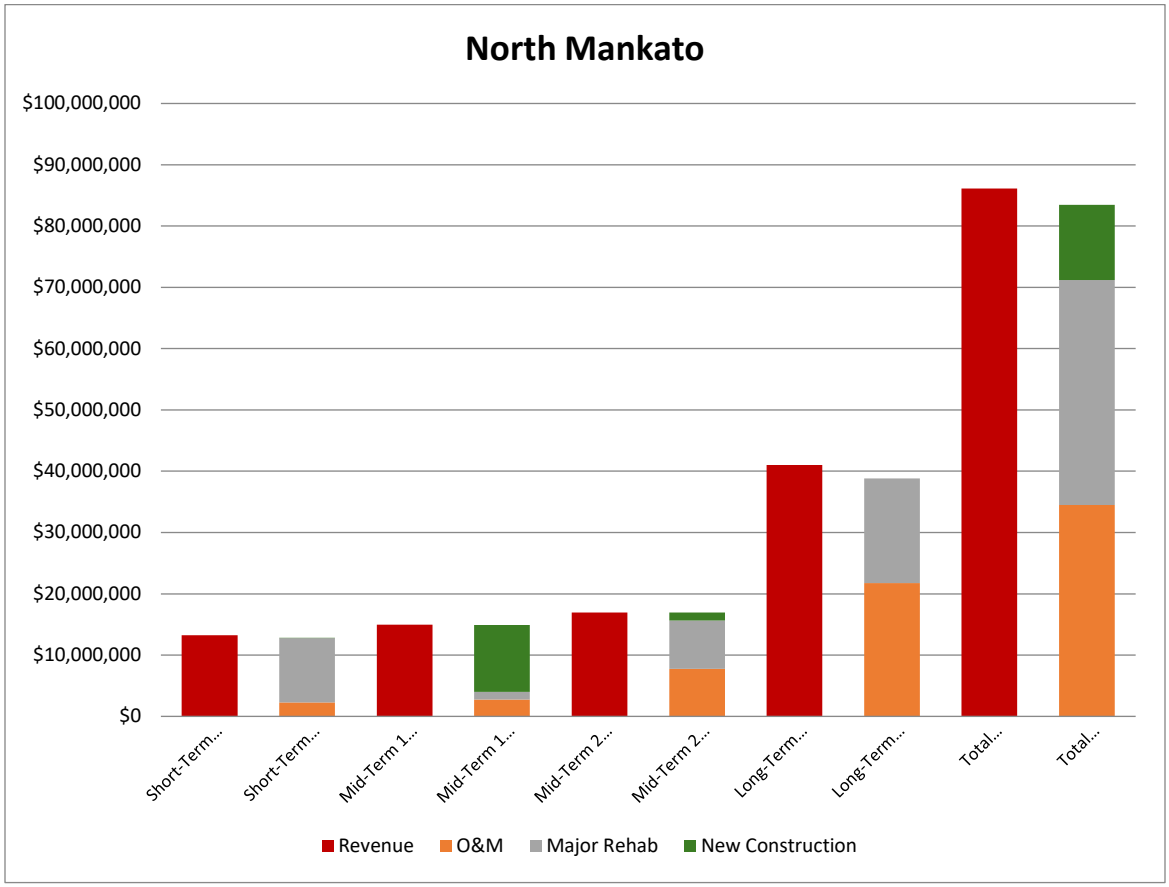
Table 4-22 and **Figure 4-15** show the City's projected revenue and expenditure by project type per timeframe. Over $83 million worth of projects are planned for the MAPO planning area over the next 25 years. Of note, the agency's budget is balanced though unfunded, illustrative projects remain.

Table 4-22: City of North Mankato Fiscal Constraint Summary

	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Revenue	$13,213,500	$14,954,200	$16,941,100	$41,019,000	**$86,127,800**
O&M	$2,279,000	$2,734,000	$7,736,000	$21,752,000	**$34,501,000**
Major Rehab	$10,483,00	$1,250,000	$7,886,000	$17,091,000	**$36,710,000**
New Construction	$22,000	$10,937,000	$1,307,000	$0	**$12,266,000**
Balance	$429,500	$33,200	$12,100	$2,176,000	**$2,650,800**
Annual Difference	$85,900	$6,640	$2,420	$217,600	**$106,032**

Source: Transportation Collaborative & Consultants and City of North Mankato

Figure 4-15: City of North Mankato Fiscal Constraint Summary



Source: Transportation Collaborative & Consultants and City of North Mankato

Future Major Rehabilitation Projects

Figure 4-16

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

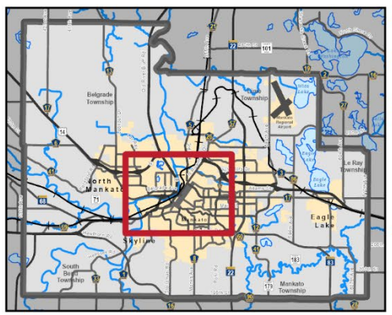
Future Major Rehabilitation Projects

Figure 4-17

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons



0 0.13 0.25 Miles

Future Corridor Expansion Projects

Figure 4-18

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Future Intersection Expansion Projects

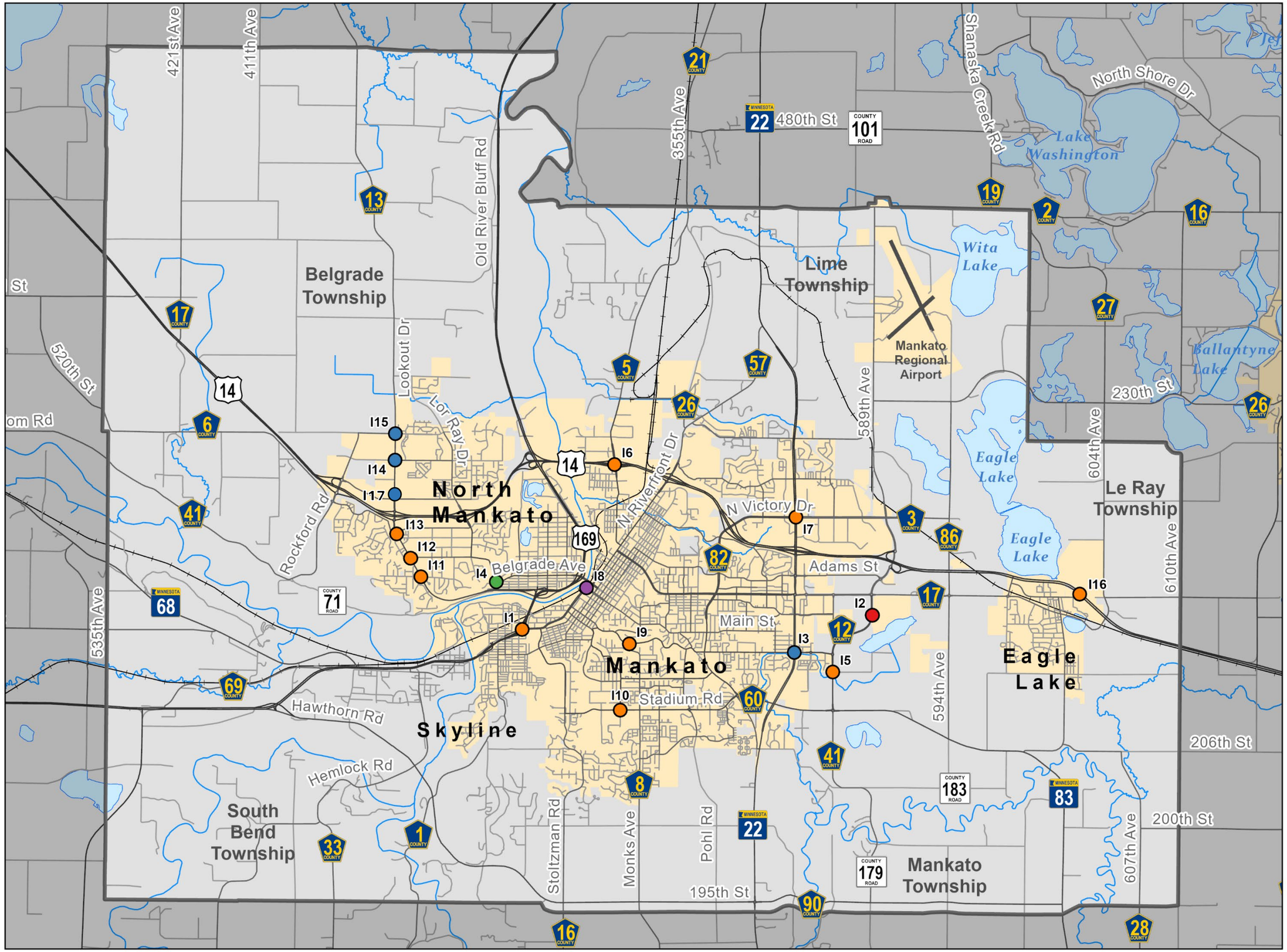
Figure 4-19

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



Future Intersection Safety Projects

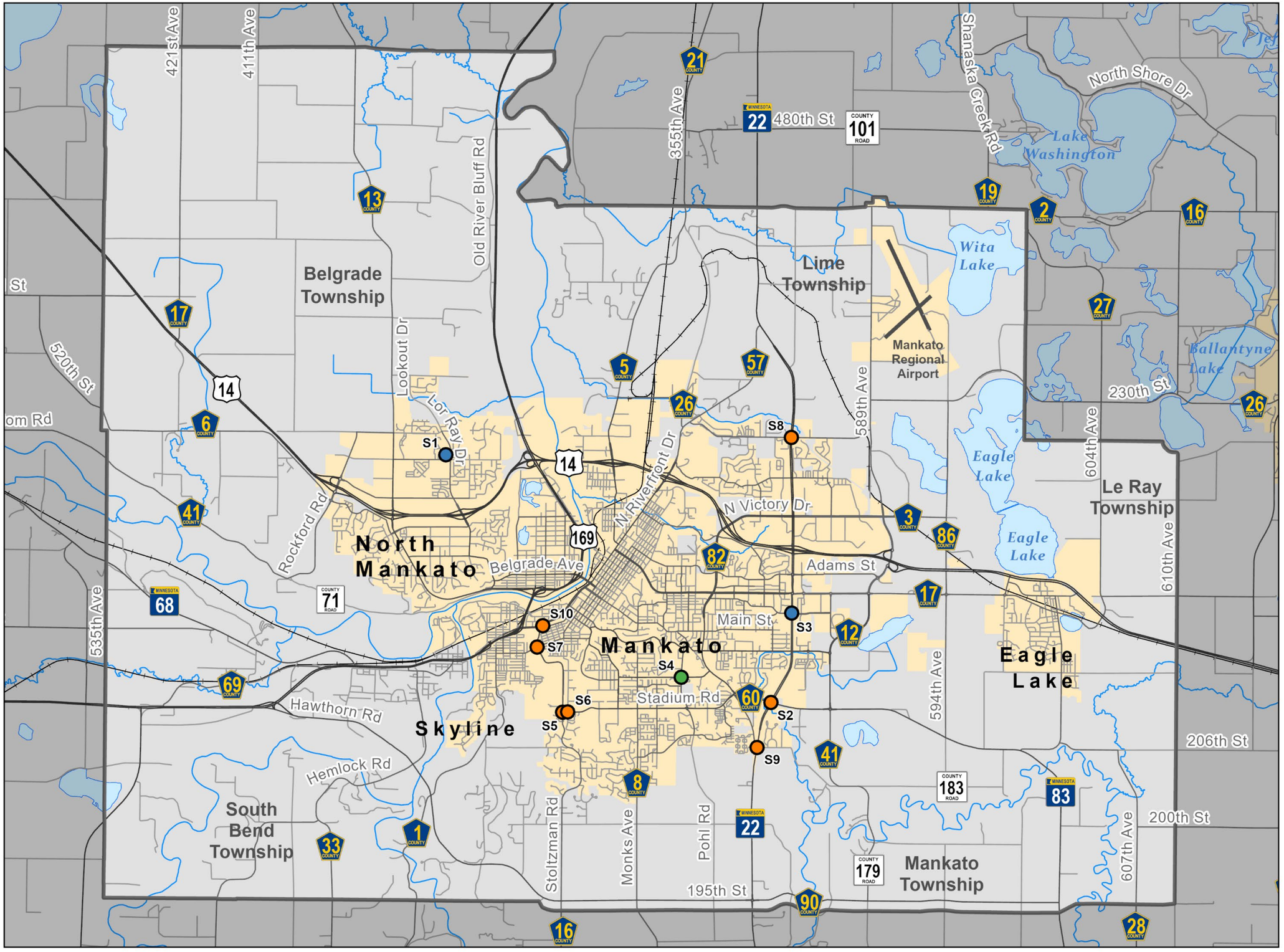
Figure 4-20

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



Future Bicycle and Pedestrian Projects

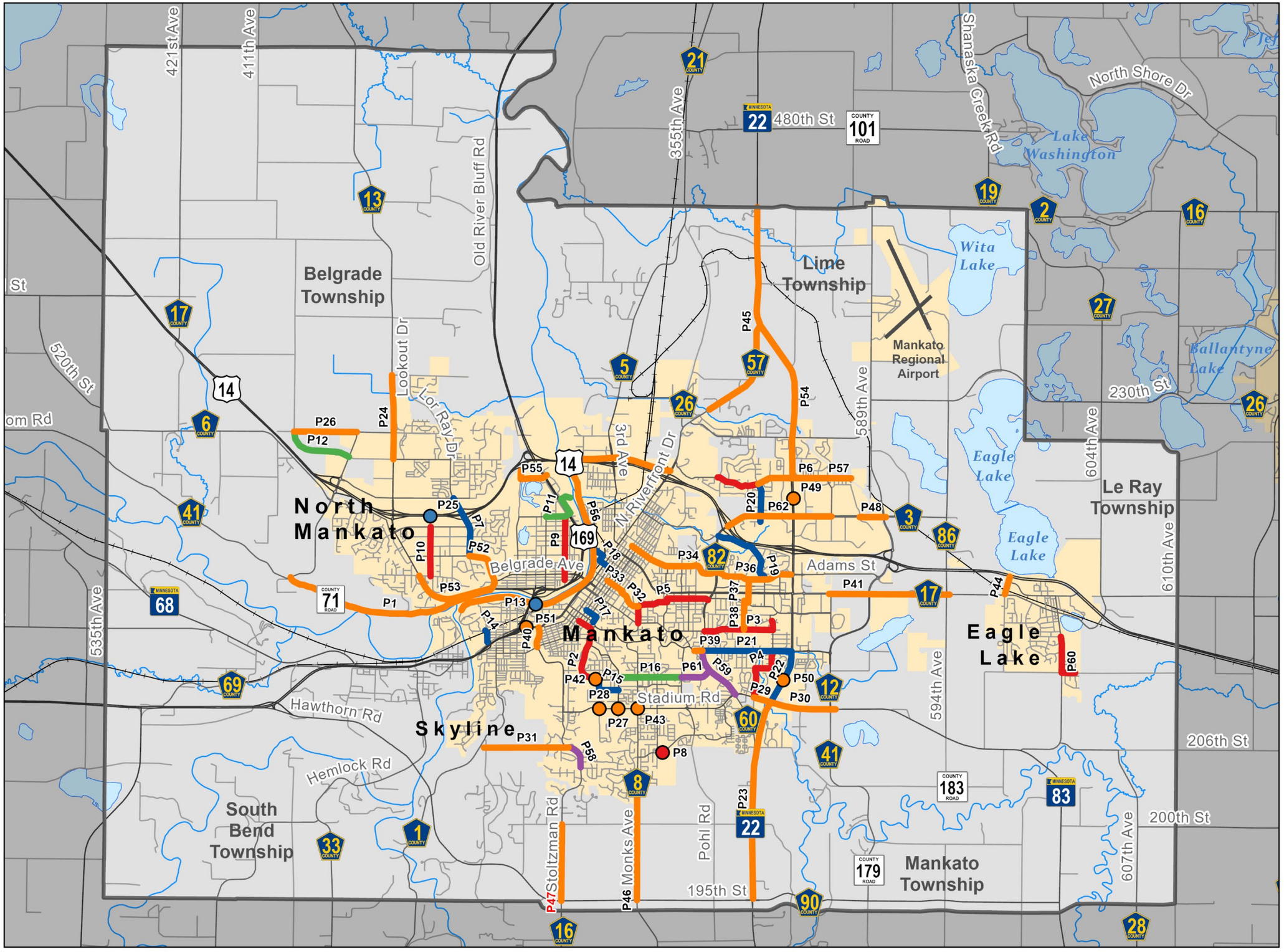
Figure 4-21

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

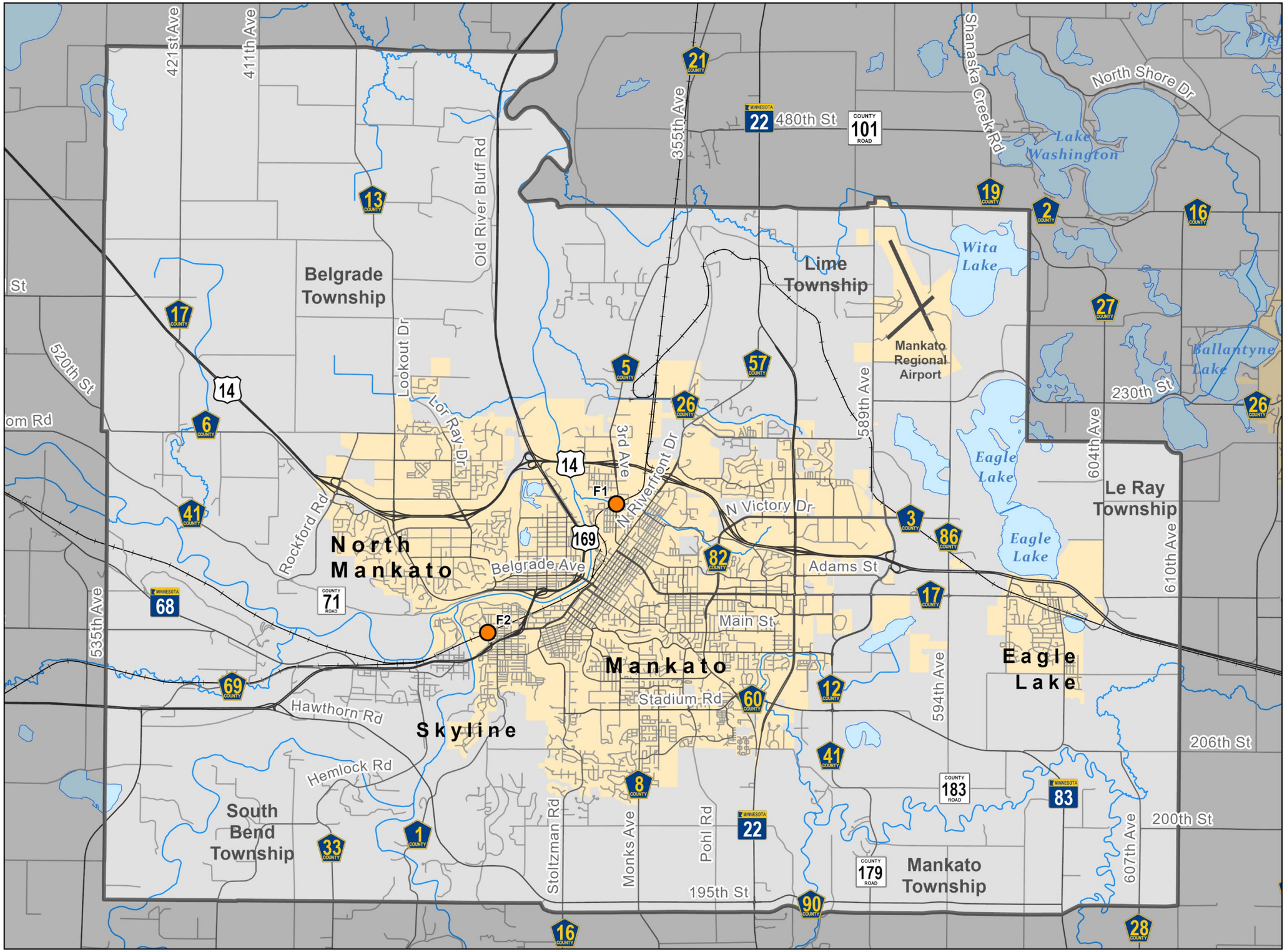
Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



Future Freight Projects

Figure 4-22



Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

IMPLEMENTATION CONSIDERATIONS

Federal and state policies require governmental agencies to examine the environmental impacts of the projects they propose. Projects funded with federal dollars are required to comply with all requirements set forth by the National Environmental Policy Act (NEPA). NEPA requires federal agencies to integrate the Act's policies into their decision-making processes by considering environmental impacts of their proposed actions and reasonable alternatives to mitigate any negative consequences. The State of Minnesota also has the Minnesota Environmental Policy Act (MEPA) which largely aligns with NEPA, though on a state-scale and governing state agencies.

National Environmental Policy Act & the Planning Process

The planning process for the MTP considered the NEPA process to recognize corridor and intersection expansion projects that may impact the environmental or cultural resources. In such cases, even at this early transportation planning stage, the MAPO sought to:

- Avoid the impact altogether
- Minimize impacts by limiting the degree or magnitude of the action and its implementation
- Rectify the impact by considering repair, rehabilitation, or restoration of the affected environment
- Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action
- Compensate for the impact by replacing or providing substitute resources or environments

Wildlife & Vegetation

The U.S. Fish and Wildlife Service identifies three categories of species at risk including:

- Endangered Species: those currently at the brink of extinction.
- Threatened Species: those that are likely to become endangered in the near-term.
- Candidate Category: those that the USFWS has proposed for threatened or endangered status.

The MAPO planning area contains two endangered species, the Northern long-eared bat and, the Rusty patched bumble bee. There are no threatened species within the planning area however there are several species identified as a proposed threatened or proposed endangered.

States may also establish endangered and threatened species lists that are at risk of extinction for the state, even though they may not be on the nationally recognized list. The DNR maintains an extensive database of rare plants, animals, native plan communities, and other rare features. This database identifies several state-designated

threatened and endangered species that must be consulted by member jurisdictions as planned projects continue into project development, so risk assessments, potential avoidance, minimization, and mitigation measures are employed.

Wetlands

Federal and state laws protect aquatic resources including wetlands, swamps, marshes, bogs, and other similar resource areas. Any wetland that is proposed to be impacted by a project is required to undergo a wetland impact sequencing analysis by addressing three aspects: avoidance, minimization, and replacement of unavoidable impacts.

A preliminary screening using aerial photography was completed to identify wetland resources in relation to the MTP's proposed project corridors and intersections. Although the proposed projects are primarily located in urbanized areas, the potential for wetland impacts should not be dismissed. Wetlands may still be present in these areas, and expansions into farmland or undeveloped land such as those near Balcerzak Drive, CSAH 27, and Stoltzman Road have previously required wetland considerations. A detailed site-specific review will be necessary to determine the extent of any wetland impacts.

Water Resources

Water resources are protected by federal and state laws as they pertain to water quality. Water quality issues need to be addressed whenever a project will add impervious surfaces which will funnel additional water as runoff to surrounding water resources.

The MTP's proposed corridor and intersection projects were assessed regarding the increase of impervious surfaces. Projects that are new construction result in the greatest increase of impervious surfaces, therefore they have the greatest impact on water resources as compared to reconstruction projects which generally will have less impact.

Floodplains

If the project crosses or lies adjacent to a floodplain area, an impact may exist. Floodplain maps available through the Federal Emergency Management Agency (FEMA) were reviewed to determine if any of the Plan's projects were within a floodplain. 27 of the proposed projects are bordering or fully within the 100-year or 500-year floodplain.

Farmland & Soil

Federal laws require projects to account for impacts to agricultural land to ensure they are minimized as much as is reasonably possible. Agricultural land included prime farmland, unique farmland, and any farmland that is of statewide or local importance. State laws apply for acquisition of more than ten acres of agricultural land, although the definition of agricultural land is broad and can encompass any land outside of city limits.

Aerial photography and GIS datasets were reviewed to determine the potential for impacts to farmable soils within the project corridors and intersections. Projects that are new construction in more rural areas have a greater potential of impacting farmland.

Potentially Contaminated Properties

Early identification of contaminated properties in and adjacent to proposed project limits can aid in avoiding or minimizing impacts for the cleanup of contaminated properties. If contaminated properties are unavoidable, early identification can allow time to determine the extent or magnitude of contaminates that may require special provisions. Early identification can also prevent any possible construction delays or increased costs that may arise from inadvertent discoveries.

Potential impacts from contaminated properties were reviewed using the Minnesota Pollution Control Agencies' "What's in My Neighborhood" mapping tool. Quantifications were made on the number of potentially contaminated sites on, or adjacent to, a project corridor or intersection.

Public Parks

Federal and state laws prevent conversion of certain park, wildlife and waterfowl refuges, recreation areas, or historic properties to transportation use. Project assessments were first done by mapping existing parks in the MAPO planning area using existing GIS datasets. The Plan's corridor and intersection projects were then compared to park locations, with an assessment for potential project impacts, including the permanency of the impacts.

Community Impact Analysis

A community impact analysis was conducted to ensure that people of all races do not bear disproportionally high or negative impacts because of the policies, programs, and activities of federal agencies. Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in programs receiving federal financial assistance. Thus, consideration of all populations was part of the planning process and creation of the MTP.

4.7 - FUTURE TRANSPORTATION CONSIDERATIONS

Transportation options are changing rapidly as technology continues to develop and be implemented by private vendors. The issues, opportunities, and likely disruption to existing travel options presented by these new transportation approaches are anticipated to accelerate over the life of the MTP and into future planning processes.

Two areas of future transportation options were considered including “shared mobility” and “emerging technologies”. The MAPO and member jurisdictions should consider these new mobility options to ensure the area is prepared for their use within the transportation network.

SHARED MOBILITY

Shared mobility includes bike and scooter sharing, car sharing, and transportation network companies (TNCs) such as Uber and Lyft. In recent years, shared mobility has rapidly increased in popularity as primarily private companies deployed scooters, bicycles, and cars for reservation and use, as well as on-demand, door-to-door travel either alone or shared with other users via a driver similar to a taxi but using an app with geo-location capabilities.

Shared mobility will continue to increase in popularity as people explore alternative ways to travel throughout their community and region via modes other than a privately owned vehicle. Centered largely in major metropolitan areas, shared mobility opportunities continue to spread to smaller communities across the United States.

Transportation Network Companies

The two primary transportation network companies (TNCs) include Uber and Lyft, which both operate in the MAPO planning area, offer private, for-profit personal transportation by ride-hailing on their apps via door-to-door service. The management of pick-up and drop-off areas in key trip generating areas and during major events can be critical to ensure safety is not compromised and congestion does not increase due to substantial TNC use. Ride-hailing has become a significant form of transportation in many urbanized areas and continues to grow in popularity. This may increase overall congestion and exacerbate on-street parking needs as they are used for waiting for passengers and loading instead.

Car Sharing Programs

Car sharing programs provide mobility options to residents who would not otherwise have access to a private vehicle. These programs encourage the efficient use of a single vehicle among multiple users throughout the day while reducing the amount of parking needed to accommodate each resident within a neighborhood or commercial district. Member jurisdiction’s zoning language can encourage or require new

developments of a certain size to include off-street parking for car sharing program. Enterprise currently operates a CarShare program for MSU students in the MAPO planning area.

Microtransit

Microtransit includes shared transportation systems that can offer flexible routes, scheduling, and on-demand services. It is ideally suited for paratransit or mobility transit and door-to-door services. Companies in the MAPO planning area already offer a version of microtransit service via Paratransit, Kato-flex service, and VINE/TRUE transit. Consideration of expanding and integrating these elements into a uniform system is recommended to better utilize these services and marketing to the broader public such as through a region-wide application that allows access to all options in one location. In many microtransit deployments, public funds subsidize the use of private (or non-profit) operators.

Micromobility

Micromobility is a broad terminology that includes shared transportation modes such as bike-share and e-scooters that are paid through an app. Examples in Minnesota include Lime or SPIN scooter and bike companies operating in Minneapolis. These can often be used throughout a city or area and are effective to providing a first/last mile between transit or local trip replacement (less than two miles) for those who would otherwise walk, take transit, or drive.

Currently, only MSU offers bicycle renting opportunities to students. Otherwise, micromobility does not exist in the MAPO planning area but could in the future as private companies continue to expand service. Providing low-stress and safe multimodal connectivity via on-street and off-street bicycle infrastructure is important to support future micromobility options. Moreover, parking for these devices has been difficult for cities to manage and is an important consideration to reduce clutter and ensure the public right-of-way is accessible (especially for those with special needs). Additional equity concerns for device access are another future consideration for the MAPO.

Curbside Management

Curb space has historically been reserved for parking though shifting expectations and new technologies are repositioning curb space as loading and freight delivery zones, taxi/TNC passenger loading, public space, and green infrastructure. As TNC and freight delivery (i.e. package delivery via UPS, FedEx, Amazon, etc.) demand increases, a review of curbside management in the urban core will be required. Especially during events or as areas become denser, consideration of these uses will be critical to ensure an accessible and efficient transportation system. The future introduction of autonomous vehicles will also require new considerations and planning of curb space which is a valuable public good.

Mobility-as-a-Service

Mobility-as-a-service (MaaS) is the concept of seamless transportation system options that a person can access and pay for on-demand through smartphone technology. Users do not need to own a personal vehicle, bicycle, or scooter, or know the bus schedule and transit providers. After opening the app, it will educate them by where they want to go and a suite of modal options, travel times, and costs to select to complete their personalized trip. These apps provide single payment accounts that allow seamless transaction for both the traveler and providers. Cities across the United States are beginning to adopt versions of MaaS and Denmark, Norway, and Sweden will become the world's first unified MaaS-market and is currently under development, potentially setting future standards globally. Some apps such as Transit offer MaaS-lite opportunities although the app does not include payment.

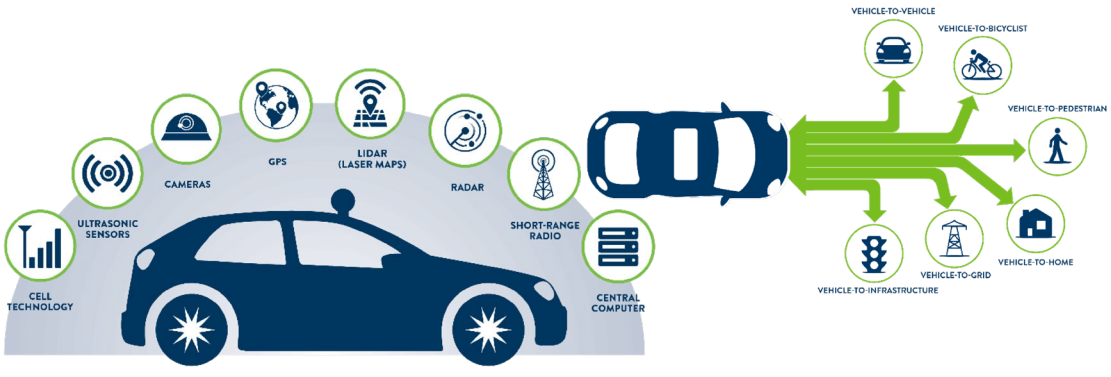
EMERGING TECHNOLOGIES

Emerging technologies are reshaping the future of transportation, offering innovative solutions to improve mobility, safety, and sustainability. From connected and autonomous vehicles to smart infrastructure and advanced data analytics, these advancements are shaping how people and goods move across the region.

Connected or Autonomous Vehicles

Fully autonomous vehicles continue to be tested and reviewed, but partially automated technology and fully autonomous low-speed vehicles are beginning to expand across the United States. Therefore, understanding autonomous vehicles (AVs) that will operate without human input will be key toward how agencies will manage their transportation system while setting the stage for investment. Connected vehicles (CVs) that will interact with the transportation system using future wireless technologies (e.g. 5G networks) are also in the early planning stages and will communicate with the roadway infrastructure to complete driving functions or provide information to the driver for decision-making processes. **Figure 4-23** illustrates how AVs and CVs operate.

Figure 4-23: AV & Connected Vehicle Operation



Source: MnDOT, 2020

The Society of Automotive Engineers has established six levels of vehicular automation, which has become the industry standard for discussing such technology. Levels 0 through 2 are considered minimally automated and still require full engagement of a driver. Level 3 requires the driver in certain instances, while Level 4 is fully automated in most conditions, and Level 5 is fully automated in all conditions. Level 2 vehicles are currently available to the public (vehicles with systems that provide steering and brake/acceleration support, as well as lane centering and adaptive cruise control), Level 3 vehicles are publicly available in very limited quantities, and Level 4 and 5 technologies are currently being tested, though public deployment is uncertain at this time. Some estimates place Level 5 technologies available by the end of the MTP's time horizon (2050).

AVs and CVs will disrupt the norms of transportation and land use planning that have been exercised the last 75 years. Over the next 40 years, parking minimums, street design, right-of-way needs, signage and traffic signals, building siting and design, access management, and other standards will need to dramatically change to accommodate these types of vehicles. Multimodal planning, vehicle miles traveled, (VMT), transit usage, and other mobility factors will also be affected by AVs. Researchers have concluded that AVs and CVs will reshape future road right-of-way and potentially operate in narrower lanes due to wireless communication technology enabling more accurate movement and closer spacing between cars. By potentially requiring less space to move the same or more volume of traffic, newly available roadway space could be reapportioned to other uses for pedestrians, bicyclists, green infrastructure, and loading zones. There could be drawbacks and issues with multimodal uses and AVs due to free-flow movement and spacing, and future studies will be required to understand the true effects.

With the adoption of AVs, there is a potential for less parking demand as well. The redevelopment of former parking lots in urban centers and alternative use of existing on-street parking will become a potential. Future site designs will also be impacted by AVs and could allow for buildings to more regularly front streets thereby enhancing urban design. Accommodation of loading zones (for both people and freight) will need to be considered in lieu of parking. Off-site parking reservoirs or locations where AVs would be stored/wait for deployment will require future site design and land use planning consideration.

Freight vehicle automation is another important transportation innovation which is rapidly developing. Already, studies are being conducted across the country such as Colorado where fully autonomous semi-trucks with human monitors are being tested on Interstate 25. This opportunity will significantly lower shipping costs while also negatively effecting labor needs and the retail landscape. Understanding freight vehicle automation and implications will be important for the MAPO as two significant routes cross the region (i.e. US 14 and US 169).

Electric Vehicles & Infrastructure

Energy and mobility are foundational elements of sustainable transportation planning and will require radical adaptation to meet growth trends without increasing pollution. Vehicle emissions are the leading producer of greenhouse gas emissions (GHG) in Minnesota and will necessitate rapid acceptance of electric vehicles to meet statewide GHG reduction goals. Global sales of electric vehicles continues to increase, with over 16 million EVs sold worldwide in 2024 [1]. Currently, there are 588 EVs registered in Blue Earth County or in Nicollet County per the Minnesota Public Utilities Commission.

As demand continues to grow, the planning and implementation of charging infrastructure by public and private entities will be important. As of 2025, 20 charging locations exist in the MAPO planning area of which all are in Mankato or North Mankato [2].

MnDOT has implemented several EV related programs in the past, including the 2019 Accelerating Electric Vehicle Adoption: A Vision for Minnesota plan and a pilot project along Interstate 94, designated by FHWA as a Zero Emission Corridor. More recently, MnDOT completed an “Electric Vehicle Infrastructure Needs Assessment (EVINA)” (2025) that outlines Minnesota’s projected need for over 90,000 public and private charging ports by 2030, driven by a forecast of 717,000 EVs statewide. The study provides detailed guidelines for long-distance, destination, and amenity charging stations, and prioritizes infrastructure gaps. MnDOT continues to coordinate with partners to implement these recommendations and expand equitable access to EV infrastructure.

MAPO should monitor MnDOT’s progress and collaborate with member jurisdictions to identify future opportunities to support EV adoption.

[1] International Energy Agency
[2] Plugshare.com

TRAVEL DEMAND MANAGEMENT

Travel demand management (TDM) planning can mitigate parking demand as a part of the development permit process, resulting in innovative solutions that are tailored to the specific needs of a neighborhood or district. These types of plans may require specific strategies for reducing single-occupancy vehicle trips and promoting alternative modes of transportation such as walking and bicycling, taking transit, or participating in shared mobility opportunities. The MAPO and member jurisdictions should consider provisions for TDM to be included when performing site planning, development review, and future land use planning.

While there is no formal TDM plan for the region or local jurisdictions, the Mankato Transit Development Plan (TDP) and other transit studies for the region have incorporated recommendations for land use planning that supports transit accessibility, which is a core TDM strategy. Other items of note include the region's work in refining its flex route and paratransit systems to better meet community needs. These services offer alternatives to driving and support mobility for populations that may not have access to a personal vehicle.

CHAPTER 5 | MOVING FORWARD TOGETHER

Table of Contents

5.1 - NEXT STEPS FOR THE COMMUNITY

Sustained community involvement is critical to ensure the transportation projects identified for planning and implementation in the MTP continue to be community driven. The following identifies opportunities to participate in the planning process for project planning and implementation.

ONGOING PLANNING EFFORTS

The MAPO and its agency partners actively plan for the future by conducting various transportation studies. Many of these studies as referenced throughout the plan that served as a foundation for guiding this plan's recommendations. These studies will continue to shape the region's long-term transportation vision, identifying priority projects. To stay informed about ongoing planning efforts, visit the MAPO website or contact the organization directly if specific initiatives are important to your community.

TRANSPORTATION IMPROVEMENT PROGRAM

The transportation improvement program (TIP) is a four-year schedule of projects that use federal funds, are programmed by member jurisdictions, and defined as regionally significant. The public may provide comments on the four-years of identified projects which represent a critical juncture toward improving them for construction. To see the latest TIP document and associated list of projects, visit the MAPO's website.

COMMUNITY PARTICIPATION

When opportunities arise requesting community feedback in-person or online via an open house, through an online survey, or other mediums it is imperative that community members both attend and provide input. The plans and programs developed for the transportation system rely on public feedback to ensure they address perceived needs and offer no adverse impacts.

CONTACT PUBLIC OFFICIALS

The MAPO has two staff members that are located at public works and one at the Intergovernmental Center in Mankato. For specific questions, comments, or ideas related to the transportation network, contact a MAPO staff person or reach out to your local elected official or city/county/state jurisdiction.

5.2 - NEXT STEPS FOR THE MAPO

This chapter identifies important ongoing activities and supplemental metro planning elements that should be undertaken by the MAPO staff and member jurisdictions. These efforts were identified as priorities that will add value to the MTP, increase its usefulness, and assist in implementing its recommendations. Close coordination facilitated by the MAPO and member jurisdictions is critical to the success of the MTP and other future efforts toward improving the region's transportation network for all users.

