

Balcerzak Drive Corridor Study

FINAL REPORT
November 2025



Contents

1 | Corridor Context 1

Study Introduction..... 2

Existing Conditions 2

Corridor Overview 2

Corridor Segments and Cross Sections 3

Traffic and Multimodal Conditions 4

Safety and Crash Analysis 5

Past Plan and Study Review 6

Key Corridor Issues & Needs..... 7

2 | Community & Stakeholder Feedback..... 8

Engagement Overview..... 9

Pop-Up Events 9

Open Houses 9

Engagement Strategies 10

Community Insights..... 11

3 | Future Design Options..... 13

Design Options 14

Transit Considerations 24

4 | Recommended Future Design 27

Segment Design Recommendations 28

Intersection Design Recommendations 31

Corridor Speeds 32

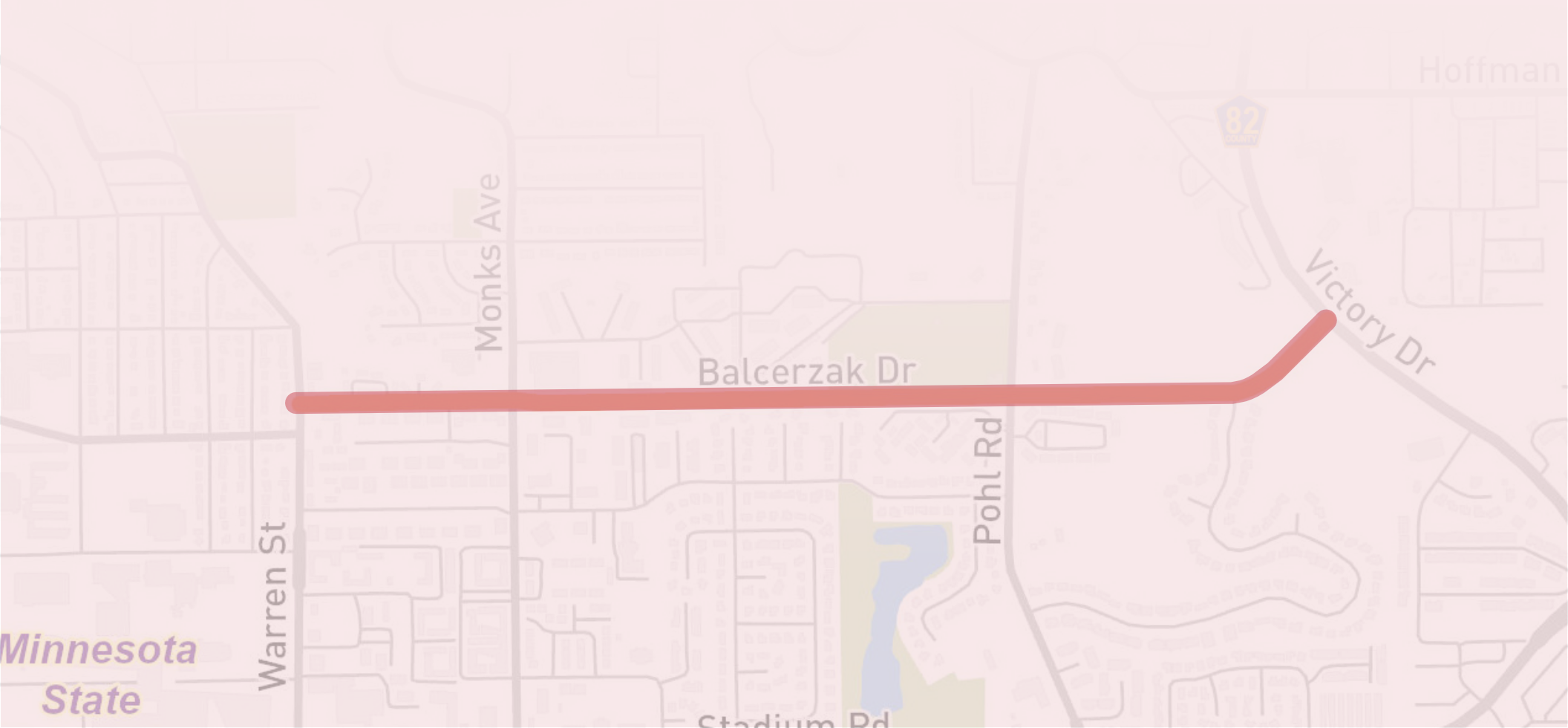
Transit Recommendations 33

5 | Summary & Next Steps 35

Summary & Next Steps..... 36

Appendices 37

1 | Corridor Context



Study Introduction

Initiated by the Mankato/North Mankato Area Planning Organization (MAPO), the Balcerzak Drive Corridor Study aims to identify a corridor vision that considers pedestrian and bicycle movements, transit facility locations, and access management. The study covers the entire 1.25 mile corridor of Balcerzak Drive, from Warren Street on the west to Victory Drive on the east.

Key needs and issues addressed in this study include:

- Intersection operations & safety
- Traffic speeds and calming measures
- Pedestrian and bicycle safety and connectivity
- Transit stop placement and facilities

Existing Conditions

This chapter provides a concise overview of existing conditions along the Balcerzak Drive corridor, summarizing key findings from technical analysis and community engagement. The full Existing Conditions Memo is included in **Appendix A** for reference. This chapter focuses on the most relevant information to support the development of corridor alternatives, including land use, roadway design, multimodal infrastructure, traffic operations, safety, and key issues and needs.

To provide context for these findings, a review of relevant past plans and studies is included at the end of this chapter. These documents offer important insights into previously identified challenges and priorities for the corridor and help ensure alignment with local and regional goals and policies.

Corridor Overview

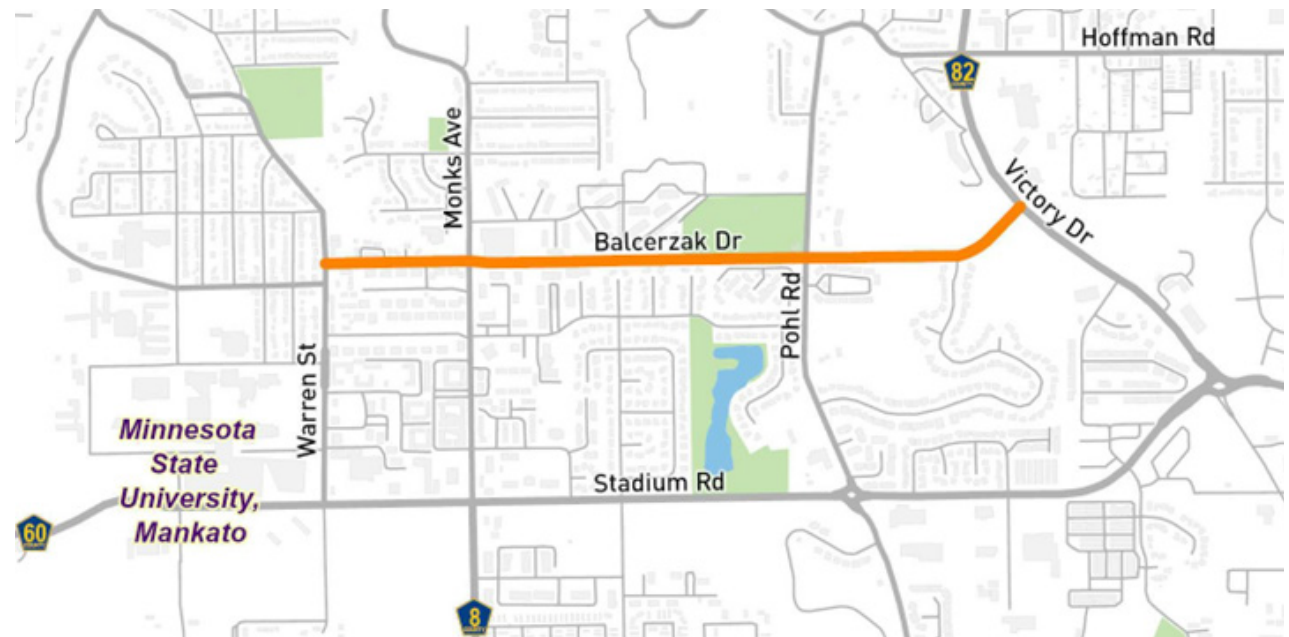
Balcerzak Drive is a 1.25-mile east–west minor arterial located in the southeastern portion of Mankato, Minnesota, serving 6,700-9,600 vehicles per day. It also serves as a critical connector between Warren Street on the west and Victory Drive on the east, linking residential neighborhoods, parks, schools, and commercial areas. The corridor plays a vital role in the local transportation network, offering access to Minnesota State University–Mankato; Jaycee Park; the YMCA Chesley Skate Park; and several high-density housing developments, including student and senior housing. These land uses generate a high volume of pedestrian, bicycle, and transit activity, making Balcerzak Drive a key multimodal corridor.

The roadway is also a designated transit route and supports four Mankato Transit System bus lines. While not a regional through-route, Balcerzak Drive provides important connections to major

arterials such as US Highway 14, State Highway 22, and Minnesota State Highway 60 via Victory Drive. Compared to Stadium Road, which runs parallel to the south and prioritizes higher-speed vehicular traffic, Balcerzak Drive is more balanced in its accommodation of all users, including pedestrians, bicyclists, and transit riders.

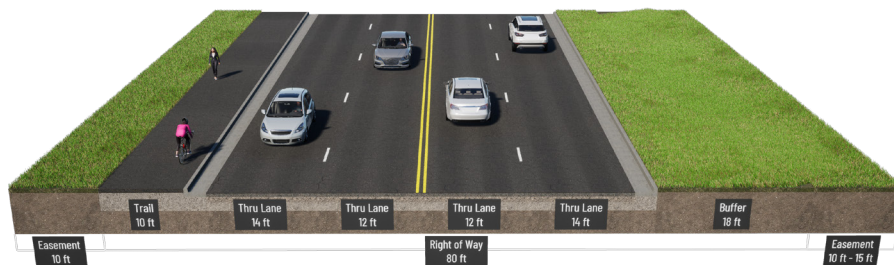
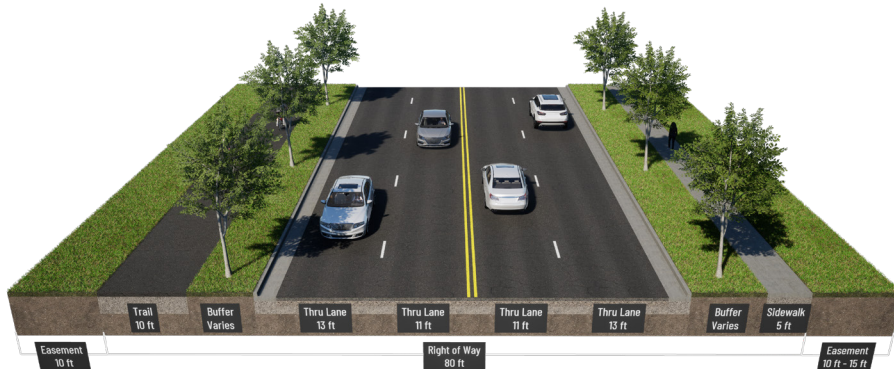
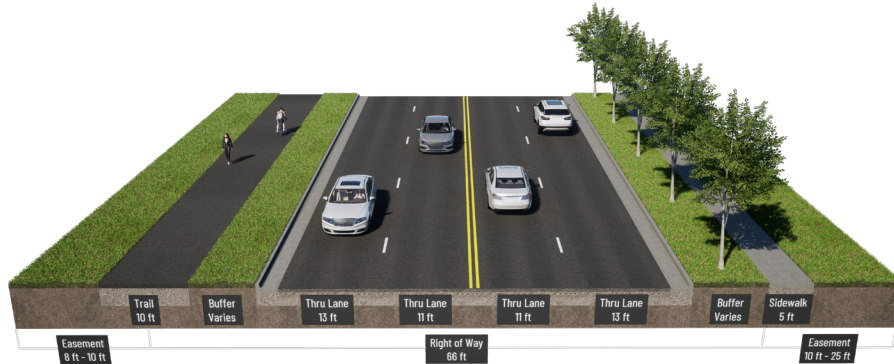
Balcerzak Drive’s role in the transportation system is evolving. While originally built to primarily accommodate vehicular traffic, the surrounding land use and transportation needs have shifted toward a more multimodal focus. This shift is evident in the presence of shared-use paths, sidewalks, and transit stops, as well as in the community’s expressed desire for improved safety, accessibility, and connectivity. Understanding the corridor’s existing design and function is an important step in identifying future opportunities for improvements.

Figure 1. Study Area



Corridor Segments and Existing Design

To better understand the existing design and characteristics of Balcerzak Drive, the corridor has been divided into three segments. Each segment reflects differences in right-of-way widths, easements, roadway configuration, trees, adjacent land use context, and side street access or driveway access.



Segment 1: Warren Street to Monks Avenue

This westernmost segment features a 66-foot right-of-way and a four-lane undivided roadway. The outer lanes are 13 feet wide, while the inner lanes are 11 feet. A 10-foot shared-use path runs along the north side of the corridor, buffered by landscaping, and a 5-foot sidewalk is located on the south side. The sidewalk and a portion of the shared-use path in this segment are located on easements. This segment includes multiple driveways serving adjacent apartment complexes, contributing to frequent turning movements and potential conflict points. The intersection at Warren Street features a landscaped median and transitions into two turn lanes for westbound traffic. This segment also includes one eastbound transit stop near Monks Avenue.

Segment 2: Monks Avenue to Pohl Road

East of Monks Avenue, the corridor widens to an 80-foot right-of-way. The roadway remains a four-lane undivided urban street, with 13-foot outer lanes and 11-foot inner lanes. The shared-use path continues on the north side, and a sidewalk with a landscaped buffer runs along the south side. This segment includes four transit stops—two near Monks Avenue and two near Pohl Road—positioned across from each other. The land use context includes institutional facilities like Mankato Fire Station #3 and recreational destinations such as Jaycee Park. This segment experiences high pedestrian and bicycle activity to destinations like Jaycee Park and the skate park.

Segment 3: Pohl Road to Victory Drive

The easternmost segment also maintains an 80-foot right-of-way but features slightly wider outer lanes (14 feet) and inner lanes (12 feet). The shared-use path continues at the back of curb along the north side, with a short segment near Victory Drive buffered by a 30-foot grass boulevard. There is no walking or biking facility on the south side of the road in Segment 3. This segment includes access to Cardinal Drive on the south side, which currently operates as a right-in/right-out intersection due to a concrete median in the center of the road. Segment 3 terminates at Victory Drive, where Balcerzak Drive transitions into a signalized T-intersection with dedicated turn lanes.

Traffic and Multimodal Conditions

Traffic Volumes

Traffic volumes along Balcerzak Drive range from 6,700 to 9,600 vehicles per day (vpd), well below the corridor's vehicle per day capacity. According to the *FHWA Road Diet Informational Guide*, FHWA advises that 4-lane roadways with daily traffic of 20,000 vpd or less may be good candidates for a road diet, or reduction in lanes. While congestion is not currently a concern, frequent turning movements and multiple access points in Segment 1 impact vehicle operations. Volumes are highest near Victory Drive and lowest near Warren Street. (See Figure 2)

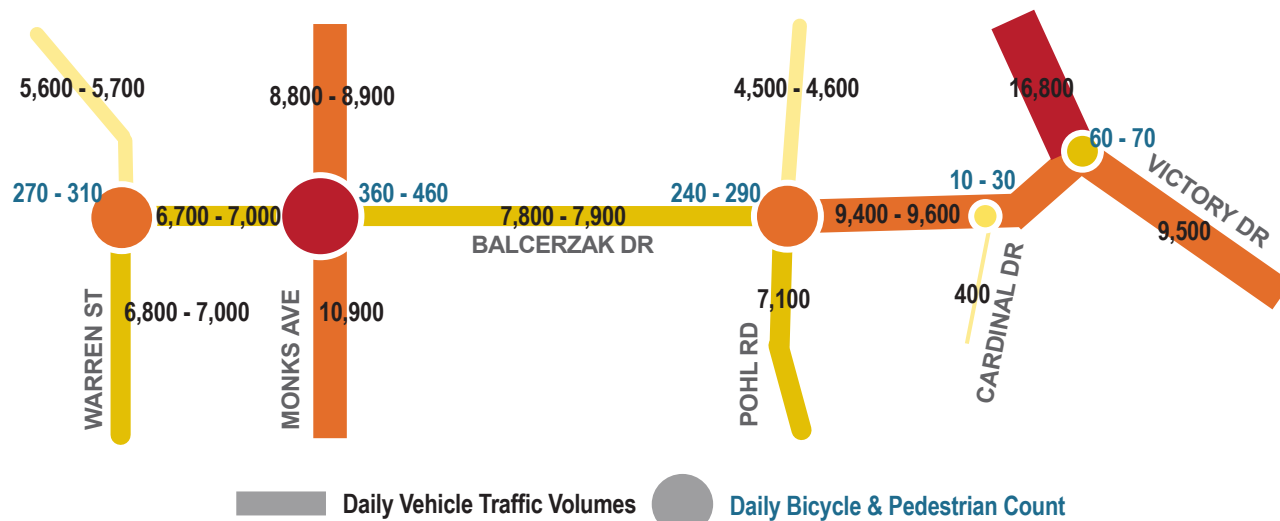
Pedestrian and Bicycle Activity

Pedestrian and bicycle activity is highest near Monks Avenue and Pohl Road, where nearby housing and parks generate frequent crossings. While shared-use paths and sidewalks are present, the lack of a mid-block crossing between Monks and Pohl creates safety and connectivity challenges. (See Figure 2)

Transit

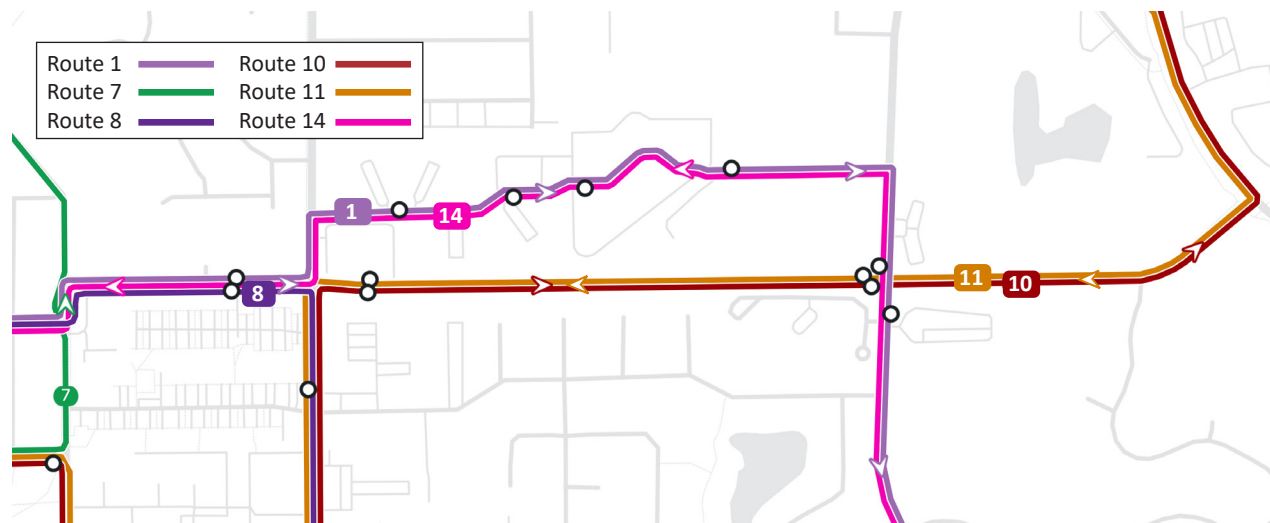
The Mankato Transit System currently operates five bus routes on Balcerzak Drive (Routes 1, 8, 10, 11, and 14) across six bus stops (see Figure 3). The existing service provides around 4,000 rides per month on the corridor. While transit coverage and ridership are strong, many stops lack ADA-compliant concrete pads and shelters. Additional, stops on Routes 1 and 14 along Jaycee Court are on private property. Some upgrades are planned through the city's bus stop improvement program to bring additional amenities to stops on Balcerzak Drive.

Figure 2. Daily Vehicle Traffic and Bicycle/Pedestrian Counts*



*Pedestrian and vehicle counts collected during a 48 hour period in April 2025

Figure 3. Transit Service

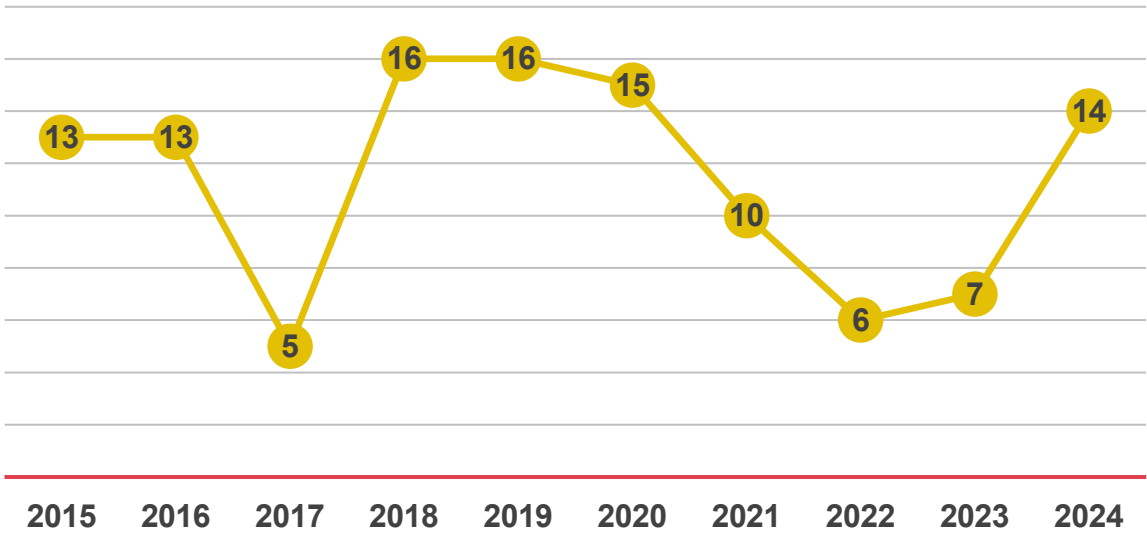


Safety and Crash Analysis

Crash Trends (2015–2024)

Over the past ten years, a total of 114 crashes were reported along the Balcerzak Drive corridor. Of these, two resulted in serious injuries, while 20 caused minor injuries. The most common crash types were angle crashes (35), followed by single-vehicle incidents (24) and rear-end collisions (21). In addition, six crashes involved pedestrians or bicyclists, with most occurring at the intersections of Pohl Road and Monks Avenue—locations that also experience high levels of non-motorized activity.

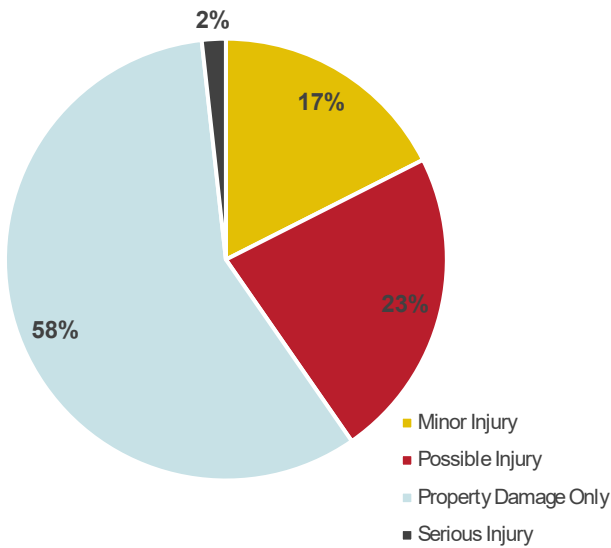
Figure 4. Annual Crashes



Crash Severity and Rates

Crash severity data is summarized in Figure 5, illustrating the distribution of crash outcomes along the corridor. To evaluate safety performance, crash rates were calculated for each intersection as well as for the overall corridor. The analysis indicates that all intersections are operating within expected safety thresholds, based on comparisons to statewide averages and critical crash rates. Likewise, the corridor-wide crash rate falls within the expected range for similar roadway segments. The critical index is less than one (0.81) which indicates that the corridor operates within the normal range compared to similar segments statewide. Additional crash analysis, including breakdowns by segment and intersection, is available **Appendix A**.

Figure 5. Crash Severity



114 Total Crashes



Six (6) Bike/Pedestrian



Two (2) Serious Injury

Most
Common
Crash
Types



Angle
(35)



Run-off-road
(24)



Rear-end
(21)

Past Plan and Study Review

A review of past plans and studies was conducted to ensure consistency with regional goals and to identify previously recommended improvements relevant to Balcerzak Drive. These documents provide context for understanding existing challenges and opportunities.

Reviewed Plans and Studies

- **City of Mankato Complete Streets Plan (2015)**
Proposed a 4-to-3 lane conversion with bike lanes between Warren Street and Pohl Road.
- **MAPO ICE Report: Pohl Road (2016)**
Recommended monitoring the all-way stop at Pohl Road and considering a roundabout if crash issues persist.

- **MAPO 2045 Long Range Transportation Plan (2020)**
Identified Balcerzak Drive as a mid-term rehabilitation priority (2031–2035). Emphasized multimodal improvements and highlighted congestion at Monks Avenue.
- **CSAH 82 (Victory Drive) Feasibility Report (2020)**
Evaluated intersection improvements at Victory Drive, recommending removal of the free right turn for pedestrian safety.
- **Balcerzak Drive Pedestrian Crossing Study (2023)**
Identified pedestrian safety and connectivity issues, particularly near the Cardinal Drive

intersection. Recommended a sidewalk on the south side between Pohl Road and Victory Drive.

- **ADA Transition Plan (2023 Update)**
Found several pedestrian ramps and bus stops along Balcerzak Drive to be non-compliant. Prioritized improvements near high-use areas.
- **Transit Development Plan (2023)**
Recommended enhanced bus stop amenities and identified Balcerzak Drive as an essential corridor for transit improvements.

These plans collectively emphasize the corridor's importance for multimodal access, safety, and future infrastructure investment.



Key Corridor Issues & Needs

Drawing from technical analysis and community input, the following issues were identified as priorities for improvement:



SPEEDING AND TRAFFIC SAFETY

Community concerns about speeding and speed limits.



TRANSIT STOP ACCESSIBILITY

Lack of ADA-compliant infrastructure and signage at bus stops.



PEDESTRIAN AND BICYCLIST INFRASTRUCTURE GAPS

Need for improved crossings and continuous facilities.



POHL ROAD INTERSECTION SAFETY

Highest crash rate and critical index; perceived as unsafe by users.



LACK OF MID-BLOCK PEDESTRIAN CROSSINGS

No pedestrian crossings in the 3,000-ft segment between Monks and Pohl.



PAVEMENT CONDITIONS

Poor to at-risk pavement conditions between Warren Street and Monks Avenue.

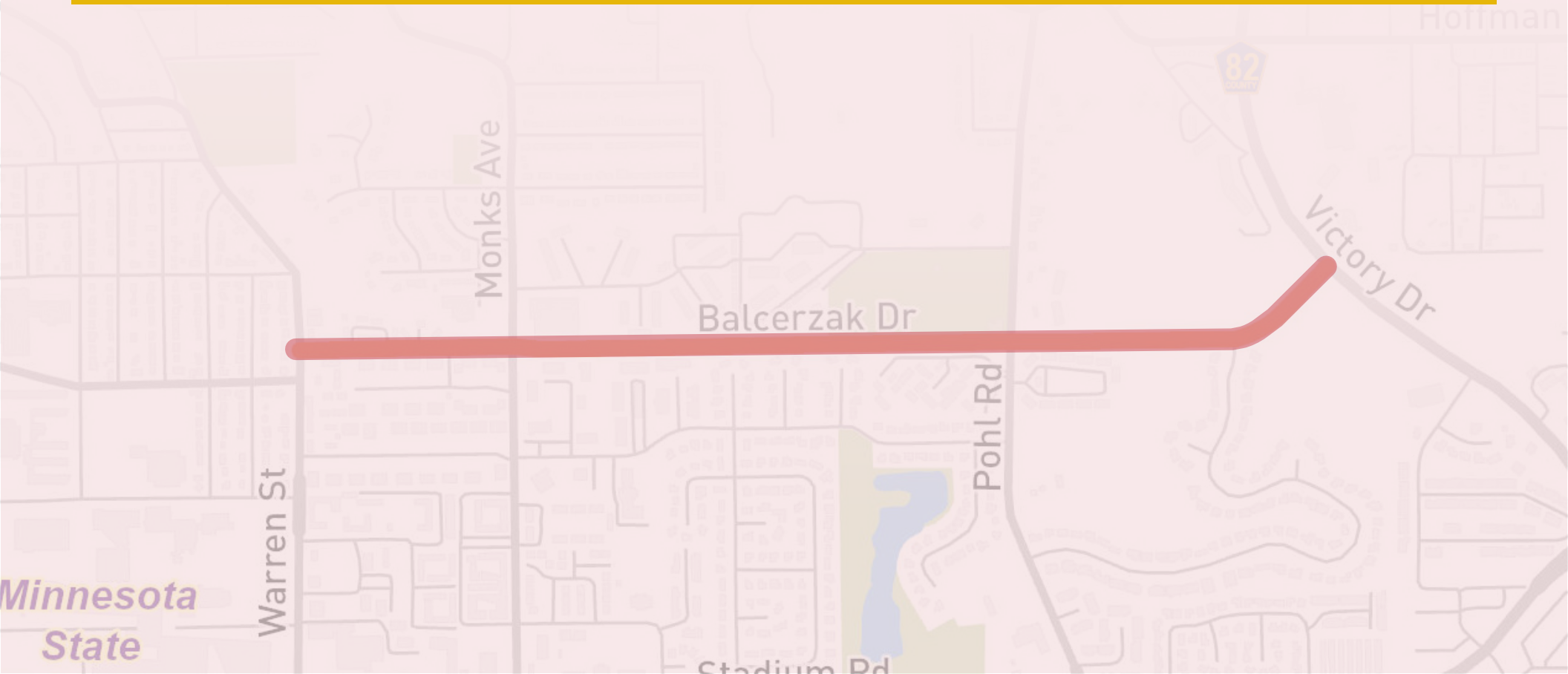


ACCESS TO CARDINAL DRIVE

Limited to right-in/right-out; some residents desire more access.



2 | Community & Stakeholder Feedback



Engagement Overview

Community engagement was a central part of the Balcerzak Drive Corridor Study. A range of outreach strategies were used to connect with people who live, work, study, and travel along the corridor. These efforts aimed to reach a broad cross-section of the community and ensure the study reflects local experiences, priorities, and ideas. Engagement activities included pop-up events, open houses, an online survey, stakeholder meetings, and targeted outreach through both digital and in-person channels.

Each method offered a unique opportunity to hear from different users of the corridor. Pop-up events and open houses created space for direct conversations, while the online survey captured hundreds of responses and helped identify key themes. Outreach at Minnesota State University, Mankato and on local buses helped engage students and transit riders, who often have firsthand experience with the corridor's challenges and opportunities.

This chapter summarizes the engagement process and highlights what we heard from the community. Feedback from these efforts helped the project team identify issues, evaluate alternatives, and shape recommendations that reflect the needs of all corridor users.

Pop-Up Events

MSU Student Union – April 24, 2025

A pop-up event was held at the Minnesota State Mankato Centennial Student Union to engage students, faculty, and staff. The event helped raise awareness of the study and encouraged participation in the online survey. Project staff interacted with approximately 50 people and

handed out 40 flyers to promote the project survey. One attendee expressed concern about pedestrian and pet safety, noting that the corridor does not feel safe for walking. Others mentioned long wait times at intersections as a source of frustration.

Open Houses

Virtual Open House – May 29, 2025

The virtual open house introduced community members to the Balcerzak Drive Corridor Study and provided an overview of the project's goals, study area, and timeline. Project staff from the City of Mankato, MAPO, and the consultant team presented key findings from the existing conditions analysis, including road design, speed limits, land use, pedestrian and bike facilities, transit service, and crash data. The team also explained the study process and how community input would shape design alternatives and final recommendations.

The presentation summarized key themes from the online survey, including concerns about pedestrian safety, intersection operations, vehicle speeds, and the need for better walking, biking, and transit access. Participants submitted questions through the Q&A feature, which were addressed live by the project team. Topics included pedestrian safety at Monks Avenue, traffic counts, the potential for expanding

the study area, and the financial impact of future improvements. The meeting recording was posted to the project webpage for those unable to attend.

In-Person Open House – September 30, 2025

A second open house was held at Fire Station #3 to review existing conditions and solicit feedback on street and intersection design options. City of Mankato, MAPO, and consultant staff were available to discuss each of the design options by location, which were displayed on large poster boards. Participants were able to leave their comments on each design on either comment sheets or directly on the poster boards. Approximately 35-40 people attended the open house. General comment themes included:

- Support for bus pull out bays
- Concerns with eastbound vehicles sliding off the road near Cardinal Drive during icy, winter conditions
- Support for the pedestrian improvements shown, including new trails and improved pedestrian crossings
- Interest in reducing vehicle travel speeds

A copy of the open house boards are saved in **Appendix C** and transcribed comments from attendees are in **Appendix D**.



Engagement Strategies

Project Webpage

A dedicated project webpage served as the central hub for all information related to the Balcerzak Drive Corridor Study. It included background on the corridor, updates on the planning process, and links to engagement opportunities such as the online survey and open house events. The webpage also offered a sign-up option for e-newsletter updates, allowing interested community members to stay informed throughout the study.

Online Surveys

Two online surveys were conducted throughout the study process. The initial online survey, open from April 11 to June 8, 2025, received over 300 responses and served as a key tool for gathering input from a wide range of corridor users, including residents, students, and commuters. Promoted through multiple channels to encourage broad participation, the survey helped the project team better understand how Balcerzak Drive is currently used and what improvements are most needed. The next two pages summarize key findings and highlight selected quotes from participants, offering insight into the everyday experiences, concerns, and ideas of those who travel the corridor.

The second online survey followed the September Open House and was open from September 29 to October 15, 2025. The survey sought feedback on the design options under evaluation for each segment and intersection. Findings from this survey are discussed in Chapter 3.

Flyer Distribution

To reach people in physical spaces, printed and digital flyers were distributed through MSU's Urban and

Regional Studies Institute and posted in key locations around campus and the community. This approach helped raise awareness of the study among individuals who may not have seen digital outreach or who prefer printed materials. A-Frame "sandwich board" signs were also placed at All Seasons Arena with information to promote the online survey and open house.

MSU Engagement

Targeted outreach at Minnesota State University, Mankato included announcements in "The Fountain" faculty and staff intranet, the Student Union's weekly newsletter, and an article in The Reporter, the student newspaper. These efforts were designed to engage both students and university employees, many of whom live, work, or travel along Balcerzak Drive.

Bus Advertisements

To reach transit riders, bus advertisements (Figure 6) were placed on ceiling tiles inside local buses. This strategy helped connect with daily users of the corridor who rely on transit and have firsthand experience with its challenges and opportunities.

Figure 6. On-Vehicle Bus Advertisement

Travel along Balcerzak Drive?
MAPO & the City of Mankato are considering future street design options.

Use the QR code below to learn more about our upcoming open house on
SEPTEMBER 30TH — 4-6:30PM
AT FIRE STATION #3

Logos: MAPO MANKATO/NORTH MANKATO AREA PLANNING ORGANIZATION, MANKATO Living the edge, BOLTON & MENK Real People. Real Solutions.

Map labels: Warren St, Monks Ave, Balcerzak Dr, Pohl Rd, Victory Dr.

Stakeholder Engagement

Project Management Team Meetings

A project management team was formed at the beginning of the project, which included staff from a variety of departments from the City of Mankato and MAPO. The group met regularly on a monthly basis and guided every phase of the study, including future corridor recommendations. The PMT was also influential in the public engagement process, helping promote the online surveys and in person events.

Transit Stakeholder Meetings

Two meetings were held with transit staff during concept development to review and provide feedback on transit-specific design options on Balcerzak Drive. Participants reviewed in-lane vs. bus pull out bays, stop locations, and provided feedback on desired amenities and planned improvements.

Fire Operations

Two meetings were held with staff from Fire Station #3 which is located on the study corridor at the intersection with Pohl Road. Fire staff shared

information on how they use the corridor and the fire station today, their preferences on roadway widths, and their experiences navigating the intersection of Warren Street and Balcerzak Drive. At that intersection, Fire staff expressed interest in moving the existing crosswalk and crossing island slightly east to better accommodate fire truck movements. Fire staff were generally supportive of a roundabout at Pohl Road, as long as it accommodates their fire truck turning movements at Station #3.

Resident Letter Summary

A letter submitted by nearby residents raised several concerns and suggestions related to the corridor. Key themes included traffic speeds, pedestrian safety, and access to neighborhood streets. The letter reflects a strong interest in improving safety and connectivity for all users and will be considered alongside other community input in the development of corridor alternatives.

City Communications

The City of Mankato supported outreach through its official social media platforms and email subscriber lists. These channels helped amplify engagement opportunities, share updates, and encourage participation from a broader cross-section of the community.

Community Insights

Survey #1 Summary

The online survey, open from April 11 to June 8, 2025, received over 300 responses and provided detailed insight into how people use Balcerzak Drive and what improvements they would like to see. Key findings include:

- Who Responded:
 - Most respondents live, work, or study near Balcerzak Drive.
 - About 90% of responses came from Mankato residents.
 - Driving was the most common travel mode, but walking and biking were also significant, especially among students.
- How the Corridor is Used:
 - Respondents use the corridor for commuting, accessing neighborhoods, running errands, and recreation.
 - The corridor serves both local access and through traffic needs.
- Current Experience:
 - Many respondents rated the corridor as needing improvement, especially during weekday peak hours.
 - Concerns were raised about pedestrian and bicycle safety, particularly at intersections and mid-block crossings.
- Top Concerns:
 - Speeding, especially on the west end near Warren Street.
 - Poor visibility and confusing layouts at intersections like Pohl Road, Monks Avenue, and Warren Street.
 - Long wait times at signals and inconsistent traffic flow.
 - Inadequate pedestrian crossings and lack of mid-block options.
 - Poor pavement conditions and drainage issues, including standing water after rain.
- Desired Improvements:
 - Roundabouts, especially at Pohl Road, to improve safety and traffic flow.
 - Lane reconfigurations and road diets to calm traffic and improve multimodal access.
 - Better pedestrian and bicycle infrastructure, including sidewalks and protected bike lanes.
 - Smarter traffic signals that adjust to real-time conditions.
 - Improved access to adjacent destinations and neighborhoods.
 - More street trees and landscaping for comfort and aesthetics.
- Demographics:
 - Respondents represented a wide range of ages, income levels, and educational backgrounds.
 - The majority identified as White, with small numbers identifying as Hispanic, Asian, or other backgrounds.
 - Most respondents completed the survey in English.
 - These results reflect a strong community interest in making Balcerzak Drive safer, more accessible, and more comfortable for all users.



Public Input Highlights

The following quotes were drawn directly from the community survey conducted as part of the Balcerzak Drive Corridor Study. These comments reflect the lived experiences, concerns, and ideas of people who use the corridor every day—whether by car, bike, foot, or bus. They offer valuable insight into how the corridor functions today and what improvements residents and commuters would like to see in the future. The quotes have been selected to represent a range of perspectives and themes, including safety, accessibility, traffic flow, and infrastructure quality.

Unsafe Crossing Locations

“Near the church and the four ways stop sign intersection.”

“The crosswalks between Highland Hills and MSU, Mankato campus”

“In between Monks Ave and Pohl Road, it would be nice if there was a crosswalk or some safe form of crossing Balcerzak so that you do not have to go all the way to either Monks or Pohl to safely cross.”

“The four-way stop at Balcerzak and Pohl does not feel safe for pedestrian crossing even though it is a stop.”

“The crossing at Pohl and Balcerzak is questionable at times. Sometimes drivers don’t see bicyclists or pedestrians. I’ve seen many near-misses at that intersection while driving.”

Desired Corridor Changes

“More stoplights, light up crosswalks, safer bus stops.”

“Have stronger crosswalk lights for the road.”