ONGOING ACTIVITIES

Several monitoring and planning activities are recommended to be undertaken by the MAPO staff over the next five years following the MTP's adoption. These are intended to enhance metropolitan planning, facilitate future updates of the MTP, and monitor performance on the impact of policy recommendations identified in the MTP.

Policies and Standards

Continue to educate planning partners on the importance of the MTP's transportation policies and standards and strongly encourage them to maintain a consistent approach and use of key transportation tools identified in this MTP.

- Access Management
- Signal Spacing
- Right-of-Way

Adherence by all member jurisdictions will create uniformity across the MAPO planning area and reduce duplicative or redundant elements across planning partner agencies.

Data Maintenance

Commit staff resources to improve data quality and availability across the MAPO planning area.

- Adherence by all member jurisdictions will create uniformity across the MAPO planning area and reduce duplicative or redundant elements across planning partner agencies.
- Commit staff resources to improve data quality and availability across the MAPO planning area.

System Performance Monitoring

Commit staff resources to develop and maintain the required system performance monitoring by the FHWA and FTA as a part of this planning process.

- Develop an annual surveillance and monitoring program to evaluate the status of the MTP's short-, mid-, and long-term projects and closely track both project progress and completion using a data organization tool (e.g. Microsoft Excel).
- Establish specific performance measures and corresponding targets for the MAPO planning area. Ensure these conform to the state and federal guidance for MPOs to monitor and assess the effectiveness of their transportation investments, as well as the progress toward the Plan's goals.
- Organize and implement required data monitoring and workflows to track target data for each measure. This will require close coordination between the MAPO and member jurisdictions, as well as MnDOT and MTS. Potential data needs consist of a metropolitan travel demand model, StreetLight, and MnCMAT2.

Project Monitoring

Commit staff resources to continue to monitor and evaluate projects identified in the MTP by:

- Evaluating ongoing developments, planned roadway improvements, and maintenance needs leading to project prioritization to efficiently manage the transportation system.
- Monitoring short-, mid-, and long-term project needs and prepare plan amendments, if justified by additional funding availability or new information that affects priorities or evaluation criteria.

Planning Coordination

Commit staff resources to ensure collaboration and implementation of applicable planning efforts by MnDOT, member jurisdictions, and other agencies. The following does not include all applicable plans but is a snapshot of statewide, district, and county planning efforts to track.

- Statewide and/or District Multimodal Transportation Plan (or other applicable State pedestrian or bicycle plans)
- Statewide and/or District Freight Plan
- Highway Investment Plan
- Greater Minnesota Transit Investment Plan
- Mankato Transit Service Development Plan
- Local Human Service Public Transit Coordination Plan
- State Rail Plan
- County Comprehensive and/or Transportation Plans

FUTURE PLANS & STUDIES

Ongoing collaboration with partner agencies is essential to conduct transportation studies that address specific mobility needs and urban growth challenges. This section outlines several recommended studies for future consideration, including corridor studies, Intersection Control Evaluations (ICE), and planning area assessments within the MAPO region. Additionally, it is standard practice to complete prerequisite studies before projects are included in an MPO's Transportation Improvement Program (TIP) or MnDOT's Statewide Transportation Improvement Program (STIP), such as:

- Corridor or sub-area studies
- Intersection or interchange analysis
- Freight studies
- Multimodal studies
- Safety analysis
- Preliminary environmental documentation

The studies listed in this section are preliminary recommendations and require further detailed analysis to assess feasibility and environmental impacts, or to initiate preliminary design, or project phasing. Each plan will be considered and prioritized through MAPO's existing review, scope development, and voting process with member jurisdictions.

Corridor Studies

Corridor studies evaluate various aspects of the roadway and its surrounding context, including safety, mobility, connectivity, and access, to support current and future travel needs. These studies should be conducted for any CSAH corridor proposed for reconstruction, as well as for multimodal projects that include trails.

- **TH 83 from TH 22 to St. Clair (MnDOT):** Review access, intersection controls, safety and multimodal improvements, and future capacity operations along the 8.2-mile corridor.
- **Stadium Road (CSAH 60) from Stoltzman Road (CSAH 16) to TH 22 (Blue Earth County)**: Review multimodal connectivity and safety, access, intersection control, and future capacity operations along the 2.8-mile corridor. Incorporate specific review of multimodal safety improvements near the MSU campus at Ellis Avenue, Warren Street, and Monks Avenue.
- **Monks Avenue (CSAH 8) from Glenwood Avenue to Stadium Road (Blue Earth County):** Review access, intersections controls, safety improvements, and multimodal connectivity along this mile corridor.
- **Marshall Street from Riverfront Drive to Front Street (City of Mankato):** Review access, intersections controls, safety improvements, and multimodal connectivity at this complex junction where multiple roadways converge.
- **Madison Avenue from Riverfront Drive to TH 22 (Mankato):** Review access, intersections controls, safety improvements, and multimodal connectivity along

the 2.5-mile corridor. Include specific reviews of multimodal connectivity to downtown and safety in the mall/commercial district area.

- **Main Street from Riverfront Drive to Hosanna Drive (Mankato):** Review future capacity operation improvements, intersection controls, context based multimodal opportunities and connectivity, and safety enhancements along the 2.6-mile corridor.
- **Glenwood Avenue/Hoffman Road from Warren/Cherry Streets to TH 22 (Mankato)**: Review future capacity operation improvements (specifically along Glenwood Avenue), intersection controls and access, safety improvements, and multimodal connectivity along the 3.1-mile corridor. Incorporate specific review of a four-to-three lane conversion of Hoffman Road and associated multimodal improvements.
- **County Road 77 (Judson Bottom Road) from Lookout Drive to Rockford Road (Nicolett County):** Develop a corridor study to determine roadway, safety, and multimodal improvements, along with discussions about future jurisdictional responsibilities.
- **County Road 41from MN 83 to County Road 90 (Blue Earth County):** Develop a corridor stud to determine roadway, safety, and multimodal improvements for Blue Earth County Road 41from MN 83 to County Road 90.

Intersection Control Evaluation (ICE) Studies

ICE studies collect and evaluate data on intersections to assess appropriate traffic control options, such as stop signs, traffic signals, or roundabouts. It is essential that ICE reports are completed for any proposed projects involving intersection reconstruction.

MAPO Planning Area Plans

There are several potential plans and studies that would further the MAPO's mission and provide needed projects and improvements to ensure a safe, efficient, and accessible transportation system. MAPO and its member jurisdictional partners will use this information as guidance when considering when and if to include these activities in the MAPO Unified Planning Work Program (UPWP). No specific time is known now regarding when or if these activities or plans will be completed but are recommended.

- **Pedestrian and Bicycle Master Plan:** Update complete streets guidance, develop future network, maintenance and operations policy, and enhanced crossing guidance, produce a Safe Routes to School Action Plan.
- **Intelligent Transportation Systems (ITS) Plan:** Develop an ITS Architecture System Plan to document and guide development of intelligent transportation systems throughout the MAPO planning area.
- **Transit-Oriented Development Plan:** Develop a study of local commuting patterns, origin/destination nodes, transit service and multimodal connectivity,

and developable or re-developable land to identify and implement transit oriented development districts.

- **Pavement Management Study:** Develop an understanding of the current and future pavement conditions of all roadways classified as a minor collector or higher, better identify the current pavement needs, and review and select a path to address the needs.
- **Regional Travel Model:** Maintain the region's travel demand model to represent existing and future forecasted traffic conditions based on socioeconomic data and comprehensive land use plans.
- **Freight Plan:** Develop an understanding of regional existing and future freight travel demand throughout the planning area, along with identifying key industry hubs. Existing and future district-wide freight studies could inform MAPO planning area freight needs including the District 7 Manufacturers' Perspectives Study and District Freight Plan.
- **Safe Routes to School Plans:** Update North Mankato's 2015 Safe Routes to School Plan and conduct a traffic safety assessment and access management plan for Mankato West High School to address safety concerns expressed by the School District.
- **Asset Management Plan:** Develop an asset management plan for regional trails and cycling routes to ensure system preservation strategies align with needs and lifecycle schedules.
- **Local Human Services Public Transit Coordination Plan** Update the 2017 "Local Human Service Public Transit Coordination Plan" to inform future transit investments.

APPENDICES

APPENDIX A

COMMUNITY ENGAGEMENT

Community Engagement Summary

Mankato/North Mankato Area Planning Organization 2050 Metropolitan Transportation Plan (MTP) Update

Prepared by TC2 and Bolton and Menk

Project Summary

Project item	Item description
Public project name	MAPO 2050 Metropolitan Transportation Plan (MTP) Update
Project area	MAPO Boundary
Schedule	April 2024 – December 2025
Branding	MAPO
Website	Greater Mankato area/MAPO Planning Area
Objective	**Inform:** Provide the public with clear, consistent project information to aid in project understanding. **Consult**: Obtain meaningful public feedback and share how they influenced the outcome. **Involve**: Work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Project Description

The Metropolitan Transportation Plan (MTP) was developed in 2015 to identify long-range transportation needs and opportunities, which helped establish a framework to guide future projects and policies. Since then, the greater Mankato area has seen a lot of change and growth. This project aims to update the plan with these changes in mind, to provide a transportation framework for the next 25 years.

The following transportation planning factor themes will be considered during this process:

1. Accessibility and mobility
2. Economic vitality
3. Environment
4. Integration and connectivity
5. Preservation
6. Resiliency and reliability
7. Safety
8. Security
9. System management and operation
10. Travel and tourism

Project Goals

1. Consistently, effectively and meaningfully engage with the community and relevant agency partners to develop a collaborative plan.
2. Identify and develop areas of emphasis for the plan.
3. Incorporate multimodal recommendations and strategies.
4. Complete and submit all work to the MAPO prior to October 2, 2025 to allow for MAPO Policy Board adoption by November 6, 2025.

Engagement Goals

1. Generate and maintain a comprehensive stakeholder list that accounts for all interested groups, specifically historically underrepresented/marginalized groups.
2. Cultivate a deeper understanding of stakeholder needs, interests, and how best to engage with them.
3. Develop new relationships with stakeholder groups; maintain and strengthen existing stakeholder relationships.
4. Ensure all project information and materials are written in plain language and made accessible to all in a clear and timely manner, no matter their background, language, interest, or ability.
5. Utilize a wide range of in-person and digital communication tools to connect with stakeholders when and where it's convenient for them.
6. Ensure stakeholder questions and concerns are heard and promptly addressed.
7. Gather meaningful feedback and elevate and empower the voices and perspectives of underrepresented stakeholders to develop a community-supported design and implementation.
8. At project milestones, share what feedback was collected and how it will be used to inform the development of the design and implementation of the improvements.

Engagement Approach & Timeline

Phases	Overview	Timeline
Phase 1	Understand key transportation issues and areas of emphasis most valued by the community to guide the long-range plan.	April – September 2024
Phase 2	Share and collect feedback on the goals, objectives, and performance measures and existing conditions and issues identification information.	November 2024 – March 2025
Phase 3	Share and collect feedback on the range of alternatives, recommended future network and implementation plan.	April – August 2025
Phase 4	Share the draft plan and adoption.	September – November 2025

Engagement Summaries

Below highlights the findings from major community engagement events that occurred throughout the course of the project.

Online Survey (June – September 2024)

An online survey and interactive maps were used to gather input on transportation needs, issues, and opportunities. The results of this outreach are provided in Attachment AI.

Juneteenth Celebration (June 19, 2024) – City of Mankato Pop Up

Attendees: ~35; ~12 people scanned the QR to take the survey online.

Pom-Pom voting results for the question "What are your top concerns about getting around the Mankato/North Mankato region over the next 25 years?"

- 5 votes for "unsafe intersections"
- 11 votes for "Better Pedestrian Facilities (sidewalks. crosswalks, etc.)"
- 7 Votes for "Environmental Impacts/Concerns"
- 0 votes for "Reduced Congestion"
- 3 votes for "Better Bike Facilities"
- 10 votes for "Better Access to Key destinations"
- 2 votes for "Other"
    - Requests for better mass transit/bussing

Overall, attendees at this event were more interested in celebratory booths and activities.

Tater Days Pancake Breakfast (July 20, 2024) – City of Eagle Lake Pop Up

Attendees: ~25, many people scanned the QR to take the survey online.

Pom-Pom voting results for the question "What are your top concerns about getting around the Mankato/North Mankato region over the next 25 years?"

- 10 votes for "unsafe intersections"
- 7 votes for "Better Pedestrian Facilities (sidewalks. crosswalks, etc.)"
- 2 Votes for "Environmental Impacts/Concerns"
- 8 votes for "Reduced Congestion"
- 5 votes for "Better Bike Facilities"
- 6 votes for "Better Access to Key destinations"
- 1 vote for "Other"
    - Request for U.S. 14 connecting to County Road 90

Most common comment from attendees was the dislike of J-turns on U.S. 14 in Eagle Lake.

Township Listening Session (July 31, 2024) – City of Eagle Lake Pop Up

Attendees: Christopher Frederick (Belgrade Township), June Lonnquist (South Bend Township), Rich Resch (Lime Township), Chris Talamentez (MAPO), Shawn Schlosser (MAPO), Angie Bersaw (Bolton & Menk). Invited but not present: LeRay Township, Mankato Township.

Meeting Summary

1. **2050 Metropolitan Transportation Plan (MTP) Update Overview**
   Angie presented a brief overview of the purpose and components of the 2050 MTP Update.

2. **Discussion Items**
   The following questions were presented to township officials prior to the meeting and served as the basis of the discussion.
    a. What are your transportation needs and priorities for today (year 2024)?
    b. What are your transportation needs and priorities for the future (year 2050)?
    c. What are some of the biggest challenges your community is facing today and into the future as best you can predict?
    d. Do you use the MAPO Transportation Plan? If so, how do you use it? If not, what could be more helpful to you.

   The following is a summary of the discussion, organized by township.
    - Belgrade Township

  - Drainage issues - Increasing frequency of large rainfall events is resulting in extra maintenance and financial pressure on the township. They have two projects coming up, each with a $2M price tag. Annual Belgrade Township budget is approximately $500,000.
  - Road maintenance – in addition to large rain events increasing road maintenance needs, increased agricultural yields are wearing on roads. Township roads are not built to withstand this increased weight and it's becoming an issue.
  - Infrastructure replacement - Rock costs are one of their biggest expenses and large rain events wash it all away – particularly on large hills connecting to TH 169. This is contributing to river sediment issues. Township is wrestling with what to do in future – pave each at a cost of $3M or close hills? Township also has three miles of paved asphalt roadways to maintain/replace as needed.
  - Township is also considering abandoning some roads (turning to min maintenance private driveways).
  - School bus safety – bus companies will no longer go down steep hills and are requiring turnaround areas and lighting at bus stops.
  - Not really using the MTP since priorities will never get to the township level. Townships need funding for road maintenance (rock, drainage repair, upgrades, etc.).
- Lime
  - Biggest issue is snow drifting in winter from winds.
  - Concerned about increased traffic with airport growth and quarry redevelopments.
  - Growth pressures and transition to residential is a concern for the township; however, all townships noted they do have Orderly Annexation Agreements in place with cities.
  - 3rd Avenue railroad crossings are a big problem when they block access for emergency vehicles to serve the township. There are 3 crossings in Lime Township.
  - Unaware of the MTP or how or why township should use it.
  - Annual Lime Township budget is approximately $290,000.
- South Bend
  - Erosion control – Township is considering use of hog slats for erosion control building off a test case on Jack McGowan's ditch/roadway which has used slats with no erosion issues since.
  - CR 33 flooding is an issue. Township would prefer this roadway be raised as it floods frequently, and traffic reroutes through neighbors when it does.
  - Entrance to Cycle Club is an issue. Township closes this in the winter.
  - Annual South Bend Township budget is approximately $900,000.

3. **Summary**
   The meeting concluded with attendees agreeing the common themes of discussion were:
   - **School bus safety challenges** – how to meet busing requirements for turnarounds and safe bus stop amenities like lighting.
   - **Road maintenance** – this is the largest expense for townships with limited funding available to support rock needs, drainage repair, road upgrades, etc. Needs are increasing at rate greater than funding availability.
   - **Land use changes and growth pressures** - from additional residential development, solar farms, mining/quarry changes and resulting impacts to neighboring properties and traffic growth/pattern changes are a concern.

Pop-Up/Online Prioritization Exercise (June – July 2025) – Various Locations

Participants were invited to prioritize various transportation elements by allocating a hypothetical budget of $100 in $10 increments. This interactive exercise was conducted using marbles at pop-up events and through an online survey. Results indicated a strong preference for increased investment in pedestrian, bicycle, and transit infrastructure, while recognize the need to continue to maintain roadways in safe and good condition.

Transportation Element	Songs on the Lawn (June 6, 2025)	N. Mankato Farmers Market (June 16, 2025)	Juneteenth Celebration (June 19, 2025)	Songs on the Lawn (June 23, 2025)	TIP Open House (June 26, 2025)	N. Mankato Farmers Market (June 30, 2025)	Online Menti	Total
Trails	239	29	54	42	2	15	1	**382**
Transit Service	212	27	64	36	0	6	0	**345**
Sidewalks	170	17	48	34	0	6	14	**289**
Safety Improvements	129	25	53	32	1	5	0	**245**
On-Street Bike Lanes	107	34	40	16	1	7	0	**205**
Roadway Improvements	90	27	39	22	2	2	5	**187**
Transit Stop Amenities	92	15	25	15	0	1	32	**180**
Roadway Enhancements	52	8	19	10	0	2	17	**108**
Innovation	55	8	19	9	0	1	8	**100**
Other	39	6	4	6	4	0	35	**94**

Draft Public Review (September 22 – October 22, 2025)

The draft plan was made available for public review on the project website, accompanied by a comment form to gather feedback. Physical copies of the draft were also accessible at the North Mankato Taylor Library and the Blue Earth County Library. A public notice was issued to inform the community about the review period and the scheduled open house. No written comments were received during the public review period.

Public Open House (October 2, 2025)

Community engagement efforts primarily focused on in-person interactions, including listening sessions and pop-up events. To conclude the MTP update process, a public open house was held on October 2, 2025, at the Mankato Intergovernmental Center from 4:30 p.m. to 7 p.m. The open house was an opportunity to present the draft plan and its recommendations and proposed project list. Materials from the open house are included in Attachment A2.

MAPO staff and the project consultant were available to answer questions and engage with attendees. Only five community members participated, and one written comment was submitted online through the project website.

Verbal feedback shared with staff at the October 2, 2025 Open House included:

- There is a need for increased investment in biking infrastructure and amenities, such as bike lockers and racks throughout the region.
- Concerns from South Bend Township representatives were expressed regarding the difficulty and safety of emergency vehicles accessing and from Highway 60.
- Improvements along the Minnesota River Trail are needed to address visibility issues and deteriorating pavement conditions.
- Recent construction in the region has put added pressure onto local roads, especially within South Bend Township.

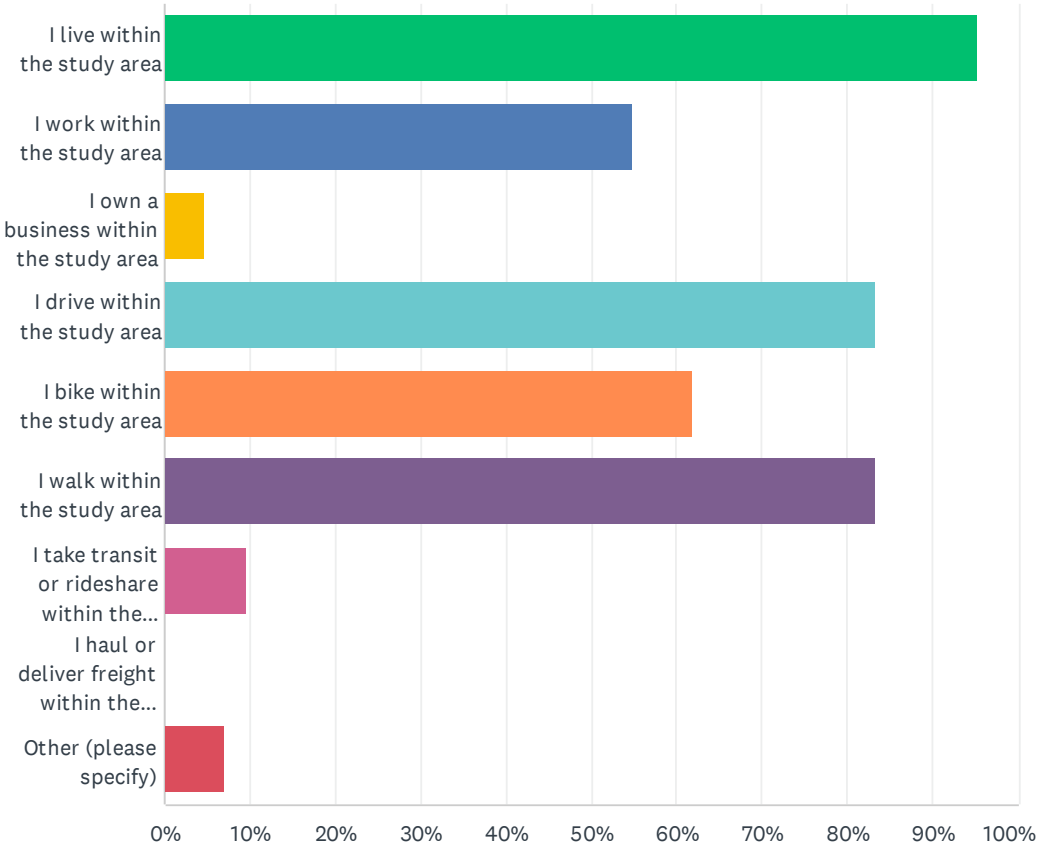
Online feedback submitted through the project website included:

- I have read the plan and feel it is pretty good and appreciate the fact that it includes much more information on bicycling and pedestrian safety than past plans.
- I appreciated the recommendation for the development of a multi-modal master plan for walking, rolling and bicycling. In addition to that MAPO should have multi-modal advisory committee to help develop the plan and ensure the plan has measurable goals and is implemented and evaluated.
- I fully support the proposed Regional Multimodal Planning & Design along with the development of a master bicycle and pedestrian plan.

ATTACHMENT A1 – ONLINE SURVEY

Q1 Tell us a little about yourself. (select all that apply)

Answered: 42 Skipped: 4



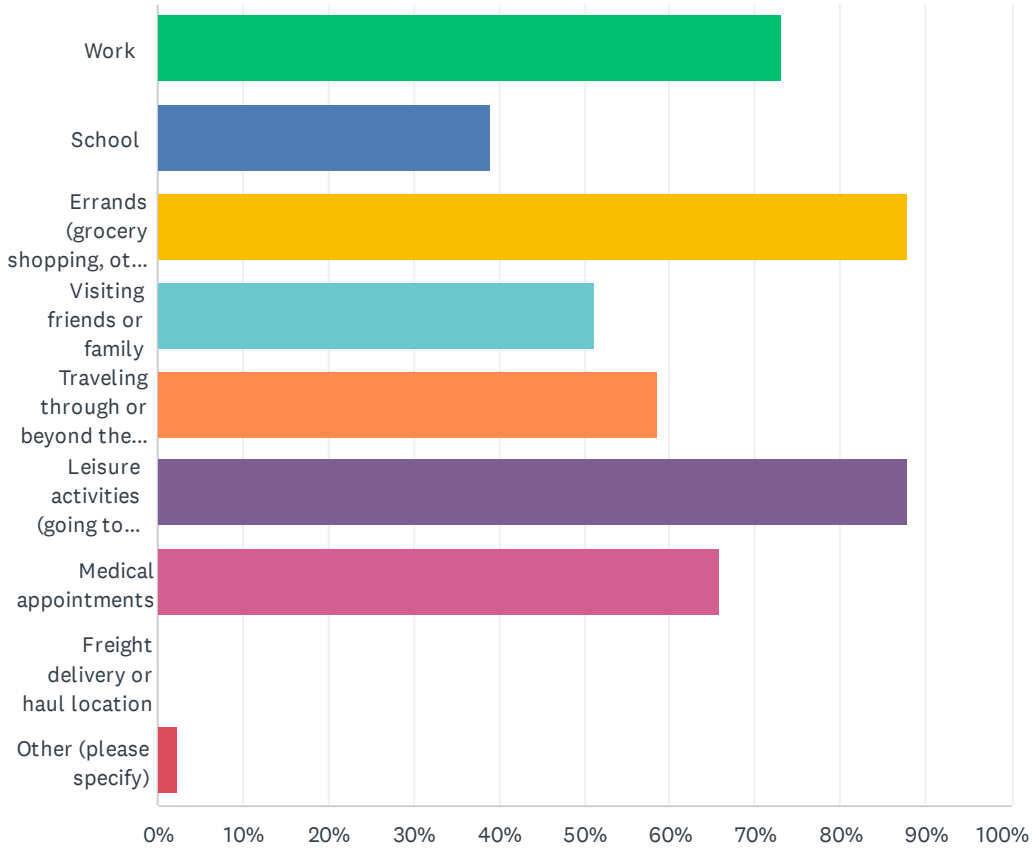
ANSWER CHOICES	RESPONSES	
I live within the study area	95.24%	40
I work within the study area	54.76%	23
I own a business within the study area	4.76%	2
I drive within the study area	83.33%	35
I bike within the study area	61.90%	26
I walk within the study area	83.33%	35
I take transit or rideshare within the study area	9.52%	4
I haul or deliver freight within the study area	0.00%	0
Other (please specify)	7.14%	3
Total Respondents: 42		

#	OTHER (PLEASE SPECIFY)	DATE
1	Kids in school	9/19/2024 1:25 PM

2	I recreate in the study area.	9/7/2024 11:26 PM
3	MNSU student	6/19/2024 5:29 PM

Q2 What are the main destinations you travel to within the region? (select all that apply)

Answered: 41 Skipped: 5



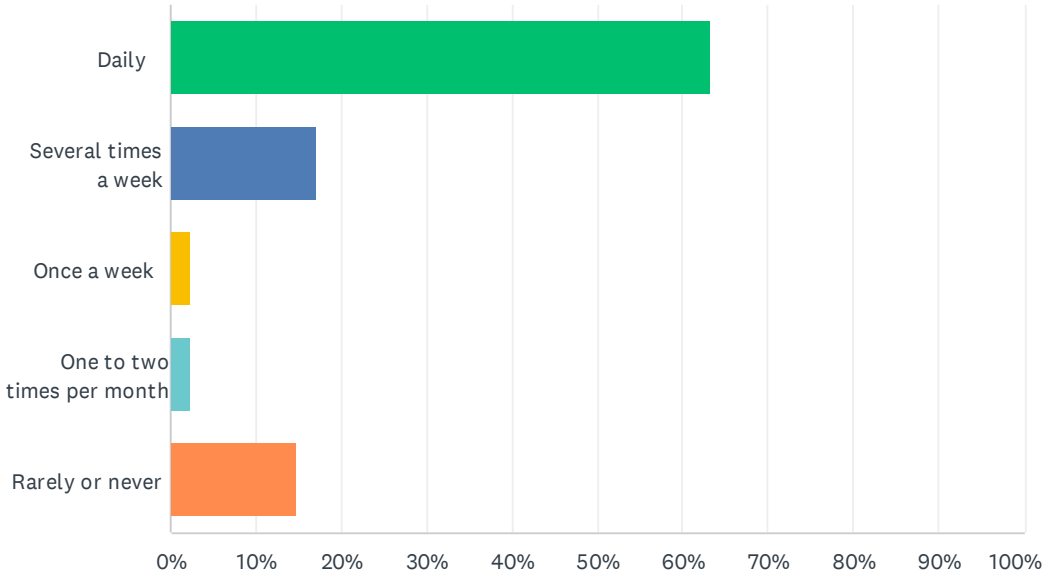
ANSWER CHOICES	RESPONSES	
Work	73.17%	30
School	39.02%	16
Errands (grocery shopping, other shopping, etc.)	87.80%	36
Visiting friends or family	51.22%	21
Traveling through or beyond the study area to reach another location	58.54%	24
Leisure activities (going to parks, restaurants, etc.)	87.80%	36
Medical appointments	65.85%	27
Freight delivery or haul location	0.00%	0
Other (please specify)	2.44%	1
Total Respondents: 41		

#	OTHER (PLEASE SPECIFY)	DATE

1	Drive, walk to volunteer opportunities	9/25/2024 1:54 PM

Q3 How often do you use the transportation system in the region? (drive, use transit, bike/walk on trails/sidewalks, etc.)

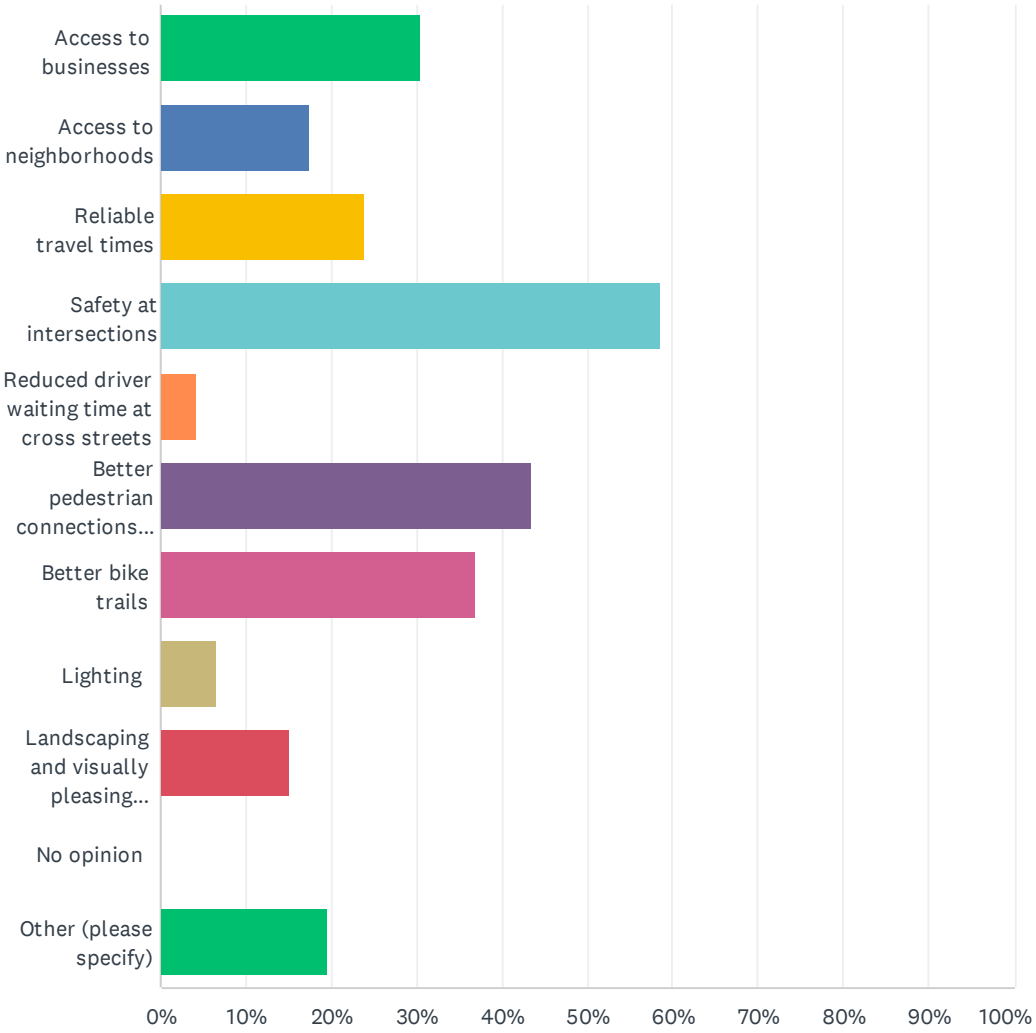
Answered: 41 Skipped: 5



ANSWER CHOICES	RESPONSES	
Daily	63.41%	26
Several times a week	17.07%	7
Once a week	2.44%	1
One to two times per month	2.44%	1
Rarely or never	14.63%	6
TOTAL		41

Q4 What are the three most important needs of people today traveling within the region? (select up to three)

Answered: 46 Skipped: 0

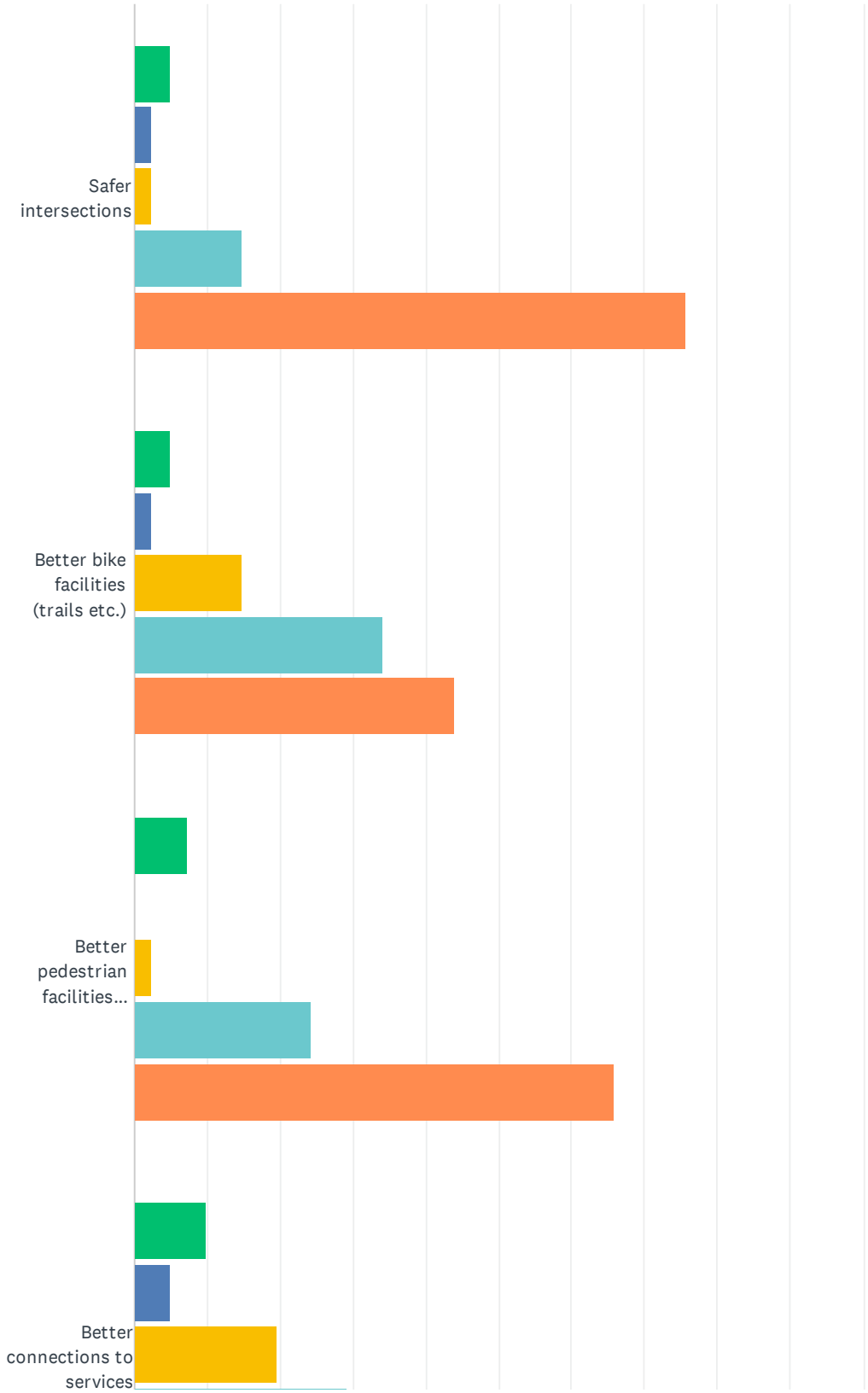


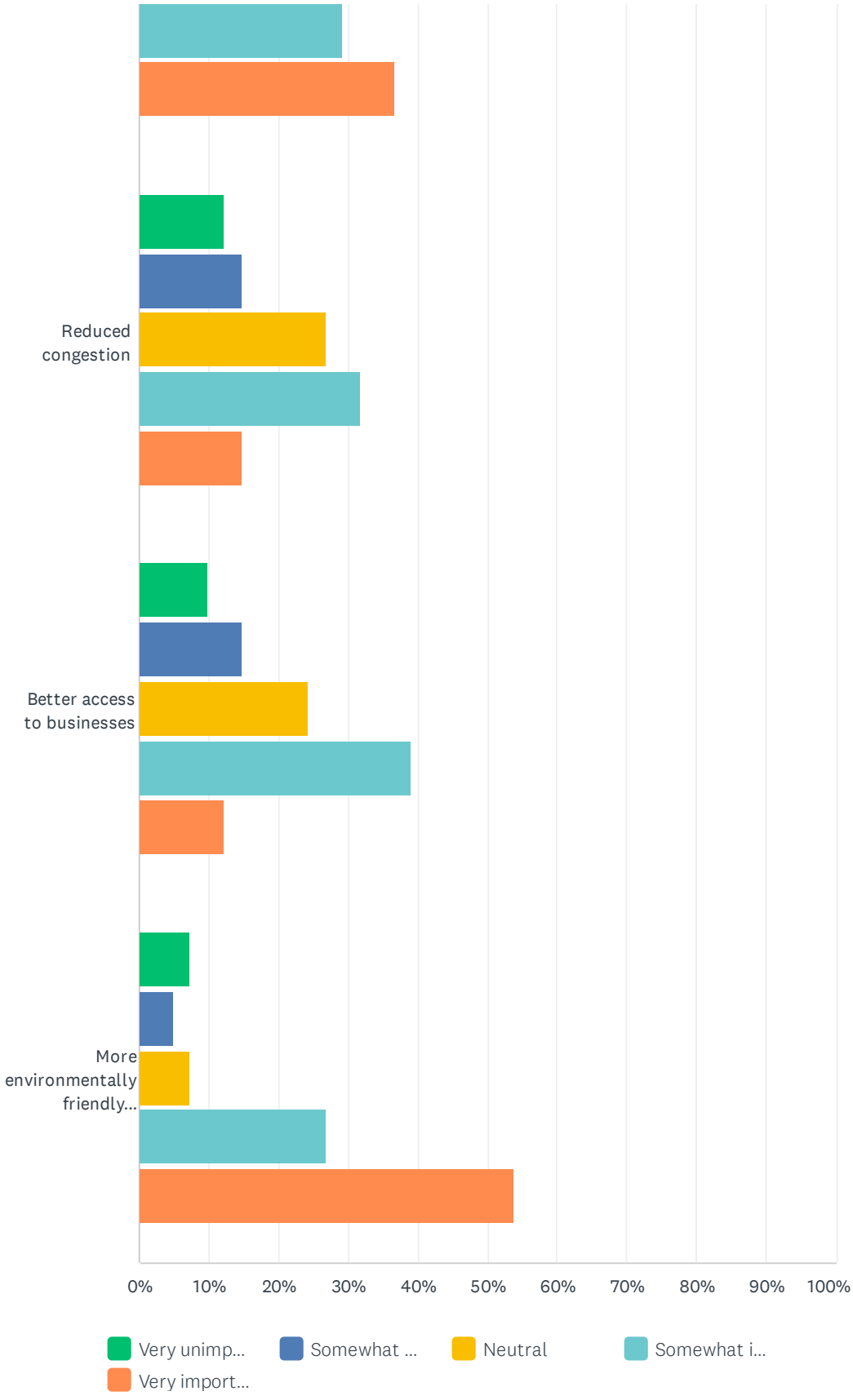
ANSWER CHOICES	RESPONSES	
Access to businesses	30.43%	14
Access to neighborhoods	17.39%	8
Reliable travel times	23.91%	11
Safety at intersections	58.70%	27
Reduced driver waiting time at cross streets	4.35%	2
Better pedestrian connections (sidewalks, crosswalks etc.)	43.48%	20
Better bike trails	36.96%	17
Lighting	6.52%	3
Landscaping and visually pleasing roadway	15.22%	7
No opinion	0.00%	0
Other (please specify)	19.57%	9
Total Respondents: 46		

#	OTHER (PLEASE SPECIFY)	DATE
1	Marsh and Dane intersection is dangerous	9/19/2024 1:25 PM
2	Less pollution, fewer roundabouts, better sensors	9/16/2024 11:37 AM
3	Number 1 - ENVIRONMENT, more bike friendly ways to commute, a bus system that makes sense, so many suvs trucks and large vehicles should not be allowed! Carpooling to say the least. Electric bike safety training classes would benefit all, project talk about it- people are unaware of how harmful our vehicles and daily here to there’s are	8/21/2024 6:36 AM
4	A reliable pedestrian network (safe for children)	8/20/2024 3:12 PM
5	Reduce travel speeds to posted limits. In attentive drivers in residential areas	8/19/2024 6:35 PM
6	More functional Bike racks that hold more bikes. Especially at events. NOT decorative. Functional. Mankato area racks are the worst.	8/15/2024 1:55 PM
7	Good signage	8/9/2024 6:36 PM
8	Good and reliable bus service to all parts of Mankato and north Mankato. It will take time and patience for people to start knowing it’s there and reliable but will slowly gain traction especially for kids. I would rather ride or walk but nothing is consistent enough	7/30/2024 1:42 AM
9	Increased public transportation	6/19/2024 4:53 PM

Q5 Thinking about the future of the transportation system in the region, how important are each of the following?

Answered: 41 Skipped: 5

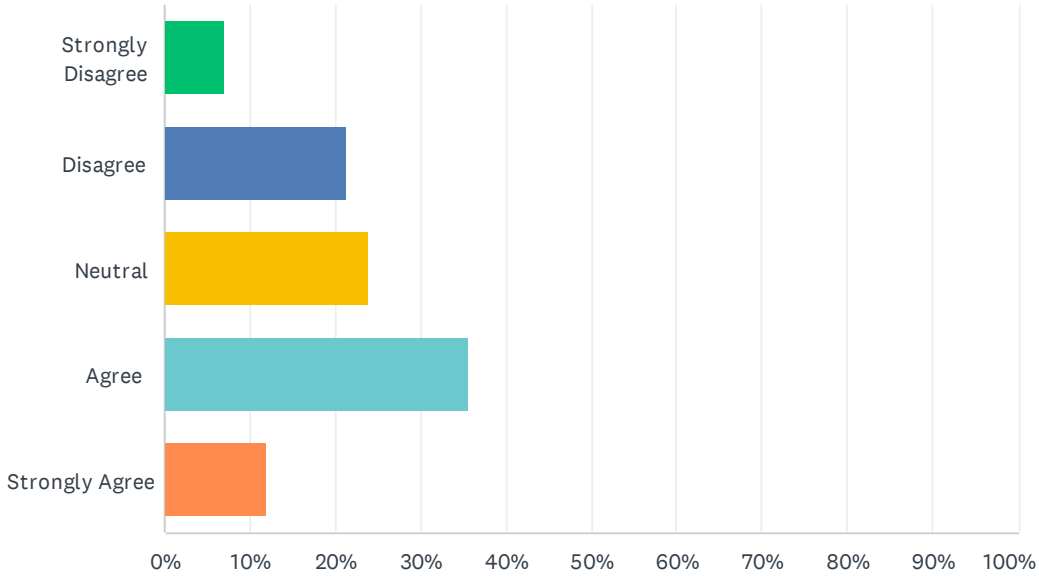



Reduced congestion
Better access to businesses
More environmentally friendly...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Very unimp...
Somewhat ...
Neutral
Somewhat i...
Very import...

	VERY UNIMPORTANT	SOMEWHAT UNIMPORTANT	NEUTRAL	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Safer intersections	4.88% 2	2.44% 1	2.44% 1	14.63% 6	75.61% 31	41	4.54
Better bike facilities (trails etc.)	4.88% 2	2.44% 1	14.63% 6	34.15% 14	43.90% 18	41	4.10
Better pedestrian facilities (sidewalks, crosswalks etc.)	7.32% 3	0.00% 0	2.44% 1	24.39% 10	65.85% 27	41	4.41
Better connections to services	9.76% 4	4.88% 2	19.51% 8	29.27% 12	36.59% 15	41	3.78
Reduced congestion	12.20% 5	14.63% 6	26.83% 11	31.71% 13	14.63% 6	41	3.22
Better access to businesses	9.76% 4	14.63% 6	24.39% 10	39.02% 16	12.20% 5	41	3.29
More environmentally friendly roadway (reduced impacts to wildlife and noise/air/water pollution, landscaping, etc.)	7.32% 3	4.88% 2	7.32% 3	26.83% 11	53.66% 22	41	4.15

Q6 Driving conditions are safe and comfortable for people within the region.

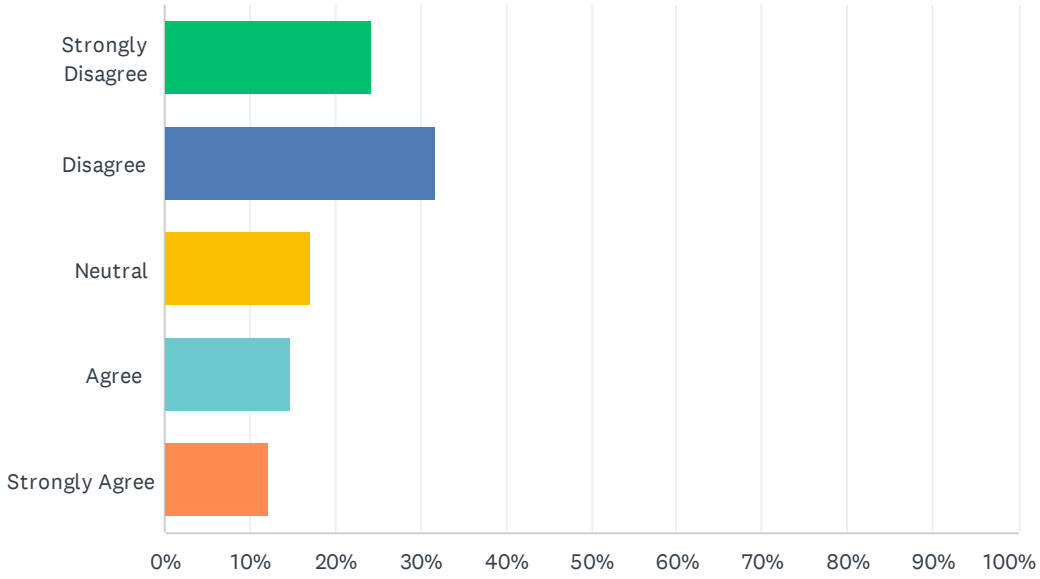
Answered: 42 Skipped: 4



ANSWER CHOICES	RESPONSES	
Strongly Disagree	7.14%	3
Disagree	21.43%	9
Neutral	23.81%	10
Agree	35.71%	15
Strongly Agree	11.90%	5
TOTAL		42

Q7 Walking conditions are safe and comfortable for people within the region.

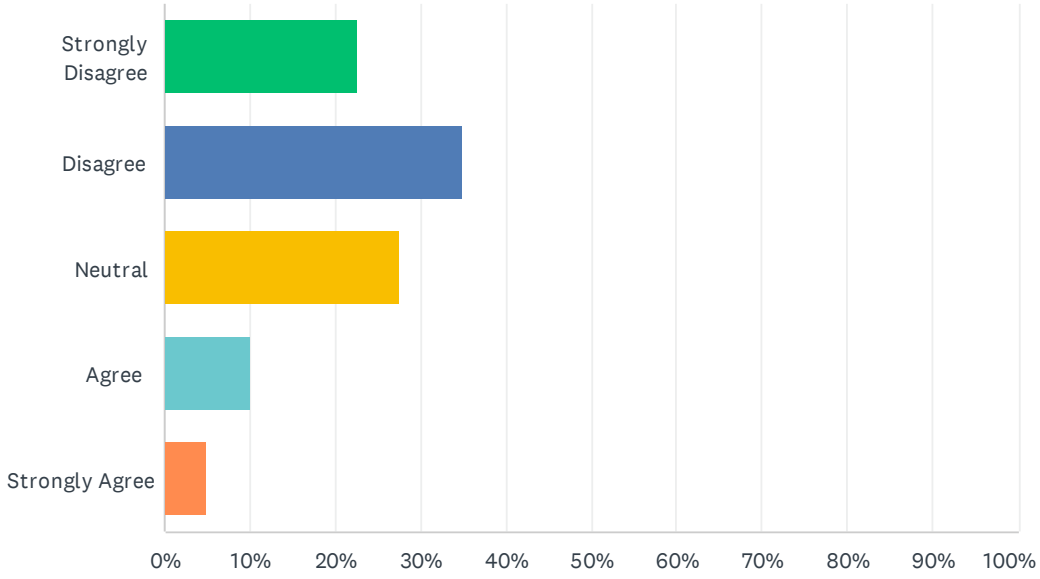
Answered: 41 Skipped: 5



ANSWER CHOICES	RESPONSES	
Strongly Disagree	24.39%	10
Disagree	31.71%	13
Neutral	17.07%	7
Agree	14.63%	6
Strongly Agree	12.20%	5
TOTAL		41

Q8 Biking conditions are safe and comfortable for people within the region.

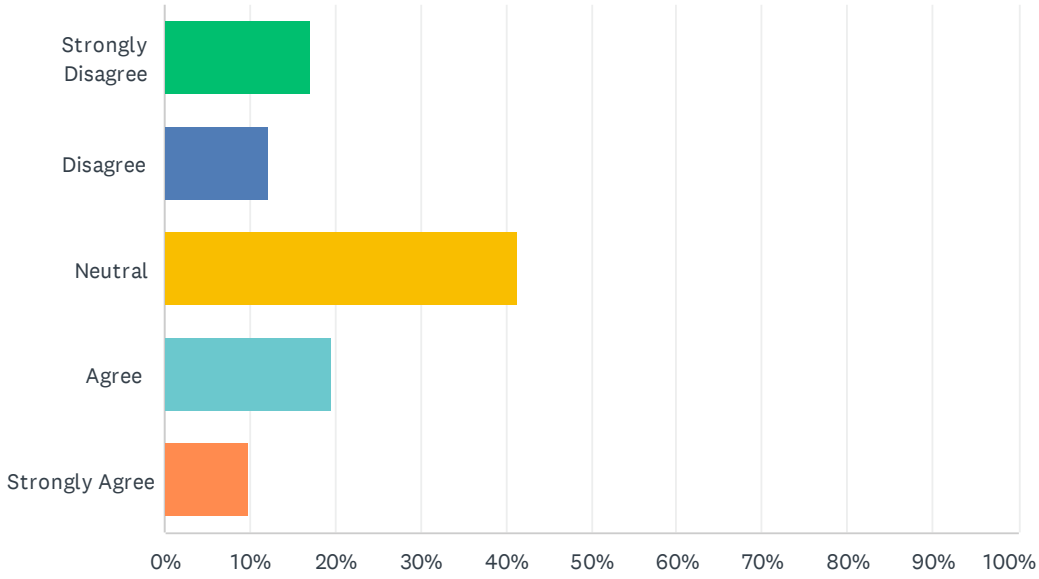
Answered: 40 Skipped: 6



ANSWER CHOICES	RESPONSES	
Strongly Disagree	22.50%	9
Disagree	35.00%	14
Neutral	27.50%	11
Agree	10.00%	4
Strongly Agree	5.00%	2
TOTAL		40

Q9 Transit conditions are safe and comfortable for people within the region.

Answered: 41 Skipped: 5



ANSWER CHOICES	RESPONSES	
Strongly Disagree	17.07%	7
Disagree	12.20%	5
Neutral	41.46%	17
Agree	19.51%	8
Strongly Agree	9.76%	4
TOTAL		41

Q10 If you could change one thing about the transportation system in the region, what would it be and why?

Answered: 31 Skipped: 15

#	RESPONSES	DATE
1	Less parking, more bike lanes	10/8/2024 6:14 PM
2	Better traffic system on roundabouts and have an under or overpass for pedestrians at roundabouts and intersections since vehicles never yield to pedestrians which makes it unsafe to cross and the downtown in mankato sure could use some more well lit street lights for both pedestrians and vehicles.	9/26/2024 9:48 AM
3	Limit fast moving e-bikes and e-scooters on sidewalks and walking paths	9/25/2024 1:54 PM
4	Marsh and Dane intersection	9/19/2024 1:25 PM
5	having a metro/lightrail or a bigger bus system that is consistent and affordable	9/19/2024 12:52 AM
6	A bike trail from Mankato to St Peter to enhance bike trails in area.	9/17/2024 4:54 PM
7	Make a bypass for 169 so I don't have to go through roundabouts with a self driving car on my way to work.	9/16/2024 11:37 AM
8	More bike paths. Mankato is not a transportation-friendly city. It doesn't matter what kind (e.g. walking, biking, driving). The fact of the matter is that successful communities are far more bike and pedestrian friendly than Mankato. This is an attractive feature to many families when they scout towns/cities for potential residence. These families help the community flourish. Fast moving traffic at the expense of community enjoyment (Riverfront) is not necessary.	9/9/2024 4:20 PM
9	Become as focused on bike and pedestrian infrastructure as already exists for cars. The Mankato area transportation network has been built and sustained in a way to promote personal automobile use over mass transit, walking as a pedestrian, biking, or other modes. Prioritize non-automobile transportation in all repair, maintenance, and planning for the future. When people are able to access their community through more equitable forms of transportation, it leads to better health outcomes, community engagement, sense of safety and belonging, and a lower environmental impact. Currently bikers don't feel safe in bike lanes or in roadways- as seen by the prevalence of bikers using sidewalks for travel rather than where they are supposed to move.	9/7/2024 11:26 PM
10	Become more pedestrian, bike and mass transit-focused. The region is overly focused on personal cars and trucks and lacks safe and friendly systems for other modes of transit. So much of the region is dedicated to driving and parking. Mobility options are changing (ebikes and scooters) and need to be accommodated for rapidly.	9/7/2024 11:19 PM
11	?	9/7/2024 5:23 PM
12	Lower speed limits on all highways and main city roads in town	9/6/2024 6:44 PM
13	We really need a better public transit system in which the bus routes reach neighborhoods further out in Mankato and more stops per hour so we don't have to walk so far to reach the bus or wait so long for the buses.	9/2/2024 3:14 PM
14	Many pedestrian road crossings are quite scary, better designed ones would be nice.	9/2/2024 3:11 PM
15	Slower speed limits in town…no greater than 25 mph	8/21/2024 7:18 AM
16	Light rail would be fabulous. I think this area has far too many big gas guzzling vehicles, why is this still a thing? Most irresponsible thing I see on a daily is one person only driving with an empty giant vehicle. It's wasteful and unnecessary- ignorance is bliss I suppose.	8/21/2024 6:36 AM
17	Slow the cars, because they are very loud and a danger to everyone	8/20/2024 3:34 PM
18	There need to be clear, consistent and reliable networks for those that don't have access to	8/20/2024 3:12 PM

	cars or simply prefer not to drive.	
19	Bandaid approaches such as J-Turns and related studies to avoid interchanges need to stop.	8/19/2024 6:35 PM
20	Get E bikers, etc off the sidewalks. If there's a motor get on the road.	8/15/2024 1:55 PM
21	I would love to see dedicated bike lines with barriers protecting cyclists from cars. I'd also love to see Mankato be more pedestrian friendly because too often there are not enough sidewalks for pedestrians to use.	8/15/2024 11:38 AM
22	More access to things to do around area and pathways for walking	8/14/2024 6:07 PM
23	The trail system is great but connections to businesses and locations where people travel for ADLs are missing. We need to upgrade the bicycle infrastructure from paint on the ground to protected/seperated bike lanes, facilities, improved intersection safety, consider wait time for pedestrians at crossings. Need to balance out the transportation system from primary focus on vehicle traffice to one that balances the needs of all road users - people who walk, bike and roll.	8/10/2024 9:34 AM
24	Lower speed limits on all city streets, especially where pedestrian traffic is common. ADD SPEED LIMIT SIGNS AFTER/IN BETWEEN ROUNDABOUTS.	8/9/2024 6:36 PM
25	Protected bike lanes. With climate change, and the need to reduce carbon emissions, I would bike more if I felt safer. However, me on a bike in a bike lane is no match for a distracted driver behind the wheel of an F150 or Suburban going 10 over the speed limit. Make safe transportation accessible to all, no matter what form they use.	8/9/2024 3:15 PM
26	More buses, bike lanes with dividers that are on streets going to businesses and services	8/4/2024 12:39 PM
27	Biking networks that access practical locations rather than just recreational bike trails	8/3/2024 4:03 PM
28	Better pedestrian/bike access over bridges	8/1/2024 9:51 AM
29	It would be consistent. Available daily and in multiple routes and run on time. Use the European countries as your guide for excellent bus, train and tram transportation	7/30/2024 1:42 AM
30	More focus on pedestrian safety and ease of travel, especially around public transportation zones like bus stops. Marked areas for buses to pull over and bus stops having benches and shade.	6/19/2024 5:29 PM
31	More public transportation	6/19/2024 4:53 PM

Q11 What is your home zip code? _____

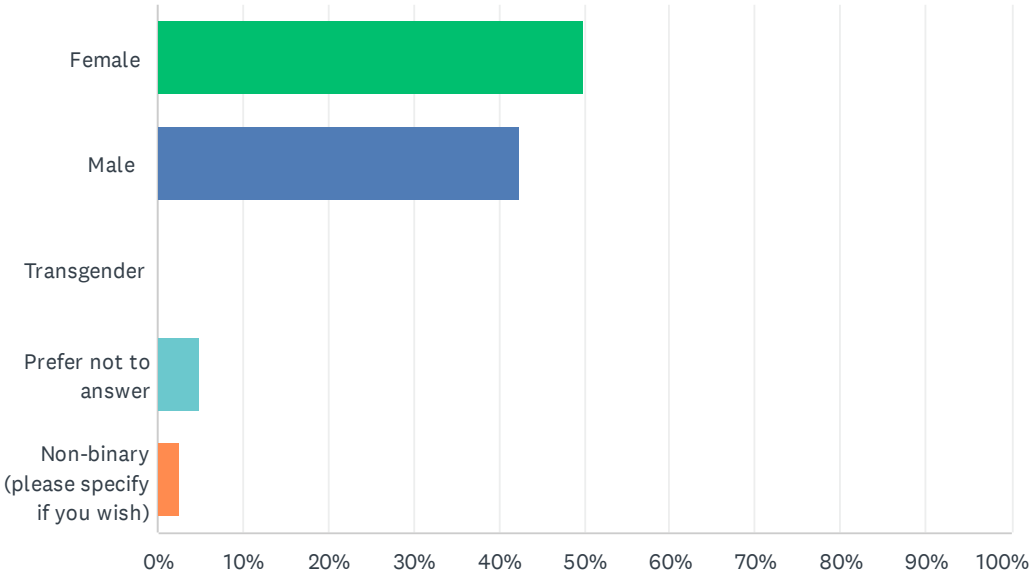
Answered: 40 Skipped: 6

#	RESPONSES	DATE
1	56001	10/15/2024 12:20 PM
2	56003	10/8/2024 6:15 PM
3	56001	9/25/2024 1:55 PM
4	56001	9/19/2024 1:25 PM
5	56001	9/19/2024 12:53 AM
6	56001	9/17/2024 4:55 PM
7	56003	9/16/2024 11:38 AM
8	56003	9/10/2024 7:00 PM
9	56001	9/9/2024 4:20 PM
10	56001	9/7/2024 11:27 PM
11	56001	9/7/2024 11:20 PM
12	56003	9/7/2024 5:23 PM
13	56003	9/6/2024 6:44 PM
14	56001	9/3/2024 10:19 AM
15	56001	9/2/2024 3:15 PM
16	56001	9/2/2024 3:12 PM
17	56003	8/31/2024 7:53 AM
18	56024	8/22/2024 7:39 PM
19	56001	8/21/2024 3:11 PM
20	15228	8/21/2024 7:18 AM
21	56003	8/21/2024 6:37 AM
22	56003	8/20/2024 3:34 PM
23	56003	8/20/2024 3:13 PM
24	56024	8/19/2024 6:36 PM
25	56003	8/16/2024 8:43 PM
26	56003	8/15/2024 1:56 PM
27	56003	8/15/2024 11:39 AM
28	56001	8/14/2024 6:09 PM
29	56003	8/14/2024 3:35 PM
30	56003	8/12/2024 11:16 AM
31	56001	8/10/2024 9:35 AM
32	56003	8/9/2024 6:37 PM
33	56001	8/9/2024 3:16 PM

34	56003	8/4/2024 12:41 PM
35	56003	8/3/2024 4:04 PM
36	56003	8/1/2024 9:52 AM
37	56003	7/30/2024 6:02 AM
38	56003	7/30/2024 1:43 AM
39	56001	6/19/2024 5:31 PM
40	56003	6/19/2024 4:54 PM

Q12 Which of the following describes how you think of yourself? Select all that apply.

Answered: 40 Skipped: 6

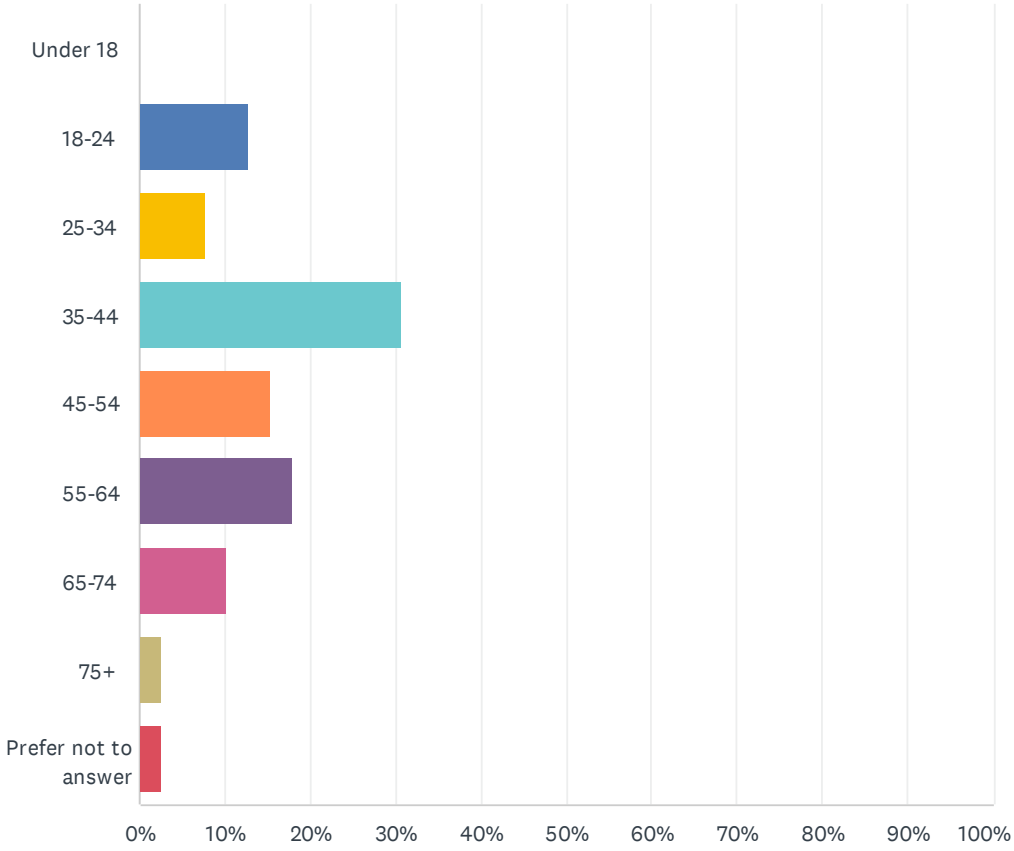


ANSWER CHOICES	RESPONSES	
Female	50.00%	20
Male	42.50%	17
Transgender	0.00%	0
Prefer not to answer	5.00%	2
Non-binary (please specify if you wish)	2.50%	1
TOTAL		40

#	NON-BINARY (PLEASE SPECIFY IF YOU WISH)	DATE
1	gender fluid	8/4/2024 12:41 PM

Q13 What is your age?

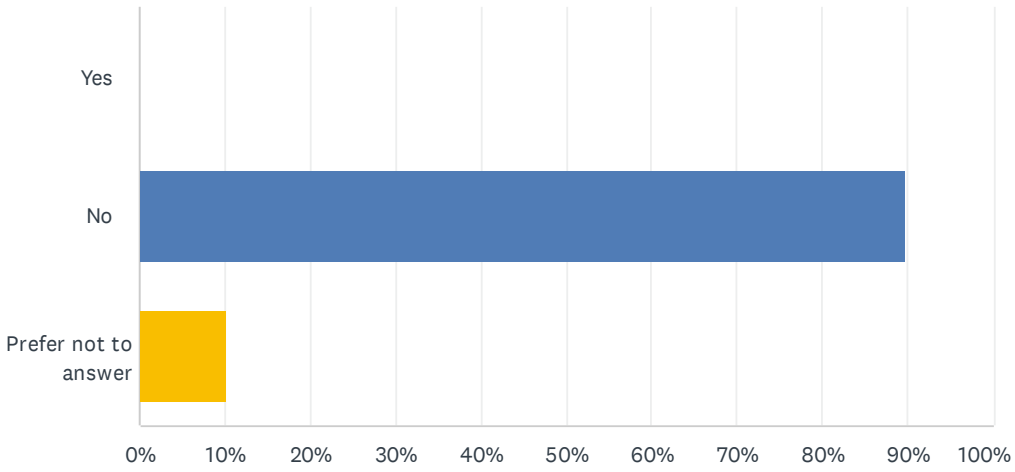
Answered: 39 Skipped: 7



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	12.82%	5
25-34	7.69%	3
35-44	30.77%	12
45-54	15.38%	6
55-64	17.95%	7
65-74	10.26%	4
75+	2.56%	1
Prefer not to answer	2.56%	1
TOTAL		39

Q14 Are you of Hispanic descent?

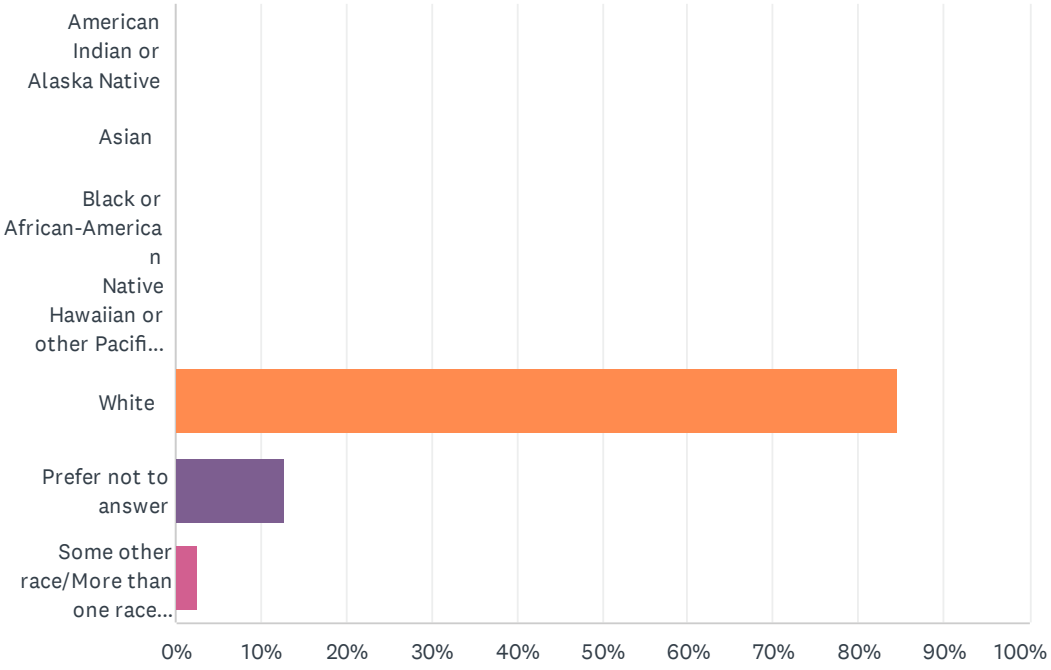
Answered: 39 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	89.74%	35
Prefer not to answer	10.26%	4
TOTAL		39

Q15 Which of the following best describes your racial background?

Answered: 39 Skipped: 7

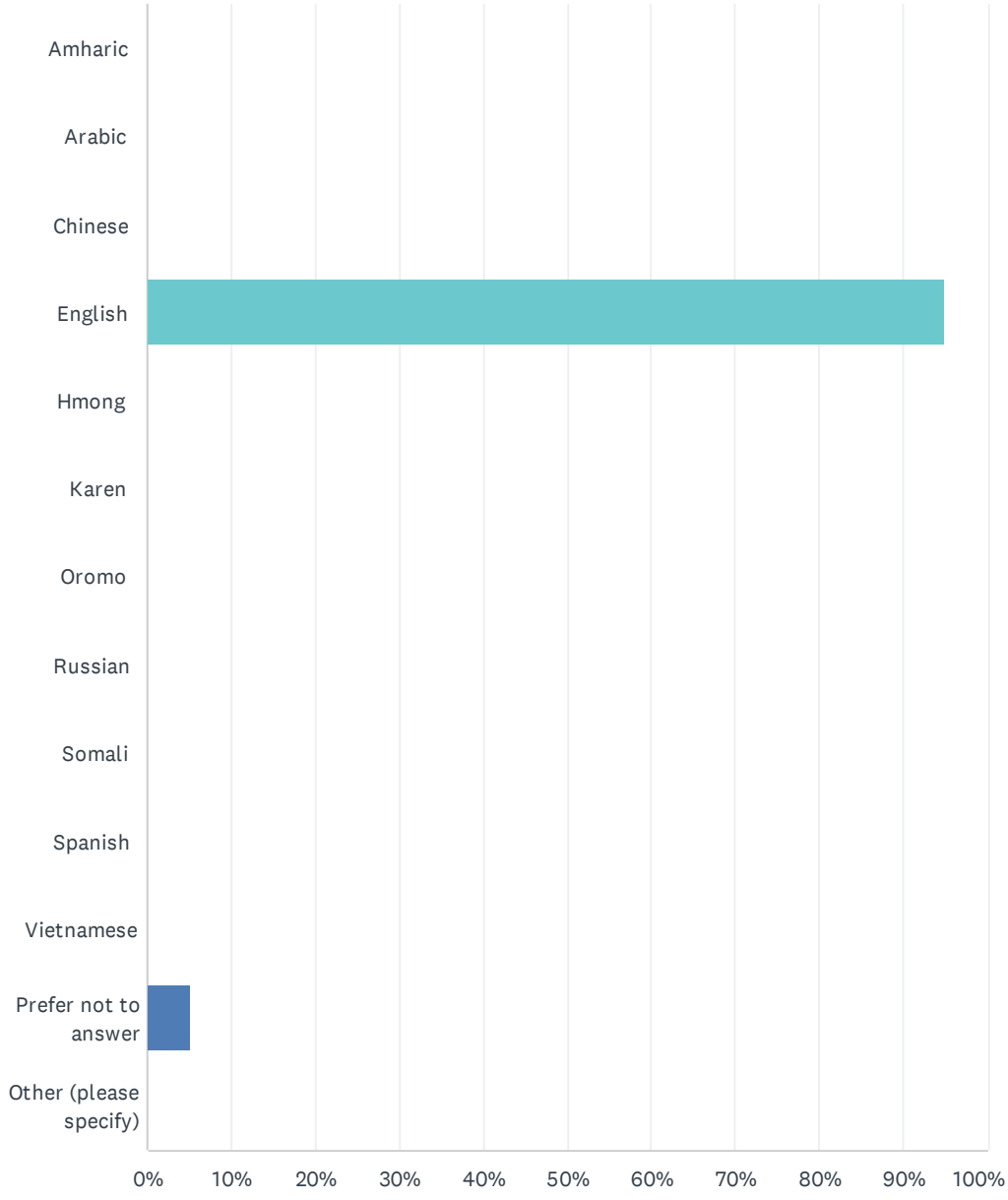


ANSWER CHOICES	RESPONSES	
American Indian or Alaska Native	0.00%	0
Asian	0.00%	0
Black or African-American	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
White	84.62%	33
Prefer not to answer	12.82%	5
Some other race/More than one race (please specify if you wish)	2.56%	1
TOTAL		39

#	SOME OTHER RACE/MORE THAN ONE RACE (PLEASE SPECIFY IF YOU WISH)	DATE
1	White/American Indian	6/19/2024 5:31 PM

Q16 What is the primary language spoken in your home?

Answered: 39 Skipped: 7

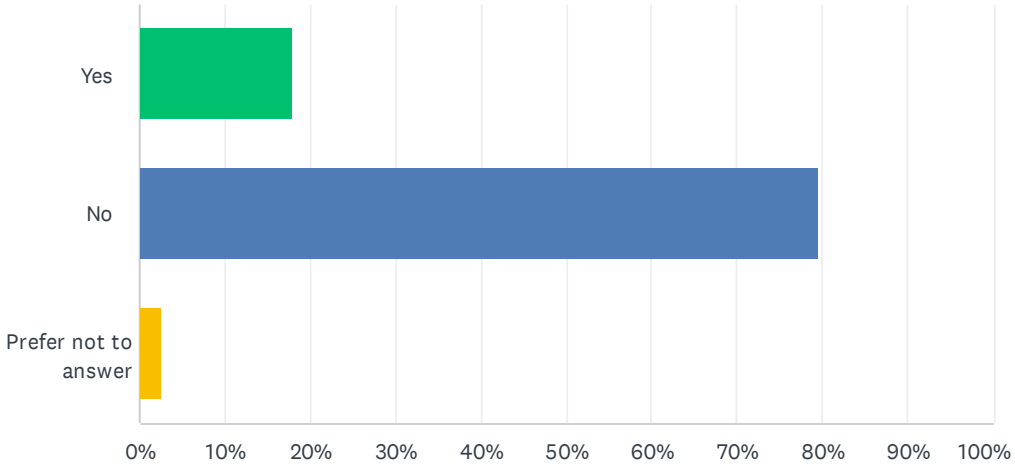


ANSWER CHOICES	RESPONSES	
Amharic	0.00%	0
Arabic	0.00%	0
Chinese	0.00%	0
English	94.87%	37
Hmong	0.00%	0
Karen	0.00%	0
Oromo	0.00%	0
Russian	0.00%	0
Somali	0.00%	0
Spanish	0.00%	0
Vietnamese	0.00%	0
Prefer not to answer	5.13%	2
Other (please specify)	0.00%	0
TOTAL		39

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q17 Do you have a long-lasting or chronic condition (physical, visual, auditory, cognitive or mental, emotional, or other) that substantially limits one or more of your major life activities (your ability to see, hear, or speak; to learn, remember, or concentrate)?

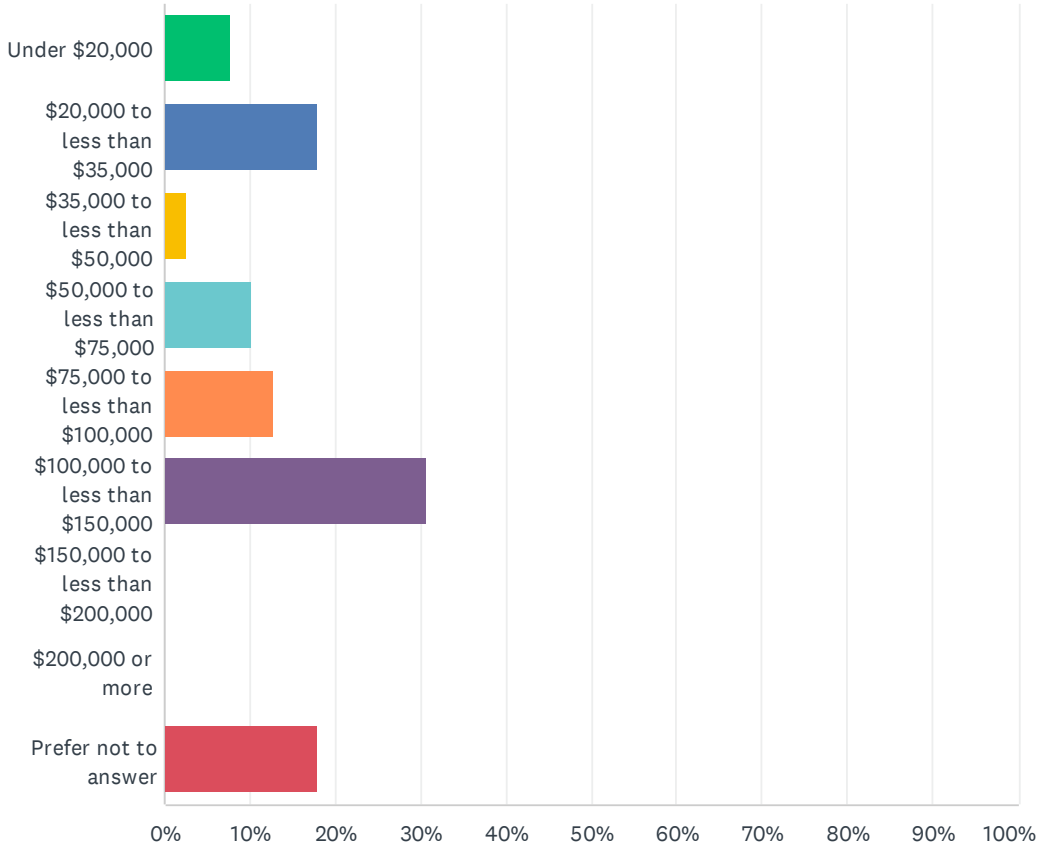
Answered: 39 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	17.95%	7
No	79.49%	31
Prefer not to answer	2.56%	1
TOTAL		39

Q18 What was your 2023 total household income before taxes?