“Change the four-way stop sign at Pohl Rd to either a stop light or roundabout. It’s double lane and causes a lot of issues and slows traffic a bunch.”

“The intersection at Monks is very bad—none of the roads line up and it goes from one lane to two lanes in the middle of the intersection. Need better turning lanes in that intersection and at Warren Street.”

“Add a roundabout at Pohl Rd instead of a 4-way stop. Nobody knows whose turn it is, which seems dangerous. More prone to accidents.”

Additional Comments and Concerns

“Have better lighting and lower speed limits in the area.”

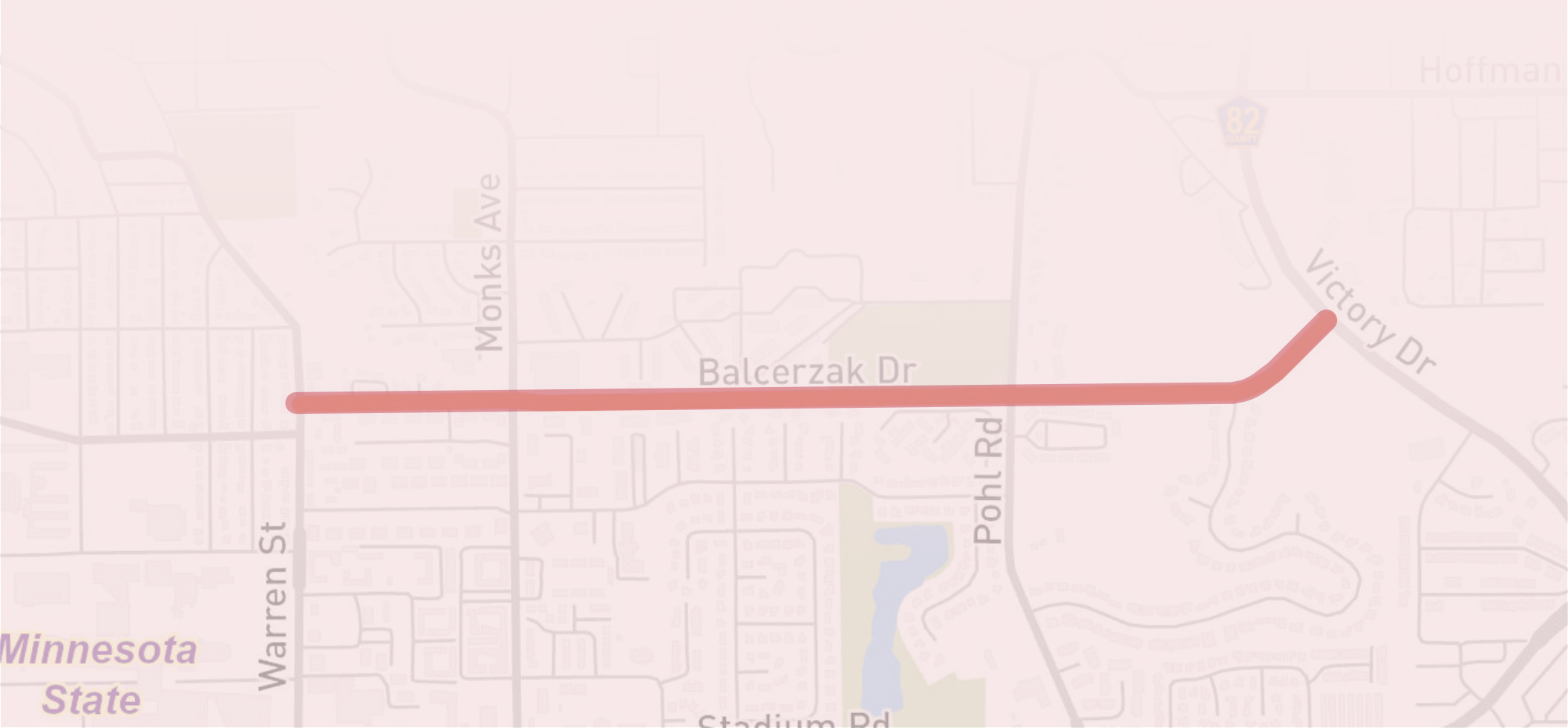
“I think the speed is right on the road because it is used as a thru road.”

“Lighting is very important not only for pedestrians but for autos.”

“Let’s talk about the traffic issue that’s created between Monks/Balcerzak during hockey season. It’s a mess trying to get out of the All Seasons Arena lot and onto Monks/Balcerzak.”

“This road is well traveled and is patched together with numerous potholes. Manhole covers are almost as bad as the potholes.”

3 | Future Design Options



Design Options

Design concepts developed for Balcerzak Drive focused on future roadway and multimodal improvements across the three distinct segments of the corridor. Initial conceptual alternatives were developed based on results of the issues and needs identification phase. The concepts were then reviewed with the project team and stakeholders for potential benefits and trade-offs. Final design alternatives were then developed in order to address identified safety concerns, enhance multimodal connectivity, and improve the overall transit experience. All design options explored meet

the current Municipal State Aid design rules, as Balcerzak Drive is a municipal state aid street.

Final design concepts are organized by corridor segment and include two conceptual layouts with typical sections for each alternative, as seen in the table to the right. In addition, alternatives were provided for the Warren Street and Pohl Road intersections while Monks Avenue generally maintains the existing configuration. At Pohl Road, a roundabout alternative from the 2016 Intersection Control Evaluation (ICE) report was carried forward.

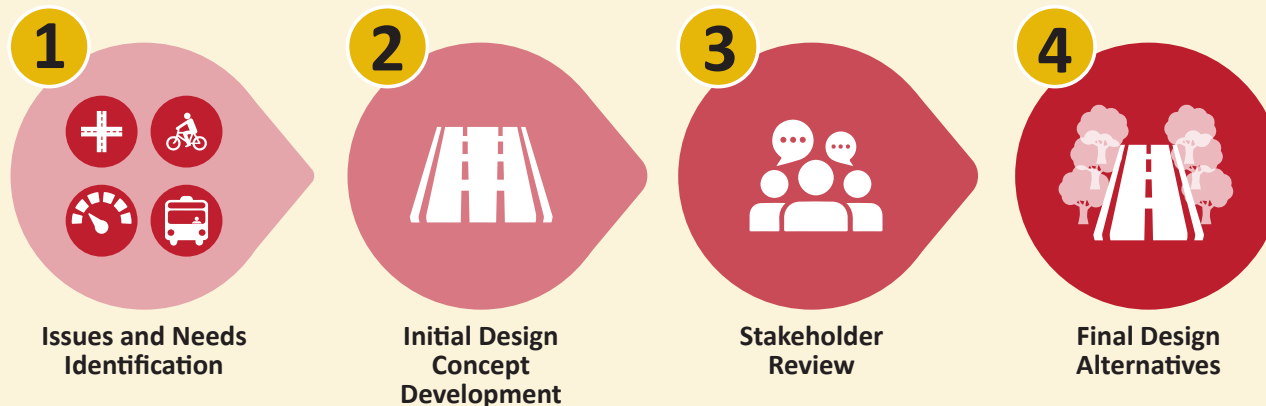
Design Considerations

A number of design features were considered during initial concept development and reviewed for their feasibility to determine if they should be included in the design options. The first consideration was the number of lanes necessary on each segment of the corridor. Given the relatively low traffic volumes, a reduction in lanes is recommended. Since Segment 1 has multiple driveway access points, a 3-lane design with a center turn lane is recommended. Another consideration determined whether or not a shared use path on the south side of Balcerzak Drive should be included. Initial designs included a sidewalk option, however the project team determined that a shared use path should be included on both sides of Balcerzak Drive in all options to prioritize bicycle and pedestrian travel on the corridor.

Additionally, the project team considered on-street bicycle lanes but determined that standard on-street bike lanes would not provide the level of safety and comfort desired. Separated bicycle lanes were also considered, but staff determined that the level of bicycle and pedestrian activity on the corridor does not warrant a separated bicycle facility, so a shared use path was carried forward with each design option.

Table 4. Design Options

Segment	Option	Lanes	Median	Bus Stops	Bicycle & Pedestrian Facilities
1	1A	3	Center Turn Lane	Pull Out Bay	10' Shared Use Path on Both Sides
	1B	3	Center Turn Lane	In-Lane	
2	2A	2	None (Wider Boulevard)	Pull Out Bay	10' Shared Use Path on Both Sides
	2B	2	Center Median (Planted)	In-Lane	
3	3A	2	None (Wider Boulevard)	N/A	10' Shared Use Path on Both Sides
	3B	2	Center Median (Planted)		



Design concepts were developed in four key stages, as shown to the left. The initial phase focused on assessing existing conditions and identifying operational, safety, and mobility challenges across all modes of transportation. The second phase included preliminary concepts formulated to address the identified issues and align with project objectives. This was followed by stakeholder and project team review to ensure community priorities and technical considerations were incorporated. Refined design options were then developed, balancing functionality, aesthetics, and stakeholder input to support informed decision-making.

Evaluation Criteria and Scoring

To assess the relative strengths and trade-offs of each design concept, a set of evaluation criteria was developed in consultation with the Project Management Team. These criteria reflect the goals of the study and incorporate feedback from MAPO staff, City of Mankato staff, and the broader community engagement process.

The five evaluation criteria used to score each alternative are:

- **Traffic Calming and Safety**

Measures the potential to reduce vehicle speeds, improve intersection safety, and minimize crash risk for all users.

- **Multimodal Connectivity**

Assesses the quality, continuity, and comfort of pedestrian and bicycle infrastructure, including crossings and shared use paths.

- **Transit Conditions**

Evaluates improvements to bus stop accessibility, amenities, and operational efficiency.

- **Vehicular Mobility**

Considers the ability to maintain reasonable traffic flow and access for vehicle traffic, including emergency vehicle access, turning movements, and intersection performance.

- **Placemaking and Streetscape**

Reflects the potential to enhance the corridor's visual appeal and comfort through the inclusion of boulevard buffers, trees, and other streetscaping elements.

Each design concept was scored qualitatively as Poor (0 points), Adequate (1 point), or Good (2 points) based on how well it performs in each category relative to the existing conditions and the goals of the study. The following table summarizes the evaluation results for each segment and alternative.

Table 5. Segment Evaluation Scoring Results

Segment	Option	Traffic Calming & Safety	Multimodal Connectivity	Transit Conditions	Vehicular Mobility	Placemaking & Streetscape	Total
1	No Build	Poor	Adequate	Poor	Good	Poor	3
	1A	Good	Good	Good	Good	Adequate	9
	1B	Good	Good	Adequate	Good	Adequate	8
2	No Build	Poor	Adequate	Poor	Good	Poor	3
	2A	Good	Good	Good	Good	Adequate	9
	2B	Good	Good	Adequate	Adequate	Good	8
3	No Build	Poor	Poor	N/A	Good	Poor	2
	3A	Good	Good		Good	Adequate	7
	3B	Good	Good		Adequate	Good	7



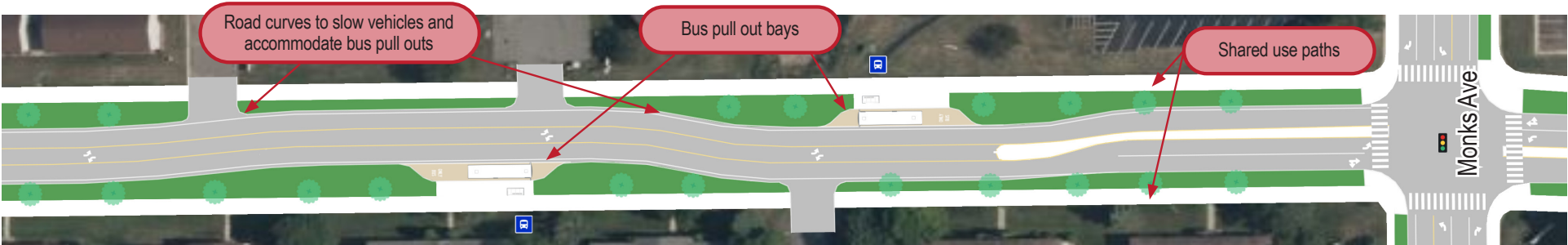
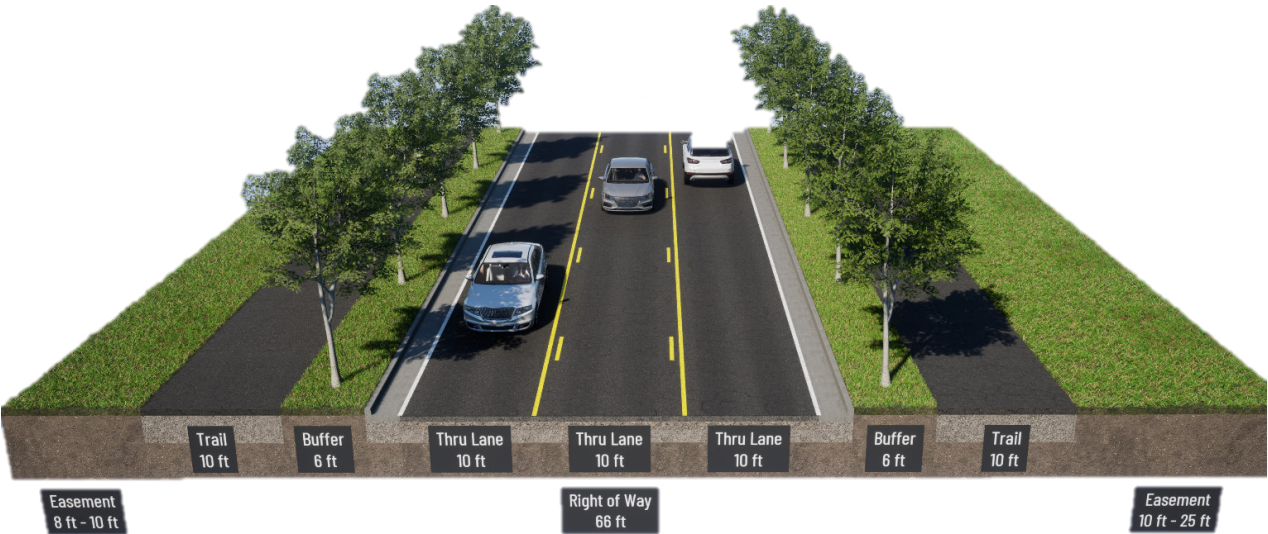
Balcerzak Drive at
Warren Street

Segment 1: Warren Street to Monks Avenue

Design Option 1A

- Three lane street design: one lane in each direction plus center turn lane
- Shared use path / trail on both sides of the street with trees in boulevard
- Provides transit pull-out bays so buses do not stop in the travel lane
- Street curves to accommodate transit pull-out bays and slow traffic speeds
- Monks Avenue: Signalized intersection with pedestrian crossing islands

**Monks Avenue proposed design is the same for Options 1A & 1B*

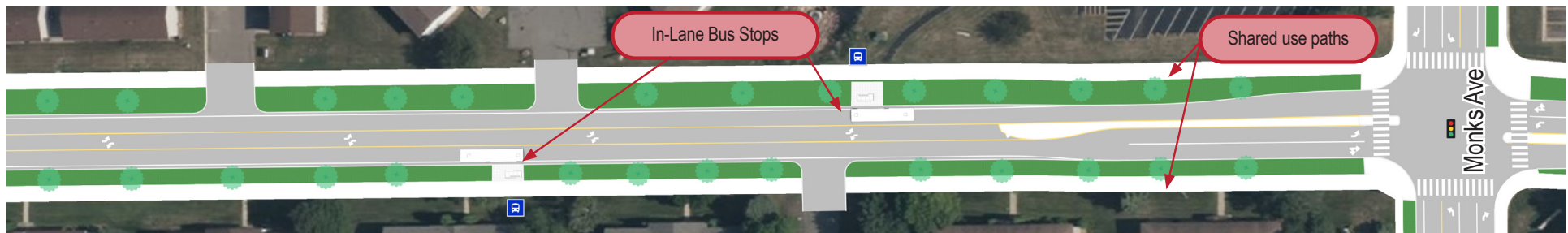
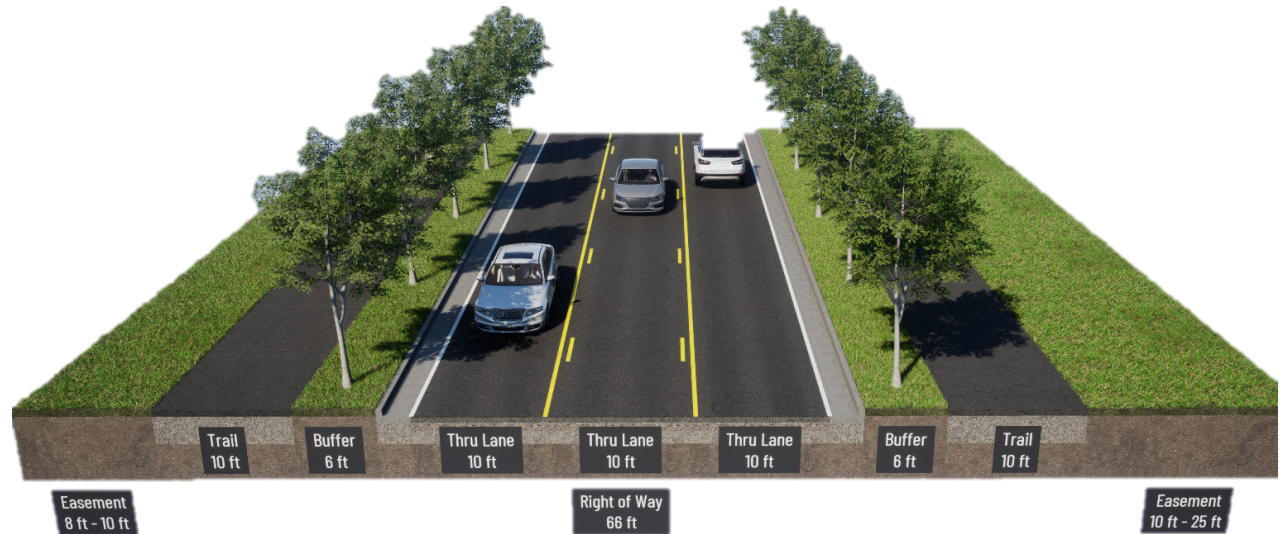


Segment 1: Warren Street to Monks Avenue

Design Option 1B

- Three lane street design: one lane in each direction plus center turn lane
- Shared use path / trail on both sides of the street with trees in boulevard
- Street is straight with standard bus stops: buses stop in the travel lane
- Wider boulevards at transit stops due to no bus pull-out bays
- Monks Avenue: Signalized intersection with pedestrian crossing islands

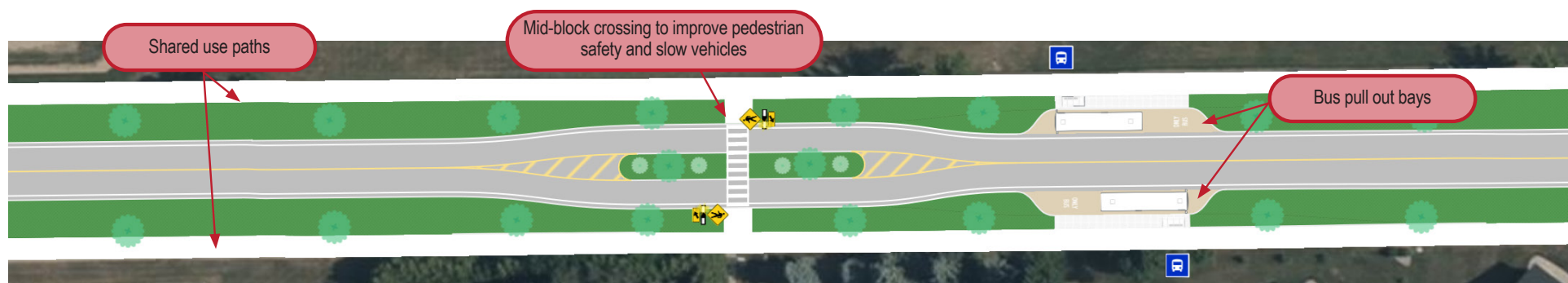
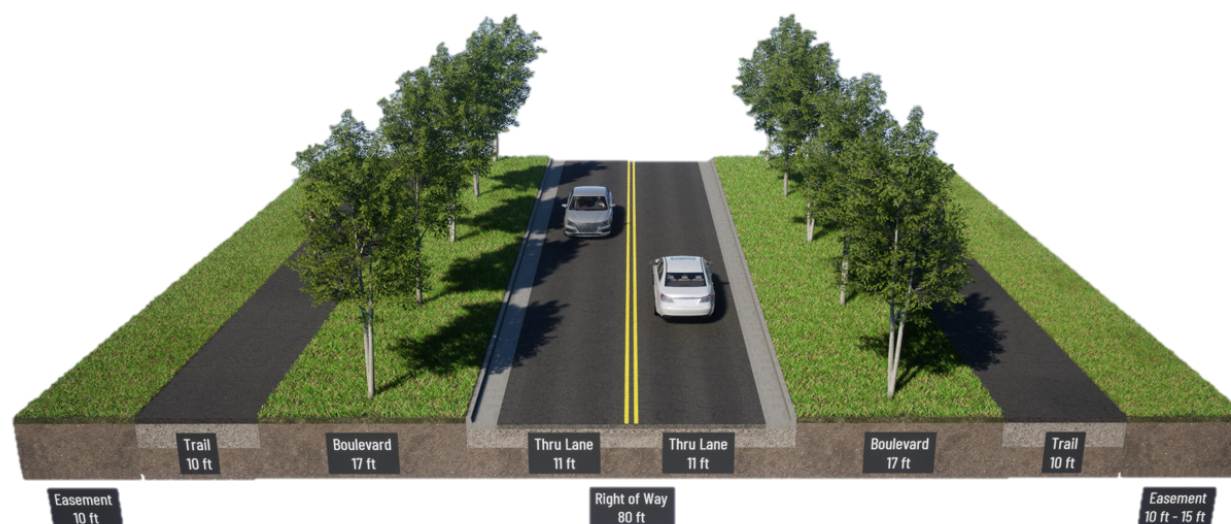
**Monks Avenue proposed design is the same for Options 1A & 1B*



Segment 2: Monks Avenue to Pohl Road

Design Option 2A

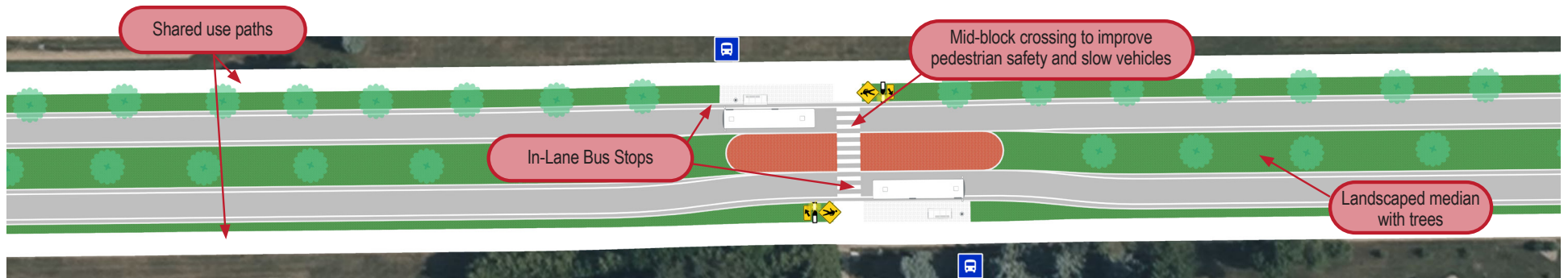
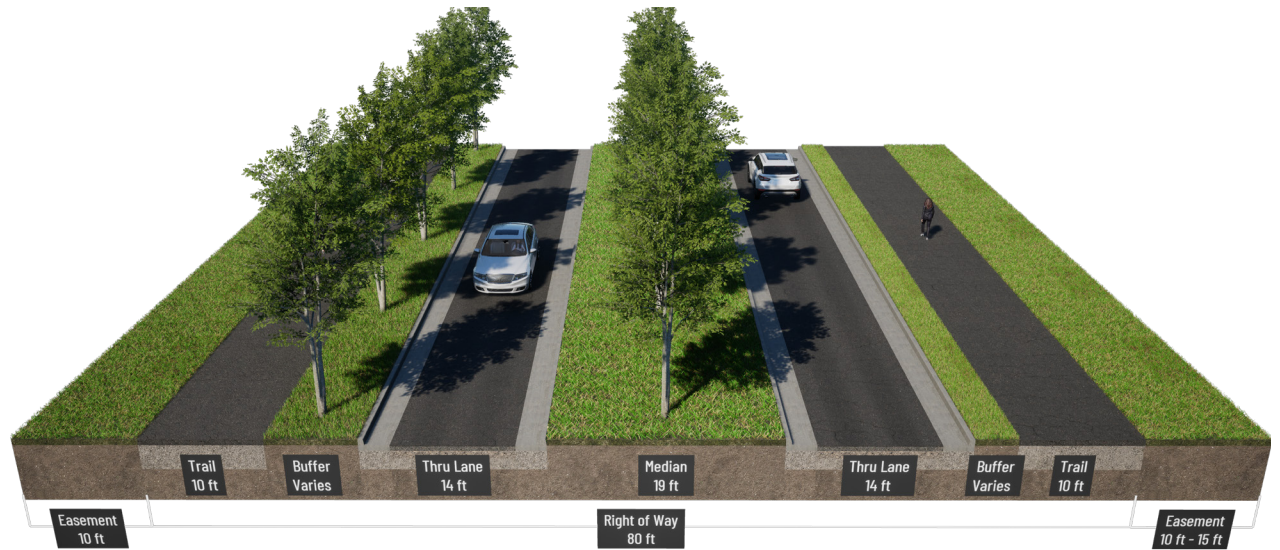
- Wider boulevards on each side of the street
- Two lane street design: one lane in each direction, plus turn lanes provided at intersections
- Bus pull out bays
- Shared use path / trail on both sides of the street with trees in boulevard
- Introduces new mid-block pedestrian crossing that connects to Heron Drive



Segment 2: Monks Avenue to Pohl Road

Design Option 2B

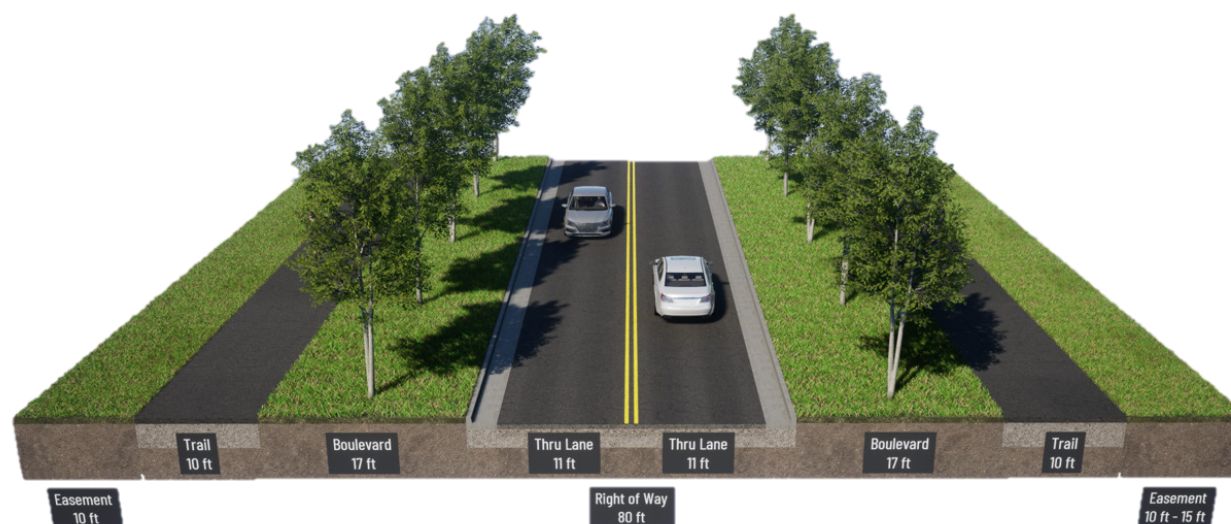
- Center median with trees; Narrower boulevard on each side of the street; Maintains existing curb lines
- Two lane street design: one lane in each direction, plus turn lanes provided at intersections
- Buses stop in travel lane
- Shared use path / trail on both sides of the street
- Introduces new mid-block pedestrian crossing that connects to Heron Drive



Segment 3: Pohl Road to Victory Drive

Design Option 3A

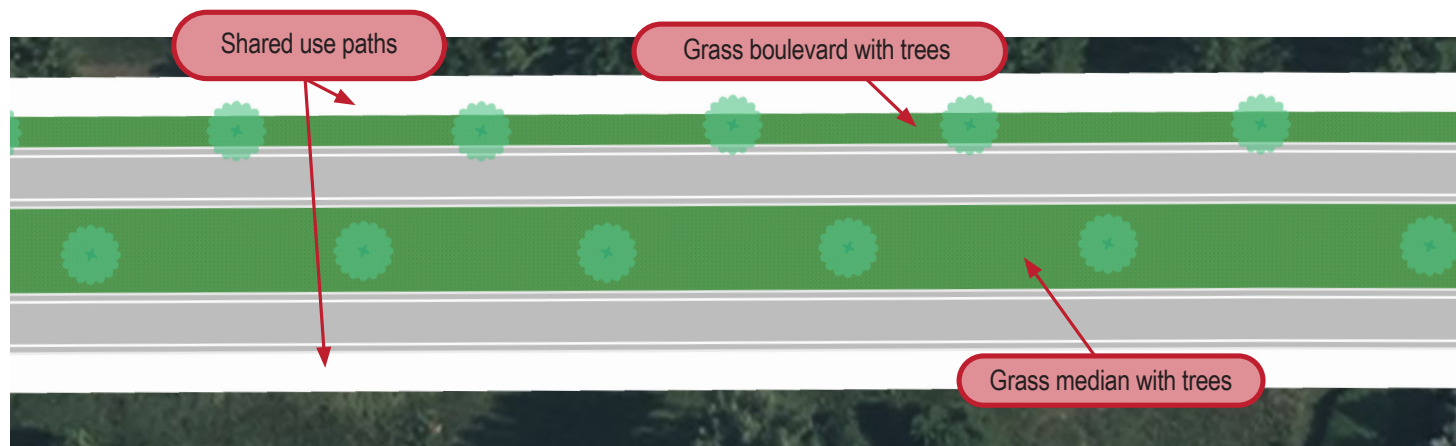
- Two lane street design: one lane in each direction, plus turn lanes at intersections
- Wider boulevard on each side of the street
- Shared use path / trail on both sides of the street with trees in boulevard
- No bus stops in Segment 3
- No proposed changes to existing Victory Drive intersection design



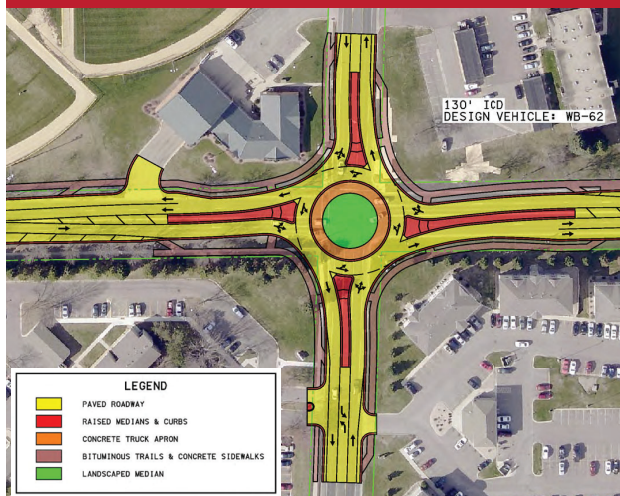
Segment 3: Pohl Road to Victory Drive

Design Option 3B

- Two lane street design: one lane in each direction
- Center median with trees; Boulevard with trees on one side of the street; Maintain existing curb lines
- Shared use path / trail on both sides of the street
- No bus stops in Segment 3
- No proposed changes to existing Victory Drive intersection design



Intersection Pohl Road



MAPO conducted an Intersection Control Evaluation (ICE) study in 2016, analyzing three different intersection designs, including an all-way stop control, roundabout, and traffic signal.

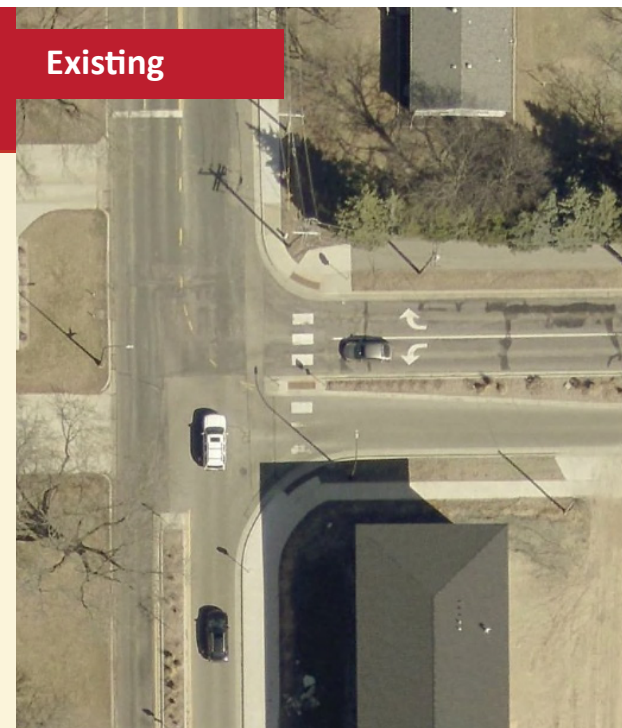
The study concluded with a long-term recommendation for a roundabout at the Pohl Road and Balcerzak Drive intersection, as shown above.

A variety of factors were considered during this analysis, including traffic signal warrants, operational analysis, safety analysis, costs, right-of-way impacts, pedestrian crossings, and impacts to the overall transportation system.

Additional coordination is needed in the future to design a roundabout that accommodates fire truck access to Fire Station #3, bus stops around the intersection, and safe pedestrian crossings.

Intersection Warren Street

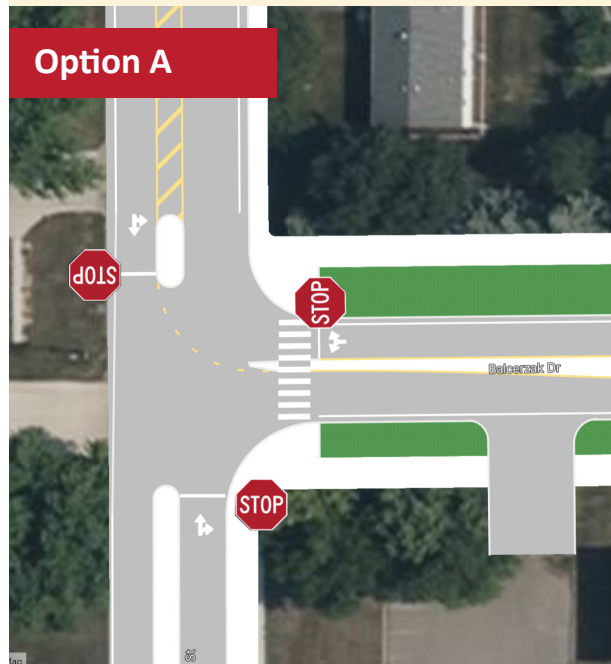
Existing



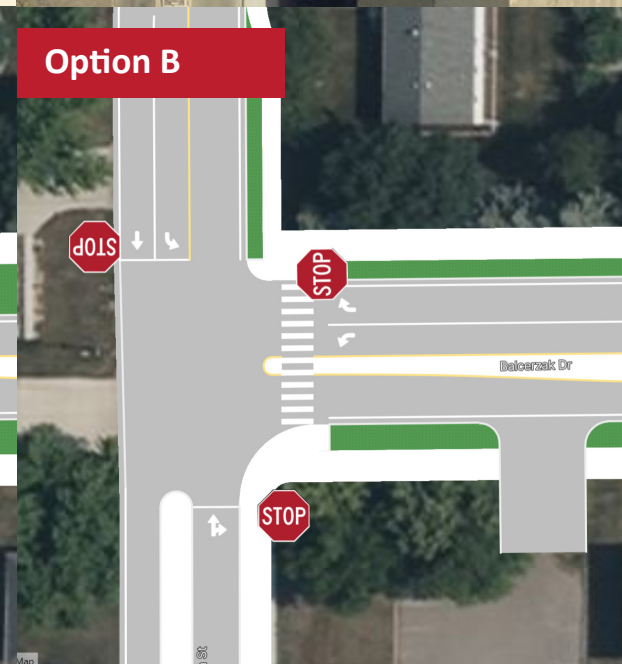
Two options were evaluated at the Warren Street intersection. Both options would maintain an all-way stop, with the southbound Warren Street stop sign moving closer to the intersection to better align with Balcerzak Dr and reduce confusion amongst drivers. Additionally, both options maintain the landscaped median on Balcerzak Drive.

Option A reduced the overall number of lanes by combining the left and right turn lanes on Balcerzak Drive and the left turn and thru lane on southbound Warren Street into single lanes, reducing the pedestrian crossing over Balcerzak Drive. In contrast, Option B maintains separate turning and thru lanes.

Option A



Option B



Intersection Cardinal Drive

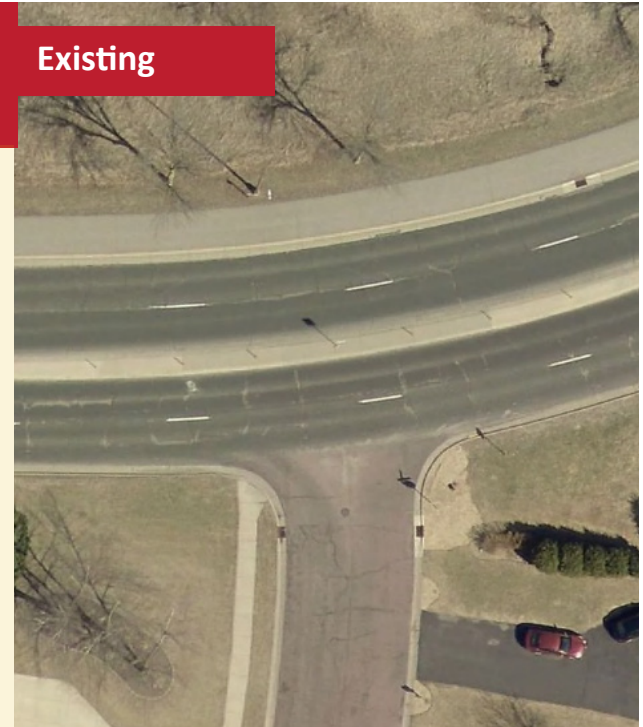
Three options were evaluated at Cardinal Drive, each with varying levels of access to/from the neighborhood and each with a new shared use path on the south side of Balcerzak Drive, following the recommendation from the *Balcerzak Drive Pedestrian Crossing Study* (2023).

Option A includes a partial access design and introduces a new pedestrian crossing over Balcerzak Drive. The partial access would allow westbound Balcerzak Drive traffic to enter the neighborhood using a left-turn lane. Vehicles exiting the neighborhood would only be allowed to take a right turn from Cardinal Drive to travel east to Victory Drive.

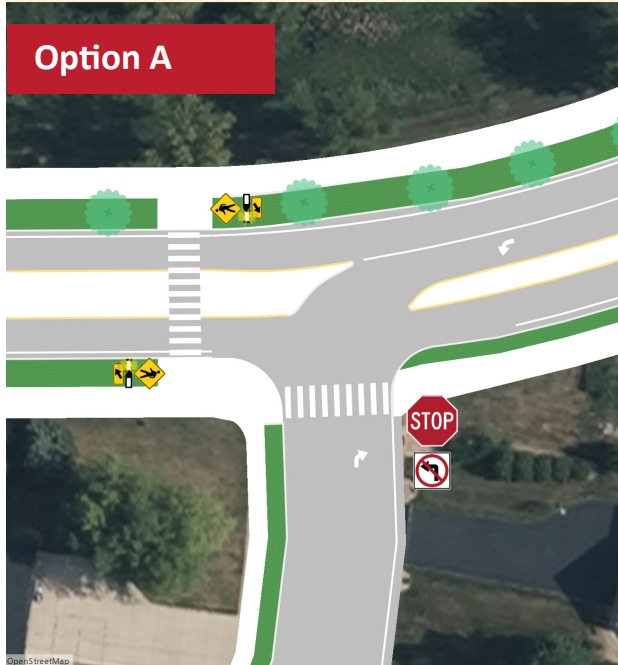
Option B maintains the restricted access that exists today. A landscaped median on Balcerzak Drive would continue through the intersection, reducing vehicle access in and out of Cardinal Drive. Cardinal Drive would remain right-in/right-out only. This option does not include a new pedestrian crossing and relies on the crossings at the Pohl Road and Victory Drive intersections.

Option C introduces a full access design at Cardinal Drive. Vehicles would be able to make left and right turns when leaving the neighborhood. Similar to Option A, westbound traffic on Balcerzak Drive would also gain access to Cardinal Drive with a left turn lane. This option does not include a new pedestrian crossing and relies on the crossings at the Pohl Road and Victory Drive intersections.

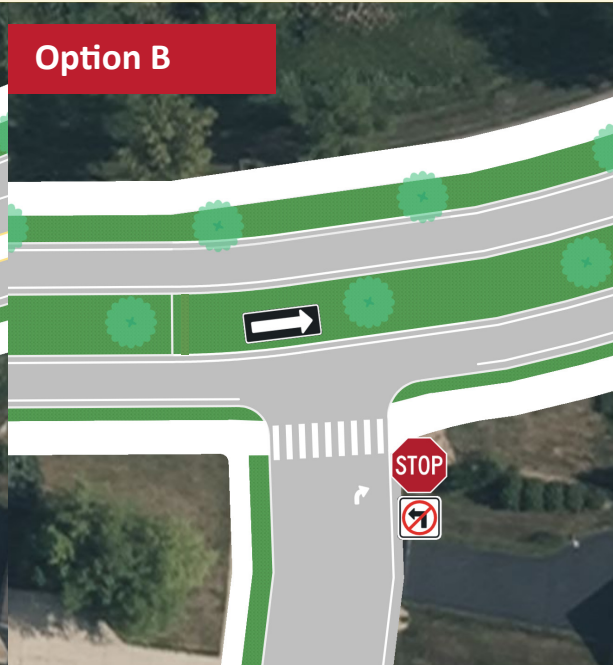
Existing



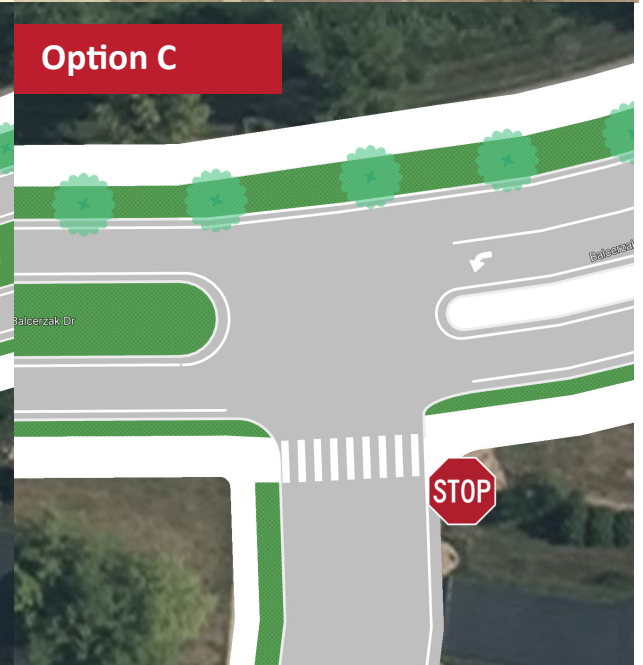
Option A



Option B



Option C



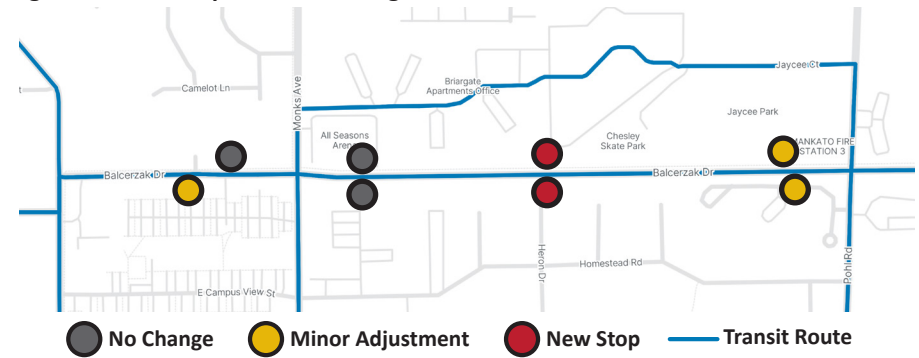
Transit Considerations

The redesign of Balcerzak Drive enables enhancements to each bus stop along the corridor with minimal disruption to current bus stop locations. These improvements focus not only on the bus stops themselves but also on optimizing operations for bus drivers as they navigate the corridor and access each stop.

Alternatives developed included proper concrete pads and shelters at all stop locations. In addition, two new stops were considered at the proposed mid-block crossing between Monks Avenue and Pohl Road. These new stops would fill an existing gap along Segment 2 and provide an opportunity for future routing changes on Routes 1 and 14. These new stops should be considered in coordination with future route changes by the Mankato Transit System.

In both Segment 1 and 2, two options were considered, including one option with an in-lane bus stop and the other with bus pull out bays. Any reconfiguration of bus stops near intersections should be further evaluated in future preliminary design of the corridor.

Figure 7. Bus Stop Location Changes



Transit Design Options

Segment 1: Warren Street to Monks Avenue



Option 1A

Option 1A includes two staggered bus pull out bays west of Monks Avenue. The westbound stop maintains a similar location to the existing stop while the eastbound stop would move approximately 150 feet to the west.

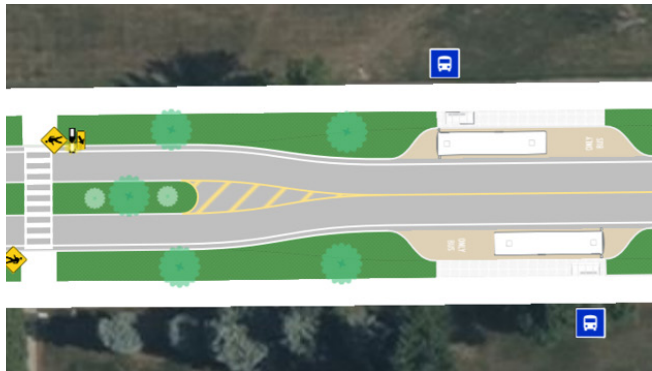
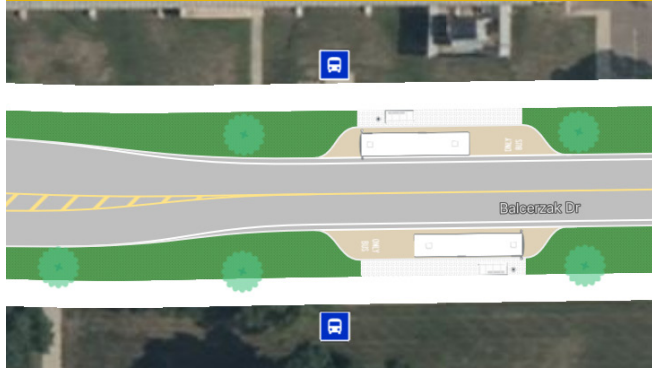
Option 1B

Option 1B also includes two staggered bus stops but would require the buses to stop in lane with general purpose traffic. Stop locations match Option 1A, with no change to the westbound stop and a minor adjustment eastbound.

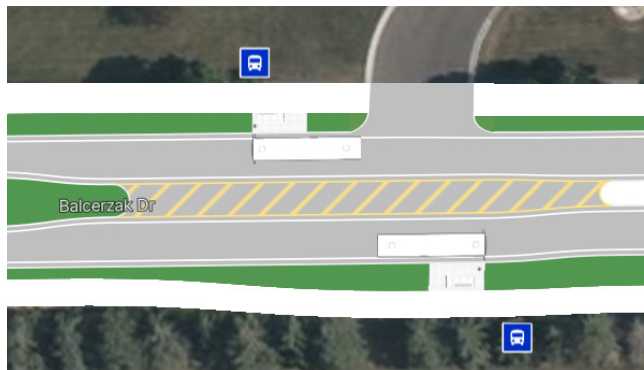
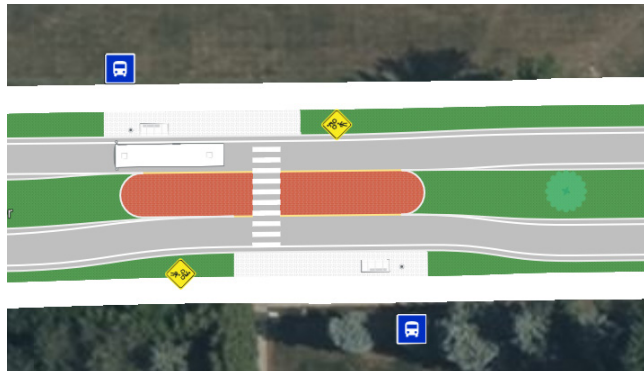
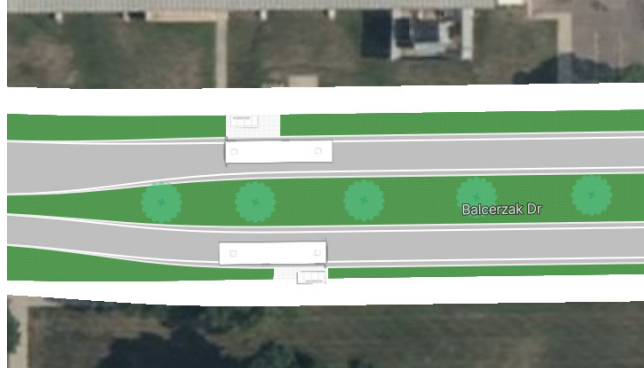
Transit Design Options

Segment 2: Monks Avenue to Pohl Road

Option 2A



Option 2B



Monks Avenue / All Seasons Arena

At All Seasons Arena, both design options would maintain the existing stop locations. In Option 2A, bus pull out bays would be provided with an accommodating passenger waiting area. Option 2B provides a smaller concrete pad and requires buses to stop in the general purpose travel lane.

Mid-Block Pedestrian Crossing

The addition of a mid-block pedestrian crossing creates an opportunity to add two new bus stops between Monks Avenue and Pohl Road. In Option 2A, the bus stops would utilize bus pull out bays located just east of the pedestrian crossing. In Option 2B, in-lane bus stops would be utilized, allowing the stop locations to be closer to the pedestrian crossing.

Pohl Road

Both of the Pohl Road design options would result in minor adjustments to the existing stop locations, moving them further west to accommodate a potential roundabout at Pohl Road and allow access in and out of Fire Station #3. As design progresses on a roundabout, it will need to give additional consideration for bus stop locations, including the potential placement of stops east of the Pohl Road intersection.

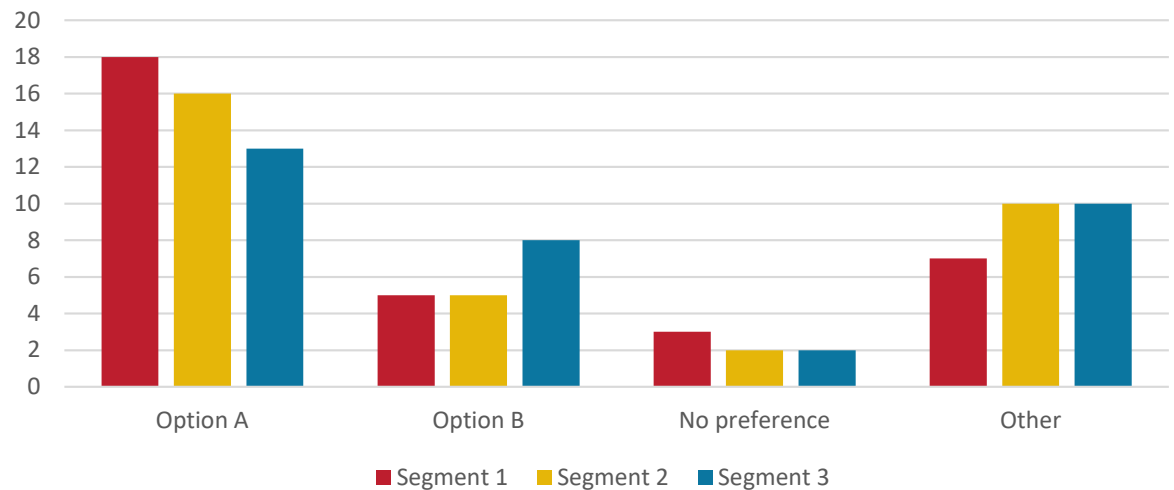
Public Input on Future Design Options

The second online survey was divided into segments and intersections, each with multiple design options. Respondents were asked to choose their preferred option and provide comments.

Over 50 responses were received from both the online survey and in-person engagement activities. Key themes from the public feedback on design options are displayed below.

Overall, there were mixed reactions from residents with some supporting improvements for pedestrian and transit safety, while others strongly opposed lane reductions and favored maintaining current traffic capacity on Balcerzak Drive. When asked which of the two design options was preferred, Option A had the strongest support in each segment (see Figure 8).

Figure 8. Design Option Preferences



Segments & Intersections

Most respondents favor Options 1A and 2A with bus pullouts and are nearly split on Segment 3. Cardinal Drive and Warren Street feedback was also mixed.

Capacity vs. Traffic Calming

Strong divide amongst respondents. Many preferred that four lanes were maintained while others pushed for road diets to help slow vehicle speeds.

Pedestrian Safety

There was high demand for safer crossings and speed control. Comments received stressed the need for flashing lights and better crosswalks near bus stops.

Pohl Road Roundabout

Strong support for a roundabout at Pohl Road, but not unanimous.

Winter Safety

Residents living on Cardinal Drive highlighted an issue with eastbound cars sliding off the road during icy conditions where the road curves.

4 | Recommended Future Design



Segment Design Recommendations

Overview of Conceptual Design Recommendations

This section describes the conceptual design recommendations for the future of the Balcerzak Drive corridor. Recommendations were based on a number of factors and considerations, including:

- Preferences of community members through the project surveys and open houses, and how well each design concept addressed the primary issues and concerns identified through the community engagement process
- Feedback from local agency staff and key stakeholders, including:
 - Project Management Team
 - Transit agency staff
 - Fire Station #3 staff
 - Mankato City Council
 - MAPO Technical Advisory Committee
 - MAPO Policy Board
- Ease of conducting routine maintainance on the corridor, including snow clearing operations and snow storage space
- Evaluation criteria scoring results (Table 5)

Segment 1: Warren Street to Monks Avenue

While both options in Segment 1 included a three-lane section with two travel lanes and a center turn lane, Option 1A is the recommended design as it accommodates bus pull out bays at the two bus

Figure 9. Future Segment Design Recommendations

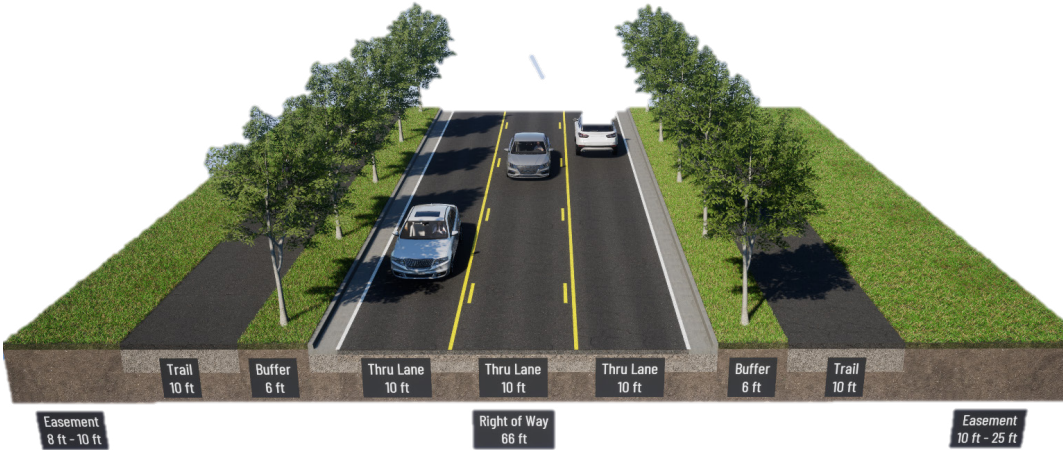
Segment	Recommended Option	Number of Lanes	Median Treatment	Bus Stops	Bicycle & Pedestrian Facilities
1	1A	3	Center Turn Lane	Pull Out Bay	10' Shared Use Path on Both Sides
2	2A	2	None (Wider Boulevard)	Pull Out Bay	10' Shared Use Path on Both Sides
3	3A	2	None (Wider Boulevard)	N/A	10' Shared Use Path on Both Sides

stops within this segment (Figure 10). To allow for the bus pull out bays, a roadway curve (i.e. chicane) was introduced in combination with staggered bus stops to maintain the full three lane section between Warren Street and Monks Avenue. The roadway chicane brings additional safety benefits by reducing overall vehicle speeds along this segment. In addition, a 10-foot wide shared use path is included on both the north and south side of Balcerzak Drive. The plan view graphic for Option 1A is shown on page 16.

Rationale for Recommendation:

- Scored highest on evaluation criteria (p. 15)
- Helps slow motor vehicle speeds by reducing the road width through a 4-lane to 3-lane conversion, while still providing adequate motor vehicle capacity and access with center turn lane
- Enhanced transit performance and safety through use of bus pull out bays
- Shared use paths on both sides - buffered by boulevards with trees- provides enhanced walking and biking comfort and safety
- Roadway curves (i.e. chicane) accomodates bus pull out bays while also helping reduce vehicle travel speeds in this segment, which was one of the biggest corridor issues identified by community members

Figure 10. Segment 1 Recommended Cross Section



Segment 2: Monks Avenue to Pohl Road

The recommended design in Segment 2 is Option 2A, which includes a two-lane roadway section and no center median. Option 2A allows for wider boulevard space to plant additional or larger trees and accommodate snow storage during the winter months. In addition, the undivided two-lane section adheres to the desired roadway width requested by the Fire Department for emergency vehicle access and provides the necessary space for bus pull-out bays and passenger waiting areas.

Mid-Block Pedestrian Crossing

A mid-block pedestrian crossing near the Heron Drive path connection is recommended. Future design of the pedestrian crossing should further consider the interaction with proposed bus pull out bays, including the possibility of moving a westbound stop to the west side of the crossing. Bus stop spacing and design to be determined in coordination with Mankato Transit and the Transit Development Plan.

Rationale for Recommendation:

- Scored highest on evaluation criteria (p. 15)
- Provides bus pull out bays, which increases operational efficiency for vehicles, buses, and emergency vehicles (e.g. fire trucks and ambulances)
- Easier maintenance compared to Option 2B, particularly snow clearing operations and snow storage capacity
- Wider boulevards provide more separation between vehicles and pedestrians / bicyclists
- Wider curb to curb width compared to Option 2B provides more space for emergency vehicles to pass other vehicles
- Reduced roadway footprint and lower construction costs compared to Option 2B
- Helps slow motor vehicle speeds by reducing the road width while still providing adequate motor vehicle capacity and turn lanes as needed at intersections

Figure 11. Segment 2 Recommended Cross Section

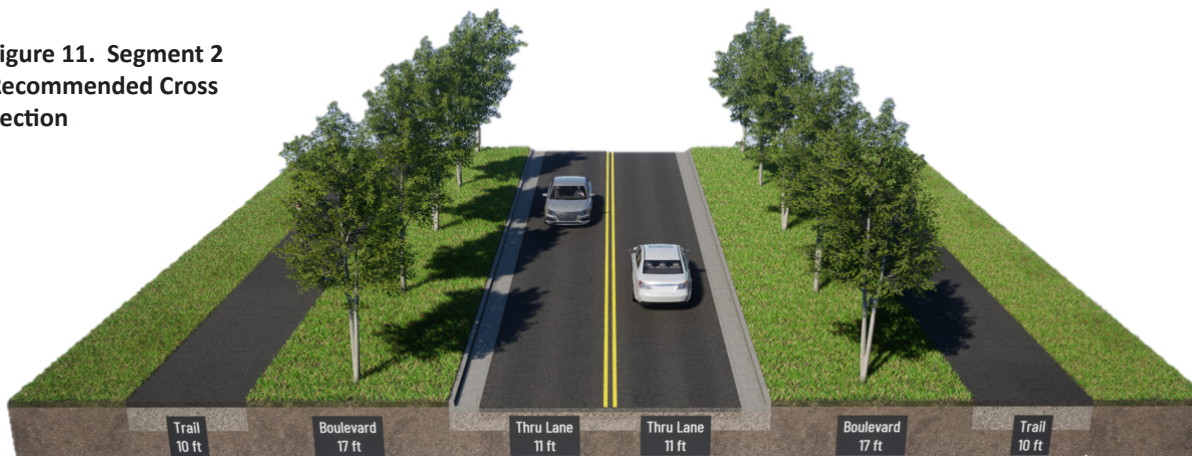
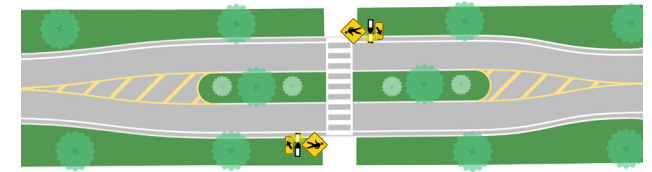


Figure 12. Mid-Block Crossing Recommendation



All Seasons Arena Access Considerations

Driveway access to All Seasons Arena is currently off Monks Avenue; there is no current access to All Seasons Arena off Balcerzak Drive. The City of Mankato may consider adding a new driveway access to the arena from Balcerzak Drive, allowing visitors more direct access to the existing parking lot. While future arena driveway access is uncertain, the project team considered the possibility of a new arena driveway on Balcerzak Drive while developing design options and making corridor recommendations.

The recommended design option on Segment 2 (Option 2A) would be compatible with a new driveway access on Balcerzak Drive. To accommodate eastbound left turning vehicles into the arena, a dedicated left turn lane should be added if an arena entrance is added to Balcerzak Drive. East of a potential new arena entrance, the roadway would transition to a 2-lane design. To best align with the recommended design for Segment 2, a new driveway entrance should be placed on the eastern end of the parking lot to accommodate a bus pull out bay to the west.

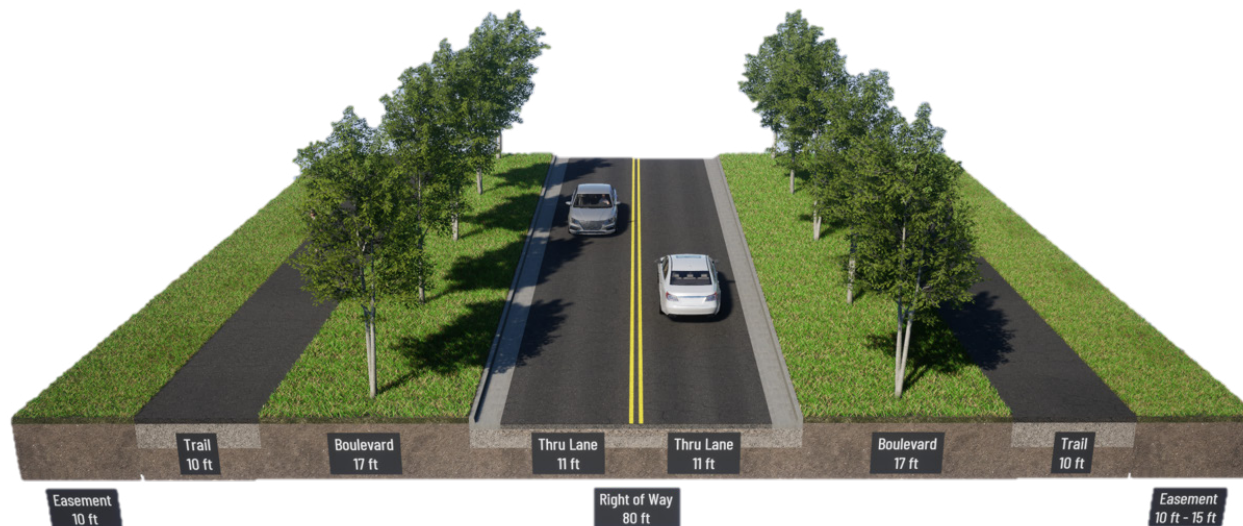
Segment 3: Pohl Road to Victory Drive

For similar reasons to Segment 2, the recommended design for Segment 3 is Option 3A, which addresses concerns around snow removal and emergency vehicle access. The undivided, two-lane section would also allow for easier implementation of a 10-foot wide shared-use path on both sides of Balcerzak Drive.

Rationale for Recommendation:

- Scored high on evaluation criteria (p. 15)
- Easier maintenance compared to Option 3B, particularly snow clearing operations and snow storage capacity
- Wider boulevards provide more separation between vehicles and pedestrians / bicyclists
- Wider curb to curb width compared to Option 3B provides more space for emergency vehicles to pass other vehicles
- Reduced roadway footprint and lower construction costs compared to Option 3B
- Helps slow motor vehicle speeds by reducing the road width while still providing adequate motor vehicle capacity and turn lanes as needed at intersections
- The narrowed roadway with center median will slow vehicles, which is anticipated to reduce the current issue of eastbound vehicles sliding off the roadway near the intersection of Cardinal Drive during icy, winter conditions

Figure 13. Segment 3 Recommended Cross Section



Intersection Design Recommendations

Warren Street

The recommended design at Warren Street combines both Options A and B (Figure 14). On Balcerzak Drive, two turn lanes will be maintained (Option B) while on Warren Street, the thru lanes and turn lanes will be combined (Option A). This design accommodates turning movements for both emergency vehicles and transit buses traveling between Balcerzak Drive and Warren Street, while still maintaining a safe pedestrian crossing over Balcerzak Drive. During future design phases, designers should consider moving the crosswalk on Balcerzak Drive slightly east to better accommodate southbound left turning movements from large vehicles such as fire trucks and buses.

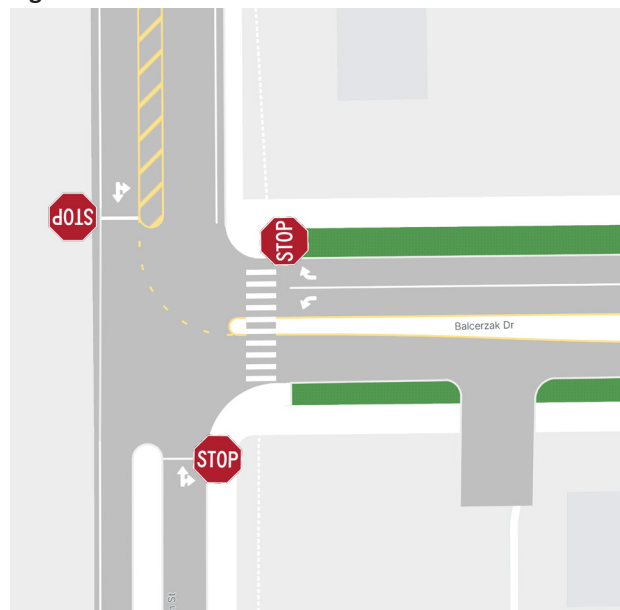
Rationale for Recommendation:

- Stop sign and stop bar moves further south on Warren Street, reducing confusion amongst drivers
- Wide northbound receiving lane on Warren Street provides adequate space for right turn movements of large vehicles
- Maintaining the landscaped median and pedestrian crossing island on Balcerzak Drive enhances pedestrian crossing safety

Monks Avenue

This study recommends maintaining a signalized intersection at Monks Avenue, including dedicated left turn lanes on each leg. If bike lanes are extended on Monks Ave north of Balcerzak Dr in the future, consider dashed green bike lane markings to enhance bicyclist visibility and safety while crossing through the intersection.

Figure 14. Warren Street Intersection Recommendation



Pohl Road

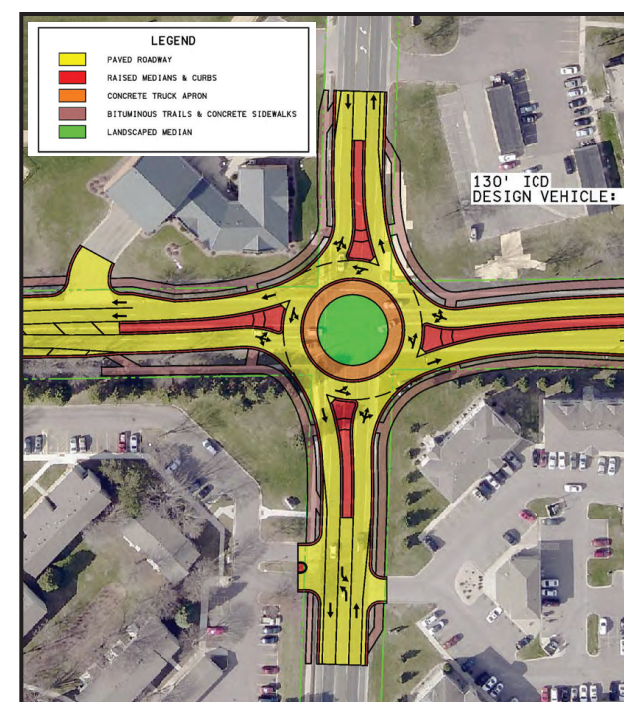
This study acknowledges recommendations from the 2016 Intersection Control Evaluation (ICE) report completed by MAPO, which recommended a roundabout at Pohl Road. An update to the ICE report is recommended to further evaluate a roundabout design and its footprint, future traffic volumes, and crash data. Through this study, the project team identified several factors that require further study during future design phases, including:

- Roundabout footprint and right-of-way impacts, particularly on the northwest quadrant.
- Fire truck turning movements, particularly the eastbound left turns out of Fire Station #3
- Bus stop location and design, which is not shown in 2016 ICE study design graphic (Figure 16)
- Pedestrian crossing safety enhancements

Figure 15. Warren Street: Existing Conditions



Figure 16. Pohl Road Roundabout Concept



Cardinal Drive

The recommended design at Cardinal Drive is a modified Option A, which includes a partial access design to and from Cardinal Drive. The partial access would allow westbound Balcerzak Drive traffic to enter the neighborhood using a left-turn lane. Vehicles exiting the neighborhood would only be allowed to take a right turn from Cardinal Drive to travel east towards Victory Drive. A pedestrian crossing at Cardinal Drive is not recommended as the addition of a shared use path on the south side of Balcerzak Drive provides necessary connections to crossings at both Pohl Road and Victory Drive, which is consistent with the findings from the 2023 study in Segment 3. As the project moves further into the design phase, careful consideration should be given to the curve in the roadway near Cardinal Drive and the ongoing issues with eastbound vehicles sliding off the road into the ditch east of Cardinal Drive.

Rationale for Recommendation:

- Increases access for residents of Cardinal Drive
- Restricting the left turn movements from Cardinal Drive increases safety by reducing the number of potential conflict points compared to a full access intersection
- The narrowed roadway with center median will slow vehicles, which is anticipated to reduce the current issue of eastbound vehicles sliding off the roadway near the intersection of Cardinal Drive during icy, winter conditions

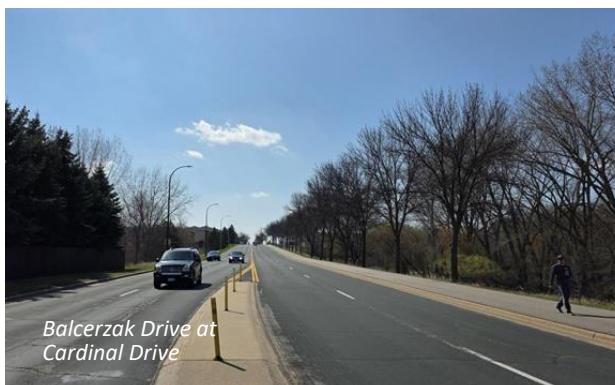
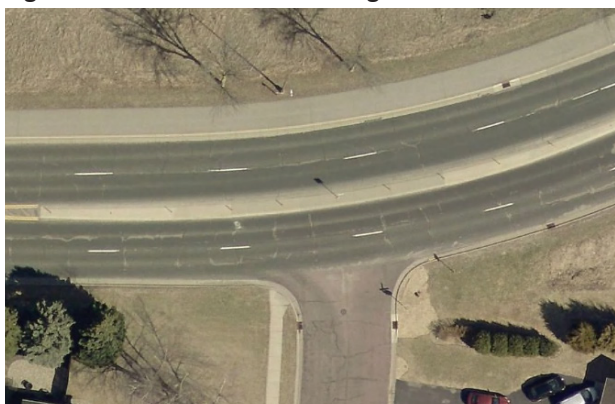
Victory Drive

There are no recommended changes to the Victory Drive intersection as part of this study. The recommended segment design incorporates the existing intersection design at Victory Drive.

Figure 17. Cardinal Drive Recommendation



Figure 18. Cardinal Drive: Existing Conditions



Corridor Speed Limit

The speed limit along the Balcerzak Drive corridor today varies between 30 mph and 40 mph. Between Warren Street and Monks Avenue (Segment 1) the speed limit is 30 mph, and from Monks Avenue to Victory Drive (Segments 2-3) the speed limit increases to 40 mph. The varying speed limits on the corridor can create confusion for drivers, particularly with a corridor that is only 1.2 miles long. Given the length of the corridor, it is recommended to implement a consistent speed limit across all three segments of Balcerzak Drive.

The future corridor speed limit should be determined by the City Council, and the decision could be supported by an engineering speed study. A speed study was not completed as part of this corridor study.

According to [Minnesota Statutes 169.14](#), the statutory speed limit for an urban district is 30 mph. In addition to statutory guidance, speeding vehicles was one of the biggest concerns from community members about the corridor today. The proposed narrower roadway footprint will help reduce traffic speeds and help create a safer corridor, which may be combined with a lowered speed limit in the future.

Transit Recommendations

Infrastructure

The recommended design treatment for each bus stop on Balcerzak Drive is a bus pull out bay, as shown in the Option A design for each segment (see Future Design Options chapter). Supported by project stakeholders, including engineering and transit staff, and the general public, bus pull out bays require the bus to merge out of and back into the travel lane in order to serve the stop, resulting in less impacts to general traffic on the corridor.

When combined with a two-lane roadway, there is ample space to include a separated platform area (width may vary by stop location) where a shelter can be placed and riders can wait comfortably outside of the shared-use path. The typical platform length is 60 feet with a bus lane that is 11 feet wide. Additional platform length may be considered if multiple buses will be serving a stop at the same time.

Figure 16 and Figure 17 display a typical layout and cross section, respectively, to represent how a standard bus stop could be designed with a two-lane roadway on Balcerzak Drive.

Amenities

In alignment with recommendations from the 2023 Transit Development Plan, which states Balcerzak Drive as an essential transit corridor, bus stops should include amenities such as shelters, lighting, heating, and passenger information systems at each location where feasible. Additionally, trash receptacles and bicycle parking are desired by the public and should be considered at bus stops within the study area.

Mid-Block Crossing

It is recommended to include two new bus stops at the proposed mid-block crossing between Monks Avenue and Pohl Road in conjunction with routing changes on Routes 1 and 14. This modification would allow the Mankato Transit System to eliminate their operations and existing bus stops on Briargate Road and streamline routing to reduce

overall run times while still providing convenient stop locations to residents in The Grove complex and surrounding areas.

Modifications to Routes 1 and 14 and locations of bus stops should be done in coordination with Mankato Transit and the Transit Development Plan.

Figure 19. Typical Bus Pull Out Bay Design

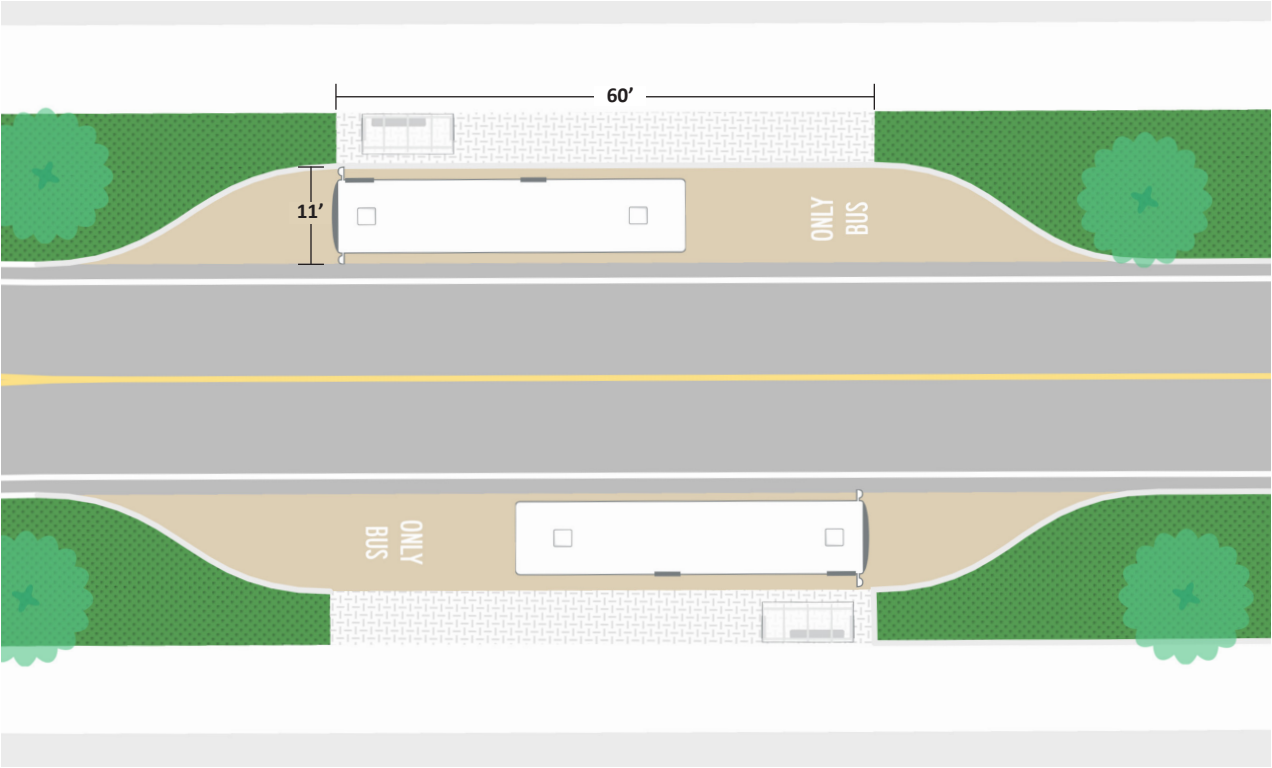
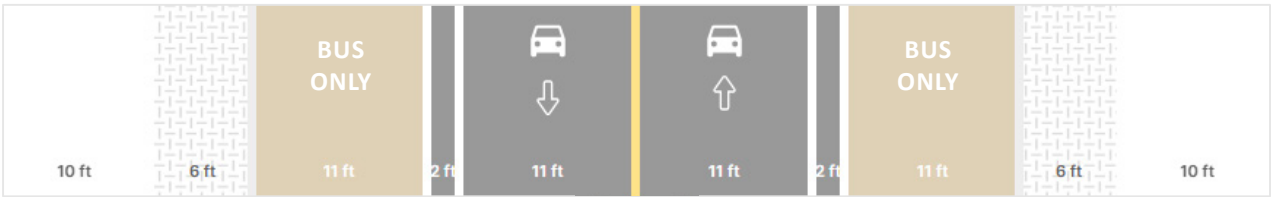


Figure 20. Typical Cross Section with Bus Pull Out Bay in Segment 2



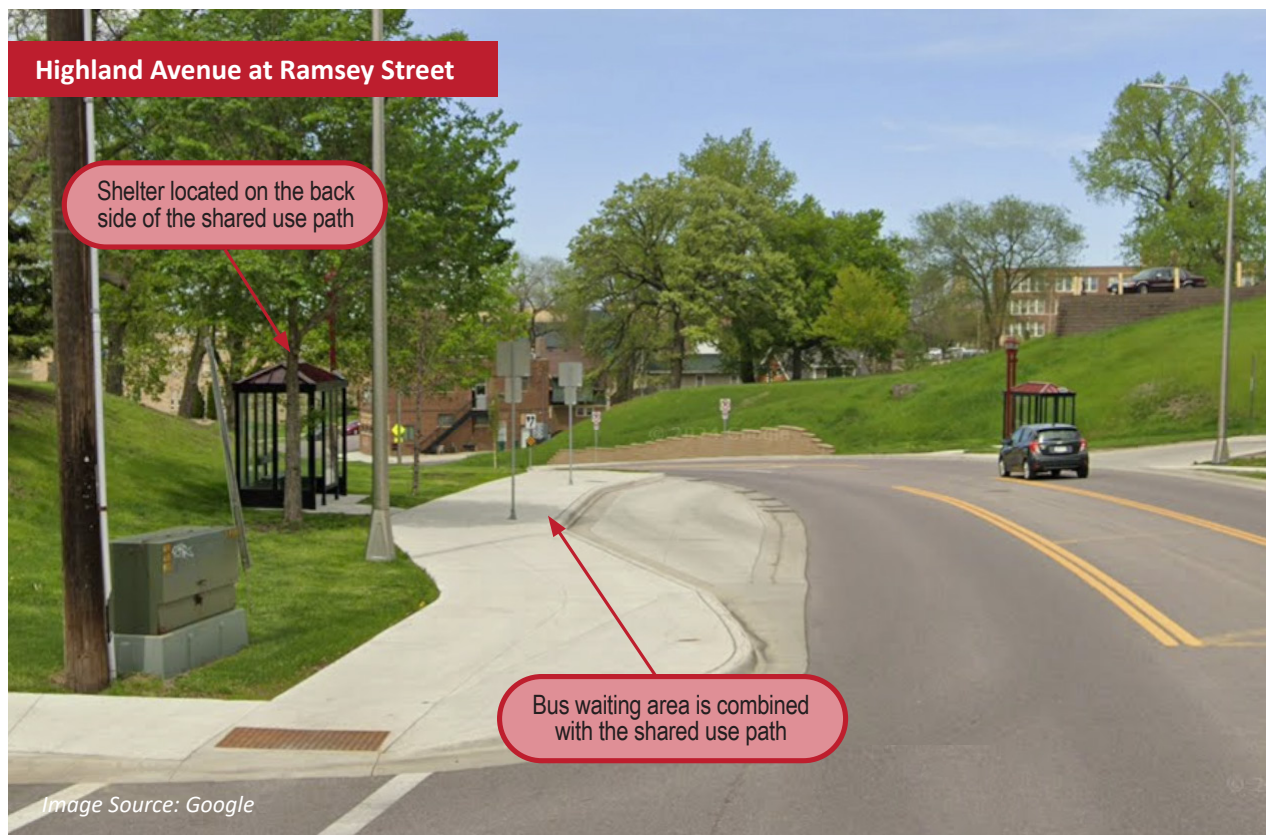
Highland Avenue at Ramsey Street and Cherry Ridge Apartments

The bus pull out bays on Highland Avenue, which serve Route 7, were the first of their kind in the Mankato area. These two stops feature approximately a 60 foot platform area that is shared with the shared use path. In addition, a shelter is located behind the shared use path, creating a separated waiting space for bus riders. The stops themselves are staggered along the roadway due to the existing street network and the driveway access to Cherry Ridge Apartments.