Answered: 39 Skipped: 7



ANSWER CHOICES	RESPONSES	
Under $20,000	7.69%	3
$20,000 to less than $35,000	17.95%	7
$35,000 to less than $50,000	2.56%	1
$50,000 to less than $75,000	10.26%	4
$75,000 to less than $100,000	12.82%	5
$100,000 to less than $150,000	30.77%	12
$150,000 to less than $200,000	0.00%	0
$200,000 or more	0.00%	0
Prefer not to answer	17.95%	7
TOTAL		39

ATTACHMENT A2 – OCTOBER 2, 2025, OPEN HOUSE MATERIALS

MAPO
MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION

2050 METROPOLITAN TRANSPORTATION PLAN (MTP) UPDATE

Welcome! Please sign in

Name:	Address or Email
MARK PIEPHO	8 SKYLENE DR MKO
Richard Keir	RKeir@hickorytech.net
June Lonnquist	
Sabra Fair	518 N Broad Mankato
Cindy Juberian	MJPIGEONRacer@Yahoo.Com

MAPO 2050 MTP UPDATE

Open House

October 2, 2025 (4:30 p.m. – 7:00 p.m.)

Presentation Overview

01 2050 MTP Purpose & Objectives

02 2050 MTP Draft Highlights

03 Schedule & Public Review Period

MAPO
MANKATO / NORTH MANKATO AREA PLANNING ORGANIZATION

1. 2050 MTP Purpose & Objectives

MAPO
MANKATO / NORTH MANKATO
AREA PLANNING ORGANIZATION

2050 MTP Purpose & Objectives

Collaborate with project team, local, state, and federal partners, and the Mankato Area community.

Address current needs, identify future opportunities, provide framework for implementation.

Guide future transportation, land use, economic development, and environmental work.

Serve as the foundation for the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP), studies, projects, and recommendations.

MAPO
MANKATO / NORTH MANKATO AREA PLANNING ORGANIZATION

2. 2050 MTP Draft Highlights

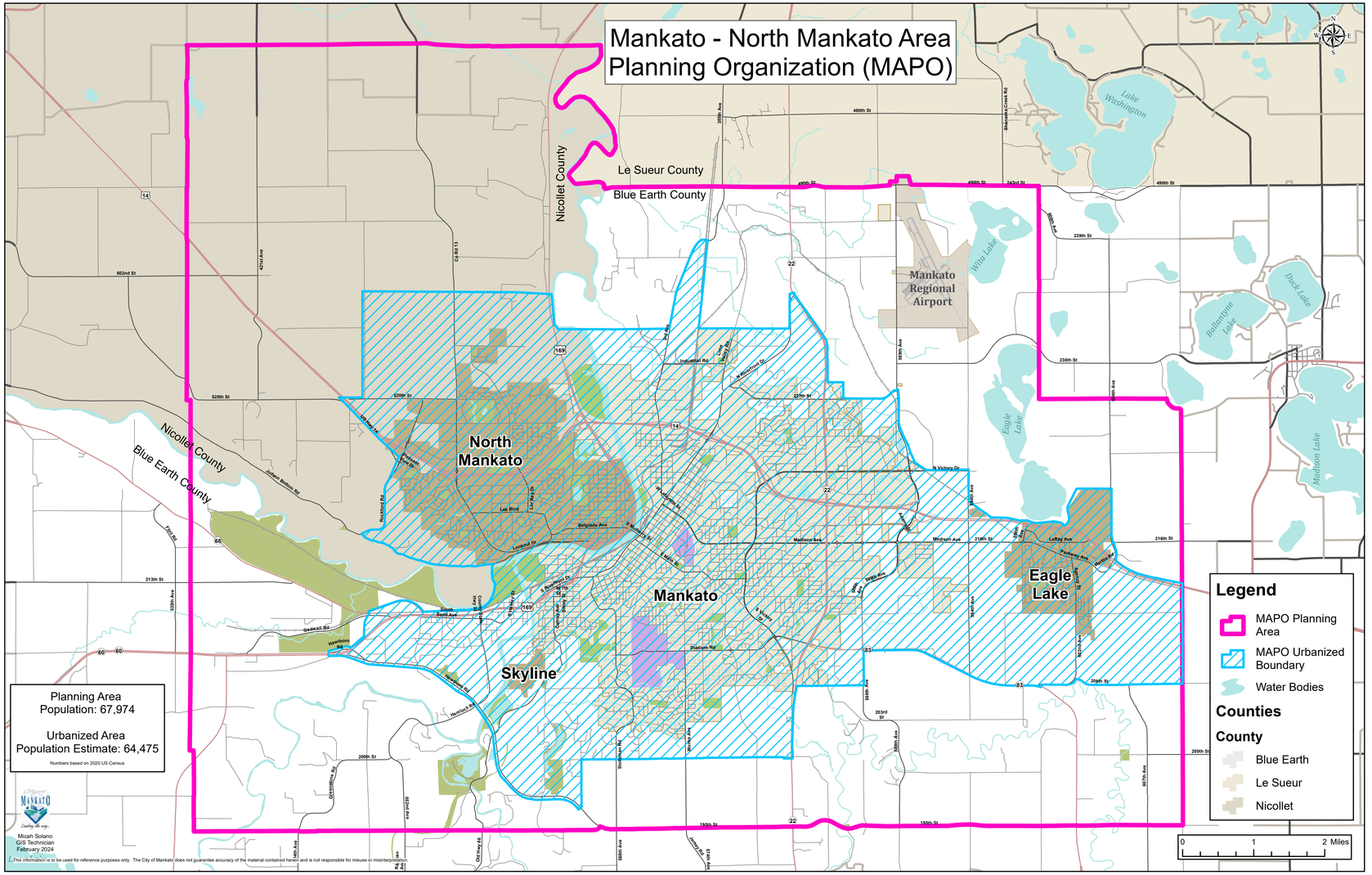
WELCOME

2050
METROPOLITAN TRANSPORTATION PLAN (MTP)
UPDATE

MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

MAPO AND MTP OVERVIEW

MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION



WHAT IS MAPO?

The Mankato/North Mankato Area Planning Organization (MAPO) is responsible for regional transportation planning within and throughout the Greater Mankato/North Mankato area. From trails to roads, MAPO plans for all types of transportation whether you're walking, biking, driving, riding the bus, or catching a flight.

As the federally designated Metropolitan Planning Organization (MPO) for the area, MAPO plays a vital role in keeping transportation projects on track. To qualify for federal transportation funding, MAPO ensures that planning efforts are ongoing, well-coordinated, and thoughtfully integrated across the region.

WHAT IS THE MTP UPDATE?

The last Metropolitan Transportation Plan (MTP) was updated in 2020 and set a long-term vision for transportation. It helps guide priorities, projects, and policies across the region. Since then, the region has experienced significant change, with new development, shifting travel patterns, and continued growth. The update will reflect those changes and provide a transportation framework for the next 25 years.

PROJECT CONTACT

Chris Talamantez, MAPO Transportation Planner
Phone: 507-387-8389
Ctalamantez@mankatomn.gov

PROJECT SCHEDULE

PHASE 1: APR - SEP 2024
Understand Community Needs and Priorities

PHASE 2: OCT - MAR 2025
Identify Goals, Objectives and Performance Measures

PHASE 3: APR - AUG 2025
Identify Projects, Initiatives and an Implementation Plan

PHASE 4: SEP - NOV 2025
Share the Draft Plan

VISIT OUR PROJECT WEBSITE TO LEARN MORE & SIGN UP FOR EMAIL UPDATES

COMMUNITY ENGAGEMENT

MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

WHAT ENGAGEMENT HAVE WE DONE?

MAPO connected with community members through multiple outreach efforts to gather input on regional transportation priorities and key elements of the plan. Below is a summary of our engagement activities and the feedback we've received.

Listening Sessions

Agency Coordination
On-going

Greater Mankato Growth
Individual conversations

Freight Community
October 3, 2024

Airport Management Team
December 5, 2024

Explore Minnesota – Southern District
February 19, 2025

Mankato School District (ISD 77) and Bus Companies
June 16, 2025

KATO Bike Advisory Group
June 16, 2025

Township Board
July 17, 2025

Pop-Ups

Mankato Juneteenth Celebration
June 19, 2024, and 2025

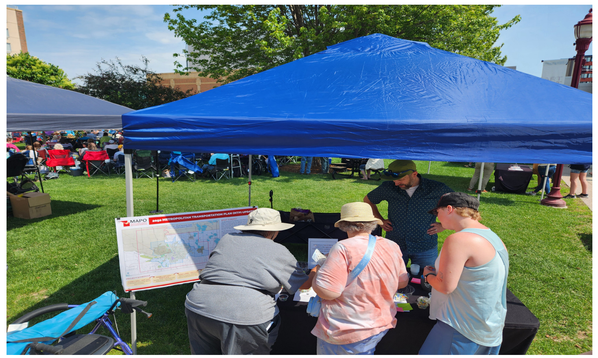
Eagle Lake Tator Days
July 20, 2024

Songs on the Lawn
June 6 and June 19, 2025

North Mankato Farmer's Market
June 16 and 23, 2025

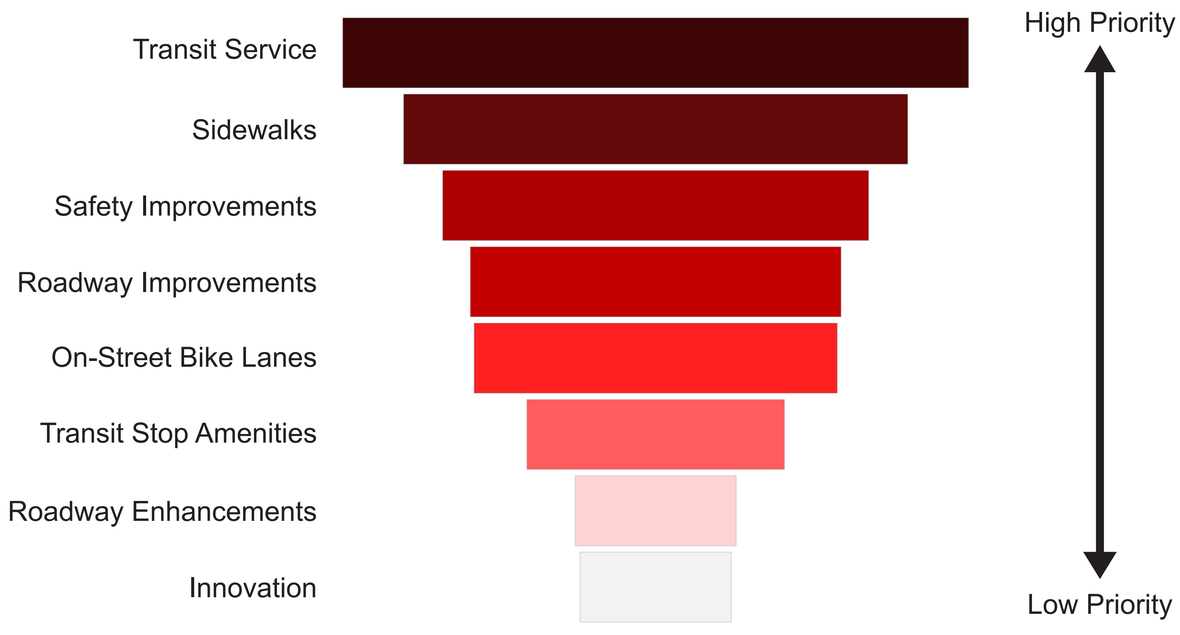
Online Survey

Over 250 responses



Community Priorities

Over the past few months, we invited community members to rank eight key transportation categories. Through this effort, we gathered more than 200 responses. Transit service emerged as the top priority, with sidewalks and safety improvements close behind.



PLAN HIGHLIGHTS

MAPO
MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION

Plan Updates

The updates align with current federal and state regulations, with some changes reflecting messaging from the new federal administration.

Stronger emphasis on Complete Streets.

Traffic forecasts reflect new assumptions to adjust for post-covid travel patterns.

Project recommendations are largely a carry over from the past plan with adjusted time horizons for implementation.

Community engagement findings sprinkled throughout the plan.

CHAPTER 1

Overview, Framework, Community Engagement

Outlines how public engagement and interagency collaboration informed the identification of issues, opportunities, and investment priorities for the Plan.

CHAPTER 2

The MAPO Region Today

Provides an overview of the region's existing demographics, transportation networks, land uses, traffic operations, and safety.

CHAPTER 3

Goals, Objectives, Performance Measures

The MTP includes goals, objectives, and performance measures to ensure the planning document is an effective tool to implement the future vision of the region.

CHAPTER 4

Our Transportation Future

Presents future traffic and system performance forecasts, outlines strategies, details financial projections, and defines implementation steps.

CHAPTER 5

Moving Forward Together

The final chapter highlights the continued coordination and collaboration needed across the region to successfully implement the plan.

RECOMMENDATION HIGHLIGHTS

MAPO
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AREA PLANNING ORGANIZATION

CHAPTER 4

Our Transportation Future

Chapter Four serves as a cornerstone of the MTP, translating the region's goals and objectives into a strategic framework for addressing future transportation needs. It emphasizes fiscal responsibility by evaluating the region's capacity to meet these needs within available funding resources.

The chapter offers guidance in the following areas:
- Future Traffic Forecasts and Operations
- Future Transportation Network
- Future System Management
- Project Recommendations
- Financial Forecasts
- Implementation Steps

Project Recommendations

The MTP recommends 192 projects that address a wide range of transportation needs. Many of these projects were carried over from the previous plan, having yet to be implemented. They are also prioritized into estimated timeframes for implementation based on anticipated funding availability.

Financial Forecasts

The projects recommended in the Metropolitan Transportation Plan (MTP) are aligned with anticipated funding sources to ensure the plan remains fiscally constrained. Many of the major rehabilitation and reconstruction projects will incorporate multimodal features and safety improvement, even if they are not specifically categorized project types.

Project Recommendations by Timeframe

Project Type	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Illustrative	Total
Major Rehabilitation & Reconstruction	20	15	11	22	15	83
Corridor Expansion	0	1	0	0	16	17
Intersection Capacity Expansion	1	3	1	1	10	16
Intersection Safety	0	2	1	0	7	10
Pedestrian & Bicycle	9	11	3	3	36	62
Freight	0	0	0	0	4	4
Total	30	32	16	26	88	192

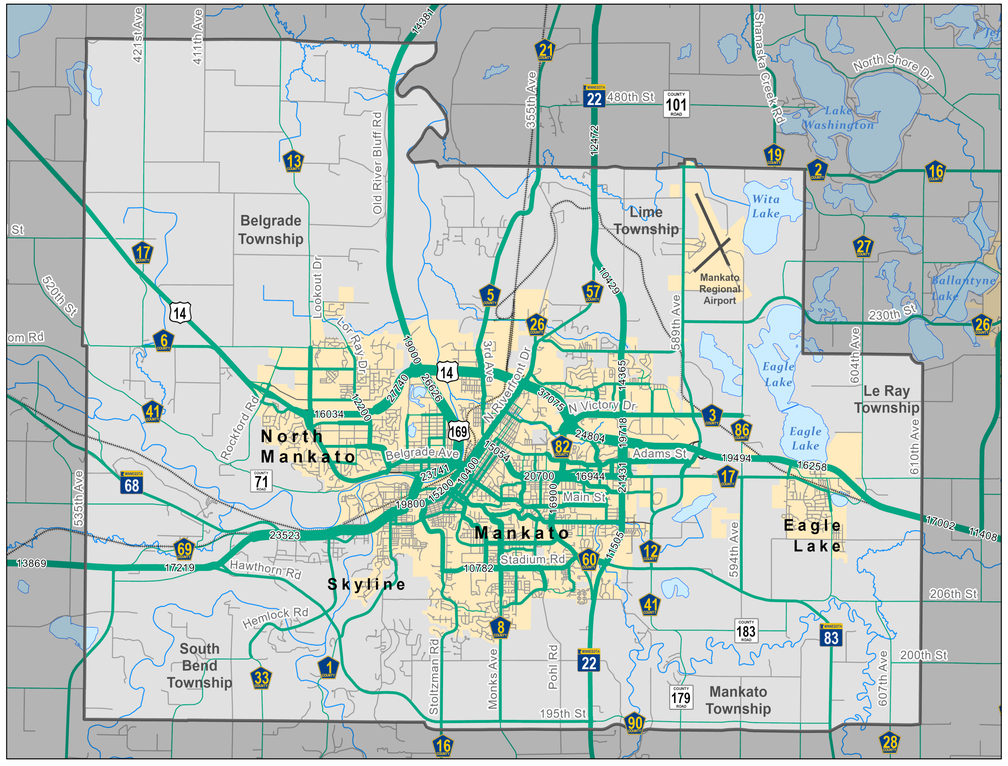
Cost of Project Recommendations (in millions)

Project Type	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Major Rehabilitation & Reconstruction	$133M	$139M	$80M	$132M	$484M
Corridor Expansion	$0	$6.5M	$0	$0	$6.5M
Intersection Capacity Expansion	$4.5M	$0	$5M	$4M	$13.5M
Intersection Safety	$0	$3M	$5M	$0	$8M
Pedestrian & Bicycle	$0	$4M	$0	$0	$4M
Freight	$0	$0	$0	$0	$0
Total	$137.5M	$152M	$90M	$136M	$516M

EXISTING AND FUTURE TRAFFIC VOLUMES

MAPO
MANKATO/NORTH MANKATO
AREA PLANNING ORGANIZATION

The MTP looks at current traffic patterns and predicts how traffic might grow in the future. This helps our region prepare for roadway upgrades and improve how traffic flows.



Existing Traffic Volumes

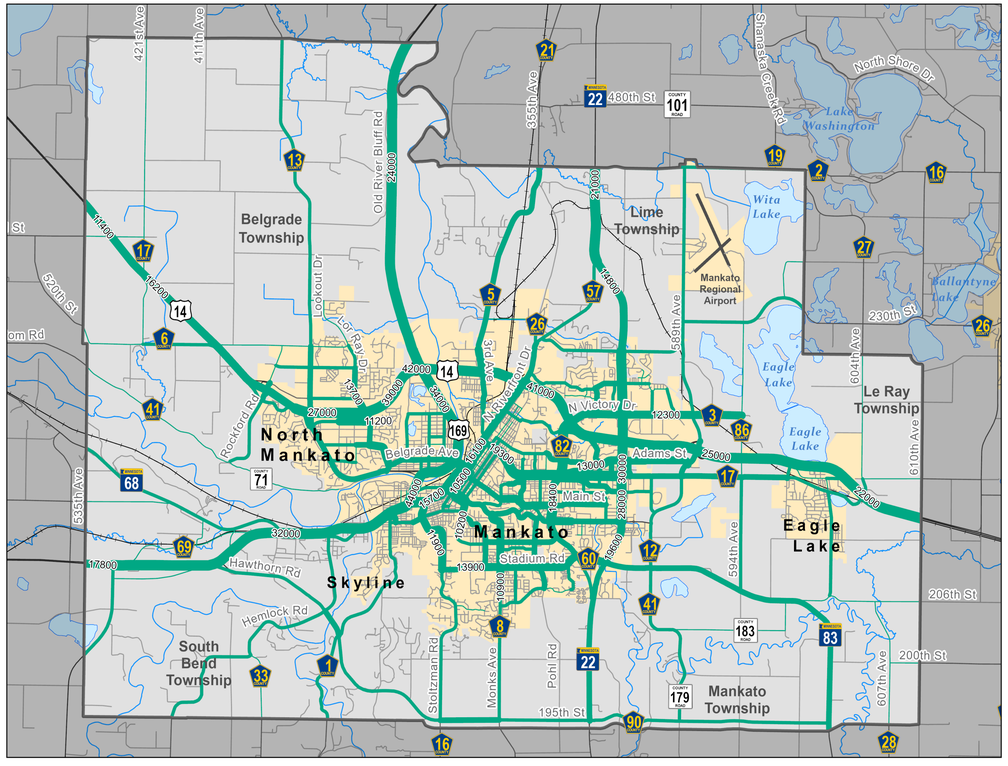
Current Volume
- ≤ 1,000
- ≤ 5,000
- ≤ 10,000
- ≤20,000
- > 20,000

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles



Forecast Traffic Volumes

Forecast 2050 Volume
- <1000
- 1,000 - 5,000
- 5,000 - 10,000
- 10,000 - 20,000
- > 20,000

MAPO Planning Area/Study Area

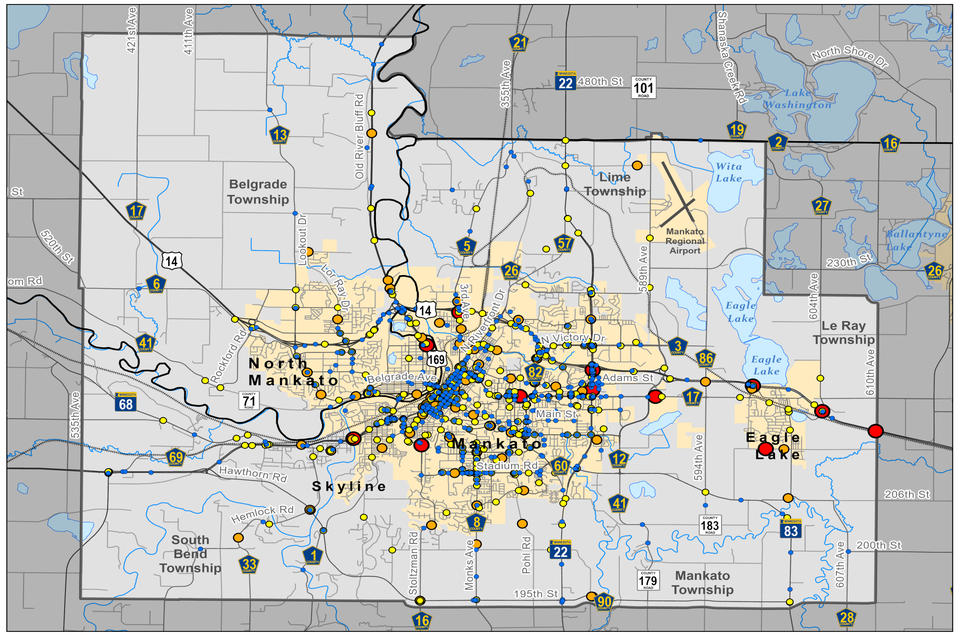
Municipal Areas

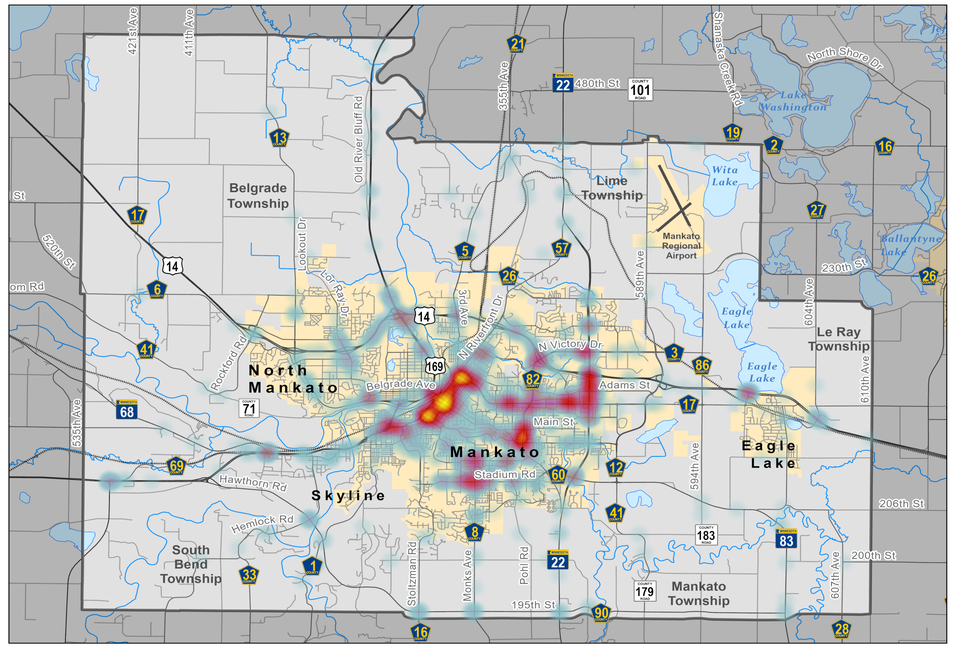
Source: MnDOT, MNDNR, MN Geospatial Commons

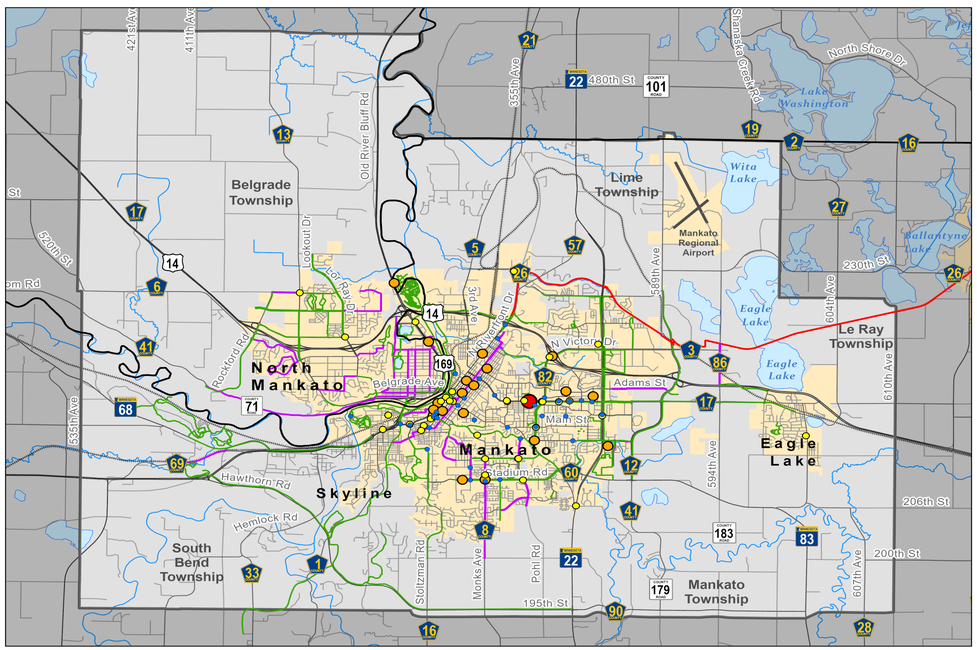
0 0.5 1 Miles

SAFETY

MAPO
MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION







The MTP evaluates reported crashes for all modes of transportation. This type of evaluation helps the region determine how to make our transportation system safer.

Safety for everyone, including people walking, biking, driving, or using public transportation, is a top priority in the MTP.

FUTURE ROADWAY NETWORK & JURISDICTION

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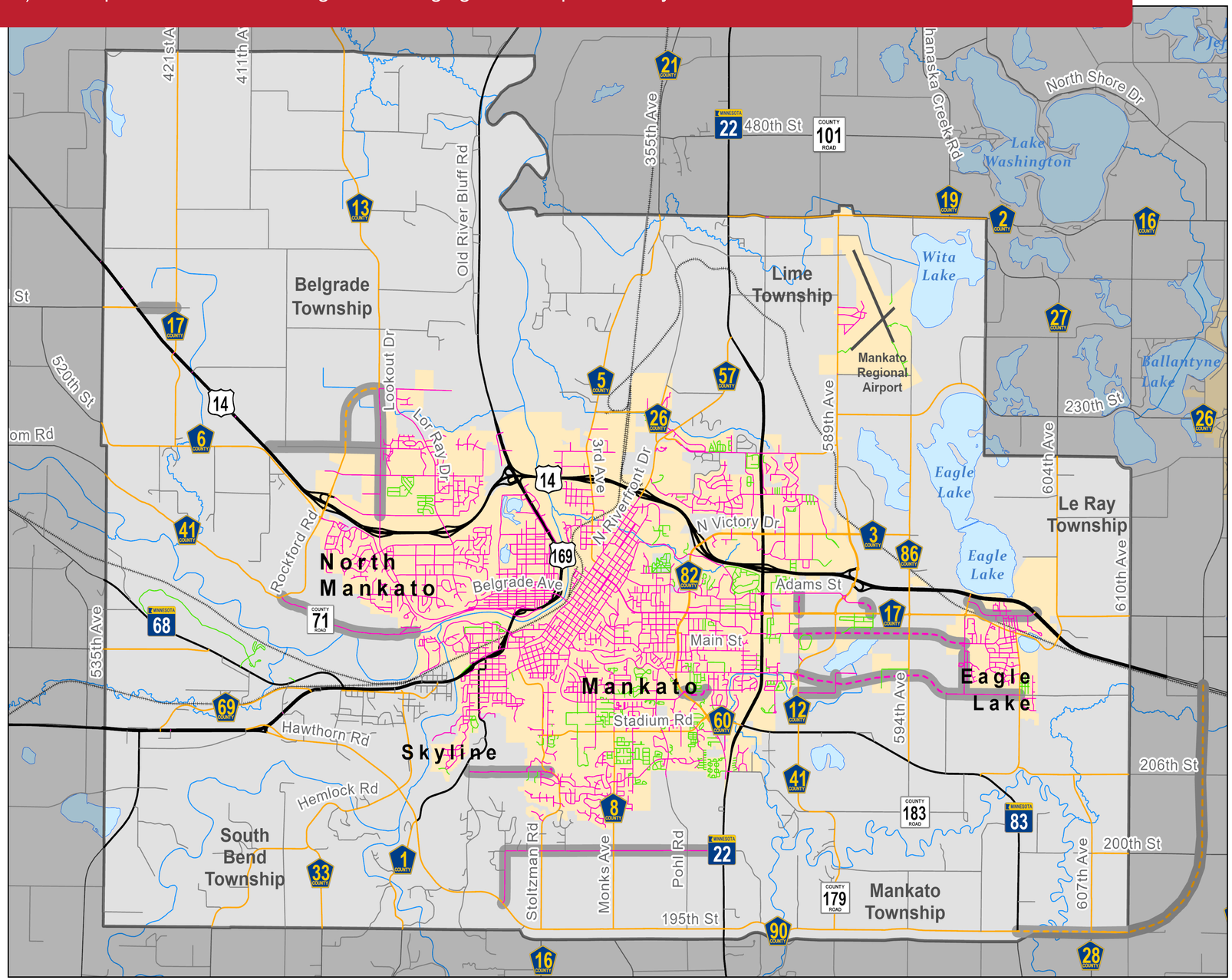
AREA PLANNING ORGANIZATION

The MTP identifies where new roads might be needed based on expected growth in the region. It also helps clarify which jurisdictions (city, county or state) are responsible for maintaining and managing our transportation system.



FUTURE PEDESTRIAN/CYCLING NETWORK

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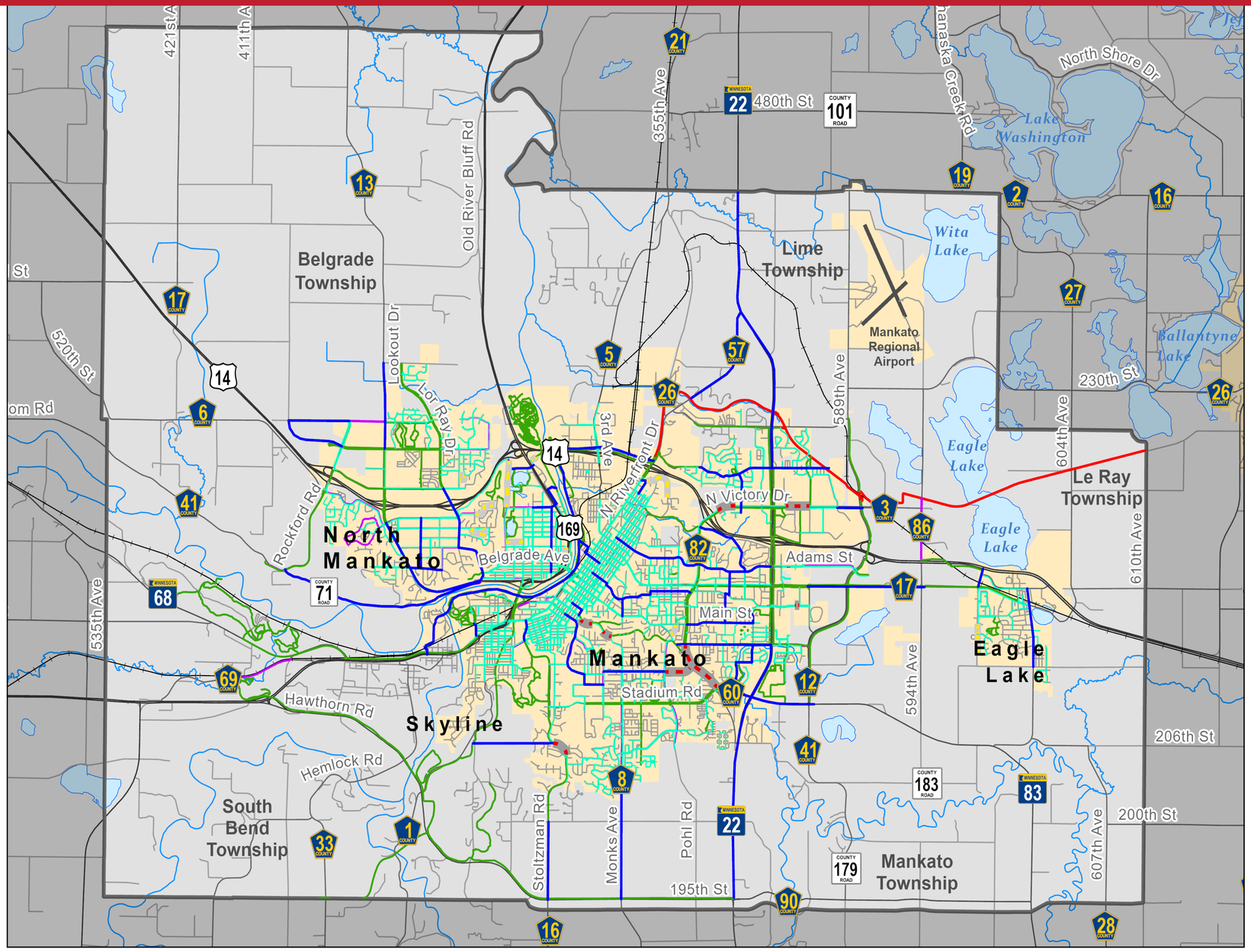
The MTP identifies a comprehensive network for walking and biking. It includes recommended improvements to current routes and plans for anew connections. The updated plan also puts more focus on complete streets, which are designed to support the needs of all people, whether they are driving, biking, walking, or using public transportation.



Gaps and Future Network

- Gaps on Non-Local Network
- Gaps on Local Network
- Bike-Ped Network Improvements/ Additions
- Minnesota State Trails
- On Street Bike Lanes
- Shared Use Paths
- Sidewalks
- MAPO Planning Area/Study Area
- Municipal Areas

Source: Eagle Lake, Mankato, North Mankato, MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Updates of Note

- The updates align with current federal and state regulations, with some changes reflecting messaging from the new federal administration.
- Stronger emphasis on Complete Streets.
- Traffic forecasts reflect new assumptions to adjust for post-covid travel patterns.
- Project recommendations are largely a carry over from the past plan with adjusted time horizons for implementation.
- Community engagement findings sprinkled throughout the plan.