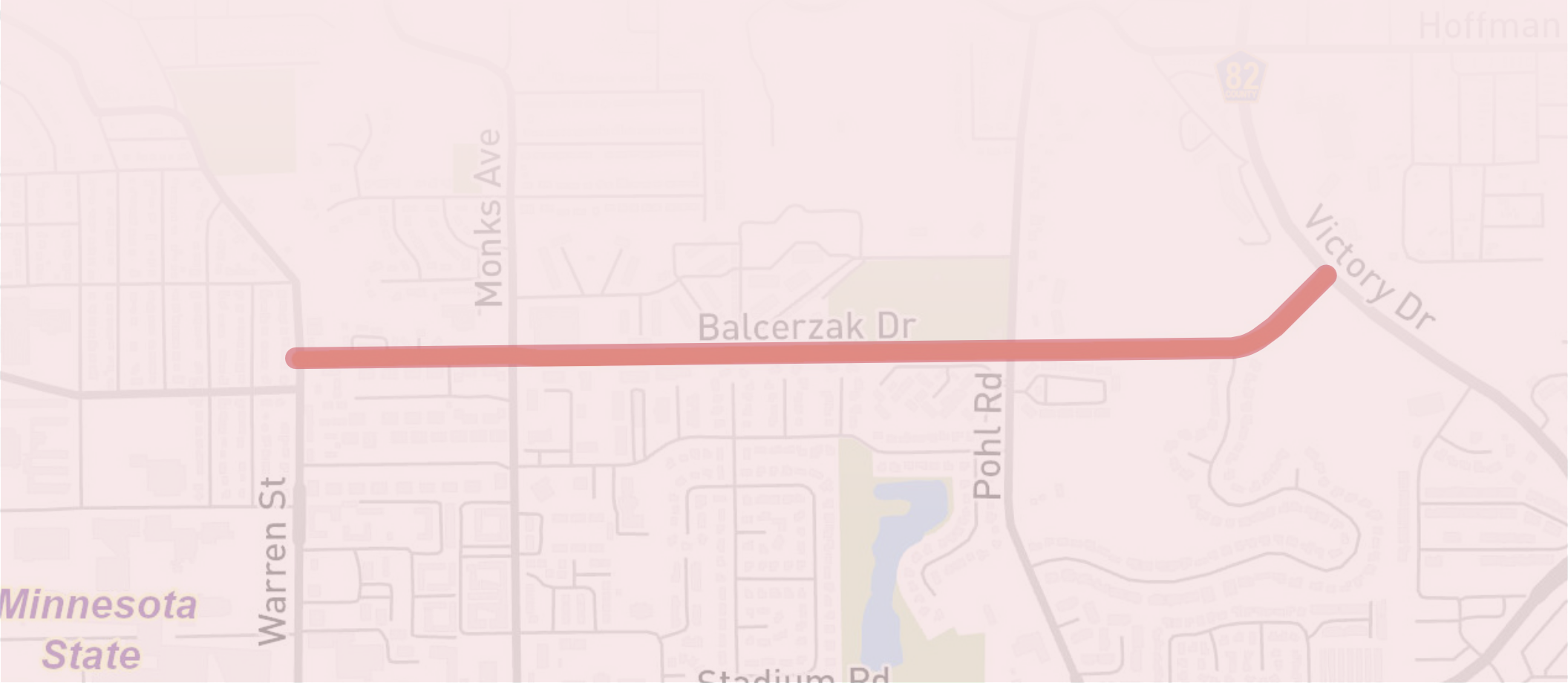
At the Cherry Ridge Apartments stop, the pull out is adjacent to a raised median with a pedestrian crossing nearby, while the Ramsey Street stop has a center turn lane.

Both Highland Avenue and the existing bus stops have similar features to Balcerzak Drive. As bus stops on Balcerzak Drive move into preliminary and final design, this location can be referenced to understand existing operations and rider experience.

Highland Avenue at Ramsey Street



5 | Summary & Next Steps



Summary & Next Steps

The purpose of the Balcerzak Drive Corridor Study was to develop a long-term vision for improvements to Balcerzak Drive between Warren Street on the west and Victory Drive on the east. Planning-level design options developed as part of this study are high-level recommendations and will need additional refinement through preliminary and final-design. Environmental review and permitting may be required based on the scope of the project and the funding source.

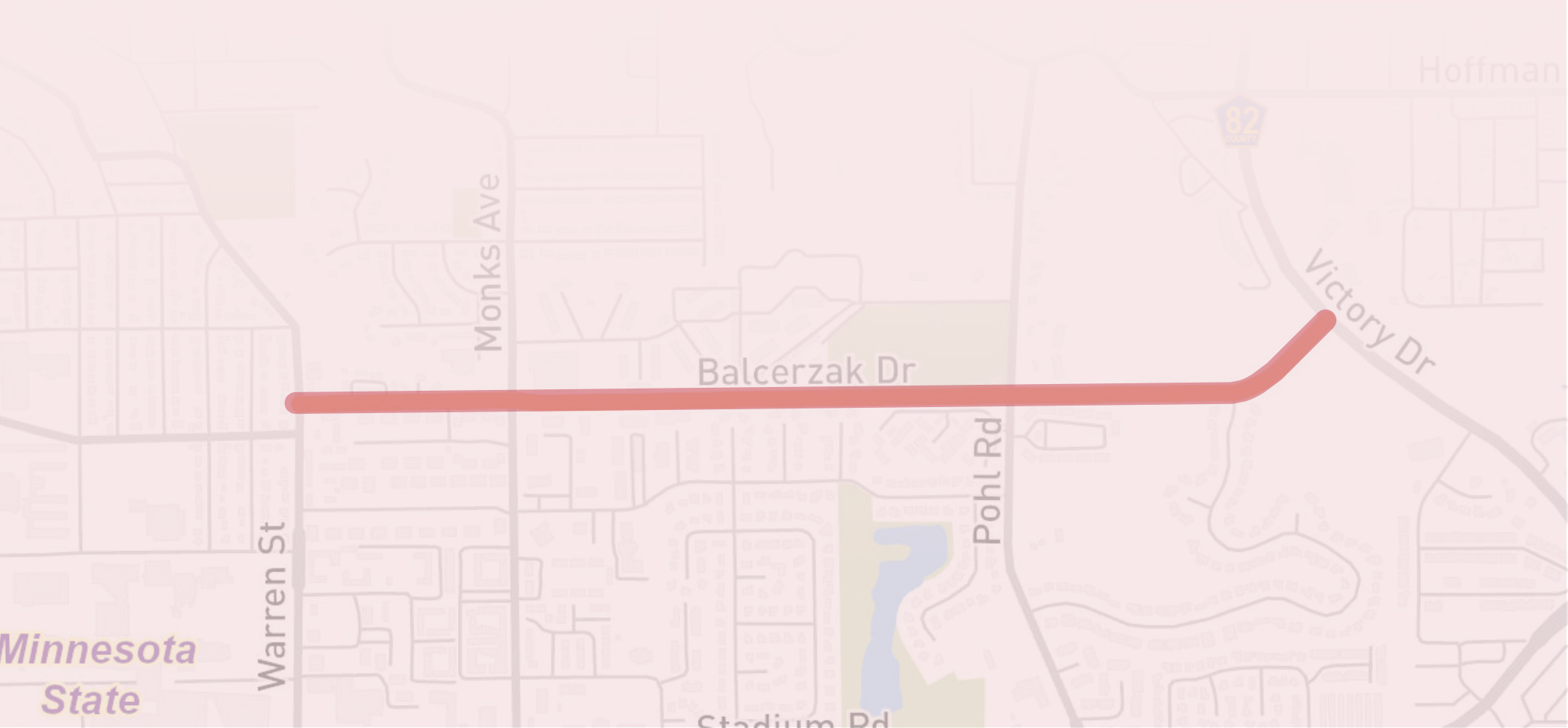
The implementation of any project improvements selected as part of the Balcerzak Drive Corridor Study should be considered with regard to the eventual reconstruction of the corridor and the cross streets and intersecting roads along the corridor. Since Balcerzak Drive is part of the Municipal State Aid Street (MSAS) network, all current MSAS design rules should be followed, including lane widths and shoulder widths.

The conceptual alternatives identified within this study and the recommended designs will help MAPO and the City of Mankato maintain and improve a functioning, safe, multimodal network. Study partners must continue to work together to further plan, fund, design, and implement the recommended alternatives. There are numerous state and federal funding sources that could be pursued for Balcerzak Drive.

All partners have an active role in implementing these improvements. Agencies should update related planning documents to include these findings, better leverage funding opportunities, and work towards implementation.



Appendices



List of Appendices

Appendix A: Existing Conditions and Plan and Policy Review

Appendix B: Summary of Corridor Issues and Challenges

Appendix C: Survey #1 Response Summary

Appendix D: Fall 2025 Open House Boards

Appendix E: Fall 2025 Open House Comments

Appendix F: Survey #2 - Concept Design Summary

Appendix A: Existing Conditions & Plan and Policy Review

Balcerzak Drive Corridor Study

Study Area Introduction

The Balcerzak Drive Corridor Study covers the entire 1.25-mile corridor of Balcerzak Drive, from Warren Street on the west to Victory Drive on the east. Balcerzak Drive is one of four east-west minor arterials serving the Mankato hilltop area. It connects other significant minor arterials, including Warren Street and Victory Drive/CSAH 82 (a north-south arterial). Balcerzak Drive is a minor arterial with average annualized daily traffic (AADT) volumes of 9,494. The study area is shown below in Figure 1.

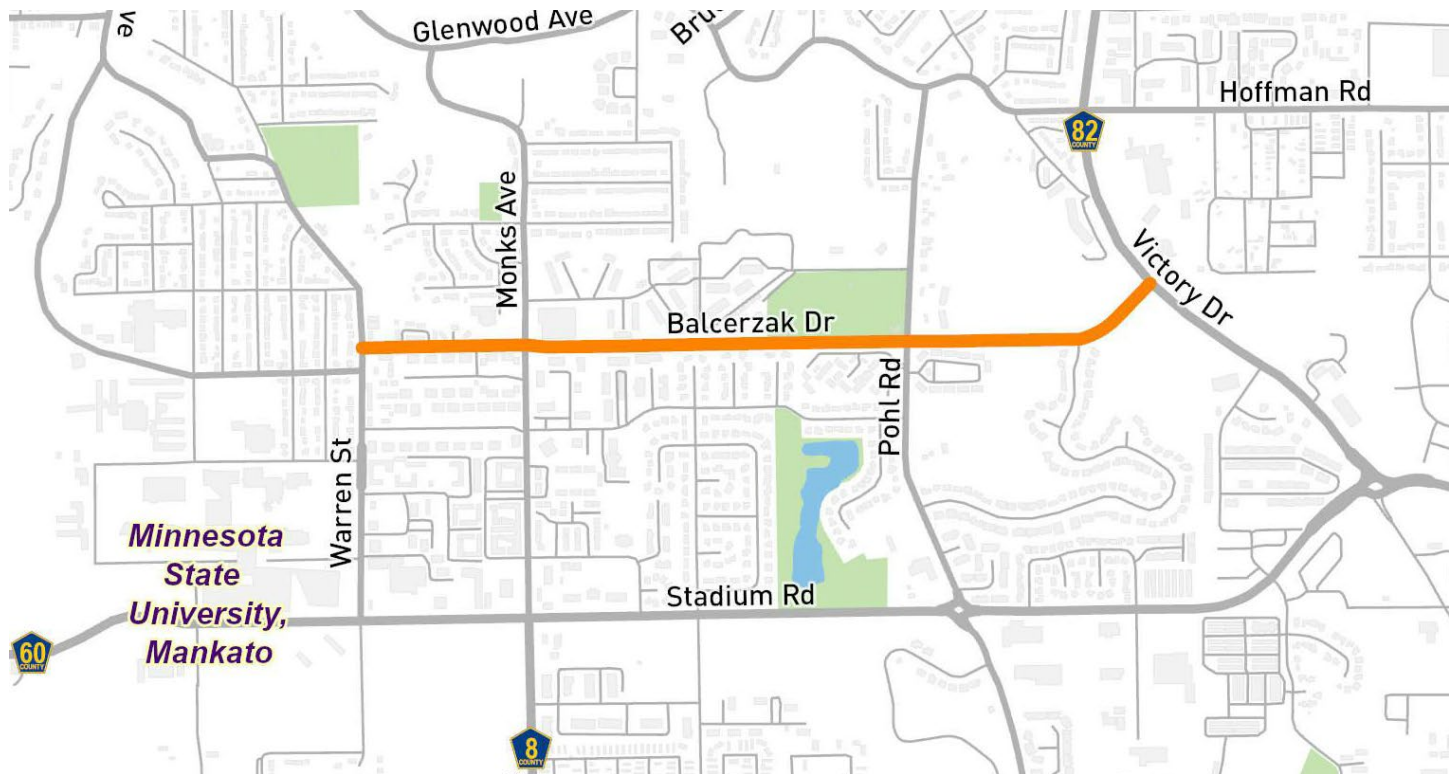


Figure 1: Study area

Study Partners

The Balcerzak Drive Corridor Study is a joint effort between the Mankato/North Mankato Area Planning Organization (MAPO) and the City of Mankato. These agencies serve as the project management team (PMT) and meet monthly throughout the study process to review project materials, discuss study progress, and review recommendations and technical deliverables.

Memo Overview

This memorandum includes a review of past plans and studies and a review of existing conditions along the corridor. The existing conditions that were evaluated include land use, traffic operations, safety, access, pedestrian and bicycle accommodations, pavement conditions, and transit accommodations.

Past Plan and Study Review

Several short- and long-range documents have been completed which provide planning directions for future transportation system needs within and near the Balcerzak Drive corridor. The key points in each study relevant to Balcerzak Drive are summarized below by plan title.

Balcerzak Drive Pedestrian Crossing Study (2023)

The Balcerzak Drive Pedestrian Crossing Study, completed in December 2023, aimed to improve walkability, accessibility, and ADA compliance between Pohl Road and Victory Drive. Conducted by Bolton & Menk, this study focused on enhancing pedestrian and bicycle connectivity, addressing safety concerns, and developing context-sensitive alternatives. Through analysis of existing conditions and stakeholder input, the study identified key transportation issues and evaluated improvement options to create a safer, more accessible corridor. The following information is relevant to the current project study area:

- Active transportation accessibility (walkability and bikeability) and safety for all road users were identified as key issues in the project study area.
- An All-Way Stop Control Warrant Analysis of Pohl Road & Balcerzak Drive was completed using safety data and turning movement counts. All-way stop control can address safety and operational concerns caused by high traffic volumes or insufficient sight distance. This analysis found that the intersection meets the requirements for its current all-way stop-controlled condition. However, due to the continued high volume of crashes at the intersection, alternative intersection layouts should be explored.
- Using screening criteria developed from the study's goals, multiple alternatives were identified and evaluated based on existing conditions and public input. The alternative that was selected for further design and consideration by the PMT, TAC, Mankato City, and Policy Board was a sidewalk on the south side of the project study area. This recommended option involves keeping the four-lane configuration and constructing a sidewalk on the south side between Pohl Road and Victory Drive, directing pedestrian crossings to controlled intersections. This option has minimal impacts on the roadway configuration and provides pedestrian facilities on both sides. However, it does not support crossing at Cardinal Drive and requires additional coordination for snow clearing and storage.
- Next steps included refining the design, conducting environmental reviews, obtaining permits, coordinating with stakeholders, securing funding, and updating relevant plans to ensure successful implementation and maintain a safe multimodal network along Balcerzak Drive.

MAPO 2045 Long Range Transportation Plan Update (2020)

The last update to the MAPO 2045 Long Range Transportation Plan (LRTP) was published in November 2020. It provides the following analysis and planning guidance on Balcerzak Drive and the study area intersections:

- The functional class of Balcerzak Drive is predicted to remain as a Minor Arterial in 2045.
- Major rehabilitation of Balcerzak Drive is planned in the mid-term timeframe of 2031-2035.
- The rehabilitation and reconstruction of the project study area was identified as achieving four of the five key MAPO performance goals: Accessibility and Reliability, Economic Vitality, Preservation, and Multimodal Transportation. Safety was the only goal not achieved.
- Bicycle and Pedestrian Network improvements are planned for Balcerzak Drive along the west end of the project study area, from Warren Street to Pohl Road in the mid-term (2031-2035) and were identified as achieving four of the five MAPO key performance goals: Accessibility and Reliability, Economic Vitality, Preservation, and Multimodal Transportation. The Safety goal was not achieved.
- Monks Avenue, which intersects the project study area near the western end, was identified as having a moderate to severe congestion level ("congested, generally operating with periods of congestion; improvements, including additional capacity, may be needed") for 0.5 miles directly north of its intersection with Balcerzak Dr. This same roadway segment was projected to remain congested in 2045.

- The intersection of Balcerzak Drive and Pohl Road, near the east end of the project study area, is planned as a future intersection safety project (single-lane roundabout) in the mid-term timeframe of 2031-2035. This project was identified as having potential moderate impacts to vulnerable populations, and as achieving four of the five MAPO key performance goals: Accessibility and Reliability, Safety, Preservation, and Multimodal Transportation. Economic Vitality was the only goal not achieved.
- An Intersection Control Evaluation (ICE) report for the intersection of Warren Street/Balcerzak Drive was completed in November 2017. The forecasts developed were consistent with previously published traffic forecasts, so no additional updates were necessary. The intersection was subsequently reconstructed in 2019.

CSAH 82 (Victory Drive) Feasibility Report (2020)

A Preliminary Engineering Report was completed for the reconstruction of Victory Drive in 2020, which included the reconstruction of the Victory Drive and Balcerzak Drive intersection and the addition of a pedestrian trail on the west side of Victory Drive south of Balcerzak Drive. Conducted by Bolton & Menk, this report proposed improvements at three intersections on Victory Drive, including at Balcerzak Drive, and assessed the feasibility, cost-effectiveness, and necessity of such improvements. The Preliminary Engineering Report provided the following findings about the corridor:

- Three signalization options were analyzed for the intersection with Balcerzak Drive: retain southbound free right turn, remove southbound free right turn, and remove southbound free right turn and add an overlap with the eastbound left turn phase. A single lane roundabout was also analyzed.
- Removal of the free right turn maintains acceptable delay and creates safer conditions for pedestrians crossing Balcerzak Drive.
- The roundabout option operated worse than all signalization options and would not provide enough capacity for peak hour traffic at this intersection.

Victory Drive was reconstructed in 2021.

ADA Transition Plan (2023 Update)

The most recent update to the MAPO Area ADA Transition Plan was completed in December 2023. It includes a comprehensive inventory of pedestrian infrastructure, policies, and practices for each MAPO partner agency. The following summarizes ADA compliance findings specific to Balcerzak Drive in the City of Mankato:

- **Pedestrian Ramps:** Compliance has improved since 2019 based on updated field data. However, some ramps remain non-compliant, particularly at Warren Street and near Mankato Fire Station Number 3. These locations are prioritized for upgrades due to their proximity to high-use facilities and pedestrian traffic volumes.
- **Sidewalks:** Most sidewalks along Balcerzak Drive are ADA-compliant, with notable improvements since the 2019 plan. A segment on the north side between Warren Street and Monks Avenue remains non-compliant due to cross slope issues and surface discontinuities.
- **Bus Stops:** Of the three bus stops along Balcerzak Drive, only the stop east of Monks Avenue on the north side is currently compliant. The two non-compliant stops between Warren Street and Monks Avenue lack accessible boarding areas and are scheduled for improvement in coordination with future transit infrastructure upgrades.
- **Crosswalks:** All crosswalks within the Balcerzak Drive corridor meet ADA standards, including appropriate pavement markings and accessible curb ramps.
- **Priority Ratings:** Land use along Balcerzak Drive continues to influence ADA improvement prioritization. The west end, with higher-density residential development, is rated medium priority. The central corridor, which includes Jaycee Park and the YMCA Chesley Skate Park, is rated high priority. These ratings guide the phasing of infrastructure improvements.

MAPO Intersection Control Evaluation: Balcerzak Drive at Pohl Road (2016)

An Intersection Control Evaluation (ICE) was completed for the intersection of Balcerzak Drive and Pohl Road in 2016.

Conducted by SRF, this analysis considered three different intersection control alternatives for the intersection using 2016 and

projected 2036 traffic volumes: All-way stop control, roundabout control, and traffic signal control. The ICE provided the following findings about the intersection:

- All-way stop warrants were met with both 2016 and 2036 traffic volumes. Balcerzak Drive, under a 3-lane configuration, would not meet the acceptable Level of Service (LOS) thresholds during PM peak.
- The intersection did not meet signal warrants in 2016 but is projected to meet signal warrants in 2036 based upon future traffic projections.
- With a roundabout, the LOS would be acceptable during all points of the day with both 2016 and 2036 traffic levels. This intersection alternative would also have the fewest crashes due to less conflict points and lower operating speeds.
- It was recommended that the intersection remain under all-way stop control and crashes be monitored for a couple of years. If crash issues persist, it was recommended that Balcerzak Drive be converted into a three-lane roadway in the short term to improve safety.

City of Mankato Complete Streets Plan (2015)

The City of Mankato's Complete Streets Plan and Policy, published in 2015, aims to ensure that streets and sidewalks are designed and constructed to serve everyone—pedestrians, bicyclists, and drivers. It considers the transportation needs of all people, including children, older adults, and individuals with disabilities or impaired mobility. The following recommendations and findings from the Complete Streets Plan apply to the project study area:

- **Balcerzak Drive between Warren Street and Pohl Road:** This on-street bike facility would connect Pohl Road to the Minnesota State University – Mankato campus. Proposed roadway conditions would include a 4-to-3 conversion with two 11.5' travel lanes, an 11' center two-way left turn lane, and 5' bike lanes on both sides of the road.
- **Pohl Road between Cottage Path and Glenwood Avenue:** This completed project is broken up into two sections, a 3-lane road with 11' lanes, one in each direction and a center, two way left turn lane and 5.5' bicycle lanes along the curbs Between Cottage Path and Jaycee Road and a "share the road" section with 13.5' to 14' wide lanes meant to accommodate both vehicles and bikes between Jaycee Road and Glenwood Avenue.
- The 2015 Complete Streets Plan identified several proposed sidewalk and trail improvements within and around the project study area. Since then, a sidewalk on the south side of Balcerzak Drive between Pohl Road and Victory Drive has been built, as well as a sidewalk on the east side of Monks Avenue north of the study area. On Pohl Road, the proposed sidewalk on the east side has been partially completed, with only the south segment constructed. A multiuse trail proposed for the west side of Victory Drive south of the study area has also been built. However, proposed sidewalks on the west side of Warren Street (both north and south of the study area) and on the east side of Victory Drive (both north and south of the study area) remain unbuilt.

Transit Development Plan (2023)

The Transit Development Plan (TDP) outlined a vision for the future of public transit in Mankato and North Mankato, focusing on increasing service equity, access, and cost-effectiveness. One of the nine network design principles identified in the TDP focused on building better access to service through the installation of bus stops that provide better facilities for ADA access and safe walking access to stops. The TDP also included recommendations for service changes to the fixed-route and Kato Flex systems, with a phased implementation of capital improvements and service changes. While specific route recommendations to routes on Balcerzak Drive were minimal, there were several broader recommendations that could positively impact service and operations on the corridor. These include:

- **Bus Stop Amenities:** Minimum bus stop amenity guidelines were recommended that include standards for bus stop signs and landing pads. In addition, Balcerzak Drive was identified as an essential corridor, meaning it should include additional amenities such as shelters, lighting, heating, and passenger information systems at bus stop locations.
- **Streamlined routes:** Future service recommendations included a streamlining of transit routes to eliminate some deviations off main roadways, including routes along Balcerzak Drive that currently use Jaycee Drive.

Existing Conditions Review

Existing Land Use

The corridor is primarily surrounded by high-density residential developments, including housing tailored to Minnesota State University Mankato students and senior residents. Additional nearby land uses include Jaycee Park, Mankato Fire Station #3, low-density residential neighborhoods, and various commercial establishments, most notably All Seasons Arena and the YMCA Chesley Skate Park. This land use context contributes to elevated levels of pedestrian, bicycle, and transit activity. Figure 2 illustrates the existing land uses within the study area.

Victory Drive to the east acts as the commercial and industrial spine of the area, supporting a variety of uses along the north-south roadway. Warren Street to the west serves primarily low-density residential areas to the north, which connect to downtown Mankato, and Minnesota State University in Mankato approximately 0.15 miles to the south, as well as open park space.

Figure 2: Existing land use



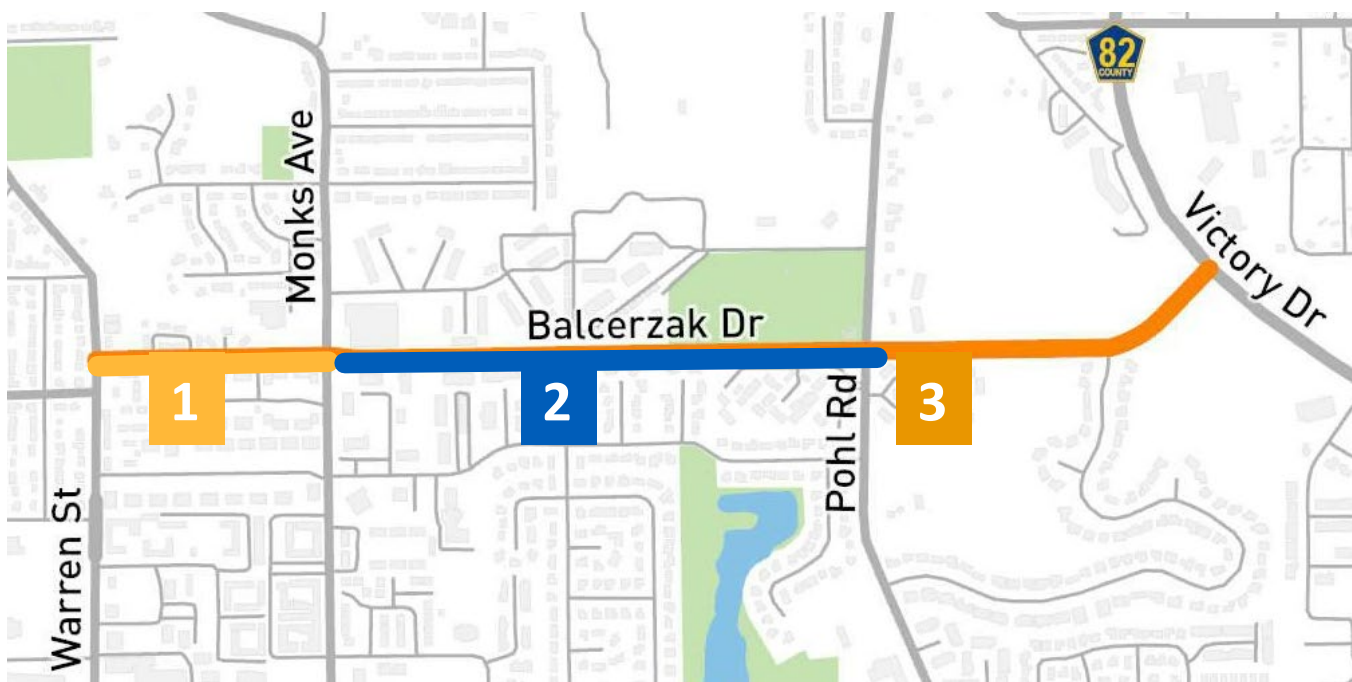
Infrastructure Overview and Intersection Analysis

Roadway Design, Functional Designation, and Jurisdiction

Balcerzak Drive is functionally classified as a minor arterial and is a key east-west connector in southeastern Mankato. It supports a mix of personal vehicles, freight, transit, and non-motorized users. The corridor is primarily a four-lane undivided urban roadway with a posted speed of 40 mph, except for a 30-mph segment on the western end of the corridor between Warren Street and Monks Avenue. There is no on-street parking or shoulder space. Near Cardinal Drive, the road curves northeast and features a mountable concrete median with plastic bollards. A landscaped median is located on the western end of the corridor at the intersection with Warren St.

For the purpose of this study, to better understand the corridor's design and right-of-way, Balcerzak Drive has been divided into three segments (Figure 3), each with distinct dimensions and multimodal features. Cross-section illustrations for each segment are provided in Figures 4-6.

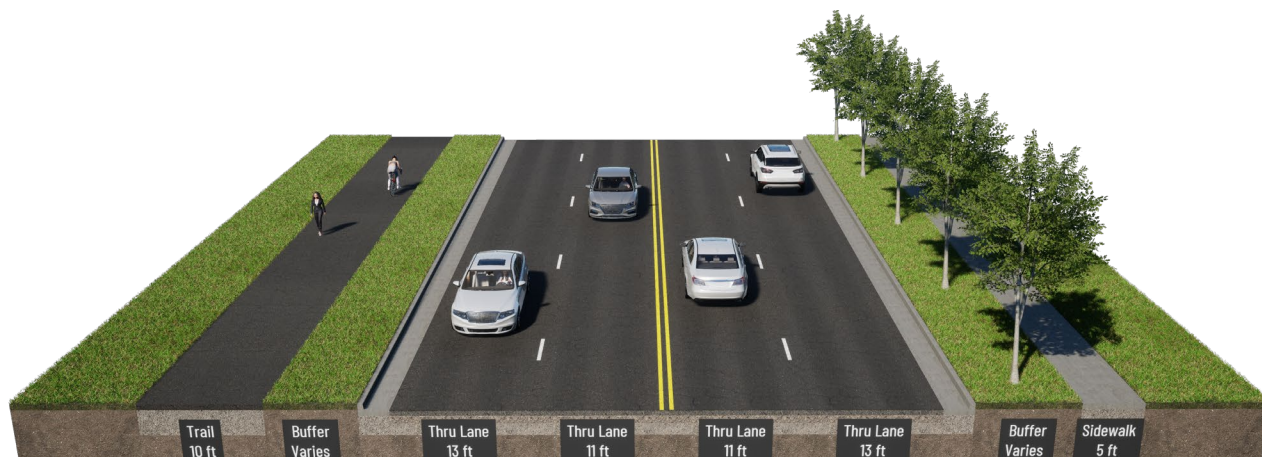
Figure 3: Balcerzak Drive corridor segments



Segment 1: Warren Street to Monks Avenue

The western segment of Balcerzak Drive between Warren Street and Monks Avenue has a 66-foot right-of-way, plus easements of 8 to 10 feet on the north side and 10 to 25 feet on the south. It is a four-lane undivided urban roadway, with 13-foot outer drive lanes and 11-foot inner drive lanes. A 10-foot shared-use path runs along the north side, separated from the curb by a landscaped buffer of varying width. On the south side, a 5-foot sidewalk is also buffered from the roadway. This segment includes multiple curb cut access points and driveways serving adjacent apartment complexes, contributing to frequent turning movements and potential conflict points. One transit stop is located on the south side of the street near Monks Avenue. At Warren Street, the westbound lanes transition into two turn lanes with a landscaped median, with a single eastbound through lane. At Monks Avenue, the intersection includes a through lane in each direction and a dedicated left-turn lane, with two eastbound receiving through lanes and only one receiving lane to the north, south, and west. The typical cross section for this segment is shown in Figure 4.

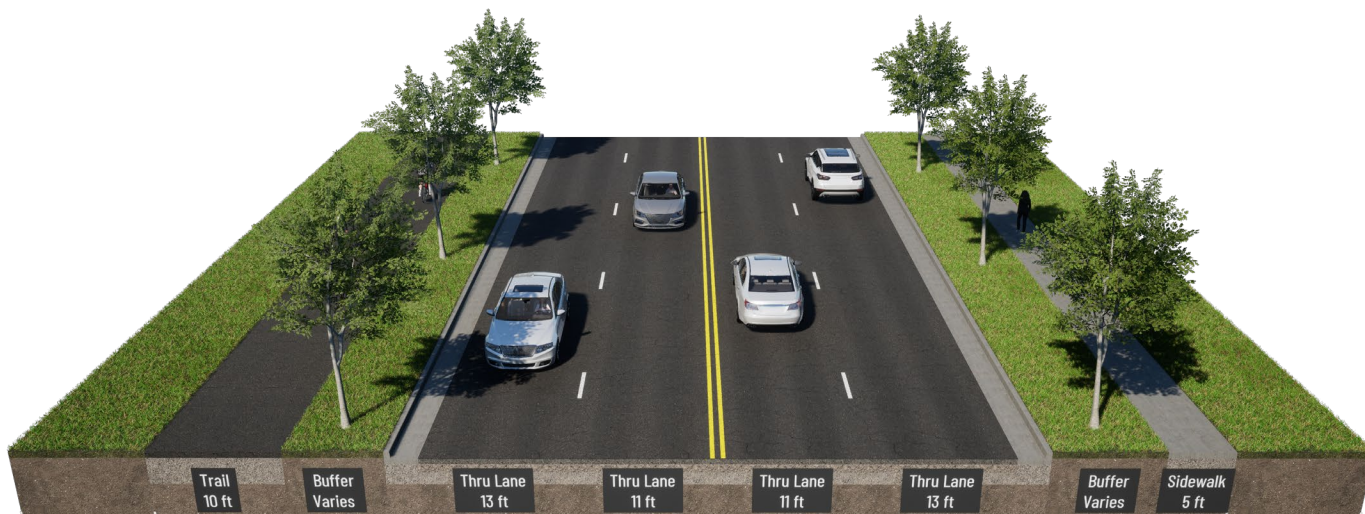
Figure 4: Cross section of Balcerzak Drive between Warren Street and Monks Avenue, looking east



Segment 2: Monks Avenue to Pohl Road

East of Monks Avenue, Balcerzak Drive widens to an 80-foot right-of-way, with easements on both sides ranging from 10 to 15 feet. It features a four-lane undivided urban roadway, with 13-foot outer drive lanes and 11-foot inner drive lanes. A 10-foot shared-use path continues along the north side, buffered by landscaping, and a 5-foot sidewalk and grass buffer runs along the south side. Four transit stops are located in this segment, with two near Monks Avenue and two near Pohl Road, positioned directly across from each other on either side of the street. This segment also includes a curb cut access point on the north side of the roadway serving Mankato Fire Station #3 near Pohl Road. At Monks Avenue, one of the westbound lanes transitions into a turn lane at the intersection. The typical cross section for this segment is shown in Figure 5.

Figure 5: Cross section of Balcerzak Drive between Monks Avenue and Pohl Road, looking east

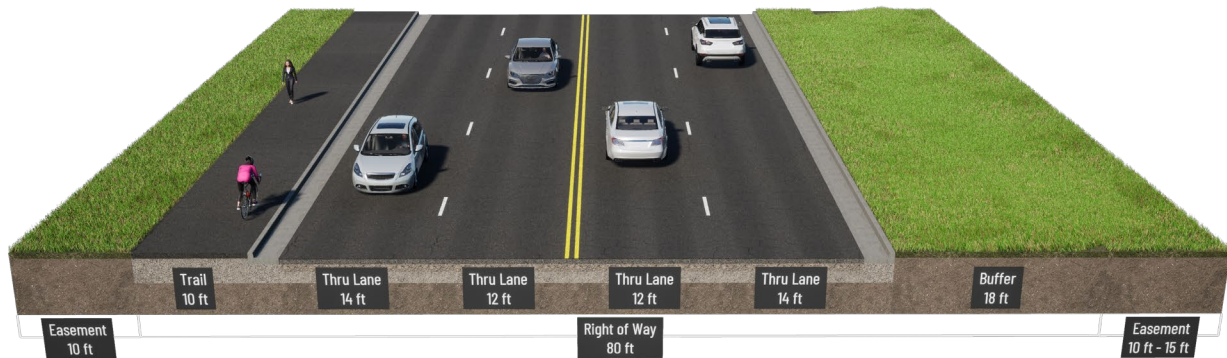


Segment 3: Pohl Road to Victory Drive

The easternmost segment of the corridor runs from Pohl Road to Victory Drive and maintains an 80-foot right-of-way, with easements on both sides ranging from 10 to 15 feet. The four-lane urban roadway design includes 14-foot outer drive lanes and 12-foot inner drive lanes. A 10-foot shared-use path runs along the north side of the roadway. While the path is generally located directly behind the curb, a short segment near Victory Drive features a 30-foot landscaped buffer that enhances separation from the roadway. On the south side, an 18-foot buffer separates the roadway from adjacent land uses. This segment also includes a curb cut access point at Cardinal Drive on the south side of the roadway, providing access to adjacent

residential areas. At the east end of the corridor, Balcerzak Drive terminates into Victory Drive, with one westbound receiving lane and two eastbound turning lanes onto Victory Drive. The typical cross section for this segment is shown in Figure 6.

Figure 6: Cross section of Balcerzak Drive between Pohl Road and Victory Drive, looking east



Balcerzak Drive's Role in the Local Street Network

Balcerzak Drive serves as a minor arterial roadway, accommodating a diverse mix of personal vehicles, freight, transit, bicycle, and pedestrian traffic throughout southeastern Mankato. Under MAPO's designation of a four-lane at-grade urban street, this corridor has a roadway capacity of 24,000 vehicles per day. The corridor is significantly under that capacity, with current volumes ranging from 6,700 to 9,600 vehicles per day. While not a regional through route itself, Balcerzak Drive provides connections to major corridors such as US Highway 14, Minnesota State Highway 60, and State Highway 22 via Victory Drive. Compared to Stadium Road, which runs parallel just half a mile to the south and primarily serves higher-speed automobile traffic with limited multimodal infrastructure, Balcerzak Drive supports a more balanced, multimodal role within the transportation network.

Recent and Planned Corridor Modifications

The corridor has undergone incremental changes over time, such as lane narrowing at both the Warren Street and Victory Drive intersections where each intersection features a single-lane approach for approximately 350 feet before transitioning to four lanes. Additionally, the Balcerzak Drive/Pohl Road intersection was evaluated in a 2016 Intersection Control Evaluation (ICE) report, which recommended a roundabout as a potential improvement. These recommendations considered scenarios with either the current four-lane or a reduced three-lane configuration.

Intersection Analysis

There are five intersections on Balcerzak Drive in the study area:

- Warren Street
- Monks Avenue
- Pohl Road
- Cardinal Drive
- Victory Drive

Warren Street Intersection

The western terminus of Balcerzak Drive abuts Warren Street at a T-intersection and is controlled by an all-way stop. Warren Street is functionally classified as a minor arterial, and is primarily surrounded by high and low-density residential, commercial, parks, and semi-public (college/institutional) land uses to the north and south of Balcerzak Drive. There are shared-use paths on the east side of Warren Street south of the intersection and the north side of Balcerzak Drive. There is a sidewalk on the east side of Warren Street north of the intersection. There is a crosswalk on the eastern leg of the intersection, and medians with landscaping on Balcerzak Drive and the southern leg of Warren Street. The following table lists the lane configurations for the intersection.

Table 1. Warren Street Intersection Lane Configuration and Traffic Counts

INTERSECTION LEG	LANE CONFIGURATION	DAILY VEHICLE COUNT (APRIL 2025)	HISTORIC VEHICLE COUNT FROM MNDOT	PEDESTRIAN AND BICYCLE CROSSINGS (APRIL 2025)
EAST (BALCERZAK DR)	One left-turn lane and one right-turn lane	6,700 - 7,000	5,200 (2021)	270 - 310
SOUTH (WARREN ST)	One shared through/right-turn lane	6,800-7,000	9,400 (2024)	0
NORTH (WARREN ST)	One through lane and one left-turn lane	5,600 – 5,700	6,800 (2017)	0

Monks Avenue Intersection

The intersection with Monks Avenue is a signalized, four-leg intersection. Monks Avenue is functionally classified as a major collector and is primarily surrounded by high, medium, and low-density residential, commercial, and semi-public (college/institutional) land uses to the north and south of Balcerzak Drive. There is a shared-use path on the north side of Balcerzak Drive, a sidewalk on the south side of Balcerzak Drive, and sidewalks along both sides of Monks Avenue. Monks Avenue has on street bike lanes south of the intersection. Longitudinal bar-marked crosswalks are located on all legs of the intersection. The following table lists the lane configurations for the intersection.

Table 2. Monks Avenue Intersection Lane Configuration and Traffic Counts

INTERSECTION LEG	LANE CONFIGURATION	DAILY VEHICLE COUNT (APRIL 2025)	HISTORIC VEHICLE COUNT FROM MNDOT	PEDESTRIAN AND BICYCLE CROSSINGS (APRIL 2025)
WEST (BALCERZAK DR)	One shared through/right-turn lane and one left-turn lane	6,700 - 7,000	9,400 (2024)	80
EAST (BALCERZAK DR)	One shared through/right-turn lane and one left-turn lane	7,900	7,000 (2024)	80 - 140
SOUTH (MONKS AVE)	One through lane, one left-turn lane, and one right-turn lane	10,900	11,700 (2024)	70 - 90
NORTH (MONKS AVE)	One through lane, one left-turn lane, and one right-turn lane	8,800 - 8,900	N/A	130 - 150

Pohl Road Intersection

The intersection of Pohl Road and Balcerzak Drive is controlled by an all-way stop. There is a shared-use path on the north side of Balcerzak Drive, a sidewalk on the south side of Balcerzak Drive west of Pohl Road, and a sidewalk along the west side of Pohl Road. Pohl Road has on-street bike lanes in both northbound and southbound directions. Marked crosswalks are located on the north and west legs of the intersection, aligning with the locations of the sidewalks and path. Land uses directly adjacent to the intersection include apartment complexes and Mankato Fire Station #3. Nearby land uses also include Jaycee Park, single-family residential neighborhoods, and areas of natural wetlands. The following table lists the lane configurations for the intersection.

Table 3. Pohl Road Intersection Lane Configuration and Traffic Counts

INTERSECTION LEG	LANE CONFIGURATION	DAILY VEHICLE COUNT (APRIL 2025)	HISTORIC VEHICLE COUNT FROM MNDOT	PEDESTRIAN AND BICYCLE CROSSINGS (APRIL 2025)
WEST (BALCERZAK DR)	One shared through/left-turn lane and one shared through/right-turn lane	7,800	N/A	100 - 120
EAST (BALCERZAK DR)	One shared through/left-turn lane and one shared through/right-turn lane	9,400 - 9,500	N/A	40
SOUTH (POHL RD)	One left-turn lane and one shared through/right-turn lane	7,100	4,900 (2021)	10
NORTH (POHL RD)	One left-turn lane and one shared through/right-turn lane	4,500 - 4,600	4,600 (2021)	90 - 120

Cardinal Drive Intersection

Cardinal Drive and Balcerzak Drive form a T-intersection with a stop sign on the northbound leg of Cardinal Drive. Cardinal Drive is functionally classified as a local road and winds through the residential area to the south of Balcerzak Drive. Residential land uses are located near the west end of the corridor to the north, and along the south side near Pohl Road and Cardinal Drive. Beyond these areas, the surrounding land is primarily composed of wetlands. There is a sidewalk on the west side of Cardinal Drive, but no existing connection to the shared-use path on the north side of Balcerzak Drive. A recent study recommends adding a sidewalk or trail along the south side of Balcerzak Drive to improve access for nearby residents. Due to the concrete median at the intersection, Cardinal Drive operates as a right-in, right-out intersection with no access to or from westbound Balcerzak Drive. The following table lists the lane configurations for the intersection.

Table 4. Cardinal Road Intersection Lane Configuration and Traffic Counts

INTERSECTION LEG	LANE CONFIGURATION	DAILY VEHICLE COUNT (APRIL 2025)	HISTORIC VEHICLE COUNT FROM MNDOT	PEDESTRIAN AND BICYCLE CROSSINGS (APRIL 2025)
WEST (BALCERZAK DR)	One thru lane and one shared through/right-turn lane	9,400 - 9,500	N/A	10 - 20
EAST (BALCERZAK DR)	Two thru lanes	9,500 - 9,600	N/A	0 - 10
SOUTH (CARDINAL RD)	One right-turn lane	400	N/A	10

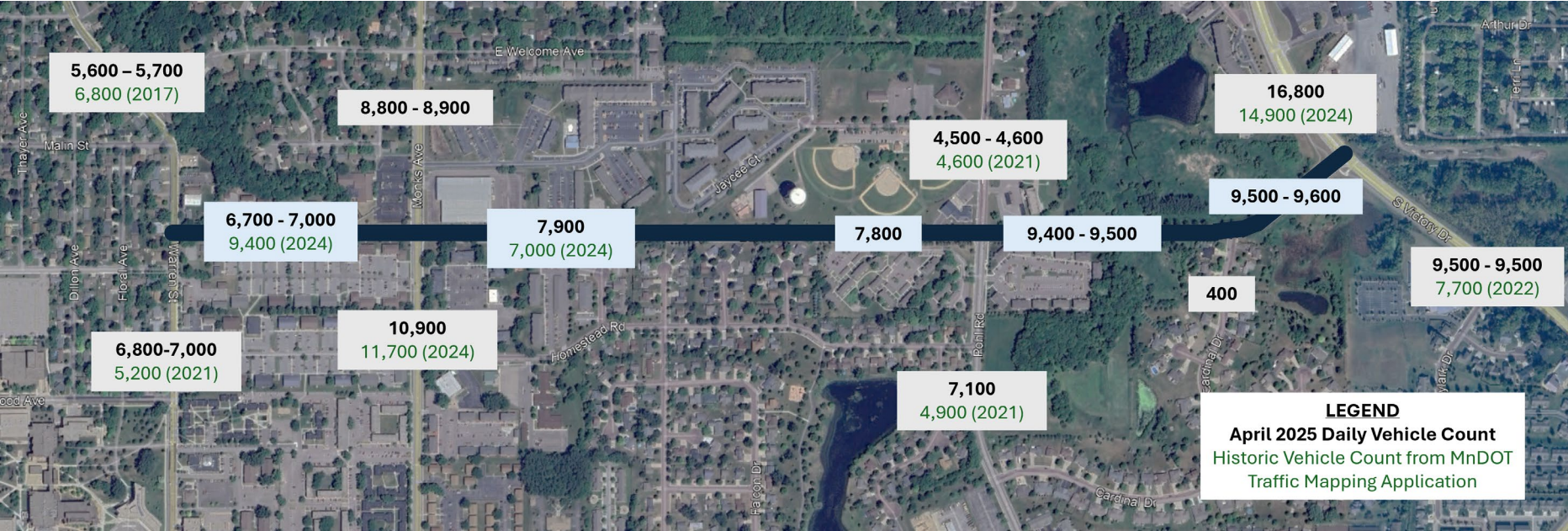
Victory Drive Intersection

The eastern terminus of Balcerzak Drive abuts Victory Drive at a T-intersection. This intersection is signalized, with Balcerzak Drive having a dedicated left-turn lane and a dedicated right-turn lane. Shared-use paths are located on the west side of Victory Drive and the north side of Balcerzak Drive. Crosswalks are present on the western and southern legs of the intersection; however, the southern crossing lacks a receiving ramp or connecting facilities on the northeast side of Victory Drive. Surrounding land uses include residential areas to the northwest and northeast, wetlands to the south and west, a Public Works facility to the north, and a church located southeast of the intersection. The following table lists the lane configurations for the intersection.

Table 5. Victory Drive Intersection Lane Configuration and Traffic Counts

INTERSECTION LEG	LANE CONFIGURATION	DAILY VEHICLE COUNT (APRIL 2025)	HISTORIC VEHICLE COUNT FROM MNDOT	PEDESTRIAN AND BICYCLE CROSSINGS (APRIL 2025)
WEST (BALCERZAK DR)	One left-turn lane and one right-turn lane	9,500 - 9,600	N/A	60 – 70
SOUTH (VICTORY DR)	One left-turn lane and two thru lanes	9,500 - 9,500	7,700 (2022)	0
NORTH (VICTORY DR)	One thru lane and one right-turn lane	16,800	14,900 (2024)	0

Figure 7. Vehicle Counts (April 2025 and Historic)



Historic vehicle counts from MnDOT Traffic Mapping Application

Figure 8. Daily Pedestrian and Bicyclist Counts (April 2025)



Pavement Conditions

Pavement Condition Index (PCI) is a numerical rating of road conditions, ranging from 0 to 100, with 100 indicating excellent condition (a new or resurfaced roadway) and 0 indicating complete failure. PCI scores are typically interpreted as follows:

- Excellent: 85-100 (Little or no distress, may require only minimal maintenance)
- Good: 70-84 (Minor distress, may require routine maintenance like crack sealing)
- At-risk: 50-69 (Some distress, may require patching or overlays)
- Poor: 25-49 (Significant distress, may require major repairs like milling and overlay)
- Very poor: 0-24 (Severe distress, may require full reconstruction)

The City of Mankato uses PCI data along with other factors like traffic volume and road age, to determine the best and most cost-effective ways to maintain and improve the condition of roads. The segment of Balcerzak Dr between Warren St and Monks Ave is on the lower side of acceptable, indicating that section of the corridor likely needs a resurfacing project in the near future. The remainder of the corridor is in better condition.

Table 6: Pavement Condition Index Ratings

Segment	PCI Score	Rating
Warren St to Balcerzak Ct	48	Poor
Balcerzak Ct to Monks Ave	59	At-risk
Monks Ave to Pohl Rd	65	At-risk
Pohl Rd to Cardinal Dr	72	Good
Cardinal Dr to Victory Dr	81	Good

Safety Analysis

A crash review was completed for the project area, analyzing both intersections and the corridor overall. Crash data from the last ten years (2015-2024) was collected using the Minnesota Department of Transportation's (MnDOT) Crash Mapping Analysis Tool (MnCMAT2). Crash data from the last five years (2020-2024) was analyzed when determining crash rates and the last ten years (2015-2024) were analyzed for overall crash trends. Figure 7 shows the location of all of the crashes that occurred between 2015-2024.

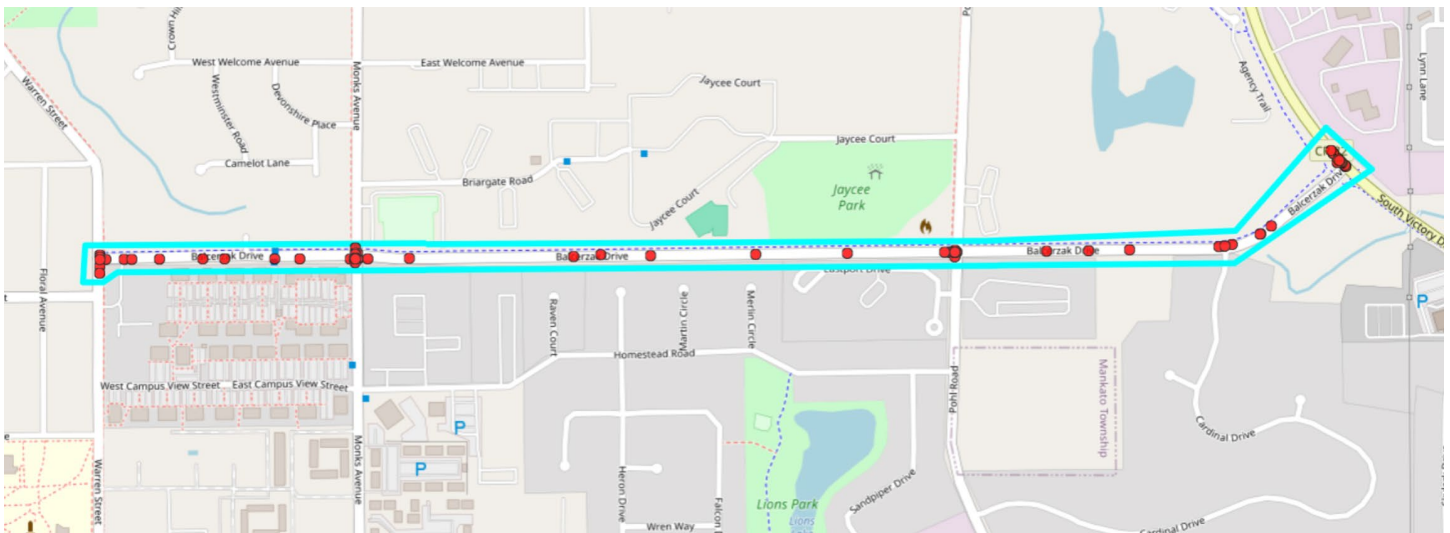


Figure 7: 10-year crash history map

Crash Trends (2015-2024)

There were 114 total crashes along the corridor in the last ten years (2015-2024). Table 7 shows the crash severity breakdown of the crashes. Most crashes resulted in property damage (66 crashes), but there were two serious injury crashes, 20 minor injury crashes, and 26 possible injury crashes along Balcerzak Dr in the last ten years. One of the serious injury crashes was a

single vehicle run off road crash involving a drunk driver and the other serious injury crash was an angle crash involving a vehicle leaving an apartment complex on the 200 block of Balcerzak Dr that failed to yield to an eastbound through vehicle.

Table 7. Crash Severity Breakdown

Segment	Total Crashes	Crash Severity				
		Fatal	Serious Injury	Minor Injury	Possible Injury	Property Damage Only
Balcerzak Dr - Victory Dr to Warren St	114	0	2	20	26	66

Angle crashes were the most common crash type, accounting for 35 of the 114 crashes. The breakdown of angle crashes by locations is as follows:

- 19 Angle Crashes at Pohl Rd/Balcerzak Dr
- 10 Angle Crashes at Monks Ave/Balcerzak Dr
- 4 Angle Crashes at Victory Dr/Balcerzak Dr
- 1 Angle Crash at Warren St/Balcerzak Dr
- 1 Angle Crash at 200 Block of Balcerzak Dr

The next most common crash types were single vehicle ran off road crashes (24), rear end crashes (21), and left turn crashes (13).

There have also been four pedestrian crashes and two bicycle-related crashes in the last ten years. Three of the crashes occurred at the intersection of Pohl Rd/Balcerzak Dr, two occurred at the intersection of Monks Ave/Balcerzak Dr, and one occurred along the Balcerzak Dr corridor between Warren St and Monks Ave. More detailed information on the pedestrian and bicycle-related crashes is included below:

- Pohl Rd/Balcerzak Dr Intersection:
 - Bicycle Crash (2021) – Vehicle failed to yield. The crash resulted in minor injury.
 - Pedestrian Crash (2020) – Vehicle failed to yield. The crash resulted in minor injury.
 - Pedestrian Crash (2015) – Vehicle failed to yield. The crash resulted in possible injury.
- Monks Ave/Balcerzak Dr Intersection:
 - Bicycle Crash (2024) – Unclear cause of crash. The crash resulted in minor injury.
 - Pedestrian Crash (2021) – Vehicle failed to yield. The crash resulted in minor injury.
- Corridor Crash:
 - Pedestrian Crash (2018) along the Balcerzak Dr corridor between Warren St and Monks Ave. Vehicle failed to yield. The crash resulted in possible injury.

Intersection Crashes (2020-2024)

A comparison of the crash rate and the critical rates between 2020-2024 were completed to determine if there is a safety issue at any of the intersections in the project area. The total crash rate is the number of crashes per million entering vehicles (MEV). The critical rate is a statistical comparison based on similar intersections statewide. An observed crash rate greater than the critical rate indicates that the intersection operates outside of the expected normal range. The critical index reports the magnitude of this difference and a critical index of less than one indicates that the intersection is operating within the normal range. Table 8. Intersection Crash Rate Analysis

Intersection	Traffic Control	Total Crashes	Observed Crash Rate	Statewide Average Crash Rate	Critical Crash Rate	Critical Index
Victory Dr at Balcerzak Dr	Signal	11	0.34	0.64	1.02	0.33
Cardinal Dr at Balcerzak Dr	Two-Way Stop	1	0.06	0.14	0.40	0.14
Pohl Rd at Balcerzak Dr	All-Way Stop	11	0.42	0.31	0.60	0.69
Monks Ave at Balcerzak Dr	Signal	18	0.57	0.64	1.03	0.55
Warren St at Balcerzak Dr	All-Way Stop	2	0.11	0.31	0.67	0.17

Table 8 summarizes the crash rate information by intersection and shows how the critical index was found to be less than one for all intersections indicating that the intersections are all found to operate within the normal range compared to similar intersections statewide.

Segment Crashes (2020-2024)

A comparison of the crash rate and the critical rate between 2020-2024 were also completed to determine if there is a safety issue for the corridor overall. The segment crash rate is the number of crashes per million vehicle miles traveled (MVMT). Intersection-related crashes were included in the analysis. Table 9 summarizes the segment crash rate information.

Table 9. Segment Crash Rate Analysis

Segment	Cross Section	Total Crashes	Observed Crash Rate	Statewide Average Crash Rate	Critical Crash Rate	Critical Index
Balcerzak Dr - Victory Dr to Warren St	4-Lane Undivided	52	2.48	2.20	3.05	0.81

Table 9 shows how the critical index was found to be less than one for the Balcerzak Dr corridor from Victory Dr to Warren St indicating that the segment operates within the normal range compared to similar segments statewide.

Pedestrian and Bicycle Facilities

There is a shared-use path on the north side of Balcerzak Drive throughout the entire study area, and a sidewalk on the south side between Pohl Road and Warren Street. The path on the north side of Balcerzak Drive is 10 feet wide, bituminous, and located directly behind the curb from Victory Drive to Pohl Road, except for a short segment near Victory Drive where a 30-foot landscaped buffer is present. Between Pohl Road and Warren Street, the path is consistently buffered by landscaping. Connections are made from this path to a shared-use path on Victory Drive, on-street bike facilities and sidewalks on Pohl Road, on-street bike facilities and sidewalks on Monks Avenue, and sidewalks on Warren Street. The sidewalk on the south side of Balcerzak Drive is 5 feet wide, concrete, and buffered by landscaping. Connections are made from this sidewalk to sidewalks on Pohl Road, sidewalks on Monks Avenue, and sidewalks on Warren Street.

Transit

The Mankato Transit System currently operates four bus routes in the study area, including routes 8, 10, 11, and 14. Route details are provided in Table 10. The cost of a ride on the bus is \$1.50, however being a student, a senior citizen, a person with disabilities, or having a Medicare or Veteran ID card reduces the price of taking the bus. Additionally, Kato Flex, an on-demand service, and Paratransit options are available. These services need to be reserved in advance of use and do not have fixed routes.

There are currently five bus stops directly on Balcerzak Drive with two additional nearby stops located on Pohl Road. While the stops on Pohl Road have bus stop shelters, there are currently no shelters at stops along Balcerzak Drive. Several stops also do not have bus stop signs identifying where the bus stops are and all stops are missing ADA accessible concrete pads connecting the sidewalk to the curb.

Figure 8. Bus Stop Locations

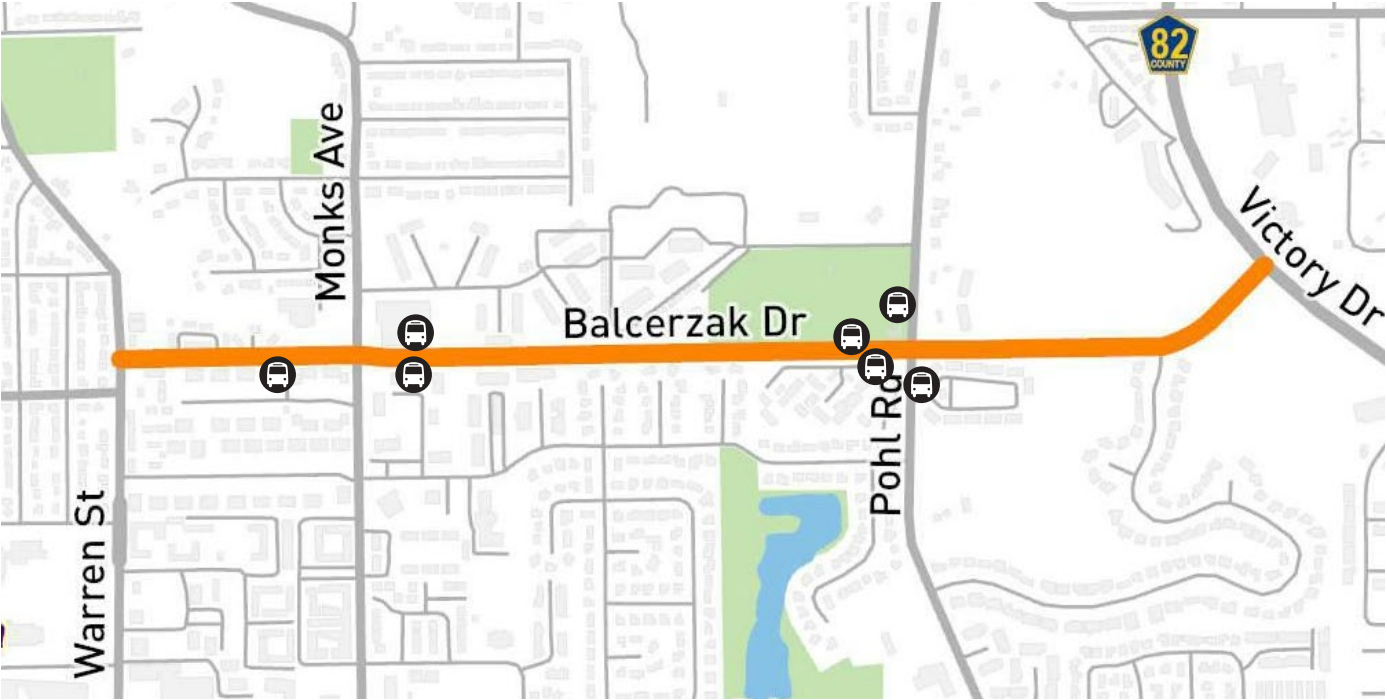


Table 10. Transit Route Details

ROUTE	OPERATING DAYS	FREQUENCY (MIN)	SPAN OF SERVICE	DESTINATIONS
8	Mon - Fri	20	7:00a – 5:50p	MSU Campus Circulator
10	Mon - Sun	30	6:05a – 8:35p (weekday) 8:35a – 8:35p (Saturday) 8:35a – 5:35p (Sunday)	MSU Campus, River Hills Mall, Downtown Mankato (counterclockwise loop)
11	Mon - Sun	60	6:05a – 8:05p (weekday) 9:05a – 8:05p (Saturday) 9:05a – 6:05p (Sunday)	MSU Campus, River Hills Mall, Downtown Mankato (clockwise loop)
14	Mon - Fri	20	7:00a – 5:50p	MSU Campus Circulator

Appendix B: Summary of Corridor Issues and Challenges

Balcerzak Drive Corridor Study

The purpose of this document is to summarize some of the key issues and challenges that have been identified along the Balcerzak Drive corridor. The issues outlined below were identified through a combination of technical analysis from the existing conditions memorandum and qualitative insights gathered through the community engagement survey. The issues and challenges will be used to inform the alternatives that are developed in the next phase of the study.

Speeding and traffic safety concerns

- Comments from the survey highlighted speeding concerns and perceived ineffectiveness of existing speed limits along the corridor.

Inadequate transit stops facilities

- Bus stops along the corridor currently lack adequate infrastructure to support transit riders. The lack of concrete pads at all stops along the corridor presents significant accessibility challenges, and the absence of clear signage between Monks Avenue and Pohl Road can lead to rider confusion.

Inadequate bicycle + pedestrian facilities along the corridor

- Walkability and bikeability were identified as key issues along the corridor in the existing conditions memo, especially due to the existing pedestrian and bicycle demands from surrounding land use. Some comments from the survey have also expressed the need for additional bike and pedestrian infrastructure and improve safety for active transportation road users along the entire corridor.

Pohl Road intersection safety

- While still meeting design standards for the current all-way stop configuration, the Pohl Road and Balcerzak Drive intersection has the highest critical index and crash rate along the entire corridor. Responses from community engagement showed a critical perception of the current traffic control configuration, with both drivers and active transportation users reporting confusion and feeling unsafe when crossing the intersection.

Lack of pedestrian crossings between Monks Ave and Pohl Rd

- There are currently no mid-block crossings for the 3,000-foot segment of the corridor between Monks Ave and Pohl Rd. The surrounding land use along this segment consists of many pedestrian trip generators, including apartment complexes, parks, and single-family home. Survey responses also mirrored this finding and showed a desire for crossing treatments in this segment.

Poor pavement conditions

- Some locations along the corridor have pavement conditions ranging from 'At-Risk' to 'Poor'. Survey responses also identified locations on the shared use path that have settled to create low points that result in drainage challenges.

Vehicular access to Cardinal Drive

- Survey responses from residents who live off of Cardinal Drive expressed frustration for the lack of bidirectional vehicular access to Cardinal Drive from Balcerzak Drive.

Appendix C: Survey #1 Response Summary

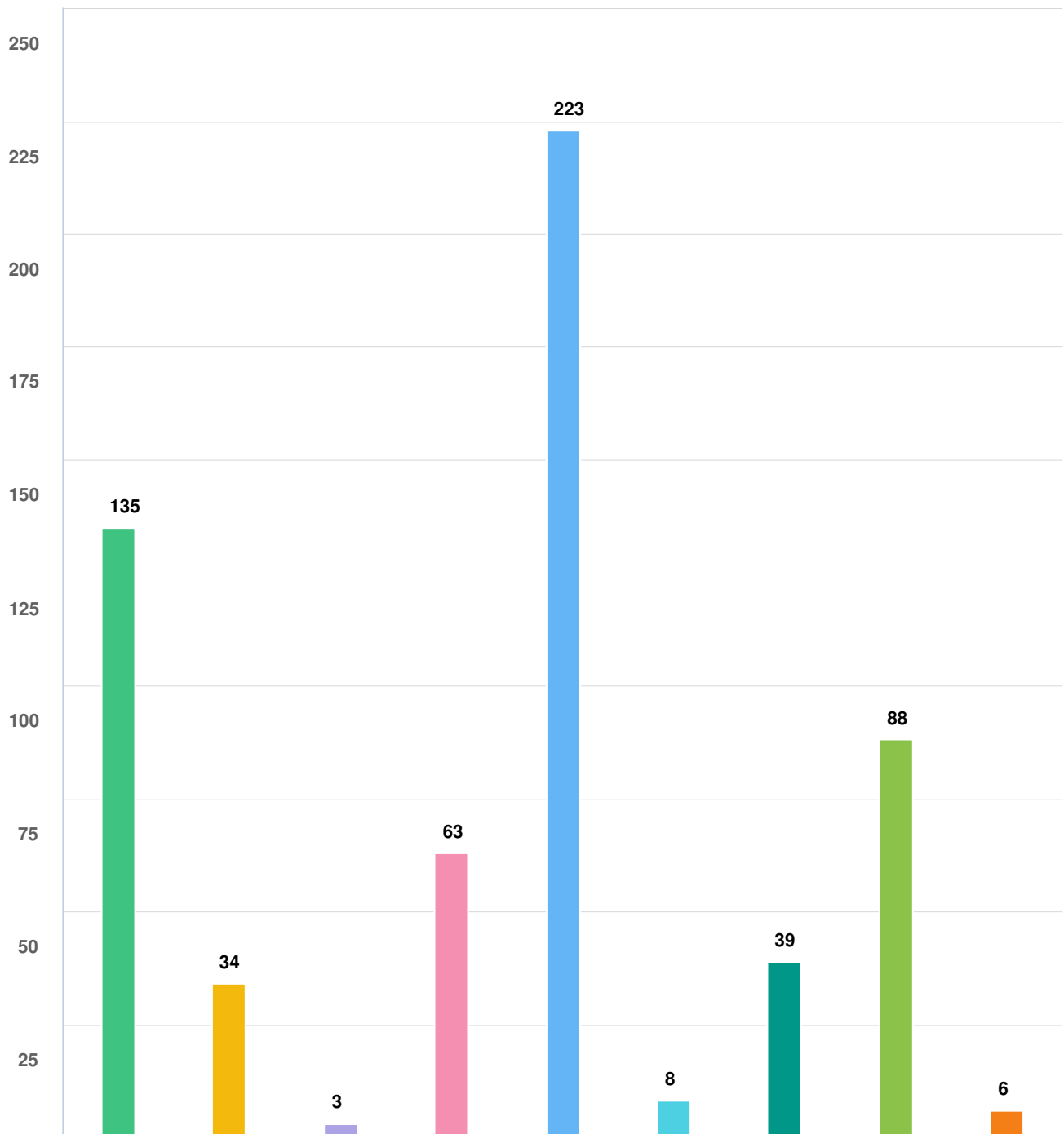
SURVEY RESPONSE REPORT

01 April 2025 - 15 May 2025

PROJECT NAME:

Balcerzak Drive Corridor Study

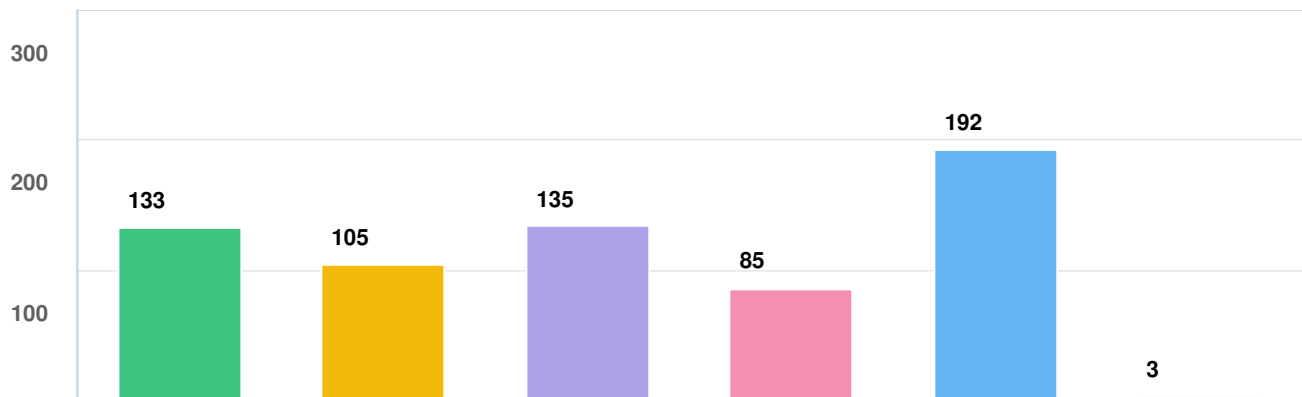
SURVEY QUESTIONS

Q1 Tell us a little about yourself. Select all that apply.**Question options**

- I live near Balcerzak Drive
- I attend school near Balcerzak Drive
- I own a business near Balcerzak Drive
- I work near Balcerzak Drive
- I drive on Balcerzak Drive
- I ride a bus on Balcerzak Drive
- I bike on/across Balcerzak Drive
- I walk along/across Balcerzak Drive
- Other (please specify)

Mandatory Question (250 response(s))

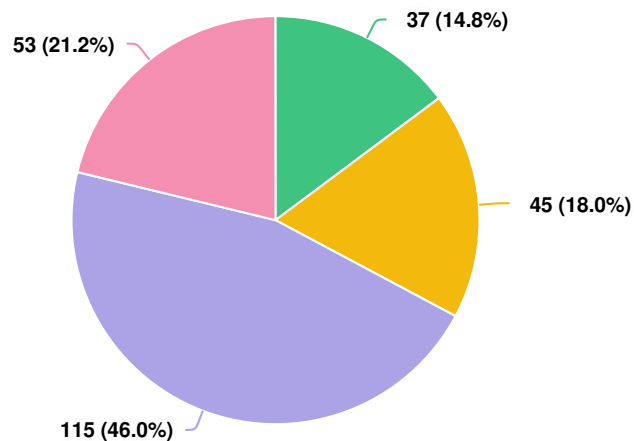
Question type: Checkbox Question

Q2 Why do you use Balcerzak Drive? Select all that apply.