2050 MTP Structure

01 Overview/Framework/Community Engagement

02 The MAPO Region Today

03 Goals, Objectives, and Performance Measures

04 Our Transportation Future

03 Moving Forward Together

01 Overview/Framework/Community Engagement

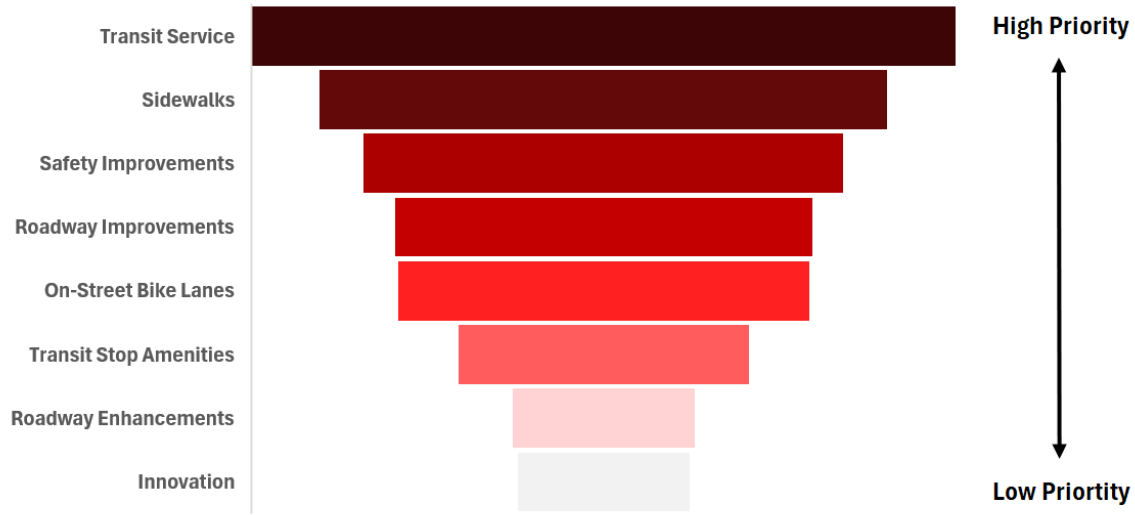
Listening Sessions

- Agency Coordination (on-going)
- Greater Mankato Growth (individual conversations)
- Freight Community (October 3, 2024)
- Airport Management Team (December 5, 2024)
- Explore Minnesota – Southern District (February 19, 2025)
- Mankato School District (ISD 77) and Bus Companies (i.e., Palmer Bus Service and Yaeger Bus Service) (June 16, 2025)
- KATO Bike Advisory Group (June 16, 2025)
- Township Board (July 17, 2025)

Pop-Ups

- Mankato Juneteenth Celebration (June 19, 2024, and 2025)
- Eagle Lake Tator Days (July 20, 2024)
- Songs on the Lawn (June 6 and June 19, 2025)
- North Mankato Farmer's Market (June 16 and 23, 2025)

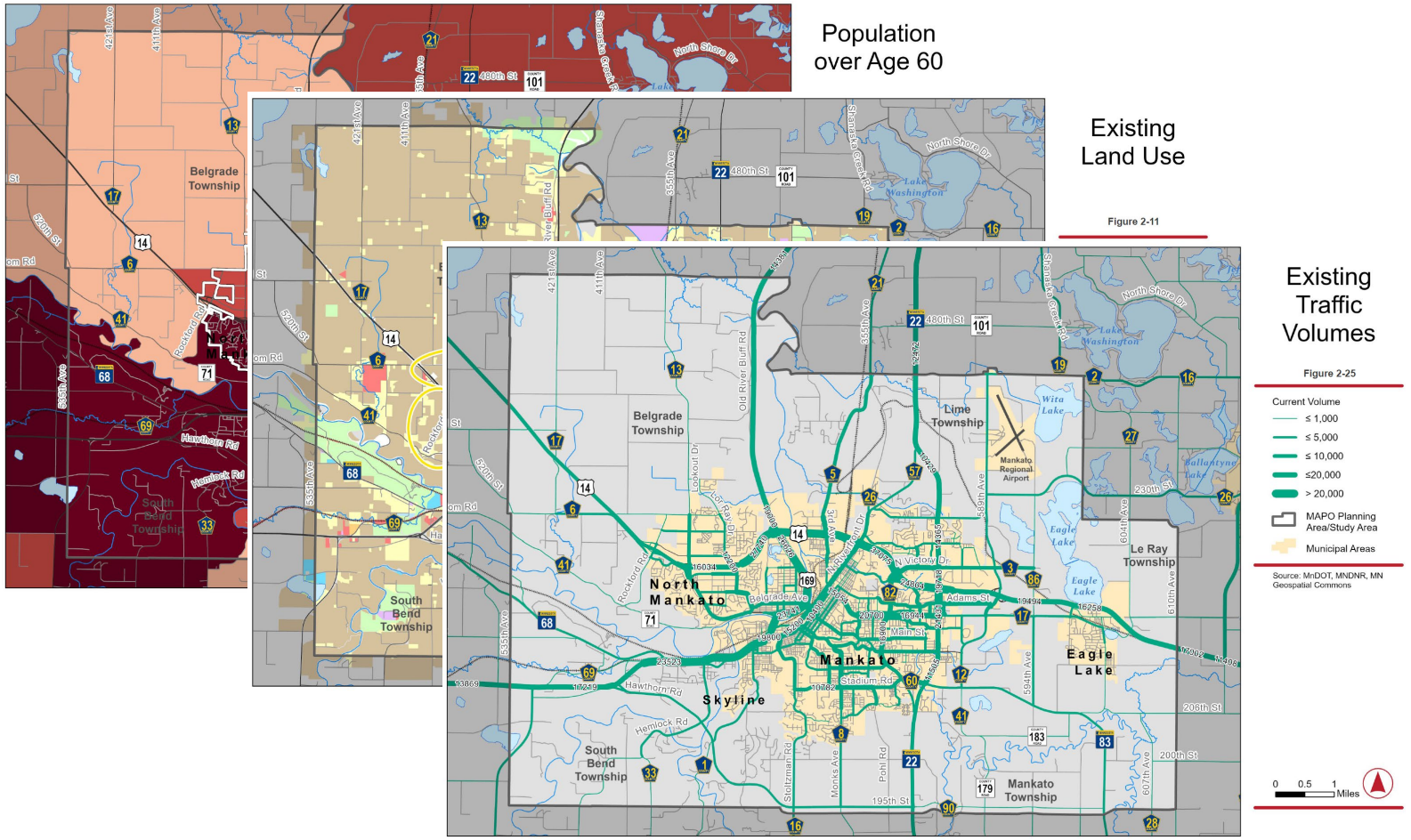
Community Priorities



Drawing from summer events and insights gathered through an online survey (over 250 participants), respondents were asked to prioritize various transportation elements.

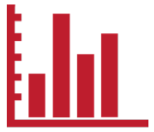
02 The MAPO Region Today

Provides an overview of the region's existing demographics, transportation networks, land uses, traffic operations, and safety.



03 Goals, Objectives, and Performance Measures

The MTP's goals, objectives, and performance measures serve as a framework to guide efforts toward achieving a shared transportation vision and are aligned with federal and state guidance.

The MTP Goals and Objectives	
	**Align with federal and state guidance**, ensuring consistency with broader transportation policies and regulatory frameworks.
	**Are specific and actionable**, providing a clear roadmap for decision-making and implementation across the MAPO planning area.
	**Are measurable over time**, allowing for ongoing evaluation of progress and effectiveness through both quantitative and qualitative performance measures.
	**Reflect community priorities**, incorporating input from residents, stakeholders, and local partners to ensure the transportation system supports the region's unique needs and values.

04 Our Transportation Future

Chapter Four serves as a cornerstone of the MTP, translating the region's goals and objectives into a strategic framework for addressing future transportation needs. It emphasizes fiscal responsibility by evaluating the region's capacity to meet these needs within available resources.

This chapter offers guidance in the following areas:

- Future Traffic Forecasts and Operations
- Future Transportation Network
- Future System Management
- Project Recommendations
- Financial Forecasts
- Implementation Steps

04 Our Transportation Future (Project Recommendations)

The MTP recommends 192 projects that address a wide range of transportation needs. Many of these projects were carried over from the previous plan, having yet to be implemented.

Funding Source	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Illustrative	Total
Major Rehabilitation & Reconstruction	20	15	11	22	15	**83**
Corridor Expansion	0	1	0	0	16	**17**
Intersection Capacity Expansion	1	3	1	1	10	**16**
Intersection Safety	0	2	1	0	7	**10**
Pedestrian & Bicycle	9	11	3	3	36	**62**
Freight	0	0	0	0	4	**4**
Total	**30**	**32**	**16**	**26**	**88**	**192**

04 Our Transportation Future (Financial Forecasts)

The projects recommended in the MTP have been aligned with projected revenue sources to ensure the plan remains fiscally constrained.

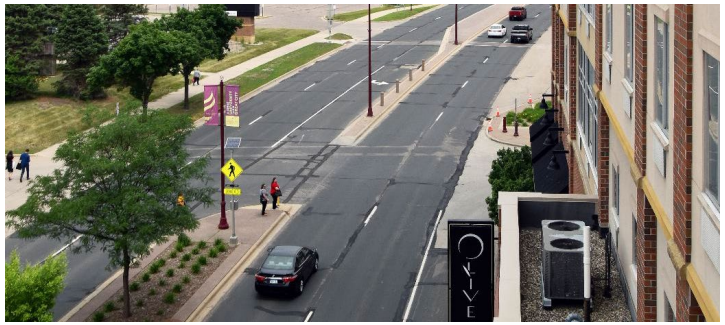
	Short-term (2026-2030)	Mid-term 1 (2031-2035)	Mid-term 2 (2036-2040)	Long-term (2041-2050)	Total
Revenue	$196,541,400	$224,409,200	$238,463,400	$572,775,700	**$1,232,189,700**
O&M	$41,524,000	$49,399,000	$58,279,000	$174,495,000	**$323,697,000**
Major Rehab	$132,368,538	$138,406,500	$73,864,000	$130,021,000	**$474,660,038**
New Construction	$1,401,000	$19,616,250	$8,476,000	$6,924,000	**$36,417,250**
Balance	$21,247,862	$16,987,450	$97,844,400 [1]	$261,335,700 [1]	**$397,415,412** [1]
Annual Difference	$4,249,600	$3,397,500	$19,568,900	$26,133,600	**$15,896,600**

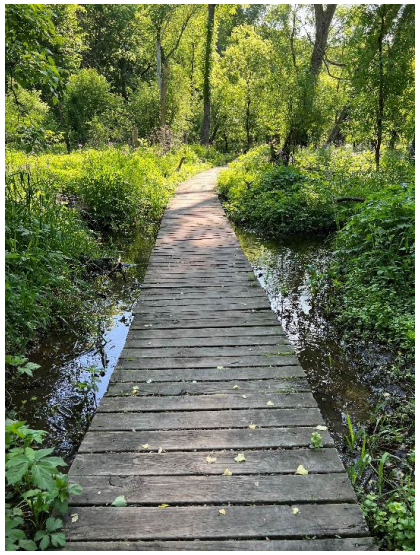
Source: Transportation Collaborative & Consultants

1. The current balance for Mid-Term 2 and Long-Term does not include any major rehabilitation or new construction projects from MnDOT. These projects will be identified through MnDOT's State Transportation Improvement Program (STIP) planning and programming process.

05 Moving Forward Together

The final chapter highlights the continued coordination and collaboration needed across the region to successfully implement the plan.





3. Schedule & Public Review Period

Schedule

- **September 4:** Policy Board recommendation to release the draft Plan for public review.
- **September 12:** Deadline for final comments from both the TAC and Policy Board.
- **September 15 - 19:** Project team finalizes the draft plan for public review.
- **September 22 – October 22:** Public review period (30 days).
- **October 2:** Public open house.
- **October 16:** TAC recommends adoption of the plan pending additional public comments.
- **November 6:** Policy Board meeting and final adoption of the plan.

Public Review Period

The public review period is open from September 22 through October 22, 2025. We welcome your feedback. **All comments must be submitted by October 22, 2025.**

You can provide comments on the plan tonight, online, or by mail.

SCAN THE QR CODE
to learn more and to review the Draft Plan - now open for public comment!

Chris Talamantez
MAPO Transportation Planner
10 Civic Center Plaza, PO Box 3368
Mankato, MN 56002-3368
Email: Ctalamantez@mankatomn.gov

Thank you!

Future Major Rehabilitation Projects

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Future Bicycle and Pedestrian Projects

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Additional Future Projects

Proposed Timeframe

- Short (2026-2030)
- Mid 1 (2031-2035)
- Mid 2 (2036-2040)
- Long (2041-2050)
- Illustrative

- Freight
- Intersection Safety
- Intersection Expansion
- Corridor Expansion

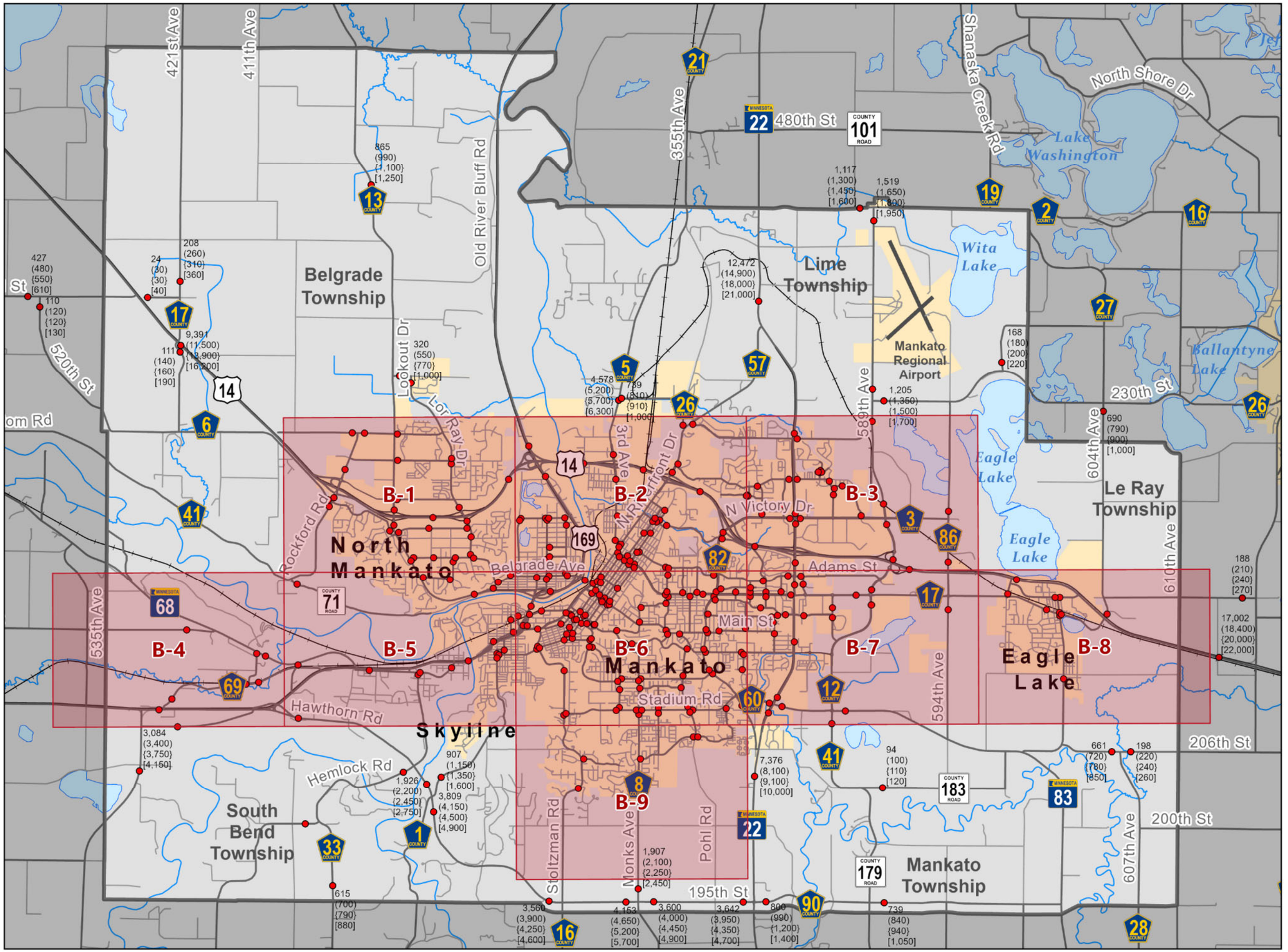
Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

APPENDIX B

TRAFFIC FORECASTS

Travel Demand Forecast



- #,#### - Existing ADT
- (#,####) - 2030 Forecast ADT
- {#,####} - 2040 Forecast ADT
- [#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons

0 0.5 1 Miles

Travel Demand Forecast

Belgrade Township

Mankato

Lime Township

North Mankato

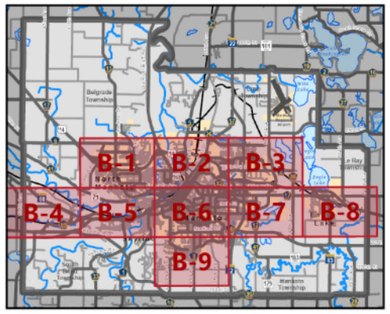
B-1

#,#### - Existing ADT
(#,####) - 2030 Forecast ADT
{#,####} - 2040 Forecast ADT
[#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

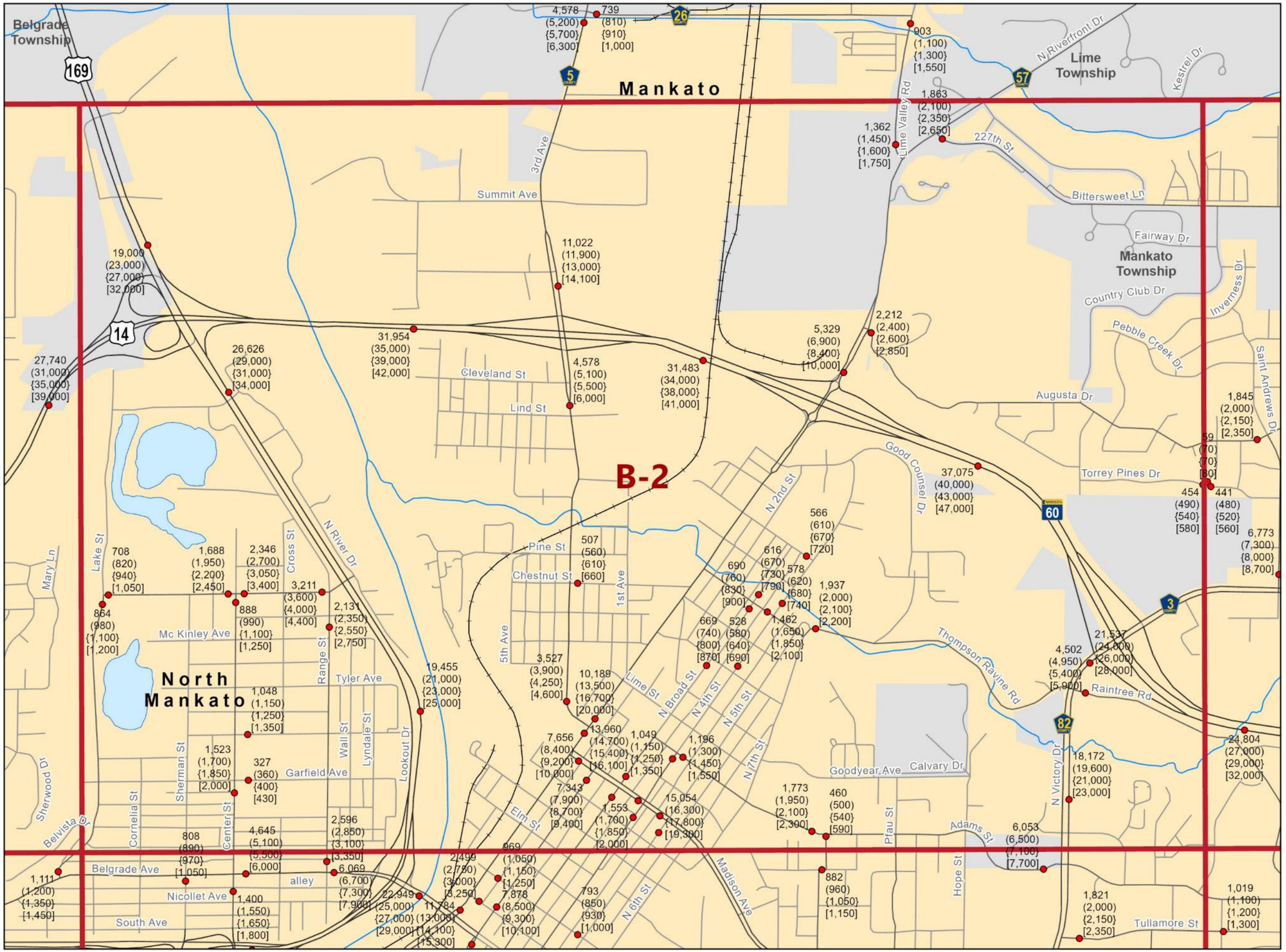
Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons



0 0.5 1 Miles

Travel Demand Forecast

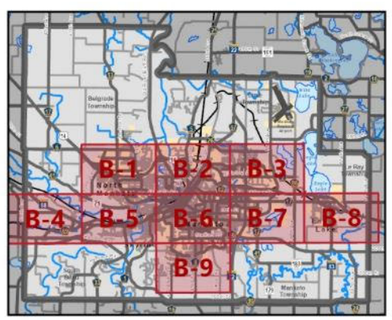


#,#### - Existing ADT
(#,####) - 2030 Forecast ADT
{#,####} - 2040 Forecast ADT
[#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons



0 0.5 1 Miles

Travel Demand Forecast

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(#,####) - 2030 Forecast ADT
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[#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

Municipal Areas

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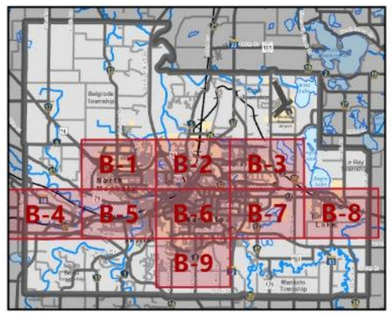
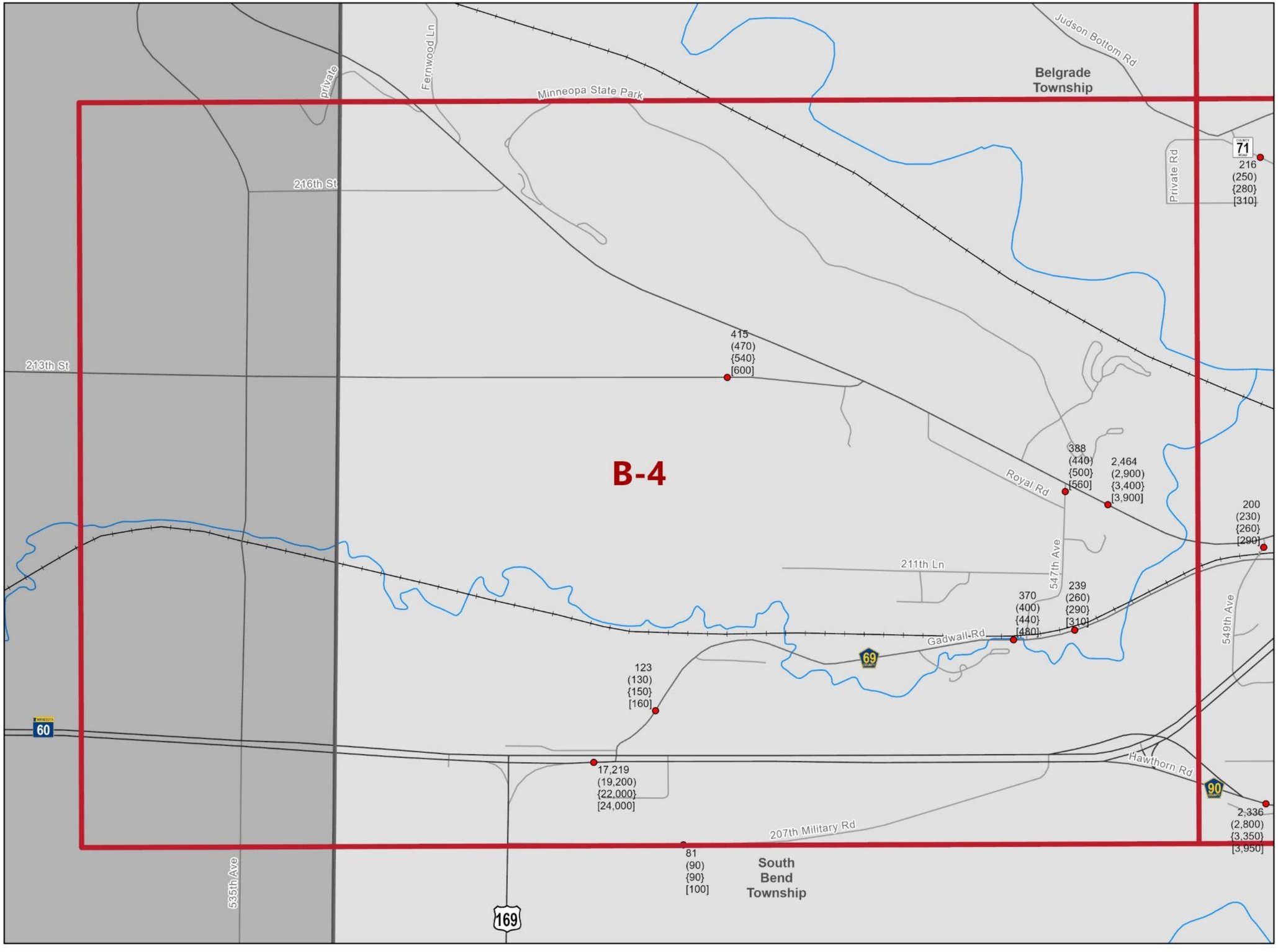


0 0.5 1 Miles

Lime Township
Mankato
Mankato Township
Eagle Lake
B-3
Kestrel Dr
Hensonshire Dr
227th St
Premier Dr
Country Club Dr
Inverness Dr
Pebble Creek Dr
Augusta Dr
Grayhawk Dr
Saint Andrews Dr
Pinehurst Dr
Foxfire Dr
Energy Dr
Power Dr
Excel Dr
Technology Dr
Raintree Rd
River Hills Rd
River Hills Mall S
Tullamore St
Adams St
Lynx Rd
591st Ave
589th Ave
594th Ave
230th St
N Victory Dr
219th Ln
22
12
26
86
3
14
60
10,429 (11,700) {13,200} [14,800]
2,108 (2,300) {2,600} [2,850]
2,458 (2,700) {2,950} [3,200]
1,205 (1,350) {1,500} [1,700]
4,300 (4,750) {5,200} [5,600]
1,650 (1,800) {2,000} [2,150]
1,845 (2,000) {2,150} [2,350]
59 (70) {70} [80]
454 (490) {540} [580]
441 (480) {520} [560]
6,773 (7,300) {8,000} [8,700]
3,042 (3,300) {3,600} [3,900]
14,365 (17,100) {21,000} [24,000]
7,234 (8,700) {10,500} [12,300]
10,287 (11,500) {13,100} [14,600]
19,718 (22,000) {25,000} [28,000]
24,804 (27,000) {29,000} [32,000]
21,431 (23,000) {25,000} [27,000]
5,614 (6,100) {6,700} [7,200]
1,019 (1,100) {1,200} [1,300]
7,375 (9,300) {11,100} [13,000]
21,431 (24,000) {27,000} [30,000]
11,782 (12,700) {13,900} [15,100]
5,333 (5,800) {6,300} [6,800]
5,990 (6,500) {7,100} [7,700]
797 (880) {960} [1,050]
2,828 (3,100) {3,400} [3,700]
1,360 (1,900) {2,450} [3,000]
4,933 (5,300) {5,800} [6,300]
19,494 (21,000) {23,000} [25,000]
203 (230) {250} [280]
417 (520) {630} [730]
181 (200) {210} [230]
41 (40) {50} [50]
333 (360) {400} [430]
204 (220) {240} [260]
774 (840) {920} [1,000]
156 (170) {180} [200]
1,835 (2,000) {2,150} [2,350]
647 (700) {770} [830]

Travel Demand Forecast



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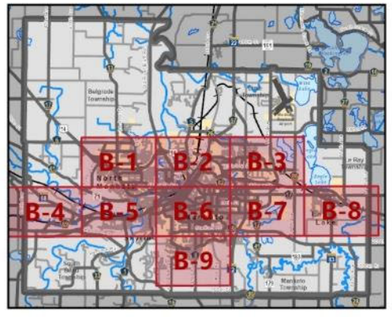
{#,####} - 2040 Forecast ADT
[#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons



0 0.5 1 Miles

Travel Demand Forecast

B-5

Belgrade Township

North Mankato

Mankato

Skyline

South Bend Township

Mankato Township

Rockford Rd
Private Rd
Judson Bottom Rd
Marie Ln
Lee Blvd
Cliff Dr
Oak Ter
Lor Ray Dr
Lookout Dr
Sherwood Dr
Belvista Dr
Cornelia St
Belgrade Ave
Nicollet Ave
South Ave
Sibley Pkwy
Mound Ave
Unnamed Rd
Amos-Owen Ln
S Riverfront Dr
Blue Earth St
W 8th St
Baker Ave
Moreland Ave
Carney Ave
Woodland Ave
Ivydale
Chapman Dr
Mccauley St
Olive St
LeHillier St
Gadwall Rd
Southbend Ave
549th Ave
551st Ave
Reno St
Lyd Blvd
Birch Ave
Maplewood Dr
Hemlock Rd
553rd Ln
Hawthorn Rd
S Skyline Dr

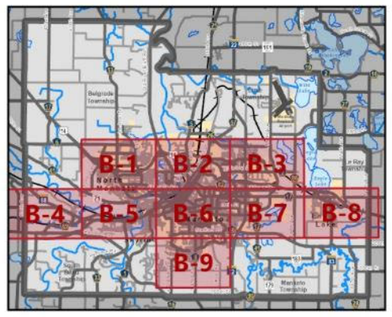
216 (250) {280} [310]
6,443 (7,400) {8,300} [9,300]
2,587 (2,850) {3,100} [3,350]
2,865 (3,300) {3,700} [4,150]
703 (770) {840} [910]
4,456 (5,100) {5,600} [6,500]
7,193 (7,900) {8,700} [9,400]
11,900 (13,100) {14,300} [15,500]
1,089 (1,200) {1,300} [1,400]
7,118 (8,000) {8,900} [9,800]
7,092 (7,800) {8,500} [9,200]
4,420 (4,850) {5,300} [5,700]
1,111 (1,200) {1,350} [1,450]
34,432 (37,000) {41,000} [44,000]
570 (630) {680} [740]
416 (450) {500} [540]
16,141 (17,800) {19,400} [21,000]
2,012 (2,200) {2,400} [2,600]
5,245 (5,800) {6,300} [6,800]
4,064 (4,400) {4,800} [5,200]
2,613 (2,850) {3,150} [3,400]
1,740 (1,900) {2,050} [2,250]
2,048 (2,200) {2,400} [2,600]
2,518 (2,700) {2,950} [3,200]
200 (230) {260} [290]
648 (750) {840} [940]
3,233 (3,500) {3,850} [4,150]
2,580 (2,950) {3,300} [3,700]
2,756 (3,150) {3,550} [3,950]
23,523 (26,000) {29,000} [32,000]
2,336 (2,800) {3,350} [3,950]

- #,#### - Existing ADT
- (#,####) - 2030 Forecast ADT
- {#,####} - 2040 Forecast ADT
- [#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons



0 0.5 1 Miles

Travel Demand Forecast

- #,#### - Existing ADT
- (#,####) - 2030 Forecast ADT
- {#,####} - 2040 Forecast ADT
- [#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

Municipal Areas

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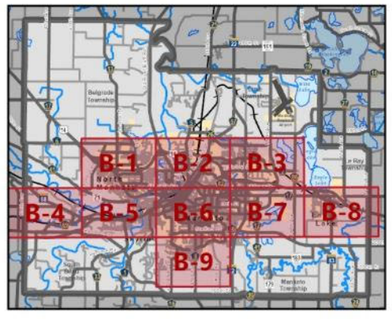


0 0.5 1 Miles

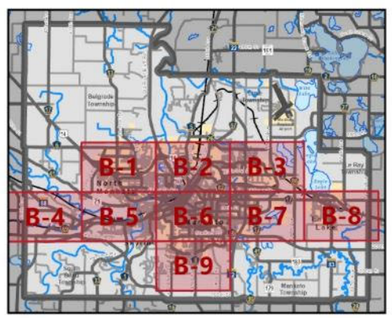
Travel Demand Forecast

#,#### - Existing ADT
(#,####) - 2030 Forecast ADT
{#,####} - 2040 Forecast ADT
[#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

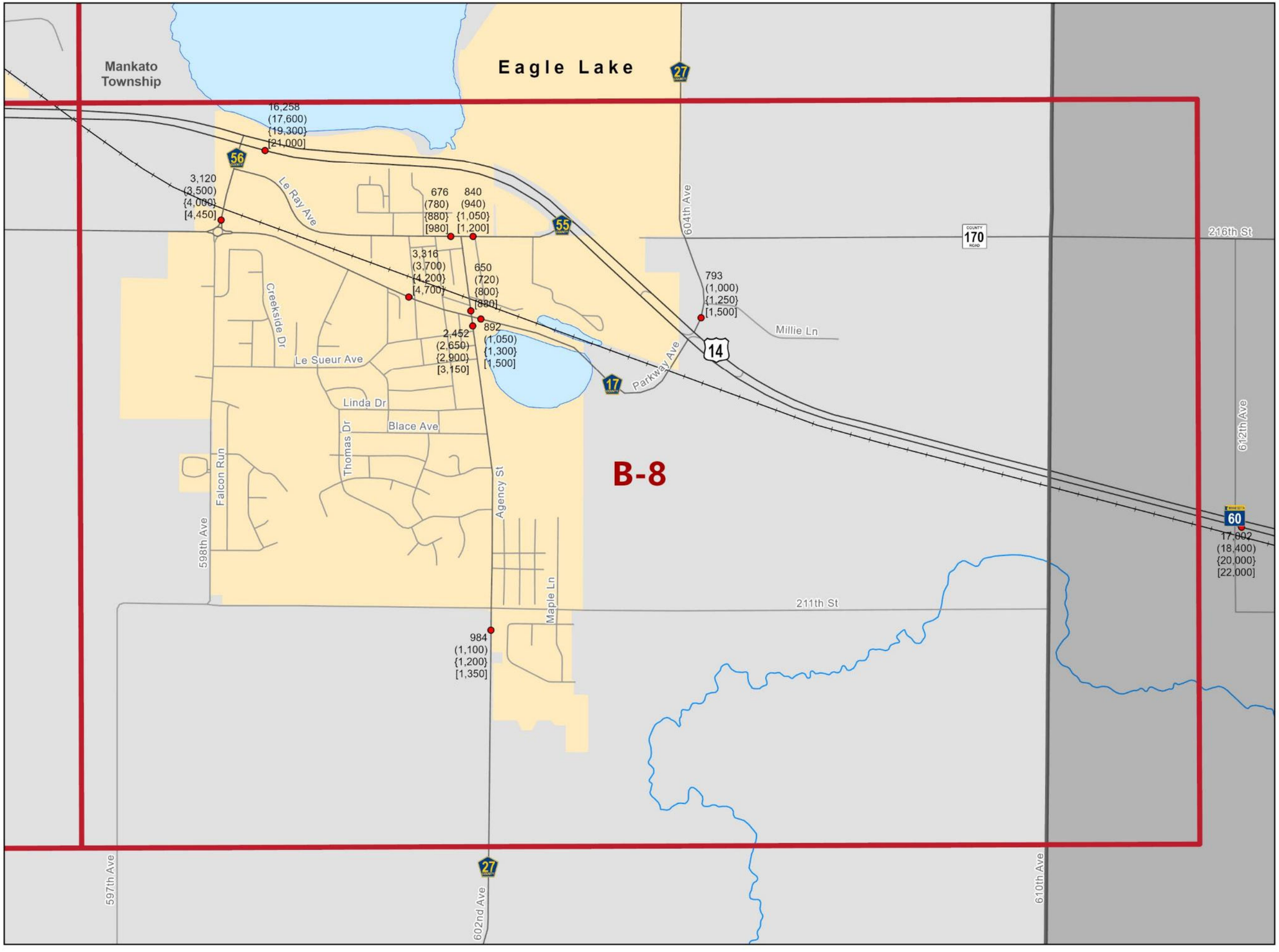
Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons



0 0.5 1 Miles

Travel Demand Forecast

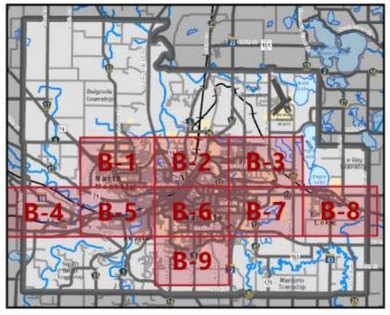


#,#### - Existing ADT
(#,####) - 2030 Forecast ADT
{#,####} - 2040 Forecast ADT
[#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

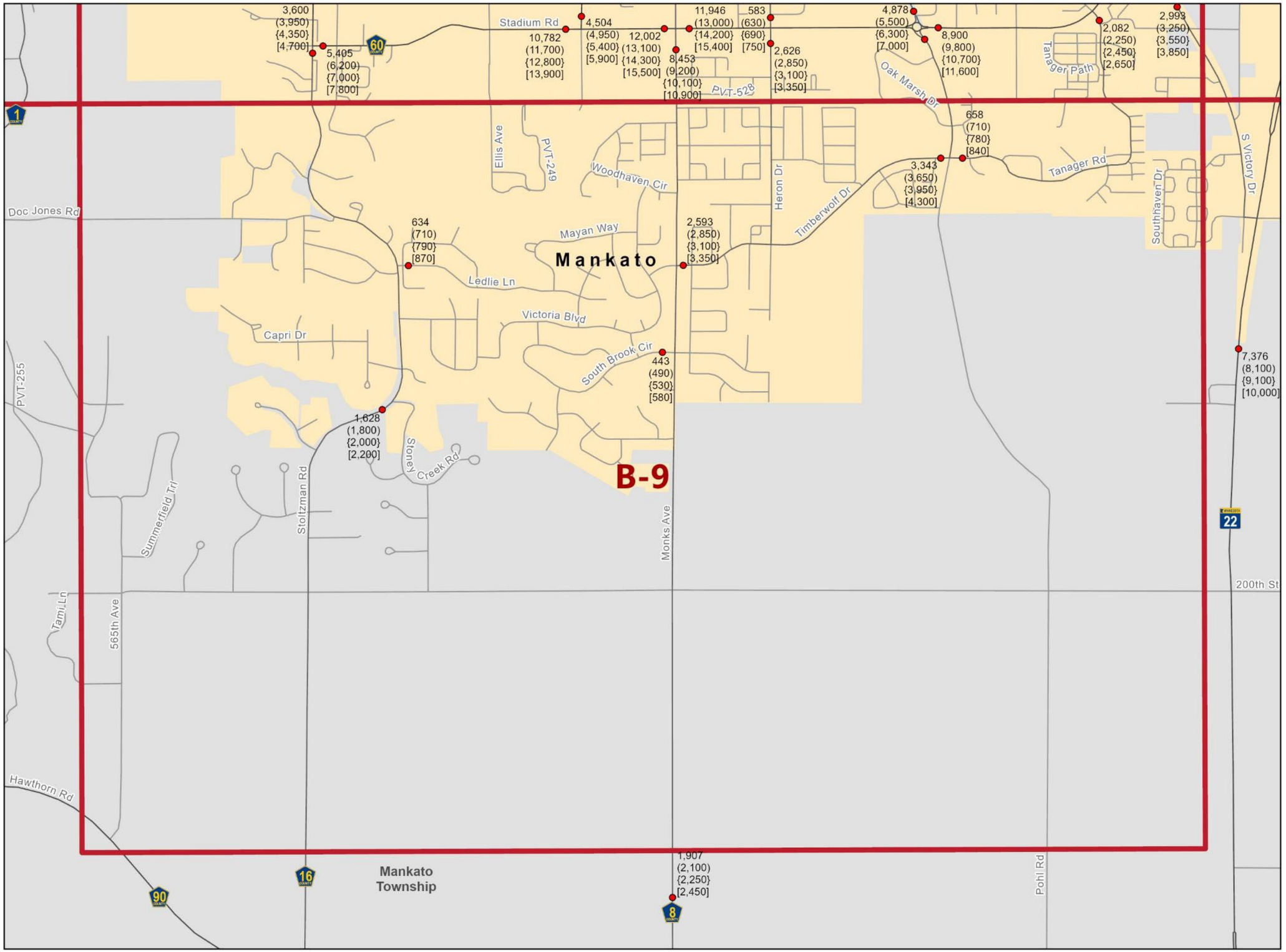
Municipal Areas

Source: MnDOT, MNDNR, MN Geospatial Commons



0 0.5 1 Miles

Travel Demand Forecast



#,#### - Existing ADT
(#,####) - 2030 Forecast ADT
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[#,####] - 2050 Forecast ADT

MAPO Planning Area/Study Area

Municipal Areas

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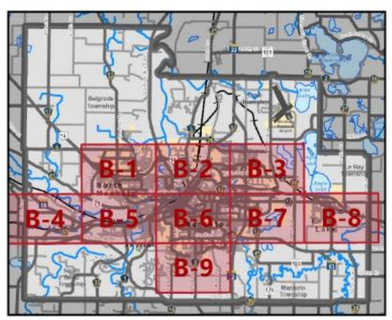