Question options

- Commuting to work or school on Balcerzak Drive
- Access to neighborhoods off of Balcerzak Drive
- Shopping or errands
- Recreation or entertainment
- Passing through to destinations beyond the corridor
- Other (please specify)

Mandatory Question (250 response(s))

Question type: Checkbox Question

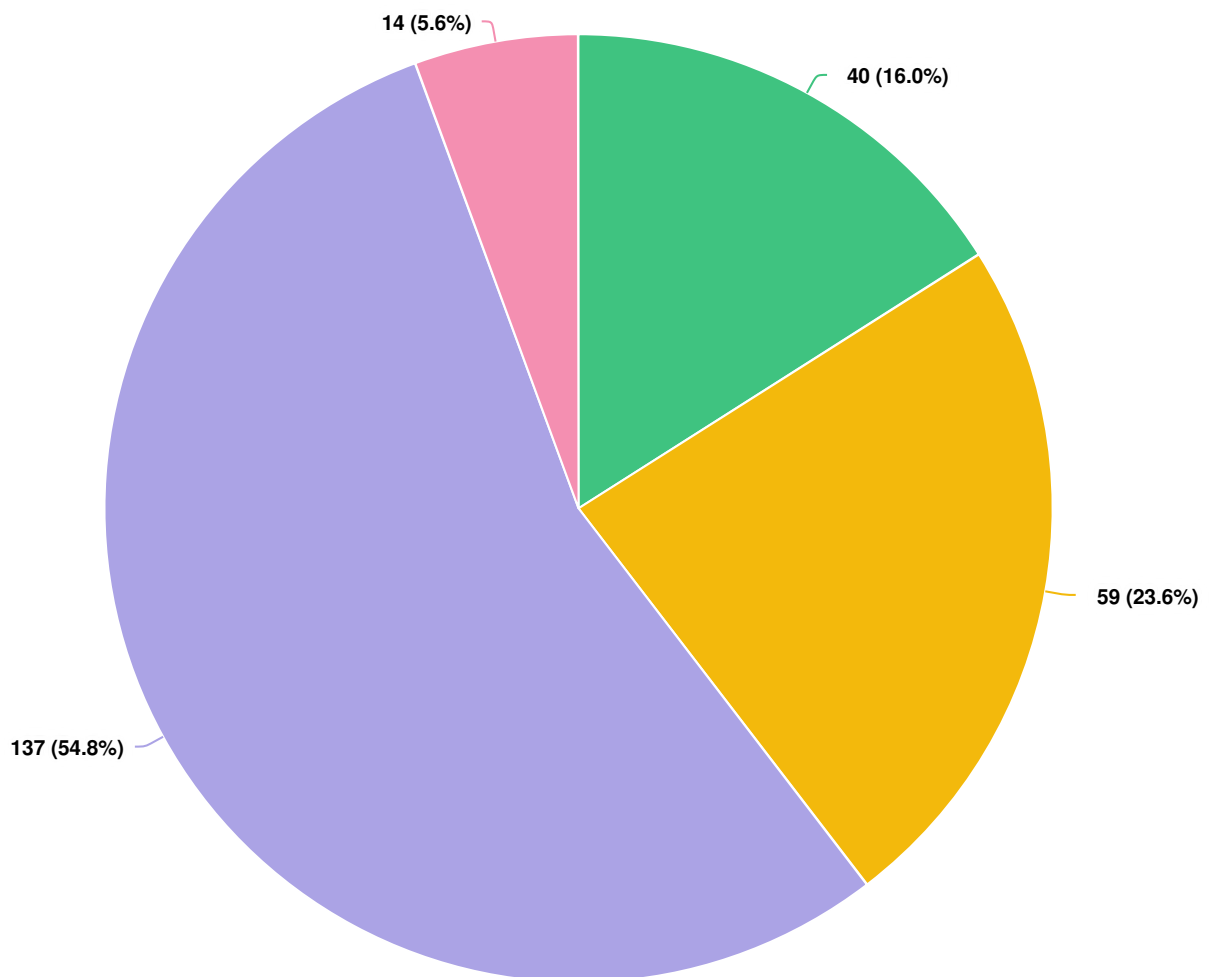
Q3 Crossing Balcerzak Drive as a pedestrian or bicyclist

Question options

- No issues
- Neutral
- Needs improvement
- Not applicable (N/A)

Mandatory Question (250 response(s))

Question type: Radio Button Question

Q4 Traffic flow during peak hours around 8 AM and 5 PM on weekdays



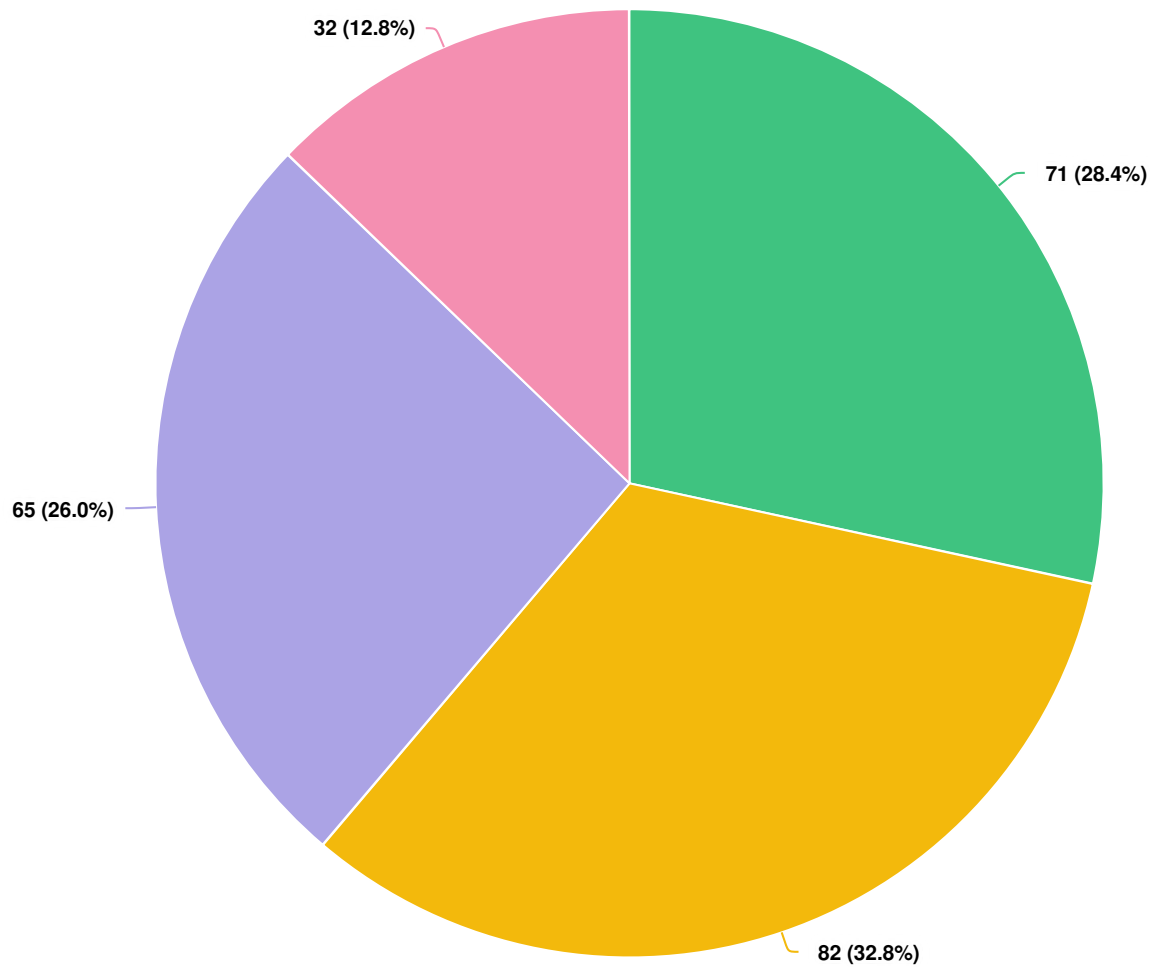
Question options

● No issues ● Neutral ● Needs Improvement ● Not Applicable (N/A)

Mandatory Question (250 response(s))

Question type: Radio Button Question

Q5 Traffic flow during weekend peak hours between Memorial Day and Labor Day

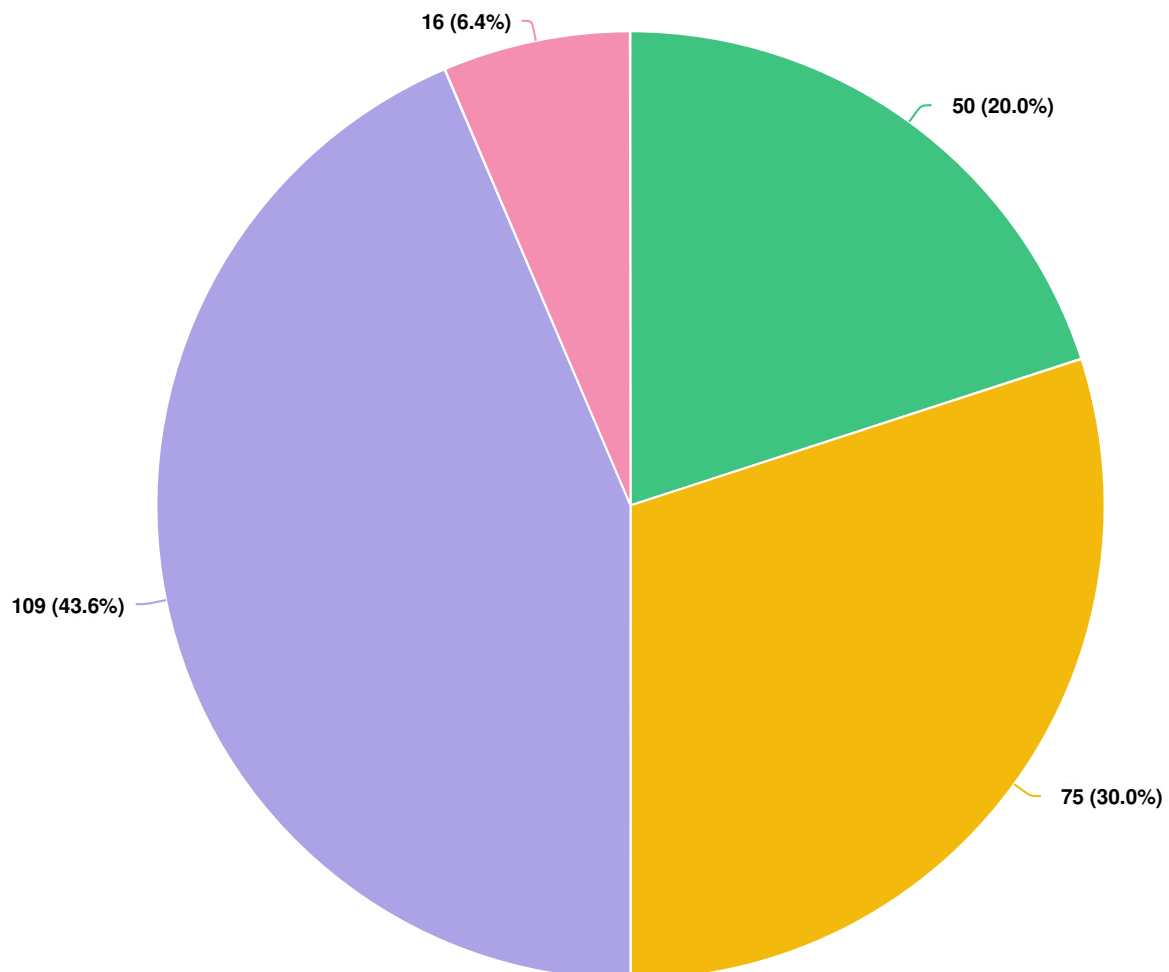


Question options

● No issues ● Neutral ● Needs improvement ● Not applicable (N/A)

Mandatory Question (250 response(s))

Question type: Radio Button Question

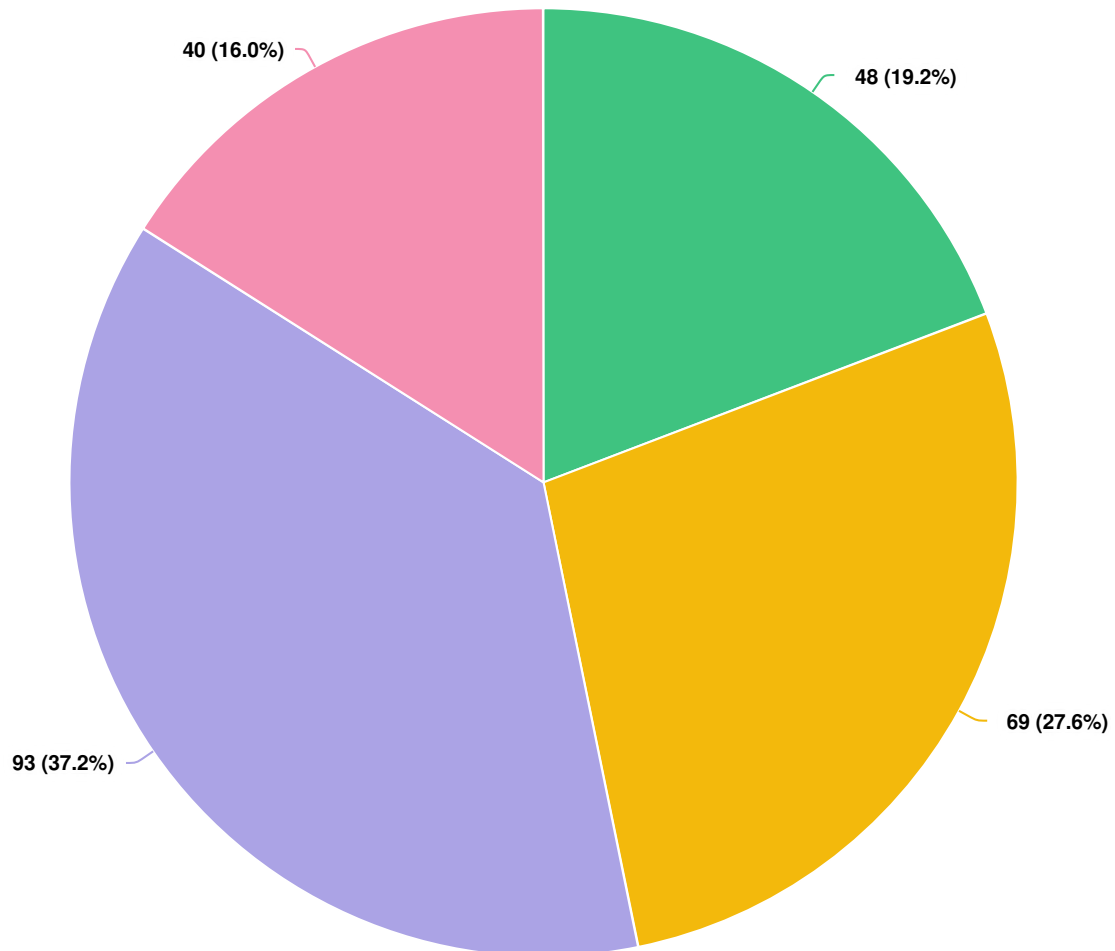
Q6 | Travel times impacts caused by sporting events, weather, crashes, or construction work zones**Question options**

● No issues ● Neutral ● Needs improvement ● Not applicable (N/A)



Mandatory Question (250 response(s))

Question type: Radio Button Question

Q7 | Access to get into/out of adjacent housing complexes, neighborhoods, destinations, and businesses



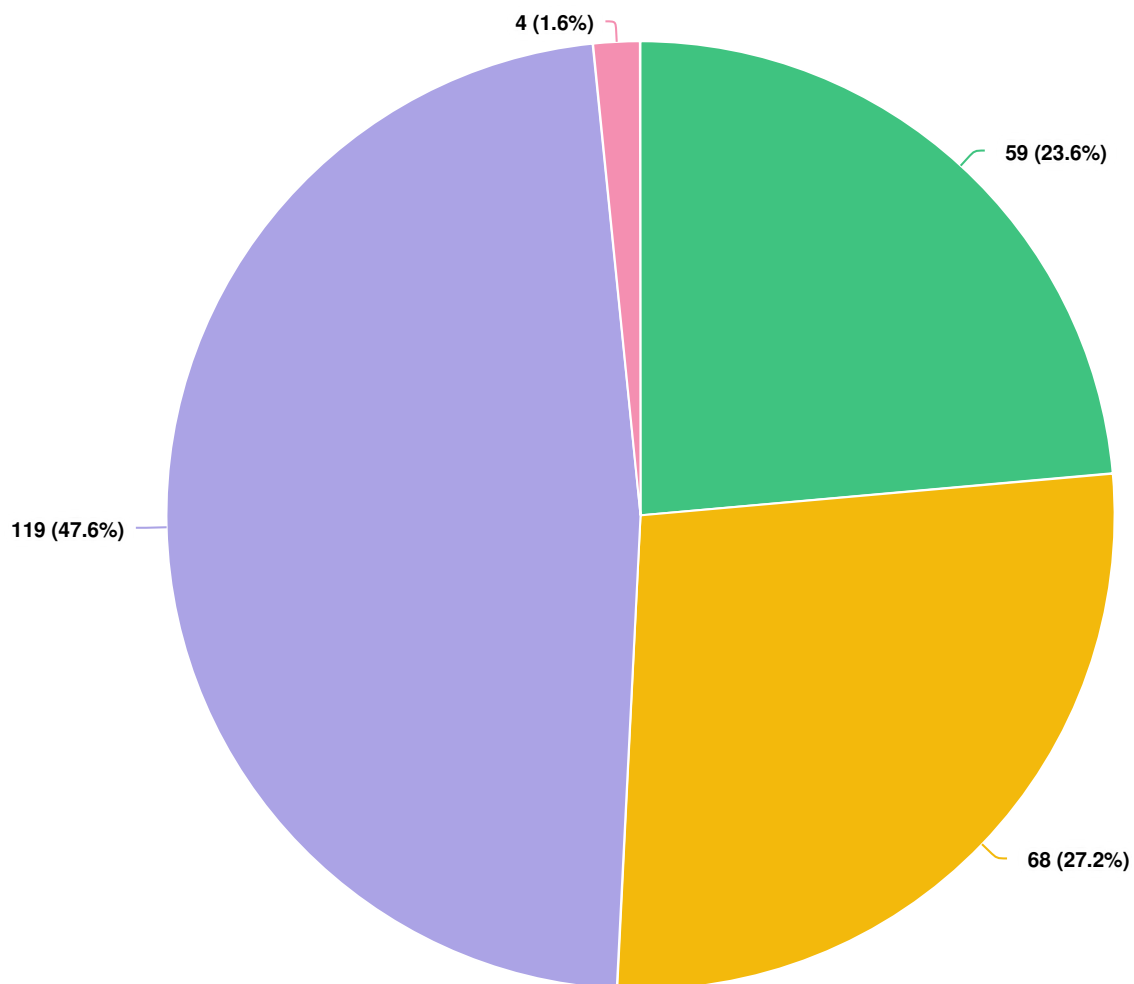
Question options

 No issues  Neutral  Needs improvement  Not applicable (N/A)

Mandatory Question (250 response(s))

Question type: Radio Button Question

Q8 | Crash concerns while driving along Balcerzak Drive



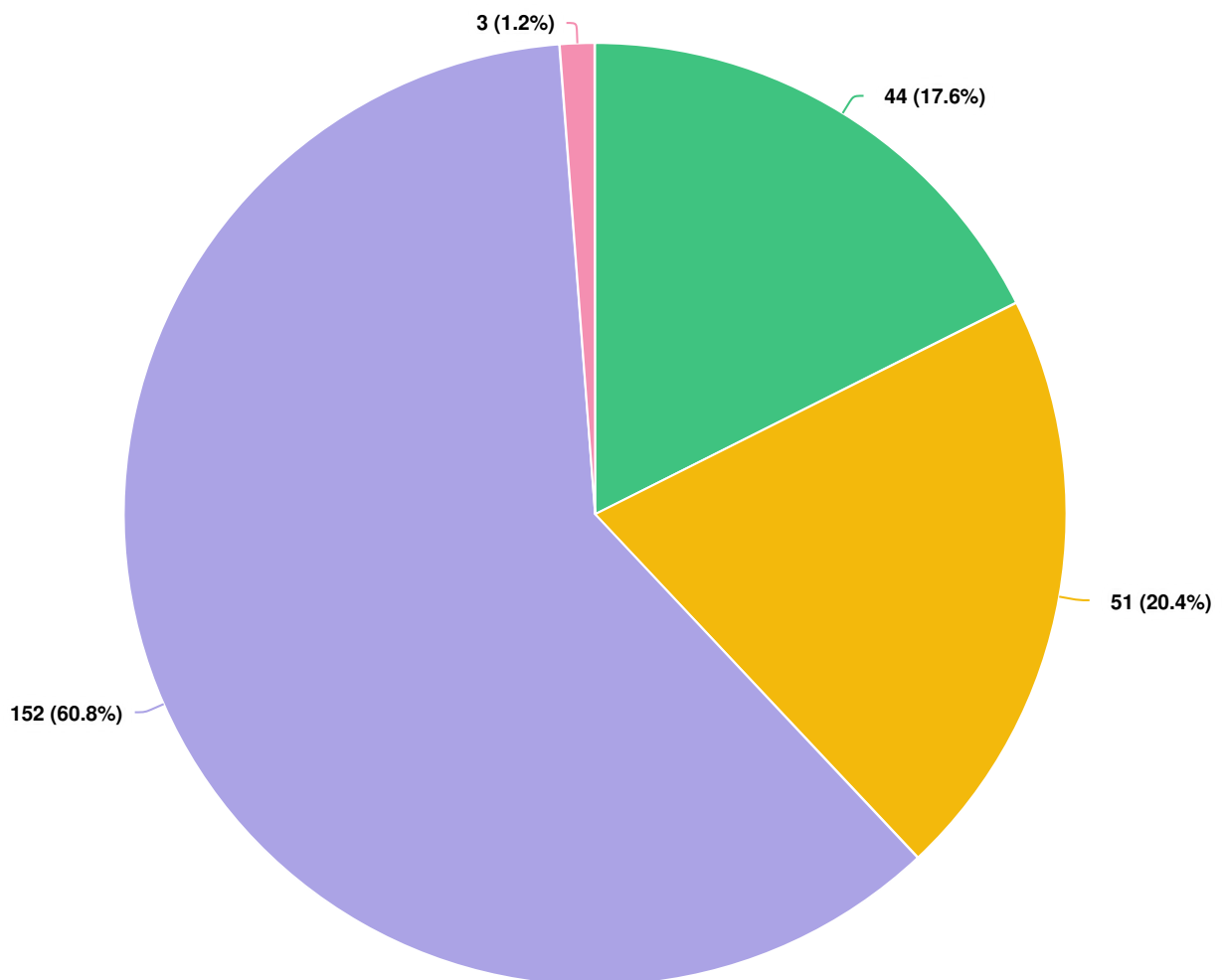
Question options

● No issues
 ● Neutral
 ● Needs improvement
 ● Not applicable (N/A)

Mandatory Question (250 response(s))

Question type: Radio Button Question

Q9 Vehicles speeding on Balcerzak Drive



Question options

● No issues ● Neutral ● Needs improvement ● Not applicable (N/A)

Mandatory Question (250 response(s))
Question type: Radio Button Question

Q10 | Are there any specific locations along Balcerzak Drive that you would like to walk across, but feel unsafe doing so? If yes, which location(s)?

Screen Name Redacted 4/18/2025 03:12 PM	Near the church and the four ways stop sign intersection.
Screen Name Redacted 4/18/2025 03:12 PM	Next to the church/aviation school
Screen Name Redacted 4/18/2025 03:12 PM	By the church or that entire four-way stop
Screen Name Redacted 4/18/2025 03:16 PM	The crosswalks between Highland Hills and MSU, Mankato campus
Screen Name Redacted 4/21/2025 08:49 AM	In between Monks Ave and Pohl Road, it would be nice if there was a crosswalk or some safe form of crossing Balcerzak so that you do not have to go all the way to either Monks or Pohl to safely cross. It would also be nice if there was a sidewalk on both sides of the street between Pohl Road and Victory Drive. Currently there is only a sidewalk on the north side of Balcerzak along this stretch.
Screen Name Redacted 4/21/2025 10:50 AM	The four-way stop at Balcerzak and Pohl does not feel safe for pedestrian crossing even though it is a stop.
Screen Name Redacted 4/21/2025 11:32 AM	The crossing at Pohl and Balcerzak is questionable at times. Sometimes drivers don't see bicyclists or pedestrians. I've seen many near-misses at that intersection while driving.
Screen Name Redacted 4/21/2025 11:42 AM	Crosswalk by ASA could be marked better. Sidewalk next to ASA is ridiculous (broken, uneven, etc.)
Screen Name Redacted 4/21/2025 03:20 PM	The Pohl/Balcerzak intersection
Screen Name Redacted 4/22/2025 09:27 AM	None
Screen Name Redacted	None

4/22/2025 09:30 AM

Screen Name Redacted

4/22/2025 10:11 AM

The intersection of Warren Street and Balcerzak can be a challenge, although it is somewhat improved from historic times with the median addition a few years ago.

Screen Name Redacted

4/22/2025 01:42 PM

In between Monks and Pohl. I see lots of jaywalkers and have witnessed many close calls.

Screen Name Redacted

4/22/2025 02:15 PM

Right off Warren, specifically with traffic leaving the Performing Arts parking lot area and then the anticipated increase in traffic coming in and out of the parking lot for apartment complex currently under construction.

Screen Name Redacted

4/22/2025 04:58 PM

Definitely the intersection of Balcerzak and Pohl. That has never felt like a safe pedestrian intersection. Even when I'm sitting in my car, and not the one walking, I worry a lot about people walking through there. I've seen several people nearly get hit over the years. I hate traffic lights, and much prefer roundabouts, but that's one intersection where a light would be useful for pedestrians. Busy roundabouts aren't really pedestrian friendly either, but a roundabout might be better there than just the four way stop.

Screen Name Redacted

4/23/2025 10:59 AM

pohl intersection

Screen Name Redacted

4/23/2025 01:34 PM

nah

Screen Name Redacted

4/24/2025 12:10 PM

No

Screen Name Redacted

4/24/2025 12:56 PM

Pohl road intersection

Screen Name Redacted

4/25/2025 12:01 PM

There are no good spots between monks and pohl and I know I've seen people running across there

Screen Name Redacted

4/26/2025 10:57 AM

4 way stop at Warren St- poor visibility, unclear what cyclists are supposed to do Intersection with Pohl - fast moving cars, poor visibility for pedestrians and cyclists

Screen Name Redacted 4/29/2025 01:45 PM	Na
Screen Name Redacted 4/29/2025 03:04 PM	At the four-way stop at Pohl and Balcerzak, many drivers stop but fail to adequately check for pedestrians and cyclists before proceeding. This has led to several near misses with users of the adjacent mixed-use path. To enhance visibility and reduce risk, implementing curb extensions or crosswalk bump-outs could significantly improve safety by narrowing crossing distances and encouraging drivers to slow down and look more carefully before entering the intersection.
Screen Name Redacted 5/01/2025 03:58 PM	The Warren and Balcerzak corner is so bad
Screen Name Redacted 5/01/2025 04:49 PM	Monks and Pohl road intersections. Also there needs to be more pedestrian friendly crossings at non-intersections...i.e., crosswalks with flashing lights so people can cross without having to walk long distances to an intersection to cross safely. The distance between intersections for pedestrian activities is too far.
Screen Name Redacted 5/01/2025 06:48 PM	Both Monks and Warren are so busy, and the cars approach the stopping areas so fast that sometimes it feels like the cars may not stop.
Screen Name Redacted 5/01/2025 08:13 PM	Both intersections: Monks & Warren
Screen Name Redacted 5/02/2025 06:28 AM	No
Screen Name Redacted 5/03/2025 12:45 PM	From Cardinal Dr to path on north side of Balcerzak. Perhaps path could be added on south side of road as well.
Screen Name Redacted 5/03/2025 05:15 PM	Better road markings for foot crossings at intersections .
Screen Name Redacted 5/05/2025 01:48 PM	Balcerzak and Pohl Road. People are in a hurry driving and often don't yield to bikers and walkers

Screen Name Redacted 5/05/2025 03:41 PM	Long stretch between Monks and Pohl
Screen Name Redacted 5/05/2025 03:48 PM	Monks, Warren and Pohl
Screen Name Redacted 5/05/2025 03:48 PM	Pohl intersection, crossing both ways!
Screen Name Redacted 5/05/2025 03:50 PM	I don't think there is much need for crossing in the middle of the road. I don't hardly ever see people trying to cross midway through road. most cross at the intersections
Screen Name Redacted 5/05/2025 03:51 PM	Cardinal Drive.
Screen Name Redacted 5/05/2025 03:52 PM	All locations, but especially at the intersection of Balcerzak and Warren, as people often do not stop fully prior to turning and it is a very busy crosswalk.
Screen Name Redacted 5/05/2025 03:52 PM	At the Balcerzak/Pohl Road intersection. Yes, it's a four way stop but I swear drivers do NOT pay attention. I've witnessed drivers run stop signs and almost hit other cars or people or nobody seems to know who stopped first so everyone plays a game of chicken here on who should go first...this sometimes causes traffic to back up during peak times. When drivers are looking, it seems they are only paying attention to other drivers and not pedestrians...thus pedestrians almost getting hit many times.
Screen Name Redacted 5/05/2025 03:53 PM	Intersection of Pohl Pd.
Screen Name Redacted 5/05/2025 03:58 PM	The intersection of Balcerzak and Pohl
Screen Name Redacted 5/05/2025 03:59 PM	End of Cardinal drive to cross balcerzak to get to public sidewalk.
Screen Name Redacted 5/05/2025 04:03 PM	The 4-way stop at Balcerzak/Pohl would bennefit from flashing pedestrian cross signs. I often see pedestrian and bicyclists struggle to cross this intersection and cars frequently roll through.

Screen Name Redacted 5/05/2025 04:09 PM	Anywhere on Balcerzak where there are apartments close by.
Screen Name Redacted 5/05/2025 04:10 PM	By asa. Potential ped bump out and bus dropoff for sporting events at Monks. Right turn only onto balcerzak out of asa.
Screen Name Redacted 5/05/2025 04:15 PM	The 4 way stop is a super dangerous intersection for both cars & pedestrians! A roundabout would be a good solution for cars but as I have seen with other roundabouts in town that pedestrians are often not seen & the emphasis of a roundabout is not on focused enough on pedestrian safety. I do like the separate bike/pedestrian path & would like to see it even wider to accommodate more users.
Screen Name Redacted 5/05/2025 04:17 PM	Stop sign at Phol, college drivers, fast (aggressive) and slow drivers. There are no crossings from apartment to apartment anywhere along the road, only at intersections, which there really are only is (2 of them.
Screen Name Redacted 5/05/2025 04:21 PM	Pohl road intersection
Screen Name Redacted 5/05/2025 05:04 PM	With all the rentals it would be nice to have more crossing zone so you dont have to go to the corner to cross. Like the one on Warren by MSU.
Screen Name Redacted 5/05/2025 05:13 PM	Pohl Road and Balcerzak
Screen Name Redacted 5/05/2025 05:23 PM	Going from Cardinal Drive to the sidewalk across the street is dangerous cars are always so fast both ways.
Screen Name Redacted 5/05/2025 05:32 PM	The intersection of Pohl and balcerzak is a nightmare and 4 way stop is annoying enough to deal with let alone a pedestrian trying to get across and hoping someone sees them.
Screen Name Redacted 5/05/2025 05:33 PM	Sidewalk on both sides of Balcerzak near Victory is needed because of the houses on Cardinal drive. We shouldn't have to play Frogger to cross over to the one side.

Screen Name Redacted 5/05/2025 05:37 PM	Intersection at Pohl road
Screen Name Redacted 5/05/2025 05:40 PM	Go back to two lanes turning left onto Victory.
Screen Name Redacted 5/05/2025 05:40 PM	From Cardinal Drive north & Heron Drive north.
Screen Name Redacted 5/05/2025 05:42 PM	Between Monks-Balcerzak & Pohl-Balcerzak needs 1-2 pedestrian crossings available. The road is also wider than it needs to be for the amount of people using it, and could easily accommodate a median and bike lanes.
Screen Name Redacted 5/05/2025 05:46 PM	Stadium and Pohl.
Screen Name Redacted 5/05/2025 05:49 PM	Balcerzak Drive & Cardinal Drive.
Screen Name Redacted 5/05/2025 05:54 PM	Intersections near the ice arena needs well marked off crossings and signage.
Screen Name Redacted 5/05/2025 05:58 PM	Monks intersection
Screen Name Redacted 5/05/2025 06:00 PM	No
Screen Name Redacted 5/05/2025 06:12 PM	Corner of Monks and Balcerzak
Screen Name Redacted 5/05/2025 06:28 PM	Yes, anytime crossing it's feels unsafe because of vehicle speed
Screen Name Redacted 5/05/2025 06:30 PM	The intersection at Pohl and Balcerzak needs a lot of improvement. The all-way stop confuses too many people. Nobody yields to pedestrians or bikers!

Screen Name Redacted 5/05/2025 06:30 PM	Intersection Balcerzac and Monk could use lane usage sign before the intersection to indicate what lanes are through lanes or turn lanes.
Screen Name Redacted 5/05/2025 06:34 PM	Balcerzak and Monks, and Balcerzak and Warren St.
Screen Name Redacted 5/05/2025 06:44 PM	Monks and Pohl intersections
Screen Name Redacted 5/05/2025 07:03 PM	Right in the middle.
Screen Name Redacted 5/05/2025 07:23 PM	That four way stop down balcerzak isn't safe driving.
Screen Name Redacted 5/05/2025 07:43 PM	Pohl road
Screen Name Redacted 5/05/2025 07:58 PM	Na
Screen Name Redacted 5/05/2025 08:04 PM	Yes. Pohl road Intersection
Screen Name Redacted 5/05/2025 08:21 PM	From Bethel Church to Highland Hills entrance
Screen Name Redacted 5/05/2025 08:30 PM	Balcerzak and pohl. Balcerzak and monks
Screen Name Redacted 5/05/2025 08:32 PM	The 4 way stop at pohl and balcerzak
Screen Name Redacted 5/05/2025 08:39 PM	Crossing Balzerzak at Cardinal Drive. The sidewalk ends and provides no crosswalk to get to the sidewalk on Balzerzak on the opposite side
Screen Name Redacted 5/05/2025 08:45 PM	No

Screen Name Redacted 5/05/2025 08:49 PM	No
Screen Name Redacted 5/05/2025 08:49 PM	Pohl and balcerzak. People are in such a hurry and are impatient to wait for pedestrians.
Screen Name Redacted 5/05/2025 08:58 PM	Each crossing at Balcerzak and Pohl feels dangerous.
Screen Name Redacted 5/05/2025 09:56 PM	N/A
Screen Name Redacted 5/05/2025 10:11 PM	Balcerzak and Warren need crossing lights. Hard to see people walking across when they are in blind spot turn left from Warren to balcerzak
Screen Name Redacted 5/05/2025 10:32 PM	Cardinal Drive. Cars traveling too fast. No marked crosswalk to get from Cardinal to trail along balcerzak.
Screen Name Redacted 5/06/2025 12:36 AM	Trying to cross Balcerzak Drive if there is no crosswalk is almost impossible. There are not many crosswalks to be able to cross safely.
Screen Name Redacted 5/06/2025 03:57 AM	Midway between Campus View apts and Fire 3. Midway between Fire 3 and S Victory. Too much speed. Too long of interrupted stretches.
Screen Name Redacted 5/06/2025 06:52 AM	Walking off of cardinal drive neighborhood(exit closest to victory dr) onto balcerzak towards victory. No sidewalk on this side nor a walkway to cross street.
Screen Name Redacted 5/06/2025 06:58 AM	I think there needs to be a flashing crosswalk somewhere between Monks and Pohl.
Screen Name Redacted 5/06/2025 07:58 AM	A midblock crossing could align with the existing sidewalk connecting to the Heron Dr cul-de-sac.
Screen Name Redacted 5/06/2025 08:19 AM	Cardinal Dr and Balcerzak Dr

Screen Name Redacted 5/06/2025 08:31 AM	The 4-way stop intersection of Balcerzak & Pohl road
Screen Name Redacted 5/06/2025 09:52 AM	N/A
Screen Name Redacted 5/06/2025 10:59 AM	The intersection between Balcerzak Dr and Pohl Rd.
Screen Name Redacted 5/06/2025 01:32 PM	From Cardinal drive to the large sidewalk on Balcerzak. The victory and balcerzak intersection is good for cars not by they don't stop to turn right and almost get hit while walking
Screen Name Redacted 5/06/2025 01:39 PM	If you're crossing at an intersection, most of the cars will stop and let you cross.
Screen Name Redacted 5/06/2025 01:57 PM	To be honest, there should be a crossing somewhere between the intersectional crossings at Pohl and at Monks. That is a very long stretch of road with no safe crossings.
Screen Name Redacted 5/06/2025 01:58 PM	A pedestrian crossing at Cardinal Dr and Balcerzak would be nice so we can exit the neighborhood on bikes/on foot more easily. But I would rather just see the median be taken out if I could only have one option. See answer below.
Screen Name Redacted 5/06/2025 02:38 PM	The intersection of Warren st and Balcerzak Dr.
Screen Name Redacted 5/06/2025 02:57 PM	Cardinal Drive at Balcerzak is the one intersection I use.
Screen Name Redacted 5/06/2025 04:20 PM	At Cardinal and Balcerzak.
Screen Name Redacted 5/06/2025 05:18 PM	Yes, Cardinal Drive's 500 block to the sidewalk along Balcerzak Drive on the north side of the road. For families on the 400 and 500 block of Balcerzak Drive who have students who attend Mankato East, the district does not provide busing for students because they say the walk to school is under their 2 mile busing radius. However, that under two mile requirement includes crossing the street at the median of the 4 lane between 544 Cardinal Drive and the sidewalk on the

opposite side of Balcerzak. If students were to walk the safe route to school with controlled intersections and a sidewalk, they would need to walk all the way down Cardinal to the 100 block of the street, cross Pohl, walk to the intersection by the fire station and then take Balcerzak or Pohl to Glenwood/Hoffman to safely avoid running across a four lane with no traffic control. Would it be possible to add a sidewalk to the south side of Balcerzak between 544 Cardinal Drive and Victory Drive? If that were done, I would also recommend a guardrail for the curve on the south side of Balcerzak to protect the new sidewalk from the high number of cars that routinely slide off the road on that curve in the winter when it is icy.

Screen Name Redacted

5/06/2025 07:48 PM

No

Screen Name Redacted

5/06/2025 08:29 PM

I have not tried crossing Balcerzak Drive while walking but as a driver and also someone who has walked along this road a few times I think any of the major intersections such as Warren Street, and Monks can be a bit unsafe as I have seen other drivers turning and now always paying attention if a person is crossing the road.

Screen Name Redacted

5/06/2025 08:35 PM

Please put in lights to safely cross from Cardinal across Balcerzak.

Screen Name Redacted

5/06/2025 08:51 PM

Cardinal Dr

Screen Name Redacted

5/07/2025 01:38 AM

ChanyanutSawasdee1103701965541

Screen Name Redacted

5/07/2025 03:45 AM

ChanyanutSawasdee1103701965541

Screen Name Redacted

5/07/2025 07:29 AM

From Cardinal Drive across Balcerzak to sidewalk

Screen Name Redacted

5/07/2025 08:04 PM

Pohl and Balcerzak intersection

Screen Name Redacted

5/07/2025 09:38 PM

Balcerzak Drive and Pohl Rd

Screen Name Redacted
5/08/2025 10:12 AM

Create spaces and place along the drive - larger center road dividers at crosswalks, safer islands for pedestrians. Beautify these spaces and add safety features like cameras and lighting. Open big roads encourage speeding.

Screen Name Redacted
5/09/2025 10:05 AM

Monks and Balcerzak, a little further to the east near ASA and near Chesley. The stretch from Pohl to Monks seems long with crosswalks only at the two intersections.

Screen Name Redacted
5/11/2025 03:08 PM

By the fire station

Screen Name Redacted
5/12/2025 08:26 AM

Not specifically, but cars travel fast through the entire corridor.

Screen Name Redacted
5/12/2025 09:44 AM

Pohl, Monks, Warren

Screen Name Redacted
5/12/2025 08:40 PM

Intersection of Cardinal and Balcerzak.

Screen Name Redacted
5/13/2025 07:57 AM

N/A

Screen Name Redacted
5/13/2025 09:38 AM

At the bus stops - especially the west end since it's not right at the corner. Cars come around the corner (going east) and don't expect to have pedestrians past the usual crosswalk area.

Screen Name Redacted
5/13/2025 04:03 PM

Ped crossing at Heron Dr sidewalk connection

Screen Name Redacted
5/14/2025 08:04 AM

No

Optional question (119 response(s), 131 skipped)

Question type: Essay Question

Q11 | If you could change one thing about the Balcerzak Drive corridor between Warren Street and Victory Drive, what would it be and why?

Screen Name Redacted 4/18/2025 03:12 PM	More stoplights, light up crosswalks, safer bus stops.
Screen Name Redacted 4/18/2025 03:12 PM	NA
Screen Name Redacted 4/18/2025 03:12 PM	More visible bus stops
Screen Name Redacted 4/18/2025 03:16 PM	Have stronger crosswalk lights for the road
Screen Name Redacted 4/20/2025 08:25 PM	Change the four way stop sign to either a stop light or roundabout. It's double lane and causes a lot of issues and slows traffic a bunch.
Screen Name Redacted 4/20/2025 09:00 PM	the intersetion at monks is very bad none of the roads line up and it goes from one lane to two lane in the middle of the intersetion need better turning lanes in that intersection and at warren street need better visablety for turnin from balcerzak to warren st.
Screen Name Redacted 4/21/2025 06:22 AM	Add a roundabout instead of a 4 way. Nobody knows whose turn it is which seems dangerous. More prone to accidents.
Screen Name Redacted 4/21/2025 06:57 AM	I would change the four way stop and re pave the road.
Screen Name Redacted 4/21/2025 08:09 AM	Add roundabout
Screen Name Redacted 4/21/2025 08:49 AM	I think that every intersection should be replaced with roundabouts, especially the Pohl Road intersection because that is currently only a four way stop.
Screen Name Redacted 4/21/2025 10:50 AM	Change the Balcerzak and Pohl intersection to a roundabout.
Screen Name Redacted 4/21/2025 11:01 AM	If there could be a pedestrian crosswalk halfway between Monks and Pohl with a light like what is on Stadium by the University, I think that could really help with people that attempt to cross, thus doing it a bit more safely.

Screen Name Redacted

4/21/2025 11:32 AM

Install a roundabout at the corner of Pohl and Balcerzak to help keep traffic moving. I've seen people totally blow through those stop signs going 40 mph.

Screen Name Redacted

4/21/2025 11:42 AM

The curve between Victory and Pohl is extremely unsafe, dips down, cars slide off the road all the time there and the cement median that they put up is a hazard.

Screen Name Redacted

4/21/2025 11:45 AM

The curve closer to fire station is horrible. I see cars slide on road at the big dip.

Screen Name Redacted

4/21/2025 03:03 PM

lower speed limits to 30mph

Screen Name Redacted

4/21/2025 03:20 PM

I would put a roundabout at Pohl/Balcerzak

Screen Name Redacted

4/21/2025 03:35 PM

wider sidewalk - for walking/biking, perhaps designated lanes or dashed lane marking on north side

Screen Name Redacted

4/21/2025 04:18 PM

The 3-way stop at Balcerzak and Warren could use a more efficient and safer way to handle vehicle/pedestrian traffic.

Screen Name Redacted

4/21/2025 10:06 PM

The intersections are not ideal and causes backups. Roundabouts may be beneficial.

Screen Name Redacted

4/22/2025 08:24 AM

Smoother traffic when getting to the 4 way stop sign at Balcerzak and Pohl.

Screen Name Redacted

4/22/2025 09:27 AM

Nothing. It's fine.

Screen Name Redacted

4/22/2025 09:30 AM

I would go back and put in two left turn lanes at Balcerzak and Victory. Having two designated left turn lanes would decrease the back up on Balcerzak. I understand the rationale for only one lane from Victory onto Balcerzak for pedestrians crossing, but it is not great for drivers. I fear that someone turning right from Victory to Balcerzak will take the corner too wide and hit me while I am waiting for the light to turn.

Screen Name Redacted

4/22/2025 10:11 AM

#1 Priority - The intersection at Monks and Balcerzak needs to be widened and restriped to allow a through lane and turning lanes in BOTH directions onto Monks from Balcerzak. So, right turn lane plus through lane plus left turn lane going both eastbound and westbound.
#2 Priority - a roundabout at the intersection of Pohl and Balcerzak would be outstanding.

Screen Name Redacted

4/22/2025 11:58 AM

The Victory/Balcerzak "improvement" seems to be a bottleneck. Not sure why they went down to one lane and congested traffic. Once you can go on Balcerzak, it seems to be a steady stream of traffic at once.

Screen Name Redacted

4/22/2025 01:42 PM

Left turn to get on South Victory during the peak hours- it's always backed up. May need two left turn lanes.

Screen Name Redacted

4/22/2025 02:15 PM

A roundabout is absolutely needed at the intersection with Pohl Rd since no one knows how to navigate 4-way stops properly.

Screen Name Redacted

4/22/2025 04:58 PM

Right now it's just the state of the surface. It's been patched and repatched a lot of times.

Screen Name Redacted

4/23/2025 10:59 AM

install roundabout at pohl, safer for peds and vehicles, improve traffic flow

Screen Name Redacted

4/23/2025 01:34 PM

Mark dedicated turning lanes more clearly.

Screen Name Redacted

4/24/2025 10:03 AM

The road could be repaved because a lot of it is bumpy and uneven, including but not limited to the intersections. So many people speed on this road, so when you're trying to keep up with traffic, those bumps are a pain and are hard on cars.