0 0.5 1 Miles

Table B-1: Forecast Volumes

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
31231	CR 117	E OF USTH169	70	70	70	70	70	70	35	35	30	81		2021	81	93	104	110	116	128	140	151	1%	100	0.8%
59922	CR 117	S OF TH68 IN MINNEOPA	272	185	185	185	185	210	210	210	180	388		2021	388	444	501	529	557	613	669	726	1.5%	560	1.5%
59923	CR 120	S OF TH68 (NEAR MINNEOPA)	200	200	200	200	200	165	165	165	116	200		2021	200	229	258	273	287	316	345	374	1.5%	290	1.6%
61843	CR 170	W OF TH60	392	250	250	250	250	250	250	250	231		188	2022	188	214	241	254	267	293	320	346	1.5%	270	1.6%
31015	CR 182	NE OF CSAH28 (PARK ST)	130	90	90	90	90	90	90	90	77		75	2022	75	86	96	101	107	117	128	138	1.25%	100	1.2%
31197	CR 183	E OF CSAH41	130	130	130	130	130	130	130	130	111	94		2021	94	108	121	128	135	149	162	176	1%	120	1.0%
31192	CR 184	E OF CSAH28	246	195	196	196	196	197	197	197	138	198		2021	198	227	255	270	284	313	342	370	1%	260	1.1%
31222	CR 187	N OF CSAH26	140	110	110	110	110	110	110	110	94		168	2022	168	192	215	227	239	262	286	309	1%	220	1.1%
69918	CR 54	W of CSAH 41					150	150	150	75	53			2020	53	61	69	73	77	85	93	101	Manual	500	28.1%
19463	CR 58	E OF US 14	45	45	45	45	45	45	45	45	39	24		2021	24	27	31	33	34	38	41	45	2.5%	40	2.3%
60838	CR 71	E OF CSAH41	299	298	299	299	301	302	305	307	216			2020	216	248	281	297	313	346	378	410	1.5%	310	1.5%
19456	CR 77	S OF US 14	80	80	80	80	81	81	82	83	71	111		2021	111	127	143	151	159	175	191	208	2.5%	190	2.5%
415	CSAH 1	S OF T 723 (RIVER FORT DR)	1184	1100	1097	1097	1096	1100	1300	1302	1162	953		2021	953	1091	1229	1298	1368	1506	1644	1782	1.5%	1350	1.4%
62210	CSAH 1	NE OF CSAH90	987	910	907	1050	1049	1053	1100	1102	907			2020	907	1043	1179	1247	1315	1451	1587	1723	2.5%	1600	2.5%
31232	CSAH 11	W OF TH68	482	450	450	450	450	465	465	466	416	415		2021	415	475	535	565	596	656	716	776	1.5%	600	1.5%
33706	CSAH 12	S OF CSAH2	1857	1700	1698	1698	1696	1702	1700	1703	1519			2020	1519	1747	1975	2089	2203	2430	2658	2886	1%	1950	0.9%
34053	CSAH 12	N OF CSAH26 (NE OF MANKATO)	2350	2200	2198	2198	2196	2204	2600	2605	2324		3167	2022	3167	3610	4054	4275	4497	4941	5384	5827	1%	4050	1.0%
34054	CSAH 12	S OF CSAH26 (NE OF MANKATO)	2560	2600	2597	2597	2594	2604	2750	2755	2458			2020	2458	2827	3195	3380	3564	3933	4302	4670	1%	3200	1.0%
68268	CSAH 12	N OF CSAH03 (THOMPSON RAVINE RD)	1857	1750	1748	1748	1746	1752	1752	1755	1360			2020	1360	1564	1768	1870	1972	2176	2380	2584	Manual	3000	4.0%
70230	CSAH 12	S of CSAH 3						290	290	3650	2828			2020	2828	3252	3676	3889	4101	4525	4949	5373	1%	3700	1.0%
70231	CSAH 12	N of TH 14 (S of Round about)						3750	3750	3757	2911		4933	2022	4933	5624	6314	6660	7005	7695	8386	9077	1%	6300	1.0%
70232	CSAH 12	N of CSAH 17						3400	3400	3406	2639	5990		2021	5990	6859	7727	8161	8596	9464	10333	11201	1%	7700	1.0%
70716	CSAH 12	S of CSAH 17 (Madison Ave)								60	60		2221	2022	2221	2532	2843	2998	3154	3465	3776	4087	1%	2850	1.0%
19459	CSAH 13	3.5 MI N OF CSAH6	817	814	817	817	824	828	835	970	865			2020	865	995	1125	1189	1254	1384	1514	1644	1.5%	1250	1.5%
19472	CSAH 13	S OF MN 99	858	854	858	900	907	911	919	960	857			2020	857	986	1114	1178	1243	1371	1500	1628	1.5%	1250	1.5%
26656	CSAH 13	N OF MSAS255 (HOWARD DR)	6287	6256	6287	6287	6337	6364	6421	5900	4420			2020	4420	5083	5746	6078	6409	7072	7735	8398	1.5%	6400	1.5%
33427	CSAH 16	SW OF STONY CREEK RD	1756	1900	1898	1898	1896	1903	2000	2004	1553	1628		2021	1628	1864	2100	2218	2336	2572	2808	3044	1.25%	2200	1.2%
33434	CSAH 16	S OF CSAH60 (STADIUM RD)	4266	4400	4396	4396	4392	4350	4350	4358	3600			2020	3600	4140	4680	4950	5220	5760	6300	6840	1%	4700	1.0%
33440	CSAH 16	N OF FAIRFIELD AV	11846	11700	11688	11688	11676	11306	11301	11321	8200			2020	8200	9430	10660	11275	11890	13120	14350	15580	1.5%	11900	1.5%
33459	CSAH 16	N OF MSAS103 (PLEASANT ST)	14053	13400	13386	13386	13373	12600	12601	12624	9458			2020	9458	10877	12295	13005	13714	15132	16553	17970	1%	12300	1.0%
454	CSAH 17	W OF 3RD ST	3614	3250	3247	3247	3244	3256	3100	3106	2557		3316	2022	3316	3780	4244	4477	4709	5173	5637	6101	1.5%	4700	1.5%
19464	CSAH 17	N OF CSAH25	221	219	221	220	222	223	225	225	208			2020	208	239	270	286	302	333	364	395	2.5%	360	2.4%
59914	CSAH 17	W OF CSAH86	5722	5300	5295	5295	5290	5310	5200	3500	2882		4683	2022	4683	5339	5994	6322	6650	7305	7961	8617	3%	8600	3.0%
61841	CSAH 17	E OF CSAH27 (AGENCY ST)	1255	980	979	979	978	900	900	902	743		892	2022	892	1017	1142	1204	1267	1392	1516	1641	2.5%	1500	2.4%
61842	CSAH 17	NE OF TH14 &60 (EAGLE LAKE ECL)	1055	1000	999	999	998	930	930	932	767		793	2022	793	904	1015	1071	1126	1237	1348	1459	Manual	1500	3.2%
73940	CSAH 17	W of CSAH 32								5200	4281		4126	2022	4126	4704	5281	5570	5859	6437	7014	7592	3%	7600	3.0%
31227	CSAH 2	W OF CSAH12	1305	1150	1149	1149	1148	1152	1250	1252	1117			2020	1117	1285	1452	1536	1620	1787	1955	2122	1.5%	1600	1.4%
31191	CSAH 23	E OF CSAH49	337	305	305	305	305	260	260	260	240		270	2022	270	308	346	365	383	421	459	497	1.5%	380	1.5%
19461	CSAH 25	W OF CSAH6	380	378	380	380	383	385	388	410	379	427		2021	427	489	551	582	613	675	737	798	1.5%	610	1.5%
33490	CSAH 26	E OF TH22	2679	2450	2447	2447	2445	2200	2200	2200	2200		2108	2022	2108	2403	2698	2846	2993	3288	3584	3879	1.25%	2850	1.3%
33491	CSAH 26	N OF CSAH57	1756	1750	1748	1748	1746	1752	1650	1653	1281		1362	2022	1362	1553	1743	1839	1934	2125	2315	2506	1%	1750	1.0%
33492	CSAH 26	S OF CSAH12 (INDUSTRIAL RD)	1055	1150	1149	1149	1148	1152	1150	1152	893		903	2022	903	1029	1156	1219	1282	1409	1535	1662	2.5%	1550	2.6%
33496	CSAH 26	E OF CSAH5	1506	1650	1648	1648	1646	1652	1700	1703	1320		739	2022	739	842	946	998	1049	1153	1256	1360	1.25%	1000	1.3%
34052	CSAH 26	E OF CSAH57	2058	1800	1798	1798	1796	1803	1950	2150	1666		1863	2022	1863	2124	2385	2515	2645	2906	3167	3428	1.5%	2650	1.5%
34058	CSAH 26	E OF CSAH12	875	920	918	918	917	960	960	962	858		1205	2022	1205	1374	1542	1627	1711	1880	2049	2217	1.5%	1700	1.5%
31017	CSAH 27	S OF TY ST (EAGLE LAKE SCL)	1305	1100	1099	1099	1098	1000	1000	1002	776		984	2022	984	1122	1260	1328	1397	1535	1673	1811	1.25%	1350	1.3%
31018	CSAH 27	N OF LE SUEUR AV	2611	2400	2398	2398	2396	2405	2650	2655	2057		2452	2022	2452	2795	3139	3310	3482	3825	4168	4512	1%	3150	1.0%
31019	CSAH 27	N OF CSAH17 (PARKWAY AV)	742	1050	1049	1049	1048	750	750	751	618		650	2022	650	741	832	878	923	1014	1105	1196	1.25%	880	1.3%

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
31221	CSAH 27	S OF CSAH26	652	610	609	609	608	650	650	651	690			2020	690	794	897	949	1001	1104	1208	1311	1.5%	1000	1.5%
31016	CSAH 28	NW OF CR 182 (187 ST)	573	460	460	460	460	462	480	481	445		554	2022	554	632	709	748	787	864	942	1019	2.5%	940	2.5%
31193	CSAH 28	W OF CR 184 (206 ST)	924	830	829	829	828	790	790	791	651		661	2022	661	754	846	892	939	1031	1124	1216	1%	850	1.0%
33479	CSAH 3	W OF TH22	8432	9200	9191	9191	9182	9900	9901	10800	8092		10287	2022	10287	11727	13167	13887	14608	16048	17488	18928	1.5%	14600	1.5%
66511	CSAH 3	E OF TH22	3865	4500	4496	4496	4492	7100	7101	7114	5513		7234	2022	7234	8247	9260	9766	10272	11285	12298	13311	2.5%	12300	2.5%
31203	CSAH 33	SW OF CSAH90	1607	1750	1748	1748	1746	1752	2100	2104	1877	1926		2021	1926	2205	2485	2624	2764	3043	3322	3602	1.5%	2750	1.5%
31204	CSAH 33	1 MI S OF CSAH34	642	560	559	559	558	560	700	701	625	615		2021	615	704	793	838	883	972	1061	1150	1.5%	880	1.5%
33442	CSAH 33	S OF CSAH69 (SOUTHBEND ST)	4115	3950	3945	3945	3941	3650	3650	3657	2834	3233		2021	3233	3702	4171	4405	4639	5108	5577	6046	1%	4150	1.0%
31205	CSAH 34	W OF CSAH33	904	830	829	829	828	831	890	892	824			2020	824	948	1071	1133	1195	1318	1442	1566	1.5%	1200	1.5%
19458	CSAH 41	S OF US 14	998	993	998	870	877	881	889	895	694			2020	694	798	902	954	1006	1110	1215	1319	2.5%	1200	2.4%
19466	CSAH 41	SE OF CSAH23	320	316	320	310	312	313	316	285	263	265		2021	265	303	342	361	380	419	457	496	2.5%	460	2.5%
31202	CSAH 41	S OF TH83	773	670	669	669	668	670	850	852	787		972	2022	972	1108	1244	1312	1380	1516	1652	1788	1.5%	1400	1.6%
67276	CSAH 41	N OF CSAH6/MSAS 259 (Pleasant View Dr)				5000	5040	5062	5108	3700	2867			2020	2867	3297	3727	3942	4157	4587	5017	5447	Manual	7500	5.4%
70814	CSAH 41	N of CSAH 6 (520th St)								65	65		505	2022	505	576	646	682	717	788	859	929	1%	650	1.0%
33476	CSAH 5	N OF LAFAYETTE ST	4819	4600	4595	4595	4590	4607	4700	4708	3527			2020	3527	4056	4585	4850	5114	5643	6172	6701	1%	4600	1.0%
33487	CSAH 5	N OF LIND ST	7630	6700	6693	6693	6686	6711	6100	6111	4578			2020	4578	5265	5951	6295	6638	7325	8012	8698	1%	6000	1.0%
33493	CSAH 5	S OF LUNDIN BLVD	13351	12000	11988	11988	11976	12020	12200	12222	9157		11022	2022	11022	12565	14108	14880	15651	17194	18737	20280	1%	14100	1.0%
33495	CSAH 5	S OF CSAH12 (INDUSTRIAL BLVD)	6325	5700	5694	5694	5688	5709	6100	6111	4578			2020	4578	5265	5951	6295	6638	7325	8012	8698	1.25%	6300	1.3%
31020	CSAH 55	E OF CSAH27 (AGENCY ST)	532	610	609	609	608	610	690	691	569		840	2022	840	958	1075	1134	1193	1310	1428	1546	1.5%	1200	1.5%
59916	CSAH 55	W OF CSAH27 (AGENCY ST)	472	500	500	500	500	502	820	821	676			2020	676	777	879	930	980	1082	1183	1284	1.5%	980	1.5%
59917	CSAH 56	N of CSAH 17 (216th St)	2309	2950	2947	2947	2944	3200	3200	3206	2484		3120	2022	3120	3557	3994	4212	4430	4867	5304	5741	1.5%	4450	1.5%
422	CSAH 57	S OF MN 22	2659	2650	2647	2647	2644	2654	2700	2705	2096			2020	2096	2410	2725	2882	3039	3354	3668	3982	2.5%	3650	2.5%
510	CSAH 57	NE OF US 14	7227	7400	7393	7393	7386	7413	7100	7113	5329			2020	5329	6128	6928	7327	7727	8526	9326	10125	Manual	10000	2.9%
19462	CSAH 6	S OF CSAH25	115	114	115	115	116	116	117	100	92	110		2021	110	126	142	150	158	174	190	206	0.5%	130	0.6%
60822	CSAH 6	E of CSAH 41	295	295	295	295	295	295	295	255	210	280		2021	280	321	361	382	402	442	483	524	2.5%	480	2.5%
69917	CSAH 6	N of Rockford Rd				2700	2722	2734	2759	1900	1472		1397	2022	1397	1593	1788	1886	1984	2179	2375	2570	2.5%	2350	2.4%
33428	CSAH 60	E OF CSAH60	7428	7000	6993	6993	6986	7012	7400	7413	5554			2020	5554	6387	7220	7637	8053	8886	9720	10553	1.5%	8100	1.5%
33429	CSAH 60	E OF MSAS140 (POHL RD)	9536	9100	9091	9091	9082	9400	9401	9418	8900			2020	8900	10235	11570	12238	12905	14240	15575	16910	1%	11600	1.0%
33431	CSAH 60	W OF CSAH8 &MSAS116 (MONKS AV)	13952	13300	13287	13287	13274	13323	12400	12422	9307	12002		2021	12002	13742	15483	16353	17223	18963	20703	22444	1%	15500	1.0%
33433	CSAH 60	W OF MSAS138 (WARREN ST)	11344	10800	10789	10789	10778	10600	10601	10620	7957	10782		2021	10782	12345	13909	14691	15473	17037	18602	20166	1%	13900	1.0%
33435	CSAH 60	E OF CSAH16 (STOLTZMAN RD)	8030	7400	7393	7393	7386	7200	7201	7214	5405			2020	5405	6216	7027	7432	7837	8648	9459	10270	1.5%	7800	1.5%
45154	CSAH 60	E OF CSAH8 &MSAS116 (MONKS AV)	12147	11500	11489	11489	11478	11478	11601	11623	9083	11946		2021	11946	13678	15410	16276	17142	18874	20606	22339	1%	15400	1.0%
70406	CSAH 60	NW of MNTH 22						7500	7501	10500	7867		11084	2022	11084	12636	14188	14964	15739	17291	18843	20395	1%	14200	1.0%
31228	CSAH 69	W OF USTH169	277	245	245	245	245	190	190	190	176	239		2021	239	274	308	326	343	378	412	447	1%	310	1.0%
31229	CSAH 69	E OF CR 117 (547TH AVE)	236	225	225	225	225	280	280	281	260	370		2021	370	424	477	504	531	585	638	692	1%	480	1.0%
31230	CSAH 69	N OF USTH169	151	160	160	160	160	130	130	130	120	123		2021	123	141	159	168	177	194	212	230	1%	160	1.0%
33441	CSAH 69	SW OF LEHILLIER ST	2962	3600	3596	3596	3592	3300	3300	3306	2722	2756		2021	2756	3156	3555	3755	3955	4354	4754	5154	1.5%	3950	1.5%
33443	CSAH 69	W OF BISON ST	1055	990	989	989	988	920	920	922	648			2020	648	745	842	891	940	1037	1134	1231	1.5%	940	1.5%
33444	CSAH 69	E OF Hemlock Rd	2208	3650	3646	3646	3642	3655	3900	3907	3217	2580		2021	2580	2954	3328	3515	3702	4076	4451	4825	1.5%	3700	1.5%
33430	CSAH 8	S OF CSAH60 (STADIUM RD)	10741	10900	10889	10889	10878	10300	10301	10319	7996	8453		2021	8453	9679	10904	11517	12130	13356	14581	15807	1%	10900	1.0%
61844	CSAH 8	N OF CSAH90	2259	2050	2048	2048	2046	2054	2054	2058	1836	1907		2021	1907	2184	2460	2598	2737	3013	3290	3566	1%	2450	1.0%
33710	CSAH 82	SE OF MSAS113 (BALCERZAK DR)	7529	7300	7293	7293	7286	8300	8301	8316	6231		7700	2022	7700	8778	9856	10395	10934	12012	13089	14168	1%	9900	1.0%
33713	CSAH 82	NW OF MSAS113 (BALCERZAK DR)	15359	16300	16284	16284	16268	16900	16902	16932	12686		15169	2022	15169	17293	19417	20479	21542	23668	25791	27911	1%	19400	1.0%
34062	CSAH 82	S OF MSAS123 (MADISON AV)	17200	17900	17900	17900	17900	17930	17932	17964	13459			2020	13459	15478	17497	18506	19516	21534	23553	25572	1.5%	19500	1.5%

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
61451	CSAH 82	N OF MSAS109 (HOFFMAN RD)	14054	15500	15485	15485	15470	17500	17502	17533	13136		17323	2022	17323	19748	22173	23386	24599	27024	29449	31874	1%	22000	1.0%
61452	CSAH 82	N OF MSAS108 (MAIN ST)	16262	16600	16583	16583	16566	16627	16900	16930	12684			2020	12684	14587	16489	17441	18392	20294	22197	24100	1.5%	18400	1.5%
61453	CSAH 82	N OF MSAS123 (MADISON AVE)	14555	15400	15385	15385	15370	15427	15429	15457	11581		16279	2022	16279	18558	20837	21976	23116	25395	27674	29953	1%	21000	1.0%
61454	CSAH 82	SW OF TH14	21481	20500	20480	20480	20460	20536	20538	20575	15415	21537		2021	21537	24660	27783	29344	30906	34028	37151	40274	1%	28000	1.0%
67226	CSAH 82	N OF MSAS122 (DUBLIN RD)	15258	16100	16084	16084	16068	16127	16129	16158	12106		18172	2022	18172	20716	23260	24532	25804	28348	30892	33436	1%	23000	0.9%
31223	CSAH 86	N OF USTH14 & TH60	863	435	435	435	435	220	220	220	203			2020	203	233	264	279	294	325	355	386	1.25%	280	1.3%
31224	CSAH 86	N OF CSAH3	693	580	579	579	578	450	450	451	417			2020	417	480	542	573	605	667	730	792	2.5%	730	2.5%
31226	CSAH 86	S OF CSAH17	2359	2250	2248	2248	2246	2254	2400	1350	1111		1587	2022	1587	1809	2031	2142	2254	2476	2698	2920	1.5%	2250	1.5%
31194	CSAH 90	E OF CSAH41 &CR179	824	710	709	709	708	711	711	712	659	739		2021	739	846	953	1007	1060	1168	1275	1382	1.5%	1050	1.5%
61475	CSAH 90	E OF TH22	1154	1050	1049	1049	1048	1052	1052	1054	975	800		2021	800	916	1032	1090	1148	1264	1380	1496	2.5%	1400	2.6%
61476	CSAH 90	W OF TH22	3212	3400	3397	3397	3394	3407	3407	3413	3157	3642		2021	3642	4170	4698	4962	5226	5754	6282	6811	1%	4700	1.0%
61477	CSAH 90	W OF CSAH8	4116	4050	4046	4046	4042	4057	4057	4064	3759	4153		2021	4153	4755	5357	5658	5960	6562	7164	7766	1.25%	5700	1.3%
61478	CSAH 90	W OF CSAH16	3514	3450	3447	3447	3444	3457	3457	3463	3203	3560		2021	3560	4076	4592	4851	5109	5625	6141	6657	1%	4600	1.0%
61479	CSAH 90	NW OF TH66	3815	3850	3846	3846	3842	3856	4050	4057	3040	4194		2021	4194	4802	5410	5714	6018	6627	7235	7843	1%	5400	1.0%
61480	CSAH 90	S OF TH66	3564	3500	3497	3497	3494	3507	3700	3707	2777	3809		2021	3809	4361	4914	5190	5466	6018	6571	7123	1%	4900	1.0%
61481	CSAH 90	E OF TH60	1255	1850	1848	1848	1846	1846	1800	1950	1461		2336	2022	2336	2663	2990	3154	3317	3644	3971	4298	2.5%	3950	2.5%
61482	CSAH 90	E OF CSAH8	3463	3400	3397	3397	3394	3407	3407	3413	3157	3600		2021	3600	4122	4644	4905	5166	5688	6210	6732	1.25%	4900	1.2%
75115	M 1003	SE OF CSAH 60 (STADIUM RD)											2082	2022	2082	2373	2665	2811	2956	3248	3539	3831	1%	2650	1.0%
33505	M 1004	SW of MSAS 102 (CHERRY ST)	5120	4500	4496	4496	4492	220	220	220	155			2020	155	178	202	213	225	248	271	295	1%	200	1.0%
33480	M 1058	SW OF THOMPSON ST	1656	1000	999	999	998	1002	950	952	669			2020	669	769	870	920	970	1070	1171	1271	1%	870	1.0%
42473	M 1058	SW OF MSAS117 (MAY ST)	1154	930	929	929	928	931	980	982	690			2020	690	794	897	949	1001	1104	1208	1311	1%	900	1.0%
33481	M 1059	NE OF THOMPSON ST	1204	980	979	979	978	982	750	751	528			2020	528	607	686	726	766	845	924	1003	1%	690	1.0%
66549	M 1060	E OF CSAH16 (STOLTZMAN RD)	1055	960	959	959	958	900	900	902	634			2020	634	729	824	872	919	1014	1110	1205	1.25%	870	1.2%
66548	M 1063	W OF CSAH8 (MONKS AV)	793	600	599	599	598	600	630	631	443			2020	443	509	576	609	642	709	775	842	1%	580	1.0%
69233	M 1064	N OF MSAS108 (MAIN ST)	754	255	255	255	255	240	240	240	169			2020	169	194	220	232	245	270	296	321	1%	220	1.0%
45152	M 1066	NE OF M 232 (LINCOLN ST)	2611	1250	1249	1249	1248	1050	1050	1052	739			2020	739	850	961	1016	1072	1182	1293	1404	1%	960	1.0%
69228	M 1067	N OF MSAS 123 (MADISON AVE)	754	1000	999	999	998	1002	950	952	669			2020	669	769	870	920	970	1070	1171	1271	1%	870	1.0%
76989	M 1074	E OF PINEHURST DR											204	2022	204	233	261	275	290	318	347	375	1%	260	1.0%
76990	M 1074	W OF PINEHURST DR											41	2022	41	47	52	55	58	64	70	75	1%	50	0.8%
74778	M 1081	N OF MSAS 125										1443		2021	1443	1652	1861	1966	2071	2280	2489	2698	1%	1850	1.0%
69925	M 137	N of Northridge Dr					1200	1200	1200	2250	1852			2020	1852	2130	2408	2547	2685	2963	3241	3519	1%	2400	1.0%
33456	M 158	N OF MSAS103 (PLEASANT ST)	834	800	799	799	798	710	710	711	500			2020	500	575	650	688	725	800	875	950	1%	650	1.0%
69229	M 2	N OF MSAS 123 (MADISON AVE)	754	1650	1648	1648	1646	1652	1750	1753	1443		1184	2022	1184	1350	1516	1598	1681	1847	2013	2179	1%	1500	1.0%
45153	M 232	E OF MSAS104 (BYRON ST)	2008	2900	2897	2897	2894	2905	2500	2504	1760			2020	1760	2024	2288	2420	2552	2816	3080	3344	1%	2300	1.0%
75102	M 258	S OF MSAS 154											4064	2022	4064	4633	5202	5486	5771	6340	6909	7478	1%	5200	1.0%
74986	M 298	N of Hubbel CT										416		2021	416	476	537	567	597	657	718	778	1%	540	1.0%
34056	M 300	S OF MSAS101 (MOUND AV)	1104	730	729	729	728	810	810	811	570			2020	570	656	741	784	827	912	998	1083	1%	740	1.0%
69232	M 31	E OF CSAH5 (3RD AVE)	754	660	659	659	658	660	720	721	507			2020	507	583	659	697	735	811	887	963	1%	660	1.0%
75099	M 42	S OF MSAS 122											460	2022	460	524	589	621	653	718	782	846	1%	590	1.0%
75103	M 447	E OF MSAS 145											1019	2022	1019	1162	1304	1376	1447	1590	1732	1875	1%	1300	1.0%
75104	M 485	E OF MSAS 116											1531	2022	1531	1745	1960	2067	2174	2388	2603	2817	1%	1950	1.0%
75105	M 485	W OF MSAS 140											1405	2022	1405	1602	1798	1897	1995	2192	2389	2585	1%	1800	1.0%
75106	M 490	S OF MSAS 146											2107	2022	2107	2402	2697	2844	2992	3287	3582	3877	1%	2700	1.0%
75107	M 491	SE OF M 490											2008	2022	2008	2289	2570	2711	2851	3132	3414	3695	1%	2550	1.0%
66546	M 530	S OF MSAS109 (HOFFMAN RD)	893	820	819	819	818	790	790	791	556			2020	556	639	723	765	806	890	973	1056	1%	720	1.0%
75108	M 532	N OF CSAH 60											583	2022	583	665	746	787	828	909	991	1073	1%	750	1.0%
75100	M 56	N OF MSAS 123											917	2022	917	1045	1174	1238	1302	1431	1559	1687	1%	1150	0.9%
75109	M 595	S OF MSAS 108											1484	2022	1484	1692	1900	2003	2107	2315	2523	2731	1%	1900	1.0%

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
76985	M 608	E OF LA COSTA LN											441	2022	441	503	564	595	626	688	750	811	1%	560	1.0%
76986	M 608	W OF LA COSTA LN											454	2022	454	518	581	613	645	708	772	835	1%	580	1.0%
75110	M 616	S OF CSAH 60											2626	2022	2626	2994	3361	3545	3729	4097	4464	4832	1%	3350	1.0%
70407	M 633	S of CSAH 82 (Stadium Rd)						750	750	750	750	2993		2021	2993	3427	3861	4078	4295	4729	5163	5597	1%	3850	1.0%
75101	M 69	E OF M 56											882	2022	882	1005	1129	1191	1252	1376	1499	1623	1%	1150	1.1%
75112	M 810	E OF MSAS 140											658	2022	658	750	842	888	934	1026	1119	1211	1%	840	1.0%
66547	M 820	W OF M 530 (GLENELLEN DR)	145	140	140	140	140	110	110	110	77			2020	77	89	100	106	112	123	135	146	1%	100	1.0%
76987	M 885	N OF MAURIEFIELD DR											181	2022	181	206	232	244	257	282	308	333	1%	230	1.0%
76988	M 885	S OF MAURIEFIELD DR											333	2022	333	380	426	450	473	519	566	613	1%	430	1.0%
76984	M 891	N OF TORREY PINES DR											59	2022	59	67	76	80	84	92	100	109	1%	80	1.3%
75113	M 908	S OF MSAS 165 (LINKS ST)											1835	2022	1835	2092	2349	2477	2606	2863	3120	3376	1%	2350	1.0%
75097	M 912	SE OF CSAH 57											2212	2022	2212	2522	2831	2986	3141	3451	3760	4070	1%	2850	1.0%
75114	M 912	W OF MSAS 158											1845	2022	1845	2103	2362	2491	2620	2878	3137	3395	1%	2350	1.0%
33514	M 918	NE of MSAS108 (Main St)	6500	6500	6500	6500	6500	5800	5801	5811	4784		5503	2022	5503	6273	7044	7429	7814	8585	9355	10126	1%	7000	1.0%
33525	M 918	SW of MSAS123 (Madison Ave)	1400	1400	1400	1400	1400	1400	1050	1052	866		774	2022	774	882	991	1045	1099	1207	1316	1424	1%	990	1.0%
33506	M 919	NE of MSAS108 (Main St)	5000	5000	5000	5000	5000	5000	5001	5010	4125		2591	2022	2591	2954	3316	3498	3679	4042	4405	4767	1%	3300	1.0%
33508	M 919	SW of MSAS108 (Main St)	3400	3400	3400	3400	3400	3400	2350	2354	1938		1602	2022	1602	1826	2051	2163	2275	2499	2723	2948	1%	2050	1.0%
33523	M 919	SW of MSAS123 (Madison Ave)	3550	3550	3550	3550	3550	3550	2600	2605	2145		1553	2022	1553	1770	1988	2097	2205	2423	2640	2858	1%	2000	1.0%
45149	M 919	NE of MSAS118 (Warren St)	1650	1650	1650	1650	1650	1650	1650	1653	1361			2020	1361	1565	1769	1871	1973	2178	2382	2586	1%	1750	1.0%
484	MN 22	N OF HOFFMAN RD	15496	16000	15952	15952	15617	15400	15437	15964	11961		18226	2022	18226	20778	23329	24605	25881	28434	30986	33536	2.0%	28000	1.9%
486	MN 22	N OF CSAH 60 (STADIUM RD)	12338	13000	12961	12961	12689	13400	13432	13891	10407		11505	2022	11505	13116	14726	15532	16337	17948	19559	21169	2.5%	19600	2.5%
497	MN 22	N OF CSAH17 (MADISON AVE) IN MANKATO	19148	18600	18544	18544	18155	19300	19346	20007	14990		21431	2022	21431	24431	27432	28932	30432	33433	36433	39433	1.5%	30000	1.4%
6564	MN 22	S OF MN 83	7106	6800	6780	6780	6638	6300	6315	6400	4795			2020	4795	5514	6234	6593	6953	7672	8391	9111	1.5%	7000	1.5%
6566	MN 22	.3 MI S OF TRAILER PARK ENTRANCES	7800	8000	7976	7976	7809	7300	7318	7400	5544		7376	2022	7376	8409	9441	9958	10474	11507	12539	13572	1.25%	10000	1.3%
33477	MN 22	S OF CSAH3 (N VICTORY DR) IN MANKATO	15101	14600	14555	14555	14249	15090	15938	17400	15045		19718	2022	19718	22479	25239	26619	28000	30760	33521	36281	1.5%	28000	1.5%
33489	MN 22	N OF CSAH3 (VICTORY DR) MANKATO	12732	12300	12263	12263	12005	13200	13232	13420	12200		14365	2022	14365	16376	18387	19393	20398	22409	24420	26432	2.5%	24000	2.4%
61889	MN 22	N OF CSAH 26 (227TH ST)	8882	8500	8475	8475	8297	8900	8921	9800	8474		10429	2022	10429	11889	13349	14079	14809	16269	17729	19189	1.5%	14800	1.5%
62122	MN 22	N OF CSAH57 (N OF MANKATO)	9574	9100	9073	7500	7343	7444	9200	12500	10809		12472	2022	12472	14218	15964	16837	17710	19456	21202	22948	2.5%	21000	2.4%
77011	MN 22	S of US 14											21431	2022	21431	24431	27432	28932	30432	33433	36433	39433	1%	27000	0.9%
434	MN 60	NE OF CR 114 (523RD AVE)	11500	11700	11700	12200	11944	12900	12931	14500	12538		13869	2022	13869	15811	17752	18723	19693	21634	23576	25519	1%	17800	1.0%
437	MN 68	W OF CSAH 42 (519 AVE)	1629	1750	1745	1745	1708	1731	1650	1700	1572	1485		2021	1485	1700	1916	2023	2131	2346	2562	2777	2.5%	2550	2.5%
441	MN 68	E OF CR 117 (547TH AVE)	2418	2600	2592	2592	2538	2450	2456	2600	2405	2464		2021	2464	2821	3179	3357	3536	3893	4250	4608	2.0%	3900	2.0%
421	MN 83	E OF CSAH 41 (586TH AVE)	2764	2600	2592	2750	2692	2729	3450	3550	2660		2706	2022	2706	3085	3464	3653	3843	4221	4600	4979	Manual	7000	5.7%
483	MN 83	E OF MN 22	3306	3650	3639	3639	3563	3612	4100	3850	2884		3419	2022	3419	3898	4376	4616	4855	5334	5812	6291	2.5%	5800	2.5%
33461	MSAS 101	W OF D ST	2811	2900	2897	2897	2894	3200	3200	3206	2253		2903	2022	2903	3309	3716	3919	4122	4529	4935	5342	1%	3700	1.0%
33475	MSAS 101	NE OF CSAH5 (LAFAYETTE ST)	12045	13500	13487	13487	13474	13524	14200	13600	10189			2020	10189	11717	13246	14010	14774	16302	17831	19359	Manual	20000	3.2%
33498	MSAS 101	SW of MSAS 152 (Mulberry St)	19073	16400	16385	16385	16369	16430	15700	15728	11784			2020	11784	13552	15319	16203	17087	18854	20622	22390	1%	15300	1.0%
33529	MSAS 101	SW OF CSAH5 (LAFAYETTE ST)	19174	17400	17383	17383	17366	17430	18600	18633	13960			2020	13960	16054	18148	19195	20242	22336	24430	26524	0.5%	16100	0.5%
34055	MSAS 101	E OF MSAS101 (OWATONNA ST)	2208	1400	1399	1399	1398	1500	1500	1503	1056		2452	2022	2452	2795	3139	3310	3482	3825	4168	4512	1%	3150	1.0%
19564	MSAS 102	N OF MSAS114 (BELGRADE AV)	3792	3773	3792	3600	3629	3645	3678	3350	2596			2020	2596	2985	3375	3570	3764	4154	4543	4932	1%	3350	1.0%
19590	MSAS 102	S of Pierce St	3293	3277	3293	3293	3319	3333	3363	2750	2131			2020	2131	2451	2770	2930	3090	3410	3729	4049	1%	2750	1.0%
33497	MSAS 102	N of MSAS 105 (S Broad St)	5722	5600	5594	5594	5588	7200	7201	7214	5590		6486	2022	6486	7394	8302	8756	9210	10118	11026	11934	1%	8300	1.0%
61455	MSAS 102	SE OF MSAS107 (5TH ST)	5822	7200	7193	7193	7186	7213	8300	8315	6443		7728	2022	7728	8810	9892	10433	10974	12056	13138	14220	1%	9900	1.0%

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
33453	MSAS 103	W OF MSAS118 (HIGHLAND AV)	2359	2750	2747	2747	2744	1200	1200	1202	990			2020	990	1139	1287	1361	1436	1584	1733	1881	1%	1300	1.0%
33457	MSAS 103	W OF MSAS104 (BYRON ST)	2611	2850	2847	2847	2844	2855	2600	2605	2145			2020	2145	2467	2789	2949	3110	3432	3754	4076	1%	2800	1.0%
33458	MSAS 103	SW OF CSAH16 (STOLTZMAN RD)	5521	5100	5095	5095	5090	4950	4950	4959	3843		3995	2022	3995	4554	5114	5393	5673	6232	6792	7351	1%	5100	1.0%
33460	MSAS 103	E OF TH66 (CARNEY AV)	3162	2800	2797	2797	2794	2550	2550	2555	1980		2048	2022	2048	2335	2621	2765	2908	3195	3482	3768	1%	2600	1.0%
45145	MSAS 103	E OF CSAH16	2811	2550	2547	2547	2544	2650	2650	2655	2186		1370	2022	1370	1562	1754	1850	1945	2137	2329	2521	1%	1750	1.0%
19589	MSAS 104	W OF MSAS102 (RANGE ST)	4142	4121	4142	4142	4175	4193	4231	3900	3211			2020	3211	3693	4174	4415	4656	5138	5619	6101	1.25%	4400	1.2%
19591	MSAS 104	W OF MSAS105 (CENTER ST)	2445	2433	2445	2100	2117	2126	2145	2050	1688			2020	1688	1941	2194	2321	2448	2701	2954	3207	1.5%	2450	1.5%
19593	MSAS 104	E OF MSAS105 (CENTER ST)	3194	3178	3194	2950	2974	2987	3014	2850	2346			2020	2346	2698	3050	3226	3402	3754	4106	4457	1.5%	3400	1.5%
19594	MSAS 104	E OF MSAS253 (LAKE ST)	1198	1192	1198	1050	1058	1063	1073	860	708			2020	708	814	920	974	1027	1133	1239	1345	1.5%	1050	1.6%
33455	MSAS 104	NE OF GROVE ST	2760	2600	2597	2597	2594	2300	2300	2304	1897			2020	1897	2182	2466	2608	2751	3035	3320	3604	1.25%	2600	1.2%
33502	MSAS 104	SW OF MSAS118 (WARREN ST)	3363	2600	2597	2597	2594	2600	2600	2605	2145			2020	2145	2467	2789	2949	3110	3432	3754	4076	2.5%	3750	2.5%
45146	MSAS 104	NE OF MSAS102 (CHERRY ST)	6525	7000	6993	6993	6986	7000	7001	7014	5435			2020	5435	6250	7066	7473	7881	8696	9511	10327	1.25%	7500	1.3%
69275	MSAS 104	NE OF MSAS130 (N PLUM ST)	7699	8100	8092	8092	8084	8700	8701	8717	6755		7878	2022	7878	8981	10084	10635	11187	12290	13393	14496	1%	10100	1.0%
69276	MSAS 104	SE OF MSAS 123 (MADISON AVE)	7165	6900	6893	6893	6886	6911	7300	7313	5667		7343	2022	7343	8371	9399	9913	10427	11455	12483	13511	1%	9400	1.0%
69403	MSAS 104	NE OF MSAS108 (MAIN ST)	6747	10900	10889	10889	10878	10400	10401	10420	8074			2020	8074	9285	10496	11102	11707	12918	14130	15341	1%	10500	1.0%
19567	MSAS 105	S OF MSAS114 (BELGRADE AV)	1996	1986	1996	1700	1714	1721	1736	1700	1400			2020	1400	1610	1820	1925	2030	2240	2450	2660	1%	1800	1.0%
19579	MSAS 105	S OF Garfield Ave	1896	1887	1896	1896	1911	1919	1936	1850	1523			2020	1523	1751	1980	2094	2208	2437	2665	2894	1%	2000	1.0%
19592	MSAS 105	S OF MSAS104 (WEBSTER AV)	1248	1242	1248	1000	1008	1012	1021	950	782		888	2022	888	1012	1137	1199	1261	1385	1510	1634	1.5%	1250	1.5%
33526	MSAS 105	NE OF MSAS123 (MADISON AV)	1104	1050	1049	1049	1048	1052	1050	1052	866		1049	2022	1049	1196	1343	1416	1490	1636	1783	1930	1%	1350	1.0%
45147	MSAS 105	NE OF MSAS102 (CHERRY ST)	6626	5800	5794	5794	5788	4800	4800	4809	3959		3634	2022	3634	4143	4652	4906	5160	5669	6178	6687	1%	4650	1.0%
45148	MSAS 105	NE OF MSAS117 (MAY ST)	1255	670	670	670	669	671	671	672	472		616	2022	616	702	788	832	875	961	1047	1133	1%	790	1.0%
33483	MSAS 106	SW OF MSAS117 (MAY ST)	1154	900	899	899	898	901	830	831	584		578	2022	578	659	740	780	821	902	983	1064	1%	740	1.0%
34057	MSAS 106	SW OF MSAS122 (ADAMS ST)	2158	1600	1598	1598	1596	1602	1050	1052	866		1071	2022	1071	1221	1371	1446	1521	1671	1821	1971	1%	1350	0.9%
67275	MSAS 106	S OF MSAS114 (BELGRADE AV)	1297	1291	1297	1150	1159	1164	1174	1150	808			2020	808	929	1050	1111	1172	1293	1414	1535	1%	1050	1.0%
33512	MSAS 107	SW OF MSAS108 (MAIN ST)	2611	2300	2298	2298	2296	2304	2250	2254	1584		2168	2022	2168	2472	2775	2927	3079	3382	3686	3989	1%	2800	1.0%
69221	MSAS 107	NE OF MSAS108 (MAIN ST)	2385	1850	1848	1848	1846	1853	1853	1856	1304		1679	2022	1679	1914	2149	2267	2384	2619	2854	3089	1%	2150	1.0%
69222	MSAS 107	SW OF MSAS123 (MADISON AVE)	2320	1100	1099	1099	1098	1102	980	982	690		1076	2022	1076	1227	1377	1453	1528	1679	1829	1980	1%	1400	1.1%
19581	MSAS 108	E OF MSAS117 (LO RAY DR)	13273	13207	13273	12600	12701	12756	12871	11900	11900			2020	11900	13685	15470	16363	17255	19040	20825	22610	1%	15500	1.0%
19583	MSAS 108	E OF E JCT MSAS110 (ROE CREST DR)	5589	5561	5589	5589	5634	5658	5709	5750	4456			2020	4456	5124	5793	6127	6461	7130	7798	8466	1.5%	6500	1.5%
19586	MSAS 108	E OF MSAS115 (TOWER BLVD)	3593	3575	3593	3593	3622	3638	3671	3697	2865			2020	2865	3295	3725	3939	4154	4584	5014	5444	1.5%	4150	1.5%
19587	MSAS 108	NE OF MSAS116 (LOOKOUT DR)	3244	3228	3244	3244	3270	3284	3314	3338	2587			2020	2587	2975	3363	3557	3751	4139	4527	4915	1%	3350	1.0%
33448	MSAS 108	SE OF MSAS131 (DICKINSON ST)	9936	9700	9690	9690	9680	9716	10300	10318	7995		8938	2022	8938	10189	11441	12066	12692	13943	15195	16446	1%	11400	1.0%
33507	MSAS 108	NW OF MSAS106 (4th ST)	6725	7000	6993	6993	6986	6900	6901	6913	5357			2020	5357	6161	6964	7366	7768	8571	9375	10178	1%	7000	1.0%
33513	MSAS 108	SE OF MSAS107 (5th ST)	9135	8900	8891	8891	8882	8915	8100	8400	6509			2020	6509	7485	8462	8950	9438	10414	11391	12367	1%	8500	1.0%
33517	MSAS 108	NW OF MSAS104 (2nd ST)	8030	5900	5894	5894	5888	5500	5501	5511	4270			2020	4270	4911	5551	5871	6192	6832	7473	8113	1%	5600	1.0%
33714	MSAS 108	E OF CSAH82 (Victory Dr)	5722	6200	6194	6194	6188	6211	6600	6612	5444			2020	5444	6261	7077	7486	7894	8710	9527	10344	1.25%	7500	1.3%
74771	MSAS 108	S OF MSAS 108										2143		2021	2143	2454	2764	2920	3075	3386	3697	4007	1%	2750	1.0%
19574	MSAS 109	W OF MSAS110 (ROE CREST DR)	808	803	808	808	814	818	825	1550	1089			2020	1089	1252	1416	1497	1579	1742	1906	2069	1%	1400	1.0%
19576	MSAS 109	E OF MSAS116 (LOOKOUT DR)	1647	1639	1647	1647	1660	1667	1682	1550	1089			2020	1089	1252	1416	1497	1579	1742	1906	2069	1%	1400	1.0%
33445	MSAS 109	W OF M 530 (GLENELLEN DR)	6325	6600	6593	6593	6586	6610	7000	7013	5254			2020	5254	6042	6830	7224	7618	8406	9195	9983	1.25%	7200	1.2%
33446	MSAS 109	E OF CSAH82 (VICTORY DR)	9135	9400	9391	9391	9382	9417	10000	10018	7506			2020	7506	8632	9758	10321	10884	12010	13136	14261	1.25%	10300	1.2%
33447	MSAS 109	E OF MSAS140 (POHL RD)	7428	7600	7592	7592	7584	7612	8100	8114	6079			2020	6079	6991	7903	8359	8815	9726	10638	11550	1.25%	8400	1.3%
33450	MSAS 109	E OF MSAS116 (MONKS AV)	5219	5800	5794	5794	5788	5809	6000	6011	4504			2020	4504	5180	5855	6193	6531	7206	7882	8558	1.5%	6500	1.5%
45150	MSAS 109	W OF MSAS116 (MONKS AV)	8633	9800	9790	9790	9780	9816	9500	9517	7130			2020	7130	8200	9269	9804	10339	11408	12478	13547	1%	9300	1.0%
19582	MSAS 110	S OF MSAS108 (LEE BLVD)	1198	1192	1198	1198	1208	1213	1224	1000	703			2020	703	808	914	967	1019	1125	1230	1336	1%	910	1.0%

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
33449	MSAS 110	N OF MSAS108 (MAIN ST)	1707	1550	1548	1548	1546	1552	1650	1653	1361		1425	2022	1425	1625	1824	1924	2024	2223	2423	2622	1%	1800	0.9%
33470	MSAS 110	W OF MSAS131 (DANE ST)	5019	4850	4845	4845	4840	4858	4650	4658	3835		4874	2022	4874	5556	6239	6580	6921	7603	8286	8968	1%	6200	1.0%
33471	MSAS 110	E OF MSAS110 (DIVISION ST)	3764	3300	3297	3297	3294	3306	3150	3156	2598		2594	2022	2594	2957	3320	3502	3683	4047	4410	4773	1%	3300	1.0%
45151	MSAS 110	NE OF MSAS109 (GLENWOOD AV)	2811	2700	2697	2697	2694	2704	2400	2404	1979		2209	2022	2209	2518	2828	2982	3137	3446	3755	4065	1%	2850	1.0%
33485	MSAS 111	NW OF MSAS106 (4th ST)	803	610	609	609	608	610	495	496	349		566	2022	566	645	724	764	804	883	962	1041	1%	720	1.0%
33436	MSAS 113	E OF MSAS116 (MONKS AV)	10038	9100	9091	9091	9082	8700	8701	8717	6531			2020	6531	7511	8490	8980	9470	10450	11429	12409	1.5%	9500	1.5%
33438	MSAS 113	E OF MSAS138 (WARREN ST)	9135	8700	8691	8691	8682	8100	8101	8116	6081			2020	6081	6993	7905	8361	8817	9730	10642	11554	1.25%	8400	1.3%
33439	MSAS 113	W OF MSAS138 (WARREN ST)	2962	2650	2647	2647	2644	2654	2750	2755	2268		2540	2022	2540	2896	3251	3429	3607	3962	4318	4674	1.5%	3600	1.5%
33452	MSAS 113	S OF MSAS118 (HIGHLAND AV)	3714	2500	2498	2498	2496	2400	2400	2404	1979			2020	1979	2276	2573	2721	2870	3166	3463	3760	1%	2550	1.0%
19565	MSAS 114	E OF MSAS102 (RANGE ST)	9780	9731	9780	8700	8770	8808	8887	8100	6069			2020	6069	6979	7890	8345	8800	9710	10621	11531	1%	7900	1.0%
19566	MSAS 114	E OF MSAS105 (CENTER ST)	7185	7150	7185	6300	6350	6377	6434	6200	4645			2020	4645	5342	6039	6387	6735	7432	8129	8826	1%	6000	1.0%
19571	MSAS 114	E OF MSAS108 (LEE BLVD)	6688	6655	6688	6200	6250	6277	6333	5900	4420			2020	4420	5083	5746	6078	6409	7072	7735	8398	1%	5700	1.0%
19573	MSAS 114	N OF MSAS116 (LOOKOUT DR)	8982	8937	8982	9200	9274	9314	9398	9466	7092			2020	7092	8156	9220	9752	10283	11347	12411	13475	1%	9200	1.0%
19572	MSAS 116	.2 MI W OF MSAS114 (LEE BLVD)	9182	9136	9182	9182	9255	9295	9379	9500	7118			2020	7118	8186	9253	9787	10321	11389	12457	13524	1.25%	9800	1.3%
19588	MSAS 116	SE OF MSAS108 (LEE BLVD)	8982	8937	8982	8982	9054	9093	9175	8600	6443			2020	6443	7409	8376	8859	9342	10309	11275	12242	1.5%	9300	1.5%
19600	MSAS 116	N OF US 14	7984	7944	7984	7984	8048	8083	8156	8800	6593			2020	6593	7582	8571	9065	9560	10549	11538	12527	1.25%	9100	1.3%
19606	MSAS 116	S OF US 14 (S OF RMPS)	11277	11221	11277	11277	11367	11416	11519	11300	8466			2020	8466	9736	11006	11641	12276	13546	14816	16085	Manual	13000	1.8%
33437	MSAS 116	S OF MSAS113 (BALCERZAK DR)	12147	11100	11089	11089	11078	11000	11001	11021	8540	10548		2021	10548	12077	13607	14372	15136	16666	18195	19725	1%	13600	1.0%
19580	MSAS 117	N OF MSAS108 (LEE BLVD)	9681	9633	9681	10000	10080	10123	10214	9600	7193			2020	7193	8272	9351	9890	10430	11509	12588	13667	1%	9400	1.0%
19596	MSAS 117	SE OF US 14 (S OF RMPS)	15070	14995	15070	15070	15191	15256	15393	14800	11088			2020	11088	12751	14414	15246	16078	17741	19404	21067	1.25%	15200	1.2%
19597	MSAS 117	N OF JAMES DR	10180	10129	10180	10180	10261	10305	10398	9500	7118	7243		2022	7243	8257	9271	9778	10285	11299	12313	13327	1%	9300	1.0%
33482	MSAS 117	E OF 6th ST	1857	2050	2048	2048	2046	2054	1950	1953	1608	1937		2022	1937	2208	2479	2615	2751	3022	3293	3564	0.5%	2200	0.5%
33484	MSAS 117	NW OF MSAS106 (4th ST)	1054	1400	1399	1399	1398	1403	1350	1352	1113	1462		2022	1462	1667	1871	1974	2076	2281	2485	2690	1.5%	2100	1.6%
60956	MSAS 117	NW OF TH14 (NW OF RMPS)	11776	11717	11776	11776	11870	11921	12028	12200	9454			2020	9454	10872	12290	13000	13709	15127	16545	17963	1.5%	13700	1.5%
60957	MSAS 117	S OF MSAS254 (COUNTRYSIDE DR)	3892	3874	3892	3892	3923	3940	3975	4800	3719			2020	3719	4277	4835	5114	5393	5950	6508	7066	1.5%	5400	1.5%
66968	MSAS 117	N OF MSAS254 (CARLSON DR)	1497	1490	1497	1497	1509	1515	1529	2150	1770	1809		2022	1809	2062	2316	2442	2569	2822	3075	3329	2.5%	3100	2.5%
68804	MSAS 117	N OF MSAS120 (TIMM RD)	320	320	320	320				320	320			2020	320	368	416	440	464	512	560	608	Manual	1000	7.1%
33451	MSAS 118	SE OF MSAS113 (VAL IMM DR)	9536	7700	7692	7692	7684	6800	6801	6813	5104			2020	5104	5870	6635	7018	7401	8166	8932	9698	2.0%	8200	2.0%
33454	MSAS 118	N OF MSAS103 (PLEASANT ST)	11443	10100	10090	10090	10080	10117	8500	8515	6380			2020	6380	7337	8294	8773	9251	10208	11165	12122	2.0%	10200	2.0%
33500	MSAS 118	NW OF MSAS120 (FRONT ST)	4215	5200	5195	5195	5190	5209	5100	5109	3959			2020	3959	4553	5147	5444	5741	6334	6928	7522	1%	5100	1.0%
33501	MSAS 118	SE OF MSAS120 (FRONT ST)	7830	7300	7293	7293	7286	7313	6300	6311	4890			2020	4890	5624	6357	6724	7091	7824	8558	9291	1%	6400	1.0%
33503	MSAS 118	SE OF MSAS104 (2nd ST)	5822	5200	5195	5195	5190	5300	5301	5310	4115			2020	4115	4732	5350	5658	5967	6584	7201	7819	1.5%	6000	1.5%
33504	MSAS 118	SE OF MSAS105 (BROAD ST)	9937	9700	9690	9690	9680	9716	9500	9517	7375			2020	7375	8481	9588	10141	10694	11801	12907	14014	1.25%	10100	1.2%
19599	MSAS 119	W OF MSAS117 (LOR RAY DR)	10978	10923	10978	11500	11592	11642	11747	11832	4600	8277		2022	8277	9436	10595	11175	11754	12912	14071	15230	1.25%	11200	1.3%
19603	MSAS 119	W OF MSAS115 (TOWER BLVD)	4092	4072	4092	4092	4125	4143	4180	4300	3332			2020	3332	3832	4332	4582	4831	5331	5831	6331	1.25%	4600	1.3%
19605	MSAS 119	NE OF MSAS116 (LOOKOUT DR)	4391	4369	4391	4391	4426	4445	4485	4450	3448			2020	3448	3965	4482	4741	5000	5517	6034	6551	1.25%	4750	1.3%
33727	MSAS 119	SW OF MSAS118 (WARREN ST)	15458	15500	15485	15485	15470	15200	15202	15229	11410			2020	11410	13122	14833	15689	16545	18256	19968	21679	1.25%	15700	1.3%
33462	MSAS 120	W OF CSAH16 (RIVERFRONT DR)	22987	20700	20679	20679	20658	19800	19802	19837	14862			2020	14862	17091	19321	20436	21551	23779	26008	28238	2.0%	24000	2.0%
45155	MSAS 120	SW OF BYRON ST	4317	3950	3946	3946	3942	3750	3750	3757	2911			2020	2911	3348	3784	4003	4221	4658	5094	5531	1%	3800	1.0%
66969	MSAS 120	E OF CSAH13 (LOOKOUT DR)	314	312	314	314	317	318	321	770	541			2020	541	622	703	744	784	866	947	1028	2.5%	950	2.5%
33524	MSAS 122	SE OF MSAS106 (4th ST)	2058	1650	1648	1648	1646	1652	1450	1453	1196			2020	1196	1375	1555	1645	1734	1914	2093	2272	1%	1550	1.0%
33718	MSAS 122	W OF USTH14- TH60 & 22	11042	10200	10190	10190	10180	10218	9500	9517	7375			2020	7375	8481	9588	10141	10694	11801	12907	14014	Manual	13000	2.5%

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
33723	MSAS 122	W OF MSAS126 (RAINTREE RD)	5219	5300	5295	5295	5290	5310	5500	5510	4270	5614		2021	5614	6428	7242	7649	8056	8870	9684	10498	1%	7200	1.0%
33726	MSAS 122	NW OF JOHNSON ST	2208	2100	2098	2098	2096	2104	2150	2154	1773			2020	1773	2039	2305	2438	2571	2837	3103	3369	1%	2300	1.0%
70233	MSAS 122	W of CSAH 82 (N Victory Dr)						750	750	750	750		6053	2022	6053	6900	7748	8172	8595	9443	10290	11138	1%	7700	1.0%
70661	MSAS 122	E of MN TH 22							750	750	750		11782	2022	11782	13431	15081	15906	16730	18380	20029	21679	1%	15100	1.0%
33467	MSAS 123	W OF MSAS124 (VICTORY DR)	22385	21300	21279	21279	21258	21600	21602	20700	15509			2020	15509	17835	20162	21325	22488	24814	27141	29467	2.0%	25000	2.0%
33473	MSAS 123	W OF MSAS131 (DANE ST)	19174	16200	16184	16184	16168	16900	16902	16932	12686		16028	2022	16028	18272	20516	21638	22760	25004	27248	29492	1%	21000	1.1%
33521	MSAS 123	NW OF 5th ST	18069	16100	16084	16084	16068	16300	16302	16331	12236		15054	2022	15054	17162	19269	20323	21377	23484	25592	27699	1%	19300	1.0%
33527	MSAS 123	SE OF MSAS101 (RIVERFRONT DR)	11344	9700	9690	9690	9680	10200	10201	10219	7656			2020	7656	8804	9953	10527	11101	12250	13398	14546	1%	10000	1.0%
33719	MSAS 123	W OF TH22	16363	16000	15984	15984	15968	16600	16602	16632	12461		16944	2022	16944	19316	21688	22874	24060	26433	28805	31177	1%	22000	1.1%
61656	MSAS 123	NW OF MSAS106 (4th ST)	15058	14500	14486	14486	14472	15400	15402	15430	11560			2020	11560	13294	15028	15895	16762	18496	20230	21964	1%	15000	1.0%
33466	MSAS 125	N OF MSAS123 (MADISON AV)	3463	2700	2697	2697	2694	2704	2250	2254	1856			2020	1856	2134	2413	2552	2691	2970	3248	3526	1%	2400	1.0%
33717	MSAS 125	W OF TH22	6023	5900	5894	5894	5888	5910	5911	5922	4589	6950		2021	6950	7958	8966	9469	9973	10981	11989	12997	1%	9000	1.0%
74772	MSAS 125	E of MN 22										1756		2021	1756	2011	2265	2393	2520	2774	3029	3284	1%	2250	1.0%
76088	MSAS 125	W OF MSAS 126 (RAINTREE RD)											5044	2022	5044	5750	6456	6809	7162	7869	8575	9281	1%	6500	1.0%
33724	MSAS 126	N OF MSAS123 (MADISON AV)	8231	5800	5794	5794	5788	5809	6000	6011	4658			2020	4658	5357	6055	6405	6754	7453	8152	8850	1%	6100	1.0%
33725	MSAS 126	S OF MSAS123 (MADISON AV)	3463	3150	3147	3147	3144	3156	3350	3356	2601			2020	2601	2991	3381	3576	3771	4162	4552	4942	1%	3400	1.0%
69223	MSAS 126	N OF MSAS122 (ADAMS ST)	754	5100	5095	5095	5090	5109	5800	5810	4502			2020	4502	5177	5853	6190	6528	7203	7879	8554	1%	5900	1.0%
33722	MSAS 127	N OF MSAS123 (MADISON AV)	8834	6900	6893	6893	6886	6911	6700	6900	5681		5181	2022	5181	5906	6632	6994	7357	8082	8808	9533	1%	6600	1.0%
33715	MSAS 128	N OF MSAS108 (MAIN ST)	1907	1550	1548	1548	1546	1400	1400	1403	1155	1282		2021	1282	1468	1654	1747	1840	2026	2211	2397	1%	1650	1.0%
33712	MSAS 129	S OF MSAS108 (MAIN ST)	2710	2050	2048	2048	2046	2054	2250	2254	1584		2195	2022	2195	2502	2810	2963	3117	3424	3732	4039	1%	2800	1.0%
45157	MSAS 130	SE OF MSAS101 (RIVERFRONT DR)	5822	3550	3546	3546	3542	3550	3550	3556	2499			2020	2499	2874	3249	3436	3624	3998	4373	4748	1%	3250	1.0%
33472	MSAS 131	S OF MSAS123 (MADISON AV)	6525	6400	6394	6394	6388	6412	6700	6712	5201			2020	5201	5981	6761	7151	7541	8322	9102	9882	1%	6800	1.0%
33432	MSAS 138	N OF CSAH60 (STADIUM RD)	7930	6400	6394	6394	6388	6000	6001	6012	4504			2020	4504	5180	5855	6193	6531	7206	7882	8558	1%	5900	1.0%
45144	MSAS 138	N OF MAYWOOD AV	8733	8000	7992	7992	7984	7700	7701	7715	5780	5248		2021	5248	6009	6770	7150	7531	8292	9053	9814	2.5%	9100	2.5%
66544	MSAS 139	E OF CSAH8 (MONKS AV)	834	1600	1598	1598	1596	2700	2700	2705	2227	2593		2021	2593	2969	3345	3533	3721	4097	4473	4849	1%	3350	1.0%
66545	MSAS 139	W OF MSAS140 (POHL RD)	226	1250	1249	1249	1248	2950	2950	2955	2433	3343		2021	3343	3828	4312	4555	4797	5282	5767	6251	1%	4300	1.0%
66541	MSAS 140	N OF CSAH60 (STADIUM RD)	4918	5100	5095	5095	5090	4650	4650	4658	3835	4878		2021	4878	5585	6293	6646	7000	7707	8415	9122	1.5%	7000	1.5%
66542	MSAS 140	N OF MSAS113 (BALCERZAK DR)	3965	4200	4196	4196	4192	3900	3900	3907	3217	4605		2021	4605	5273	5940	6274	6608	7276	7944	8611	1%	5900	1.0%
66543	MSAS 140	S OF CSAH60 (STADIUM RD)	1255	3000	2997	2997	2994	4300	4300	4308	3547	5140		2021	5140	5885	6631	7003	7376	8121	8867	9612	2.5%	8900	2.5%
69224	MSAS 145	S OF MSAS123 (MADISON AV)	750	1050	1049	1049	1048	1052	1000	1002	704	1148		2021	1148	1314	1481	1564	1647	1814	1980	2147	1%	1500	1.1%
69225	MSAS 145	N OF MSAS123 (MADISON AV)	754	1800	1798	1798	1796	1803	1900	1903	1337			2020	1337	1538	1738	1838	1939	2139	2340	2540	1%	1750	1.0%
69226	MSAS 146	E OF CSAH82 (VICTORY DR)	754	1250	1249	1249	1248	1253	1150	1152	810	1694		2021	1694	1940	2185	2308	2431	2677	2922	3168	1%	2200	1.0%
69227	MSAS 146	SW OF MSAS125 (BASSETT DR)	754	3750	3746	3746	3742	3600	3600	3606	2969		2951	2022	2951	3364	3777	3984	4190	4604	5017	5430	1%	3800	1.0%
69110	MSAS 148	S OF MSAS123 (MADISON AV)	754	2850	2847	2847	2844	2855	3050	3055	2515		2451	2022	2451	2794	3137	3309	3480	3824	4167	4510	1%	3150	1.0%
69230	MSAS 150	SE OF MSAS101 (N RIVERFRONT DR)	754	1250	1249	1249	1248	1200	1200	1202	845		969	2022	969	1105	1240	1308	1376	1512	1647	1783	1%	1250	1.0%
69231	MSAS 150	NW OF MSAS107 (N 5TH ST)	754	1000	999	999	998	1002	1002	1004	706		793	2022	793	904	1015	1071	1126	1237	1348	1459	1%	1000	0.9%
489	MSAS 154	N of MSAS 103 (Blue Earth St)	2600	2500	2493	2493	2491	1700	1700	1703	1402		1740	2022	1740	1984	2227	2349	2471	2714	2958	3202	1%	2250	1.0%
60731	MSAS 154	W OF TH169 (E OF HUBBEL AV) IN MANKATO	7896	8300	8275	8275	8267	7800	7801	7000	5245			2020	5245	6032	6819	7212	7605	8392	9179	9966	1%	6800	1.0%
70402	MSAS 154	S of MSAS 103 (Blue Earth St)						750	750	750	750		2518	2022	2518	2871	3223	3399	3576	3928	4281	4633	1%	3200	1.0%
74773	MSAS 155	E OF CSAH 82										1821		2021	1821	2085	2349	2481	2613	2877	3141	3405	1%	2350	1.0%
74774	MSAS 156	E OF CSAH 82										4034		2021	4034	4619	5204	5496	5789	6374	6959	7544	1%	5200	1.0%
74775	MSAS 157	W OF MN 22									4300			2020	4300	4945	5590	5913	6235	6880	7525	8170	1%	5600	1.0%
74776	MSAS 157	E OF MN 22									1650			2020	1650	1898	2145	2269	2393	2640	2888	3135	1%	2150	1.0%
74777	MSAS 158	N OF CSAH 3											6773	2022	6773	7721	8669	9144	9618	10566	11514	12462	1%	8700	1.0%
75476	MSAS 159	S OF MSAS 125 (BASSETT DR)											1415	2022	1415	1613	1811	1910	2009	2207	2406	2604	1%	1800	1.0%

Segment ID	Roadway	Location	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Current Year	Current Volume	0.5%	1%	1.25%	1.5%	2.0%	2.5%	3%	Selected Method	2050 Forecast	Forecast Rate
74779	MSAS 160	N OF MSAS 120											2012	2022	2012	2294	2575	2716	2857	3139	3420	3702	1%	2600	1.0%
74780	MSAS 161	N OF CSAH 3											3042	2022	3042	3468	3894	4107	4320	4746	5171	5597	1%	3900	1.0%
74781	MSAS 162	N OF CSAH 17											5333	2022	5333	6080	6826	7200	7573	8319	9066	9813	1%	6800	1.0%
74782	MSAS 163	N OF US 169											2643	2022	2643	3013	3383	3568	3753	4123	4493	4863	1%	3400	1.0%
74783	MSAS 164	S OF MSAS 157										774		2021	774	886	998	1055	1111	1223	1335	1447	1%	1000	1.0%
74784	MSAS 165	E OF MSAS 164										647		2021	647	741	835	882	928	1022	1116	1210	1%	830	1.0%
74785	MSAS 166	W OF M 6 (TREVINO TRL)										156		2021	156	179	201	213	224	246	269	292	1%	200	1.0%
74786	MSAS 167	N OF CSAH 3										797		2021	797	913	1028	1086	1144	1259	1375	1490	1%	1050	1.1%
19570	MSAS 253	N OF MSAS114 (BELGRADE AV)	1697	1689	1697	1550	1562	1569	1583	1350	1111			2020	1111	1278	1444	1528	1611	1778	1944	2111	1%	1450	1.0%
19595	MSAS 253	S OF MSAS104 (WEBSTER AV)	1447	1440	1447	1250	1260	1265	1276	1050	864			2020	864	994	1123	1188	1253	1382	1512	1642	1.25%	1200	1.3%
60959	MSAS 254	E OF CSAH13	1248	1242	1248	1248	1258	1263	1274	1400	1153			2020	1153	1326	1499	1585	1672	1845	2018	2191	1.5%	1650	1.4%
60958	MSAS 255	E OF CSAH13	2445	2433	2445	2445	2465	2476	2498	2700	2092			2020	2092	2406	2720	2877	3033	3347	3661	3975	1.5%	3050	1.5%
68924	MSAS 257	E OF MSAS105 (CENTER ST)	998	993	998	750	756	759	766	465	327			2020	327	376	425	450	474	523	572	621	1%	430	1.0%
69924	MSAS 258	E of Center St				1450	1462	1468	1481	1492	1048			2020	1048	1205	1362	1441	1520	1677	1834	1991	1%	1350	1.0%
68805	MSAS 260	E OF CSAH13 (LOOKOUT DR)	90	90	90	90				90	90			2020	90	104	117	124	131	144	158	171	Manual	500	15.2%
7004	UNU 169	E of US 169 (Lookout Dr)	20776	21500	21511	21511	21554	22274	22461	20700	15509		22949	2022	22949	26162	29375	30981	32588	35800	39013	42226	1%	29000	0.9%
419	US 14	E OF 612TH AVE	14300	14300	14300	14300	14300	14300	14900	16200	14008		17002	2022	17002	19382	21763	22953	24143	26523	28903	31284	1%	22000	1.0%
507	US 14	E OF CSAH 57 (RIVERFRONT DR)	32500	31000	31000	31000	31000	33000	33079	34500	28267		37075	2022	37075	42266	47456	50051	52647	57837	63028	68218	1%	47000	1.0%
516	US 14	E OF US 169	37000	35500	35500	35500	35500	37000	37311	39000	31954			2020	31954	36747	41540	43937	46333	51126	55920	60713	1%	42000	1.0%
520	US 14	SW OF US 169	25500	26000	26000	26000	26000	27000	27227	29000	23761		27740	2022	27740	31624	35507	37449	39391	43274	47158	51042	1.5%	39000	1.4%
522	US 14	E OF CSAH 13 (LOOKOUT DR)	13577	13577	13618	13618	13645	15200	15328	14500	11880		16034	2022	16034	18279	20524	21646	22768	25013	27258	29503	2.5%	27000	2.4%
3578	US 14	W OF CSAH41 (W OF NORTH MANKATO)	9216	9216	9244	9244	9262	9900	9983	10082	8718	9391		2021	9391	10753	12114	12795	13476	14838	16199	17561	2.5%	16200	2.5%
3596	US 14	SE OF MN 111	6838	6900	6921	6600	6613	9500	9580	9600	8301			2020	8301	9546	10791	11414	12036	13282	14527	15772	1.25%	11400	1.2%
7026	US 14	W OF CSAH57 (N RIVERFRONT) IN MANKATO	32500	32500	32500	32500	32012	32012	28500	29500	24171	31483		2021	31483	36048	40613	42896	45178	49743	54308	58873	1%	41000	1.0%
60716	US 14	&60 .5 MI W OF CSAH86 (E OF MANKATO)	15100	15600	15600	16900	16545	16772	20000	20800	17042		19494	2022	19494	22223	24952	26317	27681	30411	33140	35869	1%	25000	1.0%
60717	US 14	&60 E OF CSAH56 (598TH) IN EAGLE LAKE	15300	14500	14500	16300	15958	17600	17640	18900	16342		16258	2022	16258	18534	20810	21948	23086	25362	27639	29915	1%	21000	1.0%
68810	US 14	&60 SE OF CSAH3/82 IN MANKATO	20800	20700	21516	21516	21516	22400	22454	24600	20156		24804	2022	24804	28277	31749	33485	35222	38694	42167	45639	1%	32000	1.0%
429	US 169	S OF 204TH LN	2418	2500	2493	2600	2800	2838	2845	3050	2637		3084	2022	3084	3516	3948	4163	4379	4811	5243	5675	1.25%	4150	1.2%
443	US 169	W OF CSAH 69 (SOUTHBEND ST)	14700	15200	15154	15154	14700	14901	14937	15400	13316		17219	2022	17219	19630	22040	23245	24451	26861	29272	31683	1.5%	24000	1.4%
493	US 169	N OF MSAS 154 (RIVRFRONT DR)		16600		16600	16251	16474	16514	19700	16141			2020	16141	18562	20983	22193	23404	25825	28246	30668	1%	21000	1.0%
495	US 169	.2 MI SW OF MN66 (SIBLEY ST) IN MANKATO	18600	18800	18800	20600	20600	22000	23500	23560	20812		23523	2022	23523	26816	30109	31756	33403	36696	39990	43283	1.25%	32000	1.3%
501	US 169	E OF MSAS 105 (CENTER ST)	20117	21100	21163	22000	22044	21500	21681	21000	17206		23741	2022	23741	27065	30388	32050	33712	37036	40360	43683	1%	30000	0.9%
503	US 169	N OF MONROE AVE	20018	19200	19258	21100	21142	21600	21781	22500	19455			2020	19455	22373	25292	26751	28210	31128	34047	36965	1%	25000	1.0%
514	US 169	SE OF US 14	23883	25500	25576	25576	25039	26500	26564	26500	22914		26626	2022	26626	30354	34081	35945	37809	41536	45263	48992	1%	34000	1.0%
518	US 169	N OF US 14	14370	15200	15246	15246	15276	16500	16639	17300	14959		19000	2022	19000	21660	24320	25650	26980	29640	32300	34960	2.5%	32000	2.4%
3576	US 169	S OF S WASHINGTON ST	13578	14000	14042	14700	14729	15500	15630	16600	14354		14381	2022	14381	16394	18408	19415	20422	22436	24451	26464	2.5%	24000	2.4%
60730	US 169	N OF S RIVERFRONT DR	32078	32078	31982	31982	31982	31739	31739	31500	25809		34432	2022	34432	39252	44073	46483	48893	53714	58535	63355	1%	44000	1.0%

APPENDIX C

RECOMMENDED PROJECTS

MAPO 2050 MTP - Major Rehabilitation and Reconstruction Projects

										MAPO Key Performance Goals								
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
R1	Belle Avenue	Victory Drive to Bassett Drive	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.33		X	X		X	X	$ 2,427,000	Short	$ 2,427,000	
R2	Pleasant View Drive	Peregrine Lane (E. int.) to North Ridge Drive	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.25					X	X	$ 1,544,000	Short	$ 1,544,000	
R3	Somerset Lane (512th Street)	Lookout Drive to Lor Ray Drive (2028)	Two-Lane Urban Reconstruct and Multimodal Improvements	North Mankato CIP	North Mankato	North Mankato		0.24					X	X	$ 1,400,000	Short	$ 1,400,000	
R4	Webster Avenue	Lake Street to US 169	Two-Lane Urban Reconstruct and Multimodal Improvements (2027)	North Mankato CIP	North Mankato	North Mankato		0.64	P11	X	X		X	X	$ 3,600,000	Short	$ 3,600,000	
R5	Byron Street	Pleasant Street to Lincoln Street	Two-Lane Urban Reconstruct	2045 MTP	Mankato	Mankato		0.08		X	X		X		$ 443,000	Mid 1	$ 443,000	
R6	Itasca Drive	Hosanna Drive to Fair Street	Two-Lane Urban Reconstruct	2045 MTP	Mankato	Mankato		0.05					X		$ 443,000	Mid 1	$ 443,000	
R7	Lee Boulevard (lower)	Lookout Drive to Belgrade Avenue	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.10	I4/P52	X	X		X	X	$ 1,355,000	Mid 2	$ 1,355,000	
R8	Raintree Road	Bassett Drive to Adams Street	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.35		X	X		X	X	$ 3,221,000	Mid 1	$ 3,221,000	
R9	Second Street	Warren Street to Main Street	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.40		X	X		X	X	$ 3,623,000	Mid 1	$ 3,623,000	
R10	MN 22 (0704-1069603)	Reconstruct from Hwy 83 to Bassett Dr (2032)	Four-Lane Urban Reconstruct	MnDOT CHIP/STIP	MnDOT	MnDOT		1.20				X	X		$ 18,200,000	Mid 1	$ 18,200,000	
R11	US 169 (5212-35)	Veterans Bridge (2026)	Rehabilitate Veterans Bridge and Reconstruct Ramps and Intersections at the Hwy 169/Belgrade Avenue Interchange	MAPO TIP, MnDOT CHIP/STIP, Mankato CIP	MnDOT	MnDOT		0.25				X	X		$ 19,300,000	Short	$ 19,300,000	
R12	200th Street	TH 22 to CSAH 16	Two-Lane Rural Reconstruct (pave road)	2045 MTP	Mankato Township	Mankato Township		2.46					X		$ 6,531,000	Mid 2	$ 6,531,000	
R13	Balcerzak Drive	Warrant Street to Victory Drive	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		1.21	S4/P16	X	X		X	X	$ 14,531,000	Mid 2	$ 14,531,000	
R14	Broad Street	Main Street to Madison Avenue	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.63		X	X		X	X	$ 6,858,000	Mid 2	$ 6,858,000	
R15	Broad Street	Warren Street to Main Street	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.40		X	X		X	X	$ 3,355,000	Mid 1	$ 3,355,000	
R16	CSAH 34	CSAH 33 to MAPO Boundary	Two-Lane Rural Reconstruct and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		2.06				X	X		$ 22,349,000	Long	$ 22,349,000	
R17	CSAH 69	US 169 to CSAH 33	Two-Lane Rural Reconstruct and Safety Improvements (2027)	Blue Earth County 2024-2028 TIP	Blue Earth Co	Blue Earth Co		2.28				X	X		$ 1,283,000	Short	$ 1,283,000	
R18	CSAH 8 (Monks Ave)	Stadium Drive (CSAH 60) to MAPO Boundary	Two-Lane Rural Reconstruct and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		3.43	E11/P46	X		X	X		$ 17,470,000	Mid 2	$ 17,470,000	
R19	Front Street	Marshall Street to Liberty Street	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.31		X	X		X	X	$ 4,408,000	Mid 2	$ 4,408,000	
R20	Madison Avenue	Riverfront Drive to Seventh Street	Five-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.39		X	X	X	X	X	$ 4,831,000	Mid 1	$ 4,831,000	
R21	Marshall Street	Riverfront Drive to Front Street	Two-Lane Urban Reconstruct	2045 MTP	Mankato	Mankato		0.03		X	X		X		$ 343,000	Mid 2	$ 343,000	
R22	Pfau Street	Madison Avenue to Adams Street (2029)	Two-Lane Urban Reconstruct and Multimodal Improvements	Mankato CIP (2025 - 2028)	Mankato	Mankato		0.35		X	X		X	X	$ 1,187,353	Short	$ 1,187,353	
R23	Adams Street	Broad Street to Hope Street	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.91	P34	X	X		X	X	$ 9,633,000	Mid 2	$ 9,633,000	
R24	Adams Street	Raintree Road to TH 22	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.35	P35	X	X		X	X	$ 6,204,000	Mid 2	$ 6,204,000	
R25	Agency Road	Main Street to Glenwood Avenue	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.27					X	X	$ 4,163,000	Long	$ 4,163,000	
R26	Bassett Drive	Madison Avenue to Tullamore Street	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.09		X	X		X	X	$ 2,410,000	Long	$ 2,410,000	