Screen Name Redacted

4/24/2025 12:10 PM

Add slot machines

Screen Name Redacted

4/24/2025 12:53 PM

Fix the sidewalks that are all cracked up if possible. Add a shoulder for a bike lane if at all possible.

Screen Name Redacted 4/24/2025 12:56 PM	NA
Screen Name Redacted 4/24/2025 07:27 PM	Slow down the traffic. People speed, traffic is crazy, the curves are bad in winter and the intersection by ice arena stinks because it's confusing to have a turn lane and straight lane that turns into 2 lanes once you go through. Balcerzak is terrible. I've seen dead animals, I've seen near crashes, people speeding at 55-60 who swerve in and out of traffic, terrible potholes that come back every year.
Screen Name Redacted 4/25/2025 12:01 PM	I don't think most of the road needs to be a 4 lane. There have been multiple occasions I've been making a left turn from the left lane and someone came close to hitting me. A two lane road with a central turning lane would work just as well for how I use the road and have a protected turning lane.
Screen Name Redacted 4/26/2025 09:52 AM	At the intersection of Cardinal and Balcerzak there is a median that prevents a left turn onto Balcerzak. That median needs a cut through for people who bike so they can access the mixed use trail on the opposite side of Balcerzak, since there isn't a sidewalk on the Cardinal Street side of Balcerzak. That would be an easy fix and help promote biking for people that live in that neighborhood.
Screen Name Redacted 4/26/2025 10:57 AM	Protected bike lanes and intersections with clearer pedestrian and bike directions- then cars would go slower and be more aware
Screen Name Redacted 4/29/2025 08:35 AM	Remove the four way stop and put in a round about to keep traffic flowing but needing to slow down.
Screen Name Redacted 4/29/2025 01:31 PM	A roundabout at Balcerzak and Pohl Road.
Screen Name Redacted 4/29/2025 01:45 PM	The intersection of monks and Balcerzak needs some improvement with turn lanes on Balcerzak. Some people going east bound there is a left turn lane but the straight and right turn people line up and try to squeeze by other drivers.
Screen Name Redacted 4/29/2025 02:14 PM	Roundabouts at the existing stoplights

Screen Name Redacted 4/29/2025 03:04 PM	At the intersection of Balcerzak Street eastbound and Monks, the two approach lanes split into a dedicated left-turn lane and a very wide through/right-turn lane. However, the current lane markings are unclear, leading to confusion and occasional conflicts—particularly for drivers in the left lane who intend to proceed straight. To improve safety and traffic flow, the lane markings at this intersection should be clarified to better indicate the intended movements for each lane.
Screen Name Redacted 4/30/2025 03:45 PM	Cars running stop signs has been my biggest concern.
Screen Name Redacted 5/01/2025 03:58 PM	Stop light by fire hall.
Screen Name Redacted 5/01/2025 04:49 PM	Better entry/exits from busy apartment complexes.
Screen Name Redacted 5/01/2025 04:56 PM	having access to cardinal drive when traveling in either direction
Screen Name Redacted 5/01/2025 04:58 PM	Widen and fix the sidewalk next to AllSeasons. Bike lane on the road continuous on Monks crossing Balcerzak, or signage showing bikes staying in the road going north. For commuting or higher speeds, it isn't reasonable to expect bikes to go to the sidewalk, and they won't. It isn't safe for pedestrians if they did. Current state- Then to go down the hill cyclists either need to leave the sidewalk and enter the road, or cross there to go on the trail, which isn't safe.
Screen Name Redacted 5/01/2025 06:48 PM	I would add speedbumps close to the stop areas as cars approach too fast.
Screen Name Redacted 5/01/2025 08:13 PM	Reduce speed limit; add flashing lights for pedestrian crossings
Screen Name Redacted 5/02/2025 06:28 AM	Cutouts for bus stops on Balcerzak at the intersections of Warren and Balcerzak, Pohl & Balcerzak, and halfway down Balcerzak between Pohl and Warren, going in both directions.
Screen Name Redacted 5/02/2025 09:38 AM	Lights, a round-about, make right lane for right turns only or some way to make the 4-way stop at Pohl easier to navigate.

Screen Name Redacted 5/03/2025 12:45 PM	None at this time
Screen Name Redacted 5/03/2025 05:15 PM	The road is in such bad shape many choose to use only one lane to avoid the ritz.
Screen Name Redacted 5/03/2025 07:02 PM	Place a roundabout at Pohl due to the multiple lanes at the stop signs.
Screen Name Redacted 5/03/2025 11:40 PM	Get rid of massive concrete at intersection of Balcerzak and Victory drive. Used to be nice driving intersection. In making it safer for walking you completely messed up turn lanes and drive ability
Screen Name Redacted 5/04/2025 09:53 AM	Remove rough surfaces on street. More signage at intersections regarding turn lanes before getting to the intersection.
Screen Name Redacted 5/04/2025 06:17 PM	The bike lanes do not feel safe due to the speed and volume of traffic during peak times.
Screen Name Redacted 5/05/2025 01:48 PM	Better control at Pohl Road
Screen Name Redacted 5/05/2025 03:30 PM	Get rid of the planter median at Warren and Balcerzak. The bus drivers, school bus drivers, and fire truck drivers would be thrilled.
Screen Name Redacted 5/05/2025 03:41 PM	4 way stopsigns need to go - either lights or roundabout.
Screen Name Redacted 5/05/2025 03:48 PM	They're should be an entrance to ASA from Balcerzak.
Screen Name Redacted 5/05/2025 03:50 PM	I like the way it is. Don't want any other road access other than current intersections.
Screen Name Redacted 5/05/2025 03:51 PM	Intersection at Warren Street. Not safe for college kids. Offset traffic at stop causes problems when multiple vehicles are at the intersection.

Screen Name Redacted 5/05/2025 03:52 PM	Speed. People often fly down it and do not end up fully stopping, causing pedestrians to be very cautious.
Screen Name Redacted 5/05/2025 03:52 PM	I really hate to say this but....put in a roundabout at the Pohl Road and Balcerzak intersection. I think this would help traffic flow a lot better during peak times since a light does not exist at this intersection. I'd also request the flashing lights for pedestrians to use like the ones we have along Warren Street by campus. The lights will help alert drivers to pedestrians and the roundabout would increase traffic flow.
Screen Name Redacted 5/05/2025 03:53 PM	Traffic light or roundabout at Pohl Rd.
Screen Name Redacted 5/05/2025 03:58 PM	Install a roundabout or stoplight at the Balcerzak/Pohl intersection
Screen Name Redacted 5/05/2025 04:03 PM	Improved pedestrian crossing at Balc/Pohl
Screen Name Redacted 5/05/2025 04:09 PM	A roundabout would be nice b/c it would slow down traffic and keep ppl more mindful of crosswalks.
Screen Name Redacted 5/05/2025 04:10 PM	Single lane?
Screen Name Redacted 5/05/2025 04:15 PM	Very difficult to get into the neighborhoods adjacent to the road.
Screen Name Redacted 5/05/2025 04:17 PM	Let ASA traffic across thru Balcerzac too!!
Screen Name Redacted 5/05/2025 04:21 PM	There needs to be traffic improvements to the Pohl Road intersection
Screen Name Redacted 5/05/2025 04:34 PM	The curve at the east end of Balcerzak drains to the south. The roadway should be tilted to the other direction to make the curve safer.
Screen Name Redacted 5/05/2025 04:58 PM	Fill in the potholes

Screen Name Redacted

5/05/2025 05:12 PM

I think the intersection was better before the last improvements, but it works. Maybe smarter signL lights. Many times we're stuck at a light for a long time and no other cars are to be seen.

Screen Name Redacted

5/05/2025 05:13 PM

Roundabout @ Pohl Road and Balcerzak

Screen Name Redacted

5/05/2025 05:23 PM

Have all the sidewalks connect so you don't have to cross busy streets with no crosswalks.

Screen Name Redacted

5/05/2025 05:24 PM

Street racing on the straight stretch between Pohl and Monks.

Screen Name Redacted

5/05/2025 05:24 PM

The 4 way stop at Pohl and Balcerzak is congested and unsafe during busier travel times.

Screen Name Redacted

5/05/2025 05:26 PM

I dislike the 4 way stop. No one knows what to do. Roundabout makes sense there.

Screen Name Redacted

5/05/2025 05:26 PM

Monks Avenue and Balcerzak Drive intersection needs to be redone to have left turn, straight and right turn lanes from Balcerzak Drive onto Monks Avenue.

Screen Name Redacted

5/05/2025 05:32 PM

Add a round about at Pohl and balcerzak

Screen Name Redacted

5/05/2025 05:33 PM

Slow it down or a roundabout at Pohl and Balcerzak. College kids suck at 4 way stops. It's always their turn first even though they were the last ones there.

Screen Name Redacted

5/05/2025 05:37 PM

Add a roundabout at the intersection with pohl

Screen Name Redacted

5/05/2025 05:40 PM

Roundabout at Victory

Screen Name Redacted

5/05/2025 05:40 PM

Cross walk at Cardinal Drive.

Screen Name Redacted 5/05/2025 05:41 PM	No opinion
Screen Name Redacted 5/05/2025 05:42 PM	Too much road width. It would reduce the amount of danger pedestrians would face to cross the road, people would be less likely to speed, as well as allow for more greenery, bike lanes, and would be a more enjoyable walk + cycling trip, without denying drivers a good commuting experience.
Screen Name Redacted 5/05/2025 05:46 PM	Flashing lights for pedestrians and a crossing light by the skate park to cross by the assisted living.
Screen Name Redacted 5/05/2025 05:49 PM	Better signage/lighting (flashing lights) for pedestrian crossing. Similar to the new flashing lights for pedestrians on riverfront
Screen Name Redacted 5/05/2025 05:54 PM	Have adequate bus shelters with well developed bus stops.
Screen Name Redacted 5/05/2025 05:58 PM	Make the Balcerzak / Pohl Rd crossing a round-about. There is consistently a back-up of cars stopped at the 4-way stop intersection. A round about would alleviate that issue and statistically are proven to be safer than a 4-way stop.
Screen Name Redacted 5/05/2025 05:58 PM	Unsure
Screen Name Redacted 5/05/2025 06:00 PM	Reduce speed to 30
Screen Name Redacted 5/05/2025 06:24 PM	Single lane each way with turn lanes as opposed to 4 lanes
Screen Name Redacted 5/05/2025 06:28 PM	Reduce speed and narrow the road
Screen Name Redacted 5/05/2025 06:30 PM	Miss the double left turn lane leaving on Balcerzac onto Victory. Too much single lanes causing bottlenecks during busy times.
Screen Name Redacted	Bicycle lanes along the entire stretch in both directions.

5/05/2025 06:34 PM

Screen Name Redacted

5/05/2025 06:41 PM

I'd put a round about at Balcerzak and Pohl. It gets very dicey at that 4 way stop.

Screen Name Redacted

5/05/2025 06:44 PM

Eliminate 4 way stops replace with roundabouts

Screen Name Redacted

5/05/2025 06:46 PM

I don't like the big four way stop. There's always confusion. Getting into neighborhoods is confusing where there's a median.

Screen Name Redacted

5/05/2025 07:01 PM

Upgrade the 4 way stop on Balcerzak and Pohl Rd to a roundabout.

Screen Name Redacted

5/05/2025 07:03 PM

Monks intersection can be difficult to see oncoming traffic while turning left onto Monks.

Screen Name Redacted

5/05/2025 07:23 PM

The traffic light helps improving driving at balcerzak.

Screen Name Redacted

5/05/2025 07:43 PM

Better trails

Screen Name Redacted

5/05/2025 07:58 PM

Stop light or roundabout at Pohl

Screen Name Redacted

5/05/2025 08:04 PM

The 4 way stop on Pohl road intersection. With there being 2 lanes on each side, it gets confusing on who should go next, add people turning left, makes it very messy.

Screen Name Redacted

5/05/2025 08:21 PM

Improved line of visibility for safe left turns from Balcerzak to Monks in both directions. Move bus stops further from interactions

Screen Name Redacted

5/05/2025 08:30 PM

Roundabout at balcerzak and pohl

Screen Name Redacted

5/05/2025 08:32 PM

Round a bout

Screen Name Redacted 5/05/2025 08:39 PM	A round about at Pohl and Balcerzak. Oh what a dream. It is like people are confused how a four way stop works.
Screen Name Redacted 5/05/2025 08:48 PM	Roundabout at the Pohl/Balcerzak crossing.
Screen Name Redacted 5/05/2025 08:49 PM	Better signage for turning left onto Monks from Balcerzak. People are in the left lane then realize its a turning lane. They want to get over to the right and try to do so non-safely.
Screen Name Redacted 5/05/2025 08:58 PM	Better traffic management in general with more clear markings. Possibly a roundabout at Balcerzak and Pohl.
Screen Name Redacted 5/05/2025 09:56 PM	Make wider
Screen Name Redacted 5/05/2025 10:11 PM	All two lanes and 40mph
Screen Name Redacted 5/05/2025 10:32 PM	Replace 4 way stop which can be an 8 way stop at times with a round about or some other traffic design. I would also remove the median at the intersection of Cardinal and balcerzak. Left turns should be an option out of Cardinal and from balcerzak to Cardinal. This would also take pressure off the glenwood and pool intersection.
Screen Name Redacted 5/05/2025 10:41 PM	The lanes going from 1 to 2 lanes and vice versa is challenging for drivers at times.
Screen Name Redacted 5/06/2025 12:36 AM	Add one more crosswalk so pedestrians are able to cross easier.
Screen Name Redacted 5/06/2025 03:57 AM	Ped/buje bridge iver Balz.
Screen Name Redacted 5/06/2025 05:38 AM	The four way stop because no one knows how to use it. I think there should be a stop sign there. And the median needs to be taking out closer to victory drive we should be able to go left and right there off Cardinal.
Screen Name Redacted	Balcerzak and Monks intersection needs help. More clear turn lanes

5/06/2025 05:44 AM

when on Balcerzak. Goal to keep cars moving when taking right turns even when it's on a red light

Screen Name Redacted

5/06/2025 06:52 AM

See #10 Need round about here to access cardinal from both directiond

Screen Name Redacted

5/06/2025 06:56 AM

Wider sidewalks, wider street to allow for turn lane in the middle

Screen Name Redacted

5/06/2025 06:58 AM

Make that stop sign on Pohl Rd. a round about or stop light. People don't know how stop signs work, I avoid that stop sign because of others.

Screen Name Redacted

5/06/2025 07:58 AM

Reconfigure lanes: Reduce to one through lane each direction. Consider adding bike lanes. Potential for space to have dedicated pull-off for bus stops. Add dedicated turn lanes or roundabout at Balcerzak and Pohl.

Screen Name Redacted

5/06/2025 08:19 AM

Sidewalk on the southside between Pohl Rd and S Victory Dr.

Screen Name Redacted

5/06/2025 08:31 AM

The 4-lane 4-way stop at Balcerzak & Pohl road is dangerous. Some drivers don't take turns or don't look. When I am in the left lane and pull up to the stop sign at the same time a large vehicle is in the right lane, it blocks my view of vehicles in the intersection to my right. Some drivers don't signal their turns. And then there is the "confusion" about who goes first when all vehicles approach the signs at the same time. It really slows things down.

Screen Name Redacted

5/06/2025 09:52 AM

So so many people blow through that 4 way stop by the fire station. I've almost witnessed car accidents from people not stopping and just driving straight through at like 45-60 mph

Screen Name Redacted

5/06/2025 10:59 AM

Put stop lights or pedestrian crossing lights in the intersection at Balcerzak and Pohl, that way there would be increased visibility of pedestrians and a better understanding of who has the right of way. I've also seen many motorists use the stop sign there wrong or out of turn.

Screen Name Redacted

Flashing stoplights, or a round about. Rarely do cars fully stop at this

5/06/2025 11:04 AM

stop light.

Screen Name Redacted

5/06/2025 12:16 PM

People cross the street at night all the time. There needs to be flashing cross walks like on Stadium Rd.

Screen Name Redacted

5/06/2025 01:32 PM

Get cars to slow down and not race or rev engines

Screen Name Redacted

5/06/2025 01:39 PM

There are so many vehicles that speed so fast after the Balcerzak and Pohl intersection to go down to Glenwood, somehow to slow that down would be nice.

Screen Name Redacted

5/06/2025 01:57 PM

Traffic calming. People tend to speed along there and there is little separation between speeding cars and pedestrians on the sidewalk.

Screen Name Redacted

5/06/2025 01:58 PM

Please take out the median at Cardinal Dr and Balcerzak. We have to take many side streets to get back onto Cardinal Dr when coming home from the Victory Dr area. It would be much safer and more efficient for us to not have to use these extra roads to get home.

Screen Name Redacted

5/06/2025 02:38 PM

Fixing/changing the intersection of Warren St and Balcerzak Dr, it always feels unsafe to when driving it along with trying to cross while walking.

Screen Name Redacted

5/06/2025 02:52 PM

The corner of Balcerzak and Pohl has been the scene of violence and intimidation. I believe that the problem comes, not from the roads, but from the housing complexes.

Screen Name Redacted

5/06/2025 02:57 PM

Add a roundabout at Pohl road

Screen Name Redacted

5/06/2025 04:20 PM

Remove the median at Cardinal drive. It is a nuisance and does little to prevent accidents. It actually encourages u turns or driving on the wrong side of the road. Add a light, a turn lane, or a roundabout.

Screen Name Redacted

5/06/2025 05:18 PM

I would add a roundabout by the fire station at Pohl and Balcerzak. That intersection is busy and people run the stop signs.

Screen Name Redacted 5/06/2025 07:48 PM	Adding a garbage by the bus stop/fire station. Bus stop has garage in it when I have been by, also would like to see dog poop bag container there.
Screen Name Redacted 5/06/2025 08:29 PM	Pohl and Monks intersections I think would maybe function better for all modes if they were roundabouts of some sort.
Screen Name Redacted 5/06/2025 08:51 PM	Safe way to cross at Cardinal Dr
Screen Name Redacted 5/06/2025 10:37 PM	The 4 way stop sign at Pohl Road should be a round about. Intersection gets so backed up and with double lanes at a 4 way stop it is inefficient for traffic flow.
Screen Name Redacted 5/07/2025 01:38 AM	ChanyanutSawasdee1103701965541
Screen Name Redacted 5/07/2025 03:45 AM	ChanyanutSawasdee1103701965541
Screen Name Redacted 5/07/2025 07:12 AM	The 4-way stop. Nobody knows how to use it
Screen Name Redacted 5/07/2025 07:14 AM	Replace four-way stop with traffic light. Folks get pretty impatient and cause confusion which can lead to accidents.
Screen Name Redacted 5/07/2025 07:29 AM	Sidewalk on south side of Balcerzak between Cardinal Dr and Pohl road
Screen Name Redacted 5/07/2025 07:36 AM	Get rid of the barricade onto Cardinal drive
Screen Name Redacted 5/07/2025 08:15 AM	We live on the Northern side of Cardinal Drive and to go to the college we must go the long way to get there.
Screen Name Redacted 5/07/2025 09:36 AM	Add traffic signal or round about to intersection of Balcerzak and Pohl Rd.
Screen Name Redacted	The actual road itself. It is not in good shape.

5/07/2025 12:18 PM

Screen Name Redacted Permanent bus stop structures
5/07/2025 02:29 PM

Screen Name Redacted Bike lane or trail.
5/07/2025 08:04 PM

Screen Name Redacted bike safety
5/07/2025 09:38 PM

Screen Name Redacted People tend to turn off Balcerzak and fly down Pohl Road towards Glenwood Ave. They are going way above the posted 30 mph speed limit. Balcerzak is 40 because it's 4 lanes, but perhaps more signage or enforcement would help the speed change from Balcerzak to Pohl.
5/08/2025 06:41 AM

Screen Name Redacted round about could be put in
5/08/2025 08:59 AM

Screen Name Redacted Create spaces and place along the drive - larger center road dividers at crosswalks, safer islands for pedestrians. Beautify these spaces and add safety features like cameras and lighting. Open big roads encourage speeding.
5/08/2025 10:12 AM

Screen Name Redacted A roundabout at Victory (better) or two left turn lanes like we used to have.
5/09/2025 08:21 AM

Screen Name Redacted Improve the intersection at Balcerzak and Pohl. The 4 way stop tends to get a little backed up during peak hours, especially during the MSU school year.
5/09/2025 10:05 AM

Screen Name Redacted Following rules. Cars need to slow down and stop at stop sign.
5/09/2025 02:14 PM

Screen Name Redacted I would get rid of the median at the intersection of balcerzak and Cardinal Drive. You have to go to the right when leaving that neighborhood. It would make things easier if we could just go to the left
5/10/2025 10:41 PM

Screen Name Redacted Intersection by the fire station. Busy and hard to decide who should

5/11/2025 03:08 PM

go first as we all seem to be at the intersection at the same time.

Screen Name Redacted

5/12/2025 08:26 AM

Make it a 2-lane road and put separated bike lanes on the sides.

Screen Name Redacted

5/12/2025 09:24 AM

Traveling east, approaching the intersection at Monks it is a mess. There is one wide lane that people stop in the middle of, blocking vehicles trying to make a right turn. Drivers seem unsure of staying to the left or right.

Screen Name Redacted

5/12/2025 09:44 AM

More roundabouts. Missed opportunity to put a roundabout at Balcerzak and Victory Dr. Other intersections are too developed now to add them

Screen Name Redacted

5/13/2025 07:57 AM

There should be six cutouts on Balcerzak Drive for bus shelters - three going in each direction. Traveling west: 1) Near the fire station, 2) Just west of the skate park, and 3) Just east of All Seasons Arena. Traveling East: 4) Directly across the street from All Seasons Arena. 5) Across the street from the skate park, and 6) Across the street from the fire station. It would be helpful if you could allow some space for the bus to pull out into traffic when departing the bus shelters near each intersection. Additionally, if you site shelters near the skate park, you may want to consider installing flashing yellow lights and a crosswalk at this location.

Screen Name Redacted

5/13/2025 09:38 AM

Maybe add feature to slow traffic at the mid-point. A bus stop for the college students could be a good excuse to have a crosswalk signal. It could also provide those living in the middle of the student housing a far shorter walk for mass transit access.

Screen Name Redacted

5/13/2025 04:03 PM

Make it a three-lane road with bike lanes as often there are fast moving bikes mixing with peds

Screen Name Redacted

5/14/2025 08:04 AM

I think it works fine, as is

Screen Name Redacted

5/14/2025 09:43 AM

Tie traffic signals together to improve stop and go issues

Screen Name Redacted

5/14/2025 10:00 AM

Install a roundabout at pohl road to help control t-bone accidents.

Screen Name Redacted

Reduce speed limit to 35 or 30 mph.

5/15/2025 07:25 AM

Optional question (177 response(s), 73 skipped)**Question type:** Essay Question**Q12 | Do you have any additional comments or concerns about Balcerzak Drive that you would like to share?**

Screen Name Redacted

I see someone almost get hit by a car or a bus more than once a month.

4/18/2025 03:12 PM

Screen Name Redacted

There are constant near-misses with vehicles not paying attention or going too fast.

4/18/2025 03:12 PM

Screen Name Redacted

Every time I ride the buses I see a pedestrian almost get hit.

4/18/2025 03:14 PM

Screen Name Redacted

Have better lighting and lower speed limits in the area

4/18/2025 03:16 PM

Screen Name Redacted

the road is so bumpy it needs to be fixed

4/20/2025 08:43 PM

Screen Name Redacted

i thing the speed is right on the road because is is used as a thru road.

4/20/2025 09:00 PM

Screen Name Redacted

I also think the intersection with Monks could be realigned better. When traveling on Balcerzak heading west towards Monks Ave, there is a slight curve in the roadway just as you are approaching the intersection. Also for traffic heading east on Balcerzak towards Monks Ave, it would be more efficient if there was a right turn lane to turn right to go south on Monks. Currently there is no designated right turn lane, so if you want to turn right, you have to use the straight or right turn lane. This lane is strangely wide and almost wide enough for it to be two separate turn lanes. It would be nice to have a right turn lane in this intersection or replace it al with a roundabout!

4/21/2025 08:49 AM

Screen Name Redacted

Overall it is fine. I don't see the need to access the apartment

4/21/2025 11:01 AM

complexes right from Balcerzak between Victory and Monks. It is better that they turn at the appropriate corner and then into the complexes. If there was the ability to turn in from those area, it would create congestion where there is no need to. Lighting is also very important not only for pedestrians but for autos. Slow traffic to 30mph at Pohl Road if there are concerns about speed maybe.

Screen Name Redacted

4/21/2025 11:32 AM

Raise the speed limit to 40 between Monks and Warren. And let's talk about the traffic issue that's created between Monks/Balcerzak during hockey season. It's a mess trying to get out of the ASA lot and onto Monks/Balcerzak. Lots of people crossing Monks to get to the parking lot at the Baptist church when it's dark and cold out (and not great lighting).

Screen Name Redacted

4/21/2025 11:42 AM

This road is well traveled and is patched together with numerous potholes. Man hole covers are almost as bad as the pot holes.

Screen Name Redacted

4/21/2025 11:45 AM

The actual road condition of Balcerzak is horrible. It is embarrassing for our community especially since so many people from out of town drive it to visits their kids on campus.

Screen Name Redacted

4/21/2025 03:35 PM

round about at pohl road - and monks if possible

Screen Name Redacted

4/21/2025 10:06 PM

The road is in need of repair. It has many pot holes and very rough to drive.

Screen Name Redacted

4/22/2025 09:27 AM

Please stop looking for ways to spend money and please just lower the taxes. Please? Can you at least think about it?

Screen Name Redacted

4/22/2025 09:30 AM

Why does the left turn arrow at the light on Balcerzak not work all the time. Sometimes I get a green arrow, but most times I do not. Is it set on a timer to only work at certain times of the day?

Screen Name Redacted

4/22/2025 10:11 AM

Thank you for investigating potential improvements.

Screen Name Redacted

4/22/2025 02:15 PM

It sure could do with a complete resurfacing now, and not to wait until there are any upcoming reconfigurations. Some kind of educational campaign to get pedestrians to actually press the traffic control

buttons along Warren St since they hurl themselves into the street while looking down at their phones & with ear buds in. Also, the landscaping in the medians DOES impede sight lines, especially at night. The trees have got to go.

Screen Name Redacted

4/22/2025 04:58 PM

The intersection of Balcerzak and Monks is awful. The north, east, and south sides of the intersection are fine. The west side going east is a hazard! The lane going straight and for right turns is really big, but not big enough to mark a right turn lane. I've seen so many vehicles have near misses from the west side heading east. Car 1 will pull up to the light intending to go straight. Car 2 pulls up along side Car 1. Car 1 assumes that Car 2 is turning right, but then when the light turns green for the east/west traffic, Car 2 pulls straight through the intersection instead of turning right. That scares Car 1 and they swerve a little. I've lived by this intersection for 20 years and I've noticed that the number of "Car 2" incidents has increased a LOT over the last couple of years. It's made me very, very cautious when I'm traveling through that intersection, to the point I will often go other ways, even if it's longer, just to avoid the west side of the Balcerzak and Monks intersection.

Screen Name Redacted

4/23/2025 10:59 AM

Currently the traffic light system at monks is not working effectively, rarely does the left turn arrow to turn onto monks activate. it needs to allow more protected left turns. If a large vehicle is waiting to turn in the opposite turn lane you cannot see any oncoming traffic , creating unsafe condition, and can back traffic up in the turn lane. Straighten the curve by cardinal drive, it is a little too sharp for that speed and tends to send cars into the ditch in the winter time when it snows. A roundabout a victory may be a positive thing as well

Screen Name Redacted

4/23/2025 01:34 PM

The name sounds kinda funny.

Screen Name Redacted

4/24/2025 10:03 AM

I worry about how much people speed on this road and how that impacts safety.

Screen Name Redacted

4/24/2025 12:10 PM

Pretty good road overall, but missing out on a few key things such as a casino, liquor store, or Costco.

Screen Name Redacted

4/24/2025 12:53 PM

Adding a pedestrian crossing sign on Balcerzak would leave me with some safety and traffic concerns. I would think on a 4 lane road people won't be paying enough attention to the other side to see someone wanting to cross.

Screen Name Redacted 4/24/2025 12:56 PM	NA
Screen Name Redacted 4/24/2025 07:27 PM	I cannot stand the turn from south Victory to go to campus. It was better when people could merge. I can't stand the intersection by the ice rink, it's so bad.
Screen Name Redacted 4/25/2025 12:01 PM	More trees between Warren and monks?
Screen Name Redacted 4/26/2025 10:57 AM	I know of multiple students involved in car-bike crashes at intersections on this road - I think expanding pedestrian and cyclist infrastructure for all of the student housing along here would be a huge win
Screen Name Redacted 4/29/2025 03:04 PM	Surface quality needs to be improved in some sections, but this is a very nice corridor overall. Also, please do not put in a roundabout at the T of Balcerzak and Warren.
Screen Name Redacted 4/30/2025 03:45 PM	By College Station, I wonder if a small roundabout is possible. With the new apartments being built (Warren), that intersection poses significant concern to me in combination of blind spots and cars running stop signs.
Screen Name Redacted 5/01/2025 04:49 PM	The potholes on this road are awful.
Screen Name Redacted 5/02/2025 06:28 AM	Conduct a speed study - hopefully, it will show that a 45 mph speed is preferred.
Screen Name Redacted 5/03/2025 12:45 PM	No
Screen Name Redacted 5/03/2025 03:18 PM	We are full time residents of the City of Mankato living at the intersection of Balcerzak Drive and Warren Street, near Minnesota State University. At this location we daily see traffic situations on the roads in this area. This includes vehicle, pedestrian, and cycling traffic. Suggestions we have for consideration of the reconstruction of Balcerzak Drive are as follows: General items: • Balcerzak needs to

be four lanes in its entirety. Remove all pinch points such as the intersections with Victory Drive and Warren Street. Both intersections are reduced to two lanes plus one turn lane, resulting in back-ups. • New trees were planted along Balcerzak Drive recently. Please be mindful of these plantings when considering sidewalks and bicycle lanes. • All speed limits and stop signs should be enforced. There is a drop from a 40 MPH on Balcerzak Drive to 30 MPH at the intersection of Balcerzak Drive and Monks Avenue. When motorists come from the east on Balcerzak Drive, they often do not slow down to the lower speed limit. • Many people run the stop signs at the intersection of Balcerzak Drive and Warren Street. Balcerzak Drive itself (starting at the east end at Victory Drive) • The intersection with Victory Drive needs to be four lanes wide. The decrease to one left turn lane onto Victory Drive has resulted in the back-up of traffic. • When traveling east on Balcerzak Drive, the south lane, in the curve, is banked toward the south edge of the lane rather than the center of the land. This has happened over time as the lane is moving into the wildlife area next to the road. The curve needs to be re-banked because the bed is subsiding. • When Monks Avenue was reconstructed, there was no change in the visibility of westbound traffic on Balcerzak Drive, next to All Seasons Arena. The curve in Balcerzak Drive blocks the visibility of eastbound traffic who are making a left turn onto Monks Avenue. If there is a vehicle in the left turn lane of the westbound traffic, a person turning left in the east bound traffic can not see any other vehicles coming from the west. • A pedestrian crossing placed partway between Monks Avenue and Warren Street. Often pedestrians walk at an angle across the Bethal Baptist Church parking lot and church property, cross midway between Monks Avenue and Warren Street, and then continue to cut across the apartment parking lots on the south side of Balcerzak Drive. A new bus stop has been placed on the south side of Balcerzak Drive partway down. A crosswalk with a flashing light, similar to the intersection of Haynes Street and Warren Street, would help keep pedestrians safe. • The center island on Balcerzak Drive at the intersection with Warren street has created dangerous situations. o As a result of the center island, and the new approach to the three story apartment building being built at the southeast corner of this intersection, vehicles have been seen to make U-turns at both ends of the center island. People coming from the west on Balcerzak Drive have made U-turns, on Warren Street, to go back east and enter the driveway to the apartment building. Also, those coming out of the driveway, go east till the end of the center island, make a U-turn at the end of the island, and go west. o The area needs to be four lanes wide. There is a back-up onto Warren Street, in both directions, when garbage and recycling collections are done. o Finally, in this same area, when city workers are maintaining the center island, they park their vehicles on the Balcerzak Drive. This results in traffic congestion and a difficulty turning left or right off Balcerzak Drive. • The

intersection of Balcerzak Drive and Warren Street needs a more gentle slope on the approach to Warren Street. During the winter, it is icy. Many vehicles have difficulty getting up the slope and then making the turn onto Warren Street. This has resulted in near hits and some hints during wintertime. • Also, at the intersection of Balcerzak Drive and Warren Street, it needs to be remembered that the driver is going from multiple dwelling area to a single-family home area. TWO driveways enter the intersection of Balcerzak Drive and Warren Street. Therefore, stop lights or a round-about are not acceptable. If you put either of these in the intersection, these two homeowners will not be able to exit their driveways. The current stop signs keep traffic moving and allows the homeowners to time to exit from their driveways. Bicycles: • Currently, there are no bicycle lanes on Balcerzak Drive. Much of the bicycle traffic is between Monks Avenue and Minnesota State University. Several issues exist here. o First, bicycles either ride on the sidewalks where pedestrians are walking. The e-bikes are most dangerous due to their speed are silent running. o Second, bicycles often cross from driveways to the street mid-block or cross the street to the other sidewalk mid-block. This creates confusion for the drivers on Balcerzak Drive as the driver does not know where the bicyclists are going. o Third, there is no room for bicycle lanes close to Warren Street due to the center island in the center of the road. • Creating bike lanes must be carefully considered due to the lack of width at the intersection of Balcerzak Drive and Warren Street. Sidewalks: • All sidewalks should be concrete due to the frequent use. They should also be wider. Currently, some of the sidewalks are tar. • All sidewalks between Warren Street and Pohl Road should be replaced. They are uneven and dangerous. • Again, there are new trees planted next to Balcerzak Drive and need to be protected when replacing sidewalks. On final note: There is no room for a sidewalk on the west side of Warren Street. Homes on this side of the street do not have street parking and thus need to park in their driveways. If a sidewalk is placed on the west side of Warren Street, many of the homeowners cannot park in their driveways as they would block the sidewalk. The residents of this west side of Warren Street are unanimous in the feelings on this sidewalk situation.

Screen Name Redacted

5/03/2025 05:15 PM

Stoplight at the intersection of Pohl and Balcerzak.

Screen Name Redacted

5/03/2025 07:02 PM

Create a bike lane to separate walking and bike traffic.

Screen Name Redacted

5/03/2025 11:40 PM

You're making this town into 1 lane each way with traffic backups. Like Eden Prairie. You need to be designing roads that can handle more traffic not less, but all you seem to want to do is make traffic

move slower and as the town grows this will cause serious issues. Not impressed at the long-term plans. All logic is going into bike and walking traffic and that is important but to fix that you seem to only make vehicle traffic slower.

Screen Name Redacted

5/04/2025 09:53 AM

Be sure the road is made safe for bicyclists such as "share the road". The side path on the north side is not conducive to safe cycling and walking on the same path.

Screen Name Redacted

5/05/2025 01:48 PM

It is a problem when people try to cross Balcerzak not at intersections. It happens a lot and can be very unsafe. I see it quite often around bus stops.

Screen Name Redacted

5/05/2025 03:30 PM

1. The eastbound lane left turn onto northbound Monks is hazardous. If there is a westbound vehicle turning left to go southbound on Monks, it's impossible to see if there is oncoming westbound traffic in the right hand lane. I'm not alone in having near misses when turning left on a flashing yellow. Perhaps that signal could be changed to give more solid green arrows and make turning safer. 2. While I am sure there are good engineering reasons for the current Victory Drive/Balcerzak intersection, this is a major pain to negotiate when there's ice or snow. There is just not enough room for safety when turning from southbound Victory to westbound Balcerzak. 3. Many college students jaywalk across Balcerzak between Warren and Monks. There's no real reason for them to do this, as there are crosswalks at Warren and at Monks, but it is a dangerous practice. 4. The speed limit changes from 40 MPH to 30 MPH on westbound Balcerzak from Monks to Warren. Eastbound Balcerzak has no speed limit there. Most people go faster than 30 MPH on that stretch. It might be worthwhile to study speeds there or install a 'slower speed limit ahead' sign on westbound Balcerzak before Monks.

Screen Name Redacted

5/05/2025 03:48 PM

Turn lanes are nonexistent at monks, that should be fixed.

Screen Name Redacted

5/05/2025 03:50 PM

Only thing thing might help is a roundabout at Balcerzak and Pohl intersection. That intersection can get very busy at times. And one at Balcerak and Victory

Screen Name Redacted

5/05/2025 03:51 PM

Would like to be able to take a left on to Cardinal Drive.

Screen Name Redacted
5/05/2025 03:52 PM

Blacerzak DESPERATELY needs to be refinished between Pohl Road and Warren Street. Winters always seem to be tough on it and it turns into what could equate to a massive and continuous pothole. I've seen Balcerzak get patched up so many times over the years that I'm surprised it hasn't been replaced with a more durable material like concrete....especially with how heavily it gets used.

Screen Name Redacted
5/05/2025 03:58 PM

The bike path often has huge puddles. I'd love to see it repaired so it doesn't collect water

Screen Name Redacted
5/05/2025 04:03 PM

The intersection at Balcerzak/Monks often floods with rain, and low clearance vehicles even get stuck.

Screen Name Redacted
5/05/2025 04:09 PM

Thank you for planting more trees. A bus shelter and a garbage can by the bus shelter would be nice so that people don't throw their trash on the ground.

Screen Name Redacted
5/05/2025 04:15 PM

Designated & separated bus lanes along with a protected bike lane. Widening the existing pedestrian path that runs along the road

Screen Name Redacted
5/05/2025 04:34 PM

I miss the 2-lane left turn at the east end of Balcerzak. And why did the city take out the right turn through lane turning from Victory west onto Balcerzak?

Screen Name Redacted
5/05/2025 05:26 PM

The road is in terrible shape, can't drive in right lane going to warren. Turning onto balcerzak from warren hill/ park is difficult to see the turn.

Screen Name Redacted
5/05/2025 05:26 PM

The road surface needs to be redone, as the right lane while traveling westbound is horrendous and I speed to pass people just so I can get out of said lane. Balcerzak Drive from Pohl Road to Monks Avenue needs better lighting as well. NO ROUNDABOUT AT POHL ROAD AND BALCERZAK DRIVE. If you must put in a roundabout, there needs to be right turn bypass lanes like there are on South Victory Drive and Stadium Road.

Screen Name Redacted
5/05/2025 05:33 PM

I know the City caters to the college kids but as a tax payer and resident it would be nice to make it safer for families so we aren't run down by college kids.

Screen Name Redacted 5/05/2025 05:40 PM	The revamp of the intersections of Victory and Balcerzak was not thought out well.
Screen Name Redacted 5/05/2025 05:40 PM	Please add garbage & recycling cans for walkers to use - including picking up items lost by others & over stuffed garbage cans on windy days.
Screen Name Redacted 5/05/2025 05:41 PM	No
Screen Name Redacted 5/05/2025 05:42 PM	Speeding is out of control, even though police are frequently staying in the church parking lot. There are very few crossings between Balcerzak Pohl and Balcerzak Warren, and there are no separated bike lanes, which is very important as many students and residents (myself included) are forced to use the sidewalk for our personal safety, which endangers pedestrians. There often isn't quite enough width on the sidewalks to accommodate bikes/scooters/skaters and pedestrians without forcing one or the other to go into the grass. Sidewalks don't need to be changed significantly, and the quality is good - but slight widening would be great! Raised crossings would also make unintentional speeding almost impossible as well, while also protecting pedestrians and cyclists. My biggest concerns are traffic safety, a wide road that incentivizes speeding and doesn't address the needs or safety of cycling/walking residents and students.
Screen Name Redacted 5/05/2025 05:44 PM	the constant victory road construction going on 2 years now is difficult to continue having to navigate. there isn't a better way around it from balcerzak unless you go back and around on hwy 22. for neighborhoods on balcerzak, the victory drive construction is isolating us from the rest of town.
Screen Name Redacted 5/05/2025 05:46 PM	The area on stadium on how if you want to turn right you have to wait for vehicles to go straight once the light turns green.
Screen Name Redacted 5/05/2025 05:49 PM	I would also like to see sidewalks along both sides the entire way. Especially if there won't be a crosswalk/lights at Balcerzak/cardinal drive. Put a sidewalk along that side between Pohl & victory so pedestrians and bikers can at least get to a crosswalk to cross.
Screen Name Redacted 5/05/2025 05:54 PM	Possibly adding some lower closer to the ground lighting along the walkways on both sides so that pedestrians feel safer. The sidewalks

or trails on both sides should be 10 feet wide so it has room for bicycles too.

Screen Name Redacted

5/05/2025 05:58 PM

I am concerned about the oncoming traffic (2 lanes each way) and would like some sort of barrier in the middle, or perhaps double yellow lines.

Screen Name Redacted

5/05/2025 05:58 PM

N/A

Screen Name Redacted

5/05/2025 06:00 PM

Remove curb in front of Cardinal dr too many vehicles go around it anyway reduce speed and allow turns in and out.

Screen Name Redacted

5/05/2025 06:24 PM

The intersection with Monks Ave is poorly aligned each way. The painted line positions could be improved for a smoother flow of traffic on Balcerzak

Screen Name Redacted

5/05/2025 06:30 PM

There has to be a round about at Bcerzak and Pohl. It would help with the traffic flow and make it safer!!

Screen Name Redacted

5/05/2025 06:34 PM

More policing of stop light when turning right from Victory Drive onto Balcerzak. Hardly anyone stops when turning on red, which is dangerous for bicyclists and pedestrians going straight south on Victory Dr.

Screen Name Redacted

5/05/2025 06:44 PM

If possible, Increased police presence would be welcome particularly during events at abutting locations such as All Seasons and parks

Screen Name Redacted

5/05/2025 07:03 PM

The road quality is not good. Very bumpy and I've popped a tire on that road.

Screen Name Redacted

5/05/2025 07:43 PM

Lighting and trash disposal

Screen Name Redacted

5/05/2025 08:04 PM

Better and more clear signage that indicates the speed change from 40 mph to 30 mph after crossing Monks Avenue. Protected bike lanes.

Screen Name Redacted 5/05/2025 08:21 PM	Do something about the street racing in the evening and at night.
Screen Name Redacted 5/05/2025 08:30 PM	More pedestrian friendly at monks and Warren
Screen Name Redacted 5/05/2025 08:32 PM	People blow through the 4 way stop all the time
Screen Name Redacted 5/05/2025 08:41 PM	Keep the wide sidewalks .
Screen Name Redacted 5/05/2025 08:49 PM	Mill and repave most north lane from Pohl Rd to Warren street. Add paving ring to manholes along centerline.
Screen Name Redacted 5/05/2025 08:49 PM	People speed too often between pohl toad and monks.
Screen Name Redacted 5/05/2025 08:49 PM	Consistently spotting j-walkers along the stretch of Balcerzak at night in the dimmer areas has raised concerns for increased likelihood of a pedestrian-involved car accident.
Screen Name Redacted 5/05/2025 08:58 PM	If changes are made to Balcerzak, like a roundabout, speed bumps or other deterrents would need to be places on Homestead as it is already used as a dangerous speeding "drive around" to get away from Balcerzak.
Screen Name Redacted 5/05/2025 09:21 PM	Make it a roundabout at the intersection of Balcerzak and Pohl.
Screen Name Redacted 5/05/2025 09:56 PM	Improve signage
Screen Name Redacted 5/05/2025 10:11 PM	Turning off balcerzak right onto Warren is a very bumpy turn.
Screen Name Redacted 5/05/2025 10:32 PM	From victory to balcerzak a design could require cars going west to stay in the right/outside lane to go straight/forward. Covert the left/inside lane to a turn lane to allow left turns should on to cardinal. I would add a ped/bike cross walk way from cardinal to path on balcerzak. Paint, cut a path in median if it is still needed and put up

signs and flashing lights to allow peds/bikes to trigger when needed

Screen Name Redacted

5/05/2025 10:41 PM

There's no shoulder, which can/had caused confusion for traffic when an emergency vehicle was approaching from behind (only saw this once)

Screen Name Redacted

5/06/2025 03:57 AM

Dont slow down traffic with another Round about. This is a ling stretch of road and quick access for emergency vehicles is needed to access the southern part of the City.

Screen Name Redacted

5/06/2025 06:52 AM

See #11

Screen Name Redacted

5/06/2025 07:58 AM

A lane reduction could allow for a landscaped center median with room for more trees or other vegetation. The all-way stop at Pohl and Balcerzak could use improvement (roundabout?).

Screen Name Redacted

5/06/2025 08:19 AM

I like the lane configuration and layout of the road but would just like to see the sidewalk along the southside between Pohl and Victory. Additionally, I think a round-a-bout could be used at the intersection of Pohl and Balcerzak.

Screen Name Redacted

5/06/2025 08:31 AM

There aren't many places where pedestrians can cross safely.

Screen Name Redacted

5/06/2025 09:52 AM

N/A

Screen Name Redacted

5/06/2025 11:04 AM

Thank you for looking at this area

Screen Name Redacted

5/06/2025 01:32 PM

It is good to not turn left onto Cardinal drive due to possible accidents, it was nice when access was completely closed from balcerzak to cardinal drive due to noise. It gets so loud and people are racing on that road all the time. Scary to see kids and families cross that street. The 4 was stop is dangerous, people roll through it all the time.

Screen Name Redacted

5/06/2025 01:39 PM

I also see alot a vehicles make u-turns around the center median the get to Cardinal, the median should go farther past Cardinal to deter them.

Screen Name Redacted 5/06/2025 02:57 PM	From what I see the road does not carry the amount of traffic it did before Stadium Road was connected to Highway 83 / 22 Restriping the corridor to one signal lane and a center turn lane (Like Stadium) be a low cost and high value item.
Screen Name Redacted 5/06/2025 04:20 PM	A stoplight at pohl and balcerzak would also be good.
Screen Name Redacted 5/06/2025 07:48 PM	No
Screen Name Redacted 5/06/2025 08:29 PM	As someone who has driven this road at all times of the day, all weather conditions and even lived near this road for a few years I think you for taking the time to do this study and see what improvements could be made, I think it is long overdue.
Screen Name Redacted 5/06/2025 10:37 PM	#2 biggest improvement would be getting rid of the double lanes that combines to one with no warning on the west side of the intersection on Monks in the eastbound lanes. There is no clear merge. Would be better to keep 2 lanes the entire way as it is 2 lanes again on the other side of the intersection. At the very least, keep 2 lanes and make the inside lane a left turn only.
Screen Name Redacted 5/07/2025 01:38 AM	ChanyanutSawasdee1103701965541
Screen Name Redacted 5/07/2025 03:45 AM	ChanyanutSawasdee1103701965541
Screen Name Redacted 5/07/2025 07:29 AM	Roundabout at Pohl and Balcerzak would be helpful
Screen Name Redacted 5/07/2025 08:15 AM	It would be easier for snow removal, the plows can just plow and not worry about the median.
Screen Name Redacted 5/07/2025 02:29 PM	Improved pavement is needed
Screen Name Redacted 5/07/2025 07:26 PM	Keep the speed limit the same, it's very nice.

Screen Name Redacted 5/07/2025 08:04 PM	Sidewalk needs improvement
Screen Name Redacted 5/11/2025 03:08 PM	We will never ride our bikes on the road as it's too busy.
Screen Name Redacted 5/12/2025 08:26 AM	No.
Screen Name Redacted 5/12/2025 09:24 AM	There are times, traveling east to the light at Victory, where traffic is backed up trying to turn left (north). The majority of traffic is turning left, could there be two left turn lanes or adjust the timing of the light for busy times?
Screen Name Redacted 5/12/2025 09:44 AM	Every intersection along Balcerzak needs major attention to improve pedestrian safety, traffic flow, and aesthetics. Again, I can't believe the missed opportunity for a three-leg roundabout on victory and Balcerzak. https://www.ayresassociates.com/project/14th-street-roundabout/
Screen Name Redacted 5/13/2025 07:57 AM	Increase the speed limit to 45 mph or request a speed study '-)
Screen Name Redacted 5/13/2025 09:38 AM	Miss the trees, but understand why they were removed. That said, they do make it a little difficult to see people waiting for the bus (going west - can't see students at ASA until right at the stop) or stepping out to cross the road.
Screen Name Redacted 5/13/2025 04:03 PM	Reorient streetlights to trail or provide smaller-scale lighting for bike and ped users
Screen Name Redacted 5/14/2025 09:43 AM	Long range future, right turn lanes possible.
Screen Name Redacted 5/14/2025 10:00 AM	Leave Balcerzak drive a 4 lane, the city is too focused on reducing lanes which in turn upsets the general traffic. Not to mention the population is growing.
Screen Name Redacted	The road would probably do fine with one lane in each direction and

5/15/2025 07:25 AM

dedicated bike lanes or parking.

Optional question (113 response(s), 137 skipped)**Question type:** Essay Question**Q13** What is your home zip code?

Screen Name Redacted 56001

4/18/2025 03:12 PM

Screen Name Redacted 56001

4/18/2025 03:12 PM

Screen Name Redacted 56001

4/18/2025 03:12 PM

Screen Name Redacted 56001

4/18/2025 03:14 PM

Screen Name Redacted 56001

4/18/2025 03:16 PM

Screen Name Redacted 55060

4/20/2025 08:25 PM

Screen Name Redacted 56001

4/20/2025 08:43 PM

Screen Name Redacted 56001

4/20/2025 09:00 PM

Screen Name Redacted 56001

4/20/2025 09:11 PM

Screen Name Redacted 56001

4/21/2025 06:22 AM

Screen Name Redacted 56001

4/21/2025 06:57 AM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 08:09 AM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 08:49 AM

Screen Name Redacted	56082
----------------------	-------

4/21/2025 10:50 AM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 11:01 AM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 11:32 AM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 11:42 AM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 11:45 AM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 03:03 PM

Screen Name Redacted	56001
----------------------	-------

4/21/2025 03:20 PM

Screen Name Redacted	5607
----------------------	------

4/21/2025 04:18 PM

Screen Name Redacted	56055
----------------------	-------

4/21/2025 10:06 PM

Screen Name Redacted	56001
----------------------	-------

4/22/2025 08:24 AM

Screen Name Redacted	56001
----------------------	-------

4/22/2025 09:27 AM

Screen Name Redacted	56001
----------------------	-------

4/22/2025 09:30 AM

Screen Name Redacted	56001
----------------------	-------

4/22/2025 10:11 AM

Screen Name Redacted	56017
----------------------	-------

4/22/2025 11:58 AM

Screen Name Redacted	56001
----------------------	-------

4/22/2025 01:42 PM

Screen Name Redacted	56001
----------------------	-------

4/22/2025 02:15 PM

Screen Name Redacted	56001
----------------------	-------

4/23/2025 10:59 AM

Screen Name Redacted	56082
----------------------	-------

4/23/2025 01:19 PM

Screen Name Redacted	56001
----------------------	-------

4/23/2025 01:34 PM

Screen Name Redacted	56001
----------------------	-------

4/24/2025 10:03 AM

Screen Name Redacted	56001
----------------------	-------

4/24/2025 12:08 PM

Screen Name Redacted	55912
----------------------	-------

4/24/2025 12:10 PM

Screen Name Redacted	56001
----------------------	-------

4/24/2025 12:40 PM

Screen Name Redacted	56078
----------------------	-------

4/24/2025 12:45 PM

Screen Name Redacted	56201
----------------------	-------

4/24/2025 12:52 PM

Screen Name Redacted	55044
----------------------	-------

4/24/2025 12:53 PM

Screen Name Redacted 56001
4/24/2025 12:56 PM

Screen Name Redacted 56001
4/24/2025 01:42 PM

Screen Name Redacted 56078
4/24/2025 07:27 PM

Screen Name Redacted 56001
4/25/2025 08:17 AM

Screen Name Redacted 56001
4/25/2025 12:01 PM

Screen Name Redacted 56001
4/26/2025 09:52 AM

Screen Name Redacted 56001
4/26/2025 10:57 AM

Screen Name Redacted 56063
4/29/2025 08:35 AM

Screen Name Redacted 56001
4/29/2025 01:31 PM

Screen Name Redacted 56001
4/29/2025 01:45 PM

Screen Name Redacted 56001
4/29/2025 02:14 PM

Screen Name Redacted 56001
4/29/2025 03:04 PM

Screen Name Redacted 56001
4/30/2025 03:45 PM

Screen Name Redacted 56001

5/01/2025 03:58 PM

Screen Name Redacted 56001

5/01/2025 04:49 PM

Screen Name Redacted 56001

5/01/2025 04:56 PM

Screen Name Redacted 56001

5/01/2025 04:58 PM

Screen Name Redacted 56001

5/01/2025 06:48 PM

Screen Name Redacted 56001

5/01/2025 08:13 PM

Screen Name Redacted 56001

5/02/2025 06:28 AM

Screen Name Redacted 56001

5/02/2025 09:38 AM

Screen Name Redacted 56001

5/03/2025 12:45 PM

Screen Name Redacted 56001

5/03/2025 03:18 PM

Screen Name Redacted 56001

5/03/2025 05:15 PM

Screen Name Redacted 56001

5/03/2025 07:02 PM

Screen Name Redacted 56001

5/03/2025 11:40 PM

Screen Name Redacted 56001

5/04/2025 09:53 AM

Screen Name Redacted	56001
----------------------	-------

5/04/2025 06:17 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 01:48 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:30 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:39 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:41 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:42 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:43 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:48 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:48 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:50 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:51 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:52 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:52 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 03:53 PM

Screen Name Redacted 56001
5/05/2025 03:54 PM

Screen Name Redacted 56001
5/05/2025 03:58 PM

Screen Name Redacted 56001
5/05/2025 03:59 PM

Screen Name Redacted 56001
5/05/2025 04:00 PM

Screen Name Redacted 56003
5/05/2025 04:03 PM

Screen Name Redacted 56001
5/05/2025 04:05 PM

Screen Name Redacted 56001
5/05/2025 04:09 PM

Screen Name Redacted 56001
5/05/2025 04:10 PM

Screen Name Redacted 56001
5/05/2025 04:15 PM

Screen Name Redacted 56001
5/05/2025 04:16 PM

Screen Name Redacted 56001
5/05/2025 04:17 PM

Screen Name Redacted 56001
5/05/2025 04:21 PM

Screen Name Redacted 56001
5/05/2025 04:23 PM

Screen Name Redacted 56001
5/05/2025 04:34 PM

Screen Name Redacted 56001
5/05/2025 04:37 PM

Screen Name Redacted 56001
5/05/2025 04:38 PM

Screen Name Redacted 56001
5/05/2025 04:58 PM

Screen Name Redacted 56001
5/05/2025 05:04 PM

Screen Name Redacted 56001
5/05/2025 05:12 PM

Screen Name Redacted 56001
5/05/2025 05:13 PM

Screen Name Redacted 56001
5/05/2025 05:19 PM

Screen Name Redacted 56001
5/05/2025 05:23 PM

Screen Name Redacted 56001
5/05/2025 05:24 PM

Screen Name Redacted 56001
5/05/2025 05:24 PM

Screen Name Redacted 56001
5/05/2025 05:26 PM

Screen Name Redacted 56001
5/05/2025 05:26 PM

Screen Name Redacted 56001
5/05/2025 05:27 PM

Screen Name Redacted 56001

5/05/2025 05:32 PM

Screen Name Redacted 56001

5/05/2025 05:32 PM

Screen Name Redacted 56001

5/05/2025 05:32 PM

Screen Name Redacted 56001

5/05/2025 05:33 PM

Screen Name Redacted 56001

5/05/2025 05:33 PM

Screen Name Redacted 56055

5/05/2025 05:37 PM

Screen Name Redacted 56003

5/05/2025 05:40 PM

Screen Name Redacted 56001

5/05/2025 05:40 PM

Screen Name Redacted 56001

5/05/2025 05:41 PM

Screen Name Redacted 56001

5/05/2025 05:42 PM

Screen Name Redacted 56001

5/05/2025 05:44 PM

Screen Name Redacted 56001

5/05/2025 05:49 PM

Screen Name Redacted 56001

5/05/2025 05:54 PM

Screen Name Redacted 56001

5/05/2025 05:58 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:00 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:10 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:12 PM

Screen Name Redacted	56073
----------------------	-------

5/05/2025 06:24 PM

Screen Name Redacted	56003
----------------------	-------

5/05/2025 06:28 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:30 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:30 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:34 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:41 PM

Screen Name Redacted	56003
----------------------	-------

5/05/2025 06:43 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:44 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 06:46 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 07:00 PM

Screen Name Redacted	56001
----------------------	-------

5/05/2025 07:01 PM

Screen Name Redacted 56001
5/05/2025 07:03 PM

Screen Name Redacted 56001
5/05/2025 07:23 PM

Screen Name Redacted 56001
5/05/2025 07:34 PM

Screen Name Redacted 56001
5/05/2025 07:36 PM

Screen Name Redacted 56001
5/05/2025 07:41 PM

Screen Name Redacted 56003
5/05/2025 07:43 PM

Screen Name Redacted 56003
5/05/2025 07:55 PM

Screen Name Redacted 56001
5/05/2025 07:58 PM

Screen Name Redacted 56001
5/05/2025 08:04 PM

Screen Name Redacted 56001
5/05/2025 08:05 PM

Screen Name Redacted 56001
5/05/2025 08:21 PM

Screen Name Redacted 56001
5/05/2025 08:28 PM

Screen Name Redacted 56001
5/05/2025 08:30 PM

Screen Name Redacted 56091
5/05/2025 08:32 PM

Screen Name Redacted 56001
5/05/2025 08:39 PM

Screen Name Redacted 56001
5/05/2025 08:39 PM

Screen Name Redacted 56001
5/05/2025 08:41 PM

Screen Name Redacted 56001
5/05/2025 08:45 PM

Screen Name Redacted 56001
5/05/2025 08:48 PM

Screen Name Redacted 56001
5/05/2025 08:49 PM

Screen Name Redacted 56001
5/05/2025 08:49 PM

Screen Name Redacted 56001
5/05/2025 08:49 PM

Screen Name Redacted 56001
5/05/2025 08:51 PM

Screen Name Redacted 56001
5/05/2025 08:58 PM

Screen Name Redacted 56001
5/05/2025 08:59 PM

Screen Name Redacted 56001
5/05/2025 09:08 PM

Screen Name Redacted 56001
5/05/2025 09:21 PM

Screen Name Redacted 56001

5/05/2025 09:56 PM

Screen Name Redacted 56001

5/05/2025 10:11 PM

Screen Name Redacted 56001

5/05/2025 10:41 PM

Screen Name Redacted 56001

5/06/2025 12:36 AM

Screen Name Redacted 56001

5/06/2025 03:57 AM

Screen Name Redacted 56001

5/06/2025 05:38 AM

Screen Name Redacted 56001

5/06/2025 05:59 AM

Screen Name Redacted 56001

5/06/2025 06:06 AM

Screen Name Redacted 56001

5/06/2025 06:52 AM

Screen Name Redacted 56001

5/06/2025 06:56 AM

Screen Name Redacted 56001

5/06/2025 06:58 AM

Screen Name Redacted 56001

5/06/2025 07:41 AM

Screen Name Redacted 56001

5/06/2025 08:19 AM

Screen Name Redacted 56001

5/06/2025 08:31 AM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 09:52 AM

Screen Name Redacted	56074
----------------------	-------

5/06/2025 10:36 AM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 10:59 AM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 11:04 AM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 12:13 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 12:16 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 01:32 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 01:39 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 01:57 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 01:58 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 02:38 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 02:39 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 02:51 PM

Screen Name Redacted	56001
----------------------	-------

5/06/2025 02:52 PM

Screen Name Redacted 56001
5/06/2025 02:57 PM

Screen Name Redacted 56001
5/06/2025 03:15 PM

Screen Name Redacted 56001
5/06/2025 04:20 PM

Screen Name Redacted 56001
5/06/2025 05:18 PM

Screen Name Redacted 56001
5/06/2025 07:48 PM

Screen Name Redacted 56073
5/06/2025 08:29 PM

Screen Name Redacted 56001
5/06/2025 08:35 PM

Screen Name Redacted 56001
5/06/2025 08:51 PM

Screen Name Redacted 56001
5/06/2025 09:22 PM

Screen Name Redacted 56001
5/06/2025 10:37 PM

Screen Name Redacted 47994
5/07/2025 01:38 AM

Screen Name Redacted 56001
5/07/2025 07:12 AM

Screen Name Redacted 56001
5/07/2025 07:14 AM

Screen Name Redacted 56001
5/07/2025 08:15 AM

Screen Name Redacted 56001
5/07/2025 09:36 AM

Screen Name Redacted 56001
5/07/2025 12:18 PM

Screen Name Redacted 56001
5/07/2025 04:16 PM

Screen Name Redacted 56001
5/07/2025 04:27 PM

Screen Name Redacted 56001
5/07/2025 07:16 PM

Screen Name Redacted 56001
5/07/2025 07:26 PM

Screen Name Redacted 57001
5/07/2025 08:04 PM

Screen Name Redacted 56001
5/07/2025 09:38 PM

Screen Name Redacted 56001
5/08/2025 08:59 AM

Screen Name Redacted 56003
5/08/2025 10:12 AM

Screen Name Redacted 56001
5/08/2025 03:32 PM

Screen Name Redacted 56001
5/09/2025 07:26 AM

Screen Name Redacted 56037
5/09/2025 08:21 AM

Screen Name Redacted 56001

5/09/2025 10:05 AM

Screen Name Redacted 56001

5/09/2025 02:14 PM

Screen Name Redacted 56001

5/10/2025 10:41 PM

Screen Name Redacted 56063

5/11/2025 01:42 PM

Screen Name Redacted 56001

5/11/2025 03:08 PM

Screen Name Redacted 56003

5/12/2025 08:26 AM

Screen Name Redacted 56001

5/12/2025 09:24 AM

Screen Name Redacted 56001

5/12/2025 09:44 AM

Screen Name Redacted 56001

5/12/2025 08:40 PM

Screen Name Redacted 56001

5/13/2025 07:57 AM

Screen Name Redacted 56002

5/13/2025 09:38 AM

Screen Name Redacted 56001

5/13/2025 04:03 PM

Screen Name Redacted 56001

5/14/2025 08:04 AM

Screen Name Redacted 56001

5/14/2025 09:43 AM

Screen Name Redacted	56024
----------------------	-------

5/14/2025 10:00 AM

Screen Name Redacted	56001
----------------------	-------

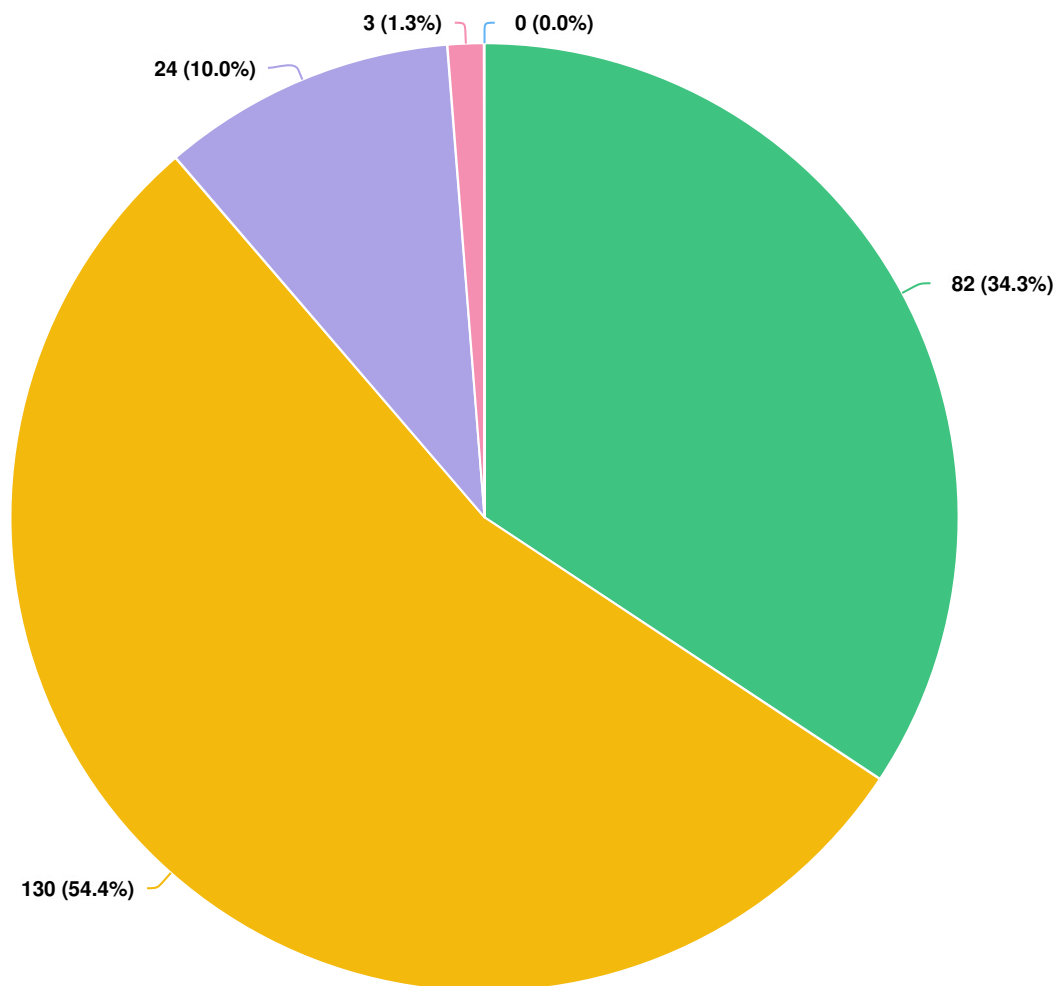
5/14/2025 12:15 PM

Screen Name Redacted	56001
----------------------	-------

5/15/2025 07:25 AM

Optional question (234 response(s), 16 skipped)

Question type: Number Question

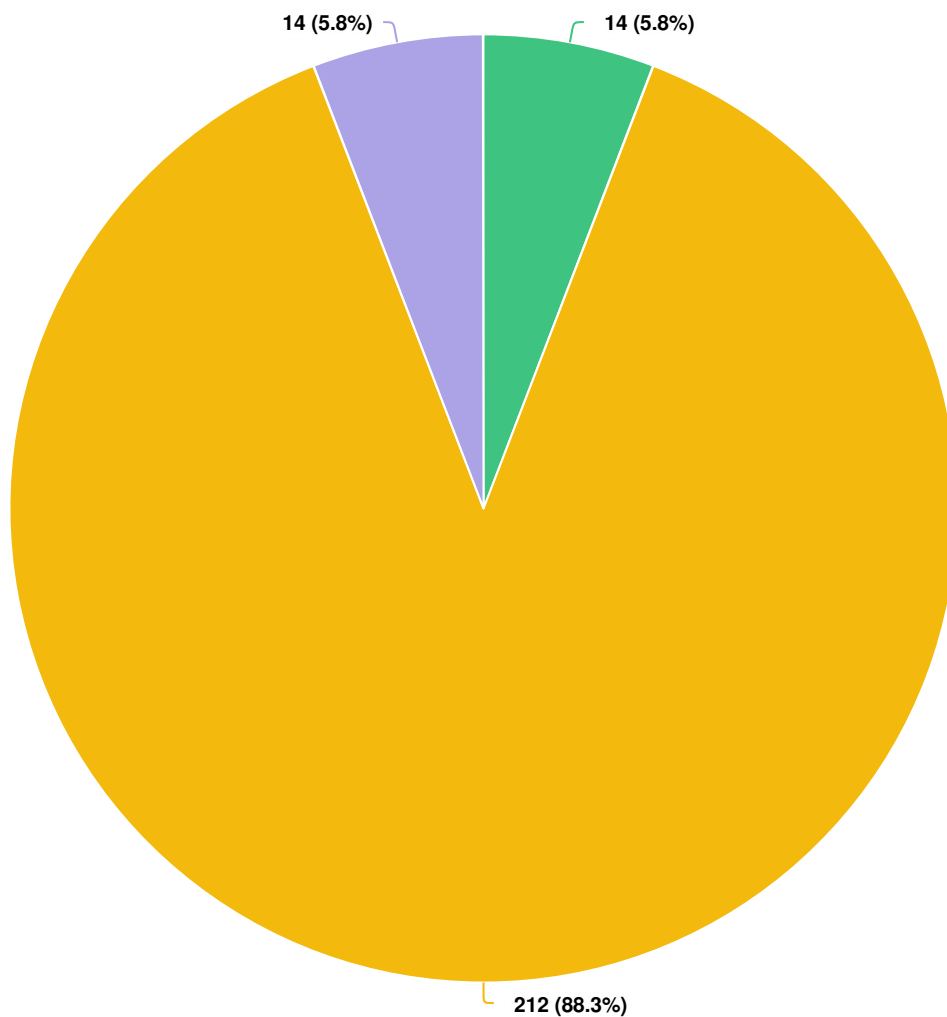
Q14 What is your gender?**Question options**

Male Female Prefer not to answer Non-binary Other (please specify if you wish)

Optional question (239 response(s), 11 skipped)

Question type: Radio Button Question

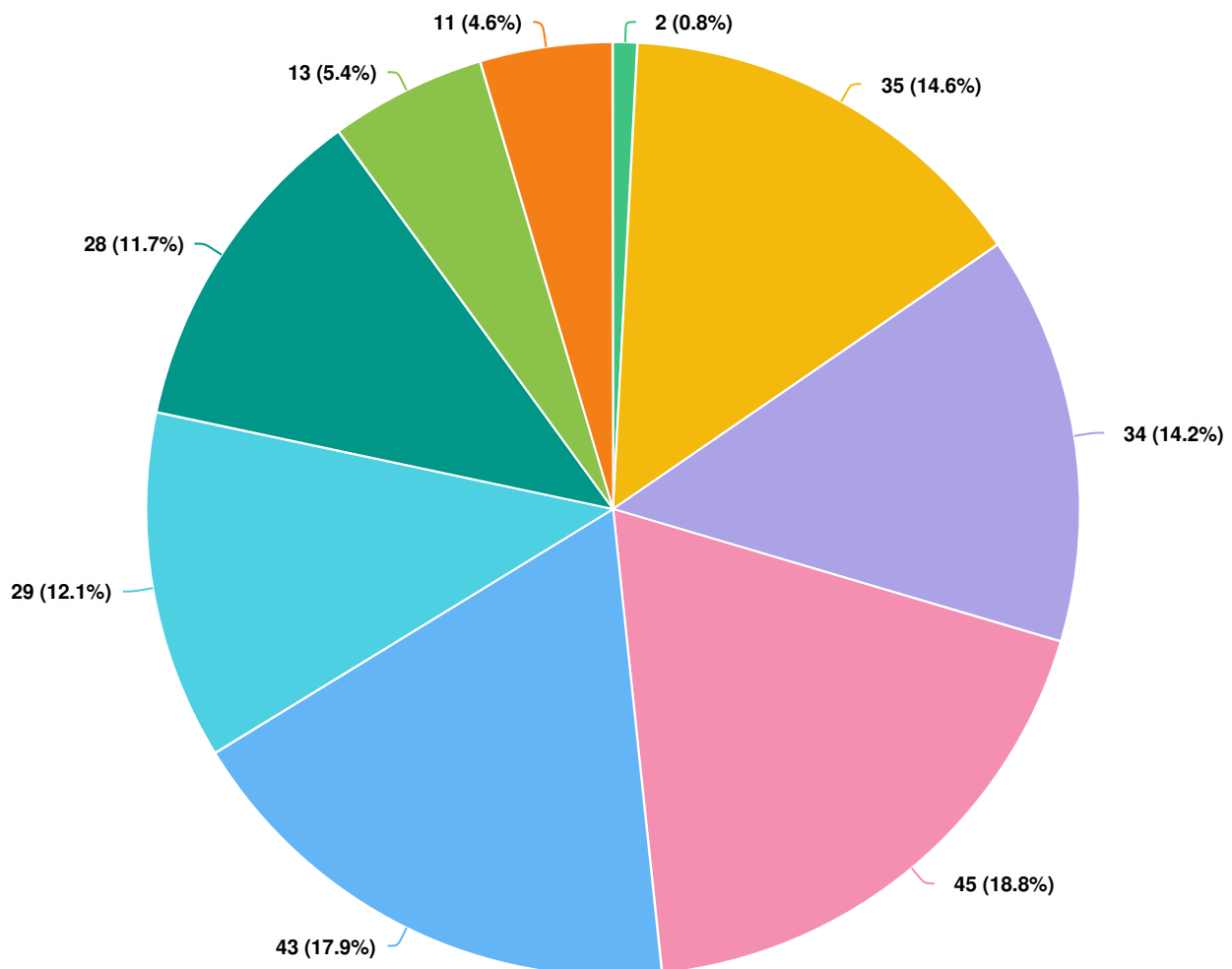
Q15 Do you have a long-lasting or chronic condition (physical, visual, auditory, cognitive or mental, emotional, or other) that substantially limits one or more of your major life activities (your ability to see, hear, or speak; to learn, remember, or ...

**Question options**

☒ Yes ☒ No ☐ Prefer not to answer

Optional question (240 response(s), 10 skipped)

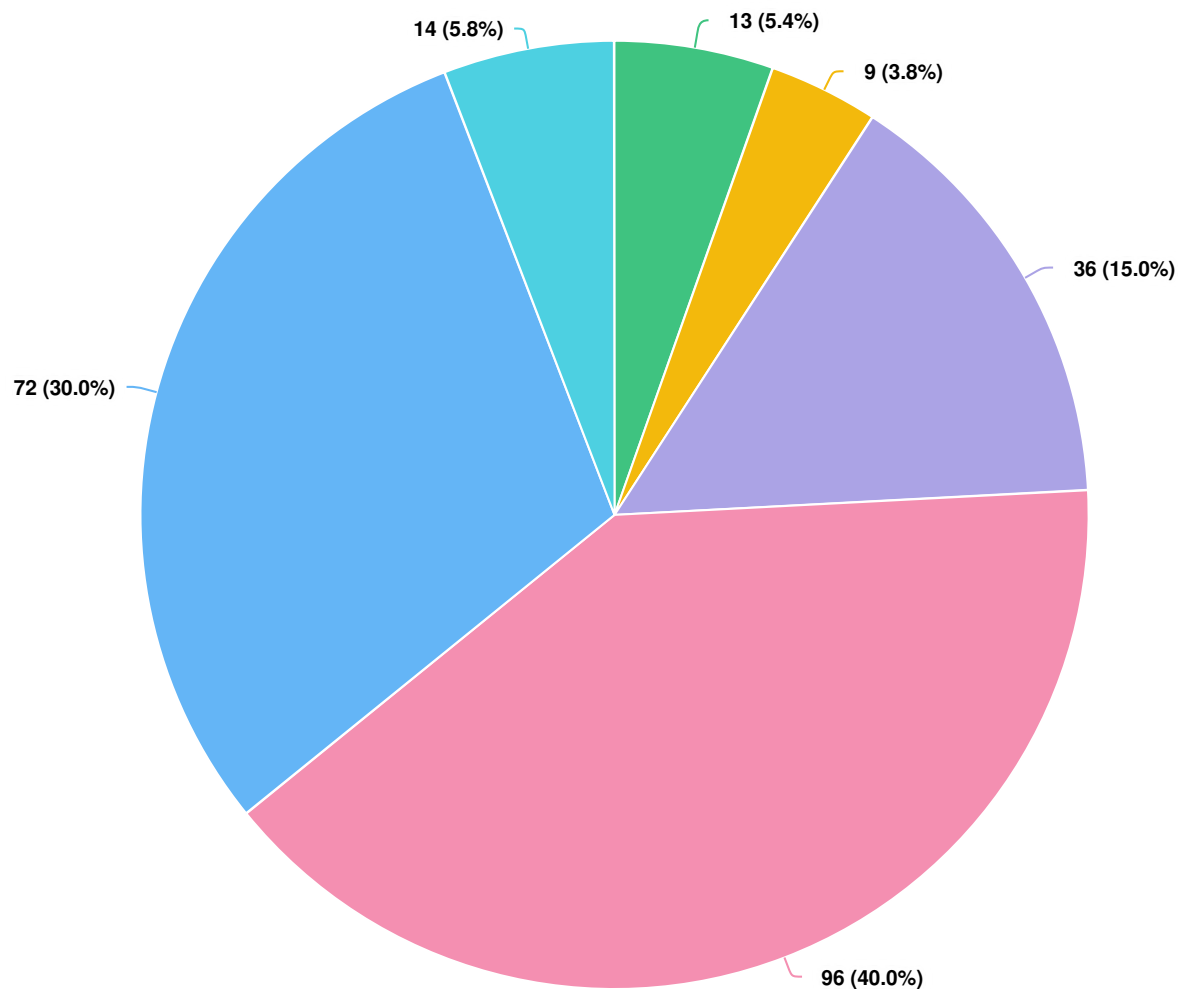
Question type: Radio Button Question

Q16 What is your age?**Question options**

● Under 18 ● 18 to 24 years old ● 25 to 34 years old ● 35 to 44 years old ● 45 to 54 years old
● 55 to 64 years old ● 65 to 74 years old ● 75 and older ● Prefer not to answer

Optional question (240 response(s), 10 skipped)

Question type: Radio Button Question

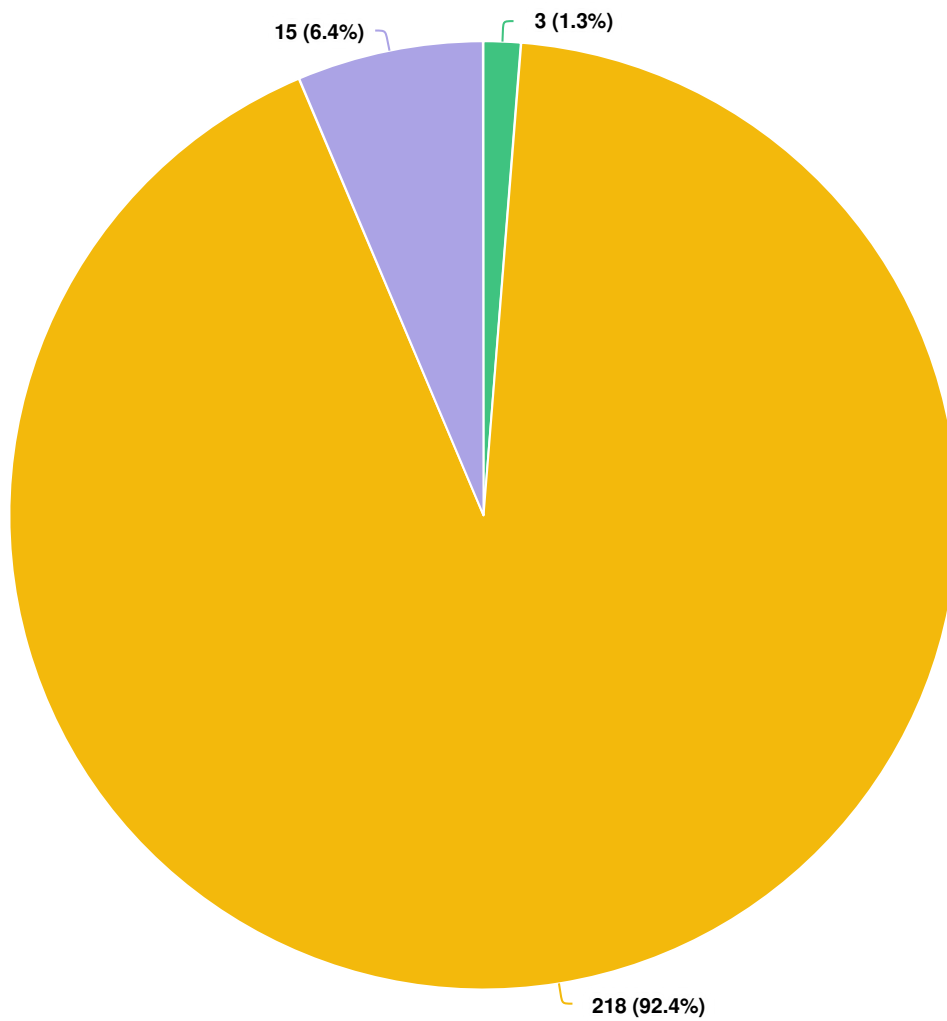
Q17 What is the last grade or level of education that you completed?**Question options**

- High school or less
- Technical or vocational school
- Some college
- College graduate
- Post graduate work or advanced degree
- Prefer not to answer

Optional question (240 response(s), 10 skipped)

Question type: Radio