MAPO 2050 MTP - Major Rehabilitation and Reconstruction Projects

									MAPO Key Performance Goals							
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
R27	Belgrade Avenue	Lee Boulevard to Range Street (2026)	Two-Lane Urban Rehab and Multimodal Improvements (improvements per the Belgrade Avenue Corridor Study)	North Mankato CIP	North Mankato	North Mankato		0.93	I4/P52	X	X		X	X	$ 1,939,000	Short	$ 1,939,000	
R28	Blue Earth Street	Baker Avenue to Carney Avenue	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.38					X	X	$ 5,916,000	Long	$ 5,916,000	
R29	Broad Street	Madison Avenue to Adams Street	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.16		X	X		X	X	$ 3,506,000	Long	$ 3,506,000	
R30	CSAH 16 (Stoltzman Road)	200th Street to MAPO Boundary	Two-Lane Rural Reconstruct and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		1.00	P47	X	X	X	X		$ 2,758,000	Short	$ 2,758,000	
R31	CSAH 16 (Stoltzman Road)	Stadium Road to Riverfront Drive	Three-Lane Urban Reconstruction and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		1.33	S5/S7/P53	X	X	X	X		$ 3,971,000	Short	$ 3,971,000	
R32	CSAH 26	CSAH 5 to CSAH 57	Two-lane Urban Reconstruct (2027)	Blue Earth County 2024-2028 TIP	Blue Earth Co	Blue Earth Co		1.00			X		X		$ 3,810,000	Short	$ 3,810,000	
R33	CSAH 86	TH 83 to CSAH 26	Two-Lane Rural Reconstruct and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		2.53				X	X			Illustrative		
R34	Fair Street	Itasca Drive to Bassett Drive	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.11					X	X	$ 1,753,000	Long	$ 1,753,000	
R35	Fourth Street	Madison Avenue to Adams Street	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.16		X	X		X	X	$ 3,068,000	Long	$ 3,068,000	
R36	Heron Drive	Killdeer Court to Homestead Road	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.11		X	X		X	X	$ 1,753,000	Long	$ 1,753,000	
R37	Highland Avenue	Glenwood Avenue to Cedar Street	Two- or Three-Lane Urban Reconstruct and Multimodal Improvements (improvements dependent upon Warren Street Corridor Study)	2045 MTP and Warren Street Corridor Study	Mankato	Mankato		0.44		X	X		X	X	$ 8,326,000	Long	$ 8,326,000	
R38	Hosanna Drive	Hosanna Court to Itasca Drive	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.07	P3	X	X		X	X	$ 1,183,000	Long	$ 1,183,000	
R39	CSAH 5 (Third Avenue)	Riverfront Drive to 0.09 mi. S. Summit Avenue	Three- or Four-Lane Urban Reconstruct and Multimodal Improvements (2026)	Blue Earth County 2024-2028 TIP	Blue Earth Co	Blue Earth Co		1.00	I6/F1	X	X		X	X	$ 6,325,000	Short	$ 6,325,000	
R40	Kennedy Street	Main Street to Celestine Circle	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.25	P38				X	X	$ 4,163,000	Long	$ 4,163,000	
R41	Lake Street	Belgrade Avenue to Webster Avenue	Two-Lane Urban Reconstruct	2045 MTP	North Mankato	North Mankato		0.80		X	X		X		$ 9,422,000	Long	$ 9,422,000	
R42	Lor Ray Drive	Howard Drive to Carlson Drive	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.52		X	X		X	X	$ 7,669,000	Long	$ 7,669,000	
R43	Main Street	Fourth Street to Sixth Street	Three- or Four-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.16		X	X		X	X	$ 3,506,000	Long	$ 3,506,000	
R44	Pleasant Street	Stoltzman Road to Baker Avenue	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.17	S7				X	X	$ 3,068,000	Long	$ 3,068,000	
R45	Pleasant Street	Bryon Street to Highland Avenue	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.35					X	X	$ 5,259,000	Long	$ 5,259,000	
R46	Pleasant Street	Stoltzman Road to Byron Street	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.37					X	X	$ 5,916,000	Long	$ 5,916,000	
R47	Pleasant View Drive	CSAH 41 to Peregrine Lane (W. int.)	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.71					X	X	$ 6,531,000	Mid 2	$ 6,531,000	
R48	Pohl Road	Glenwood Avenue to Timberwolf Drive	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		1.17	S4	X	X		X	X	$ 17,529,000	Long	$ 17,529,000	
R49	Riverfront Drive	Stoltzman Road to Warren	Rehabilitation (2028)	Mankato CIP (2025 - 2028)	Mankato	Mankato		0.40	I8/S10	X	X	X	X	X	$ 2,107,626	Short	$ 2,107,626	
R50	CSAH 60 (S Victory Drive)	CSAH 16 (Stoltzman Road) to TH 22	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		2.81	I10/S5/S6/P28 /P29/P43				X	X		Illustrative		
R51	Sibley Street	Riverfront Drive to Blue Earth Street	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.24					X	X	$ 4,820,000	Long	$ 4,820,000	

MAPO 2050 MTP - Major Rehabilitation and Reconstruction Projects

										MAPO Key Performance Goals								
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
R52	Sioux Road	Madison Avenue to Adams Street	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.25		X	X		X	X	$ 4,820,000	Long	$ 4,820,000	
R53	Val Imm Drive	Ellis Avenue to Highland Avenue	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.65	P2				X	X	$ 9,422,000	Long	$ 9,422,000	
R54	Warren Street	Cedar/Highland to Haynes Street	Two- or Three-Lane Urban Reconstruct and Multimodal Improvements (improvements dependent upon Warren Street Corridor Study)	2045 MTP & Warren Street Corridor Study	Mankato	Mankato		0.15		X	X		X	X	$ 2,169,000	Long	$ 2,169,000	
R55	Carlson Drive	Lookout Drive to Lor Ray Drive	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.75	P12	X	X		X	X		Illustrative		
R56	CSAH 28	TH 83 to MAPO Boundary	Two-Lane Rural Reconstruct and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		4.21				X	X			Illustrative		
R57	CSAH 33	US 169 to MAPO Boundary	Two-Lane Rural Reconstruct and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		4.12				X	X			Illustrative		
R58	CSAH 41	TH 83 to CSAH 90	Two-Lane Rural Reconstruct and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co		2.89				X	X			Illustrative		
R59	Howard Drive	CSAH 41 to Lookout Drive	Two-Lane Urban Reconstruct	2045 MTP	North Mankato	North Mankato		0.74		X	X		X			Illustrative		
R60	Lor Ray Drive	Carlson Drive to Timm Road	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.39		X	X		X	X		Illustrative		
R61	Lor Ray Drive	Lee Boulevard to Commerce Drive	Three-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.39		X	X		X	X		Illustrative		
R62	Lor Ray Drive	Commerce Drive to Howard Drive	Four-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.45		X	X		X	X		Illustrative		
R63	Range Street	Belgrade Avenue to Webster Avenue	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.57		X	X		X	X		Illustrative		
R64	Fourth Street	Warren Street to Main Street	Two-Lane Urban Reconstruct and Multimodal Improvements	2045 MTP	Mankato	Mankato		0.40		X	X		X	X	$ 2,427,000	Short	$ 2,427,000	
R65	MN 22	Stadium Road (CSAH 60)/TH 83 to CSAH 90	Two-Lane Rural Reconstruct with Turn/Bypass Lanes, Safety and Multimodal Improvements	Hwy 22 Corridor Study	MnDOT	MnDOT		2.00	S2/S9/P23	X		X	X	X		Illustrative		
R66	MN 22	CSAH 57 to 227th Street	Four-Lane Reconstruct (Urban or Rural to-be decided), Safety and Multimodal Improvements	Hwy 22 Corridor Study	MnDOT	MnDOT		1.50	I7/S8/P49/P54 /R55		X	X	X	X		Illustrative		
R67	CSAH 13 (Lookout Drive)	506th Ave to Howard Drive	Two- and Three- Major Rehabilitation (pavement or concrete overlay), Safety, and Multimodal Improvements	2045 MTP	Nicollet Co	Nicollet Co	North Mankato	2.40	I14/I15	X	X	X	X	X	$ 6,710,000	Mid 1	$ 5,032,500	$ 1,677,500
R68	Lookout Drive	Commerce Drive to Marie Lane	Three- and Five- Lane Urban Major Rehabilitation (pavement or concrete overlay), Safety, and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		0.60	I11/I12?I13	X		X	X	X		Illustrative		
R69	CSAH 41	MAPO Boundary to CSAH 6 (Pleasant View Drive)	Two-Lane Rural Major Rehabilitation (pavement or concrete overlay) and Safety Improvements	2045 MTP	Nicollet Co	Nicollet Co	North Mankato	4.17				X	X		$ 2,868,000	Short	$ 2,151,000	$ 537,750
R70	Lookout Drive	Marie Lane to Lee Boulevard (lower)	Three- and Five- Lane Urban Major Rehabilitation (pavement or concrete overlay), Safety, and Multimodal Improvements	2045 MTP	North Mankato	North Mankato		1.20	P53	X		X	X	X		Illustrative		
R71	Riverfront Drive	Warren to Main	Rehabilitation (2029)	Mankato CIP (2025 - 2028)	Mankato	Mankato		0.40	I8/S10	X		X	X	X	$ 2,131,836	Short	$ 2,131,836	
R72	Riverfront Drive	Chestnut to Ruth	Rehabilitation (2028)	Mankato CIP (2025 - 2028)	Mankato	Mankato		0.15	I8/S10	X		X	X	X	$ 1,106,723	Short	$ 1,106,723	
R73	US 169 (5212-42)	North Belgrade Ramps to Lake St	Reconstruct, Roundabouts; improve pedestrian facilities	MAPO TIP & MnDOT CHIP/STIP	MnDOT	MnDOT	orth Mankat	2.1		X		X		X	$ 34,400,000	Short	$ 32,400,000	$ 2,000,000

MAPO 2050 MTP - Major Rehabilitation and Reconstruction Projects

										MAPO Key Performance Goals								
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
R74	US 169 (0713-81)	Highway 169	Resurface and repair bridges on Hwy 169 from Riverfront Drive to Lake Drive (2028).	MAPO TIP, MnDOT CHIP/STIP, Mankato CIP	MnDOT	MnDOT	Mankato	3.4		X		X	X		$ 33,900,000	Short	$ 30,900,000	$ 3,000,000
R75	US 14 (5203-113)	Loy Ray Dr Bridge	Rehabilitate Lor Ray Dr bridge in North Mankato (2030)	MnDOT CHIP/STIP	MnDOT	MnDOT		0		X		X	X		$ 4,600,000	Short	$ 4,600,000	
R76	US 169 / MN 60 (0713-XX)	CR 115 (Cray Corner) to Riverfront D	Resurface and repair bridges on Hwys 60 and 169	MnDOT CHIP/STIP	MnDOT	MnDOT		7.10		X			X		$ 20,160,000	Mid 1	$ 20,160,000	
R77	MN 68 (0710-123)	Highway 68	Resurface and replace multiple bridges from Hwy 15 to Hwy 60/169 (2031)	MnDOT CHIP/STIP	MnDOT	MnDOT		3.5		X			X		$ 1,800,000	Mid 1	$ 1,800,000	
R78	US 14 (0702-1101714)	3rd Ave to Riverfront Dr	Resurface Hwy 14, replace or improve drainage, signing and lighting (2034)	MAPO TIP & MnDOT CHIP/STIP	MnDOT	MnDOT		1				X	X		$ 37,300,000	Mid 1	$ 37,300,000	
R79	MN 22 (0714-1101419)	Highway 22	Resurface Hwy 22 from Hwy 14 to CR 26 (2033)	MAPO TIP & MnDOT CHIP/STIP	MnDOT	MnDOT		1.5					X		$ 11,000,000	Mid 1	$ 11,000,000	
R80	US 14 (0702-128)	CR 2 to 2 Miles east of Eagle Lake	Repair from CR 3 to 2 miles east of Eagle Lake (2034)	MnDOT CHIP/STIP	MnDOT	MnDOT		6.9					X		$ 8,625,000	Mid 1	$ 8,625,000	
R81	CSAH 2	MN 22 to CSAH 12	Two-Lane Rural Reconstruct and Safety Improvements	2050 MTP	Blue Earth Co	Blue Earth Co		1.50		x		X	X		$ 5,032,000	Mid 1	$ 5,032,000	
R82	CSAH 69	Hemlock Lane to US 169	Two-Lane Urban Reconstruct and Safety Improvements	2050 MTP	Blue Earth Co	Blue Earth Co		0.50		X		X	X		$ 6,531,000	Mid 2	$ 6,531,000	
R83	CSAH 26	MN 22 to CSAH 12	Three-Lane Urban Reconstruct and Multimodal Improvements	2050 MTP	Blue Earth Co	Blue Earth Co		1.50		X		X	X		$ 14,091,000	Mid 1	$ 14,091,000	

MAPO 2050 MTP - Safety Projects

										MAPO Key Performance Goals								
2050 ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Partner Agency 2	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
S1	Lor Ray Drive	Carlson Drive	Construct Mini-Roundabout (ICE Completed)	ICE Report 2017	North Mankato	North Mankato						X		X	$ 2,550,000	Mid 1	$ 2,550,000	
S2	TH 22	Stadium Road (CSAH 60)/TH 83	Two-lane roundabout with bypass lanes (ICE Completed)	Hwy 22 Corridor Study	MnDOT	MnDOT	Blue Earth Co		R10/R65	X		X	X	X		Illustrative		
S3	TH 22	Bassett Drive	Two-lane roundabout (bypass lanes when warranted) (ICE Completed)	Hwy 22 Corridor Study	MnDOT	MnDOT	Mankato		R10	X		X	X	X	$ 5,368,000	Mid 1	$ 3,220,800	$ 2,147,200
S4	Balcerzak Road	Pohl Road	Single-lane roundabout (ICE Completed)	ICE Report 2016, On-going Balcerzak Drive Corridor Study	Mankato	Mankato			R13/R48	X		X	X	X	$ 4,898,000	Mid 2	$ 4,898,000	
S5	Stadium Road (CSAH 60)	Stoltzman Road (CSAH 16)	Traffic Control Improvement (ICE Completed)	2045 MTP	Blue Earth Co	Blue Earth Co			R31/R50	X	X	X	X	X		Illustrative		
S6	Stadium Road (CSAH 60)	James Avenue	Traffic Control Improvement (ICE Needed)	2045 MTP	Blue Earth Co	Blue Earth Co	Mankato		R50			X	X			Illustrative		
S7	Stoltzman Road (CSAH 16)	Pleasant Street	Single-lane roundabout (ICE Completed)	ICE Report	Blue Earth Co	Blue Earth Co	Mankato		R31/R44	X	X	X	X	X		Illustrative		
S8	TH 22	CSAH 26 (227th Street)	Two-lane roundabout (ICE Completed)	Hwy 22 Corridor Study	MnDOT	MnDOT	Blue Earth Co		R66	X		X	X	X		Illustrative		
S9	TH 22	S Victory Drive	Traffic Control Improvement (ICE Completed)	Hwy 22 Corridor Study	MnDOT	MnDOT	Mankato		R65	X		X	X			Illustrative		
S10	Riverfront Drive / Marshall Street	Marshall Street / Front Street	Traffic Control Improvement (ICE Needed)	2045 MTP	Mankato	Mankato			R49	X	X	X	X	X		Illustrative		
S11	Lor Ray Drive	James Drive	Traffic Control Improvement (ICE Needed)	ICE Report	North Mankato	North Mankato				X		X		X		Illustrative		

MAPO 2050 MTP - Corridor Capacity Expansion Projects

										MAPO Key Performance Goals								
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
E1	Adams Street	remaining section E. of CSAH 12 to CSAH 17	Construct Three-Lane Urban Roadway and Multimodal Improvements	2045 MTP	Mankato	Mankato	Mankato	0.31	I3	X	X			X	$ 6,576,000	Mid 1	$ 6,576,000	
E2	Hoffman Road	CSAH 86 to CSAH 27	Construct Two-Lane Urban Roadway with Turn Lanes as Warranted and Multimodal Improvements	2045 MTP	Eagle Lake	Eagle Lake	Eagle Lake	1.50		X	X			X		Illustrative		
E3	Le Sueur Avenue	598th Ave (Eagle Lake) to CSAH 86	Construct Two-Lane Urban Roadway with Turn Lanes as Warranted and Multimodal Improvements	2045 MTP	Eagle Lake	Eagle Lake	Eagle Lake	0.75		X	X			X		Illustrative		
E12	CSAH 86	Madison Ave to Hoffman Rd Future Alignment	Construct Two-Lane Urban Roadway with Turn Lanes as Warranted (consider new trail connection)	2045 MTP	Blue Earth Co	Blue Earth Co		0.75		X	X			X		Illustrative		
E17	CSAH 90	TH 83 to US 14/TH60	Construct Two-Lane Rural Roadway with Turn Lanes as Warranted and New Trail (connecting with existing at TH 60)	2045 MTP	Blue Earth Co	Blue Earth Co		5.50		X	X			X		Illustrative		
E5	CSAH 6 (Timm Road)	CSAH 41 to Lookout Drive	Construct Two-Lane Urban Roadway	2045 MTP	Nicollet Co	Nicollet Co	North Mankato	0.50		X	X					Illustrative		
E15	CSAH 41	CSAH 6 (Timm Road) to 512th Street	Construct Two-Lane Rural Roadway	Nicollet County Comp Plan	Nicollet Co	Nicollet Co	North Mankato	1.10		X	X					Illustrative		
E6	Madison Avenue	Riverfront Drive to Third Avenue (CSAH 5)	Construct Three-Lane Urban Roadway and Multimodal Improvements (roadway realignment)	2045 MTP, Riverfront Drive Corridor Study	Mankato	Mankato	Blue Earth	0.14		X	X	X		X		Illustrative		
E13	Prairie Winds	from existing school to CSAH 12	Construct Three-Lane Urban Roadway and Multimodal Improvements	2045 MTP	Mankato	Mankato	Blue Earth	0.25		X	X			X		Illustrative		
E16	Carver Road	CSAH 17 to Adams Street	Construct Two-Lane Urban Roadway	2045 MTP	Mankato	Mankato	Mankato	0.23		X	X					Illustrative		
E8	Balcerzack Drive	Victory Drive to Cameo Lane	Construct Two- or Three-Lane Urban Roadway and Multimodal Improvements	2045 MTP	Mankato	Mankato	Mankato	0.33		X	X			X		Illustrative		
E9	Bassett Drive	Carver Road to CSAH 12	Construct Three-Lane Urban Roadway and Multimodal Improvements	AUAR, ICE Report	Mankato	Mankato	Mankato	0.50		X	X			X		Illustrative		
E4	Bassett Drive	CSAH 12 to CSAH 86	Construct Three-Lane Urban Roadway and Multimodal Improvements	AUAR, ICE Report	Mankato	Mankato	Mankato	1.00		X	X			X		Illustrative		
E10	Hoffman Road	CSAH 12 to CSAH 86	Construct Three-Lane Urban Roadway and Multimodal Improvements	AUAR, ICE Report	Mankato	Mankato	Mankato	1.50		X	X			X		Illustrative		
E11	CSAH 8 (Monks Ave)	Stadium Road (CSAH 60) to Woodhaven Circle	Access Modifications (e.g., median, closures and right-in/right-out)	2045 MTP	Blue Earth Co	Blue Earth Co		0.43	R18	X	X	X		X		Illustrative		
E7	Lee Boulevard (lower)	Lor Ray Drive to Belgrade Avenue	Construct Four-Lane Urban Roadway and Multimodal Improvements	2045 MTP	North Mankato	North Mankato	North Mankato	0.55	R38	X	X			X		Illustrative		
E14	Doc Jones Road	Stoltzman Road to Indian Lake Road	Construct Two-Lane Urban Roadway	2045 MTP	Mankato Township	Mankato Township	Mankato Township	1.07	R18	X	X					Illustrative		

MAPO 2050 MTP - Intersection Capacity Expansion Projects

									MAPO Key Performance Goals							
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
I1	Riverfront Drive	US 169	Traffic Signal Improvements	2050 MTP	Mankato	Mankato			X			X			Illustrative		
I2	CSAH 12	Bassett Drive	Multi-lane Roundabout (bypass lanes when warranted) (ICE Completed)	ICE Report 2015	Blue Earth Co, Mankato	Blue Earth Co	Mankato		X	X	X		X	$ 4,412,000	Short	$ 2,206,000	$ 2,206,000
I3	TH 22	Hoffman Road	Two-lane Roundabout (bypass lanes when warranted) (ICE Completed)	AUAR; ICE Report 2015; MnDOT STIP/CHIP	MnDOT	MnDOT	Mankato	R10	X	X	X	X	X	$ 5,368,000	Mid 1	$ 3,221,000	$ 2,147,000
I4	Lee Boulevard	Belgrade Avenue	Single-lane Roundabout (ICE Completed)	Belgrade Corridor Study	North Mankato	North Mankato		R7/R27	X	X	X	X	X	$ 4,898,000	Mid 2	$ 4,898,000	
I5	CSAH 12	Junior High School	Single-lane Roundabout (ICE Completed)	ICE Report	Blue Earth Co, Mankato	Blue Earth Co	Mankato		X		X		X		Illustrative		
I6	US 14/3rd Avenue (CSAH 5)	Ramp Intersections	Traffic Control Improvement (ICE Complete - update when warranted)	ICE Report	MnDOT, Blue Earth Co, Mankato	MnDOT	Blue Earth Co		X		X				Illustrative		
I7	TH 22	N Victory Dr (CSAH 3)	Two-lane Roundabout (bypass lanes when warranted) (ICE Completed)	AUAR, Hwy 22 Corridor Study	MnDOT, Blue Earth Co	MnDOT	Blue Earth Co	R66	X	X	X	X	X		Illustrative		
I8	Riverfront Drive	Main Street	Traffic Control Improvement (ICE Needed)	MAPO 2050 LRTP	Mankato	Mankato		R49	X	X	X	X	X	$ 4,382,000	Long	$ 4,382,000	
I9	Monks Avenue	Glenwood Avenue	Traffic Control Improvement (ICE Needed)	MAPO 2050 LRTP	Mankato	Mankato			X		X		X		Illustrative		
I10	Warren Street	Stadium Road (CSAH 60)	Traffic Control Improvement (ICE Completed)	ICE Report	Mankato, Blue Earth Co	Mankato	Blue Earth Co	R50	X	X	X	X	X		Illustrative		
I11	Lookout Drive	Marie Lane	Traffic Control Improvement (ICE Completed)	ICE Report	North Mankato	North Mankato		R68	X		X	X	X		Illustrative		
I12	Lookout Drive	Lee Boulevard	Traffic Control Improvement (ICE Completed)	ICE Report	North Mankato	North Mankato		R68	X	X	X	X	X		Illustrative		
I13	Lookout Drive	Commerce Drive/North Ridge Drive	Traffic Control Improvement (ICE Completed)	ICE Report	North Mankato	North Mankato		R68	X	X	X	X	X		Illustrative		
I14	Lookout Drive (CSAH 13)	Carlson Drive	Traffic Control Improvement (ICE Completed)	ICE Report	Nicollet Co, North Mankato	Nicollet Co	North Mankato	R67	X	X	X	X	X		Mid 1 (part of R67 Rehab Project)		
I15	Lookout Drive (CSAH 13)	Timm Road	Traffic Control Improvement (ICE Completed)	ICE Report	Nicollet Co, North Mankato	Nicollet Co	North Mankato	R67	X		X	X	X		Mid 1 (part of R67 Rehab Project)		
I16	US 14	US 14 intersections in Eagle Lake	Intersection, safety, and access modifications at CR 17, CR 55, and CR 56	Highway 14 Corridor Study (2025)	MnDOT	MnDOT	Eagle Lake	R67	X		X	X	X		Illustrative		
I17	Lookout Drive (CSAH 13)	Howard Drive	Traffic Control Improvement (ICE Completed)	ICE Report	North Mankato	North Mankato		R68	X	X	X	X	X		Mid 1 (part of R67 Rehab Project)		

MAPO 2050 MTP - Pedestrian and Bicycle Projects

										MAPO Key Performance Goals								
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
P1	Judson Bottom Road	Lookout Drive to CSAH 41	New On-Street Route	N. Mankato Proposed Bike Trails/Routes Plan	TBD	TBD		2.80				X		X		Illustrative		
P2	Val Imm Drive/Highland Avenue/ Warren Street	Highland Avenue to Broad Street	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		1.02	R53			X		X	$ 33,000	Short	$ 33,000	
P3	Main Street/Hosanna Drive	Victory Drive to Peacepipe Park	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		1.01	R38			X		X	$ 33,000	Short	$ 33,000	
P4	Diamond Creek Road/Crystal Lane/Hosanna Drive	Stadium Road to Hoffman Road	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		0.82				X		X	$ 33,000	Short	$ 33,000	
P5	Marsh/N. Division/Belle Ave	Main Street to Victory Drive	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		1.18				X		X	$ 22,000	Short	$ 22,000	
P6	Augusta Drive	Country Club Drive to Trail Creek Park	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		1.56				X		X	$ 44,000	Short	$ 44,000	
P7	Lor Ray Drive	Lee Boulevard to Howard Drive	New Trail	2045 MTP	North Mankato	North Mankato		0.43	R61/R62R63			X		X	$ 805,000	Mid 1	$ 805,000	
P8	Timberwolf Drive	near Heron Street	Construct HAWK Signal and other Crossing Improvements at Rosa Parks Elementary	2045 MTP	Mankato	Mankato		-				X		X	$ 165,000	Short	$ 165,000	
P9	Range Street	Nicollet Avenue to Webster Avenue	New On-Street Route	N. Mankato Proposed Bike Trails/Routes Plan	North Mankato	North Mankato		0.82				X		X	$ 11,000	Short	$ 11,000	
P10	Tower Boulevard	Commerce Drive to Marie Lane	New On-Street Route	N. Mankato Proposed Bike Trails/Routes Plan	North Mankato	North Mankato		0.64				X		X	$ 11,000	Short	$ 11,000	
P11	Webster Ave/N. River Dr/Pauley Way	Center Street to the Rex Macbeth River Trail	New On-Street Route	N. Mankato Proposed Bike Trails/Routes Plan	North Mankato	North Mankato		0.40	R4			X		X	$ 327,000	Mid 2	$ 327,000	
P12	Future Carlson Drive	CSAH 41 to Timm Road (CSAH 6)	New Trail	N. Mankato Proposed Bike Trails/Routes Plan	North Mankato	North Mankato		0.60	R55		X	X		X	$ 980,000	Mid 2	$ 980,000	
P13	Minnesota River Trail	Near Warren Creek pumping station	Correct safety issue	MATAPS	DNR	Mankato	Mankato	-				X		X	$ 168,000	Mid 1	$ 168,000	
P14	Woodland Avenue	Riverfront Drive to Sibley Park	New Trail	Mankato Complete Streets Plan	Mankato	Mankato		0.17				X		X	$ 54,000	Mid 1	$ 54,000	
P15	Maywood Avenue/Ellis Avenue	Birchwood Street to Warren Street	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		0.38				X		X	$ 27,000	Mid 1	$ 27,000	
P16	Balcerzak Drive	Warren Street to Pohl Road	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		0.82	R13			X		X	$ 65,000	Mid 2	$ 65,000	
P17	Jackson Street/Fifth Street	Broad Street to Cherry Street	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		0.24				X		X	$ 27,000	Mid 1	$ 27,000	
P18	Elm Street	Minnesota River Trail to Broad Street	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		0.42				X		X	$ 27,000	Mid 1	$ 27,000	
P19	Raintree Road	Adams Street to Victory Drive	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		0.96			X	X		X	$ 67,000	Mid 1	$ 67,000	
P20	St Andrews Drive	Augusta Drive to Victory Drive	New On-Street Route	Mankato Complete Streets Plan	Mankato	Mankato		0.42				X		X	$ 27,000	Mid 1	$ 27,000	
P21	Hoffman Road	Victory Drive to TH 22	4-3 conversion with on-street bike route, crossing improvements, sidewalks gaps filled along south side and upgrade to a multiuse trail along north side	2045 MTP	Mankato	Mankato		1.15				X		X	$ 3,355,000	Mid 1	$ 3,355,000	
P22	TH 22	Hoffman Road to Stadium Road (CSAH 60)	New Trail	Hwy 22 Corridor Study	Mankato, MnDOT	MnDOT	Mankato	0.70	R10		X	X		X	$ 403,000	Mid 1	$ 302,250	$ 100,750

MAPO 2050 MTP - Pedestrian and Bicycle Projects

										MAPO Key Performance Goals								
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
P23	TH 22	Stadium Road(CSAH 60)/TH 83 to CSAH 90	New Trail	Hwy 22 Corridor Study	MnDOT	Mankato		2.00	R65		X	X		X		Illustrative		
P24	Lookout Drive (CSAH 13)	Carlson Drive to 512th Street	New Trail	North Mankato Trail Plan	Nicollet Co	North Mankato	Nicollet Co	1.10				X		X	$ 0	Illustrative	$ 0	$ 0
P25	US 14	Howard Drive to Caswell Park	Grade-separated pedestrian and bicycle crossing	2045 MTP	MnDOT	North Mankato	MnDOT	-			X	X		X	$ 2,684,000	Mid 1	$ 2,684,000	
P26	Timm Road (CSAH 6)	CSAH 41 to 405th Avenue	New Trail	North Mankato Trail Plan	Nicollet Co	North Mankato	Nicollet Co	0.80				X		X		Illustrative		
P27	Stadium Road (CSAH 60)	at Warren Street	Pedestrian Crossing and Safety Improvements	MSU Facilities Master Plan (2019)	Blue Earth Co	Blue Earth Co	Mankato	-	R50		X	X		X		Illustrative		
P28	Stadium Road (CSAH 60)	at Ellis Avenue	Pedestrian Crossing and Safety Improvements	MSU Facilities Master Plan (2019)	Blue Earth Co	Blue Earth Co	Mankato	-	R50		X	X		X		Illustrative		
P29	Stadium Road (CSAH 60)	Foley Road/Hosanna Drive to TH 22	New Trail	Mankato Complete Streets Plan	Blue Earth Co	Blue Earth Co	Mankato	0.20	R50			X		X		Illustrative		
P30	TH 83	TH 22 to 586th Avenue	New Trail	Mankato Complete Streets Plan	MnDOT	MnDOT		0.82				X		X		Illustrative		
P31	Doc Jones Road	Stoltzman Road to Red Jacket Trailhead	New On-Street Route	2045 MTP	South Bend Township	South Bend Township		1.06	E3			X		X		Illustrative		
P32	Marsh Street/Sixth Street	Division Street to Washington Street	New On-Street Route	2045 MTP	Mankato	Mankato		0.33				X		X		Illustrative		
P33	Washington Street	Sixth Street to Broad Street	New On-Street Route	2045 MTP	Mankato	Mankato		0.24				X		X		Illustrative		
P34	Adams Street	Victory Drive to Broad Street	New On-Street Route	2045 MTP	Mankato	Mankato		1.23	R23			X		X		Illustrative		
P35	Adams Street	Raintree Road to TH 22	New On-Street Route	2045 MTP	Mankato	Mankato		0.36	R24			X		X		Illustrative		
P36	Adams Street	Victory Drive to Raintree Road	New Trail	2045 MTP	Mankato	Mankato		0.65				X		X		Illustrative		
P37	Star Street/Bassett Drive	Adams Street to Kennedy Street	New Trail	2045 MTP	Mankato	Mankato		0.34				X		X		Illustrative		
P38	Kennedy Street	Bassett Drive to Main Street	New Trail	2045 MTP	Mankato	Mankato		0.37	R40			X		X		Illustrative		
P39	Hoffman Road	Agency Road to Victory Drive	New Trail	2045 MTP	Mankato	Mankato		0.10				X		X		Illustrative		
P40	Stoltzman Road (CSAH 16)	Pleasant Street to Riverfront Drive	New Trail	2045 MTP	Mankato	Mankato		0.26	R31			X		X		Illustrative		
P41	CSAH 17 (South Side)	586th Avenue to 598th Avenue	New Trail on both sides of the roadway	2045 MTP	Blue Earth Co	Blue Earth Co	Mankato	1.50				X		X		Illustrative		
P42	Val Imm Drive	Approx. 300' W. of Ellis Avenue	Pedestrian Crossing and Safety Improvements	MSU Facilities Master Plan (2019)	Mankato	Mankato		-			X	X		X		Illustrative		
P43	Stadium Road (CSAH 60)	Monks Avenue	Pedestrian Crossing and Safety Improvements	2045 MTP	Blue Earth Co	Blue Earth Co	Mankato	-	R50		X	X		X		Illustrative		
P44	CSAH 56	US 14 to CSAH 17	New Trail	2045 MTP	Blue Earth Co	Blue Earth Co	Eagle Lake	0.22				X		X		Illustrative		
P45	Minnesota River Trail	Mankato to St. Peter (along TH 22)	New Trail	2045 MTP	DNR, MnDOT	DNR		-			X	X		X		Illustrative		
P46	Monks Avenue (CSAH 8)	Rosewood Drive to CSAH 90	New Trail	2045 MTP	Blue Earth Co	Blue Earth Co	Mankato	1.40	R18		X	X		X		Illustrative		
P47	Stoltzman Road (CSAH 16)	200th Street to CSAH 90	New Trail	2045 MTP	Blue Earth Co	Blue Earth Co	Mankato	1.00	R30		X	X		X		Illustrative		
P48	CSAH 3	Energy Drive to CSAH 12	New Trail	2045 MTP	Blue Earth Co	Blue Earth Co	Mankato	0.33				X		X		Illustrative		
P49	TH 22	between Augusta Drive to N Victory Drive (CSAH 3)	Grade-separated pedestrian and bicycle crossing	Hwy 22 Corridor Study	Mankato, Blue Earth Co, MnDOT	Mankato		-	R66		X	X		X		Illustrative		
P50	TH 22	between Hoffman Road to Stadium Drive (CSAH 60)/TH 83	Grade-separated pedestrian and bicycle crossing	Hwy 22 Corridor Study	Mankato, Blue Earth Co, MnDOT	Mankato		-	R10		X	X		X		Illustrative		
P51	Riverfront Drive	at Poplar Street	Grade-separated pedestrian and bicycle crossing	2045 MTP	Mankato	Mankato		-			X	X		X		Illustrative		
P52	Lee Boulevard	Lookout Drive to Lor Ray Drive (hill segment)	New Trail	2045 MTP	North Mankato	North Mankato		0.63	R40			X		X		Illustrative		
P53	Lookout Drive	Lee Boulevard (lower) to Marie Lane	New Trail	2045 MTP	North Mankato	North Mankato		1.10	R70			X		X		Illustrative		

MAPO 2050 MTP - Pedestrian and Bicycle Projects

										MAPO Key Performance Goals								
Map ID	Facility	Location/Termini	Project Description	Plan	Agency	Lead Agency	Partner Agency 1	Distance (Miles)	Project Coordination (Map ID)	Access and Reliability	Economic Vitality	Safety	Preservation	Multimodal Transportation	Y.O.E. Estimated Cost (Based on Timeframe)	2025 LRTP Fiscally Constrained Priority Timeframe	Lead Agency Cost (Y.O.E.)	Partner Agency 1 Cost (Y.O.E.)
P54	TH 22	CSAH 57 to Augusta Drive	New Trail (Public feedback gathered during the MTP Open House and stakeholder engagement indicates strong support for creating a regional trail along TH 22 to connect with the City of St. Peter.)	Hwy 22 Corridor Study	Mankato, Blue Earth Co, MnDOT	Mankato		2.10	R66			X		X		Illustrative		
P55	W Lind Street	US 169 to existing trail 600' N. of Lind St	New Trail	N. Mankato Proposed Bike Trails/Routes Plan	North Mankato	North Mankato		0.30				X		X		Illustrative		
P56	Minnesota River Trail	Sibley Park to Sakatah Trail	Upgrade Trail and Improve Connections (Portions of the trail are programmed for improvement in the 2026 - 2029 TIP: Project #137-090-007).	2045 MTP	DNR, Mankato	DNR		5.50			X	X		X		Illustrative		
P57	Augusta Drive	St. Andrews Drive to Sakatah Singing Hills Trail	New Trail	2045 MTP	Mankato	Mankato		1.20				X		X		Illustrative		
P58	Stolzman Road	Doc Jones Road to Essex Road	New Trail, One side	MAPO 2050 (New)	Mankato	Mankato		0.40				X		X	$ 701,000	Long	$ 701,000	
P59	Victory Drive	Stadium Road to Hoffman Road	Connecting Trail, North side of the roadway	MAPO 2050 (New)	Mankato	Mankato		0.75				X		X	$ 1,315,000	Long	$ 1,315,000	
P60	CSAH 27	Along CSAH 27 & 211TH ST. from Blace Ave. to Maple Lane (2026)	Construct separated bike/ped trail and ADA improvements	MAPO TIP & Blue Earth Co. CI	Blue Earth Co	Blue Earth Co	Eagle Lake	0.50			X	X		X	$ 1,049,000	Short	$ 1,049,000	
P61	Balcerzak Drive	Victory to Pohl	Connecting Trail, South side of the roadway	MAPO 2050 (New)	Mankato	Mankato		0.30				X		X	$ 526,000	Long	$ 526,000	
P62	N. Victory Drive	US 14 to Power Drive	Spot Trail Connections, Northside	MAPO 2050 (New)	Mankato	Mankato		0.50			X	X		X		Illustrative		

MAPO 2050 MTP- Freight Projects

									MAPO Key Performance Goals								
Map ID	**Facility**	**Location/Termini**	**Project Description**	**Plan**	**Agency**	**Lead Agency**	**Partner Agency 1**	**Project Coordination (Map ID)**	**Access and Reliability**	**Economic Vitality**	**Safety**	**Preservation**	**Multimodal Transportation**	**Y.O.E. Estimated Cost (Based on Timeframe)**	**2025 LRTP Fiscally Constrained Priority Timeframe**	**Lead Agency Cost (Y.O.E.)**	**Partner Agency 1 Cost (Y.O.E.)**
F1	3rd Avenue (CSAH 5)	Railroad Crossing	Upgrade existing signal system	MAPO 2050 LRTP	MnDOT, Blue Earth Co	MnDOT	Blue Earth Co	I6			X				Illustrative		
F2	Sibley Parkway	Railroad Crossing	Expand railroad bridge to allow roadway expansion and new trail	MAPO 2050 LRTP	Mankato, MnDOT	Mankato	MnDOT				X		X		Illustrative		
F3	Freight Projects	MAPO Planning Area	Review future recommendations per the District 7 Manufacturers' Perspectives Study (MPS)	D7 MPS	MnDOT	MnDOT			X	X					Illustrative		
F4	Freight Projects	MAPO Planning Area	Review future recommendations per the District 7 Freight Plan	District 7 Freight Plan	MnDOT	MnDOT			X	X					Illustrative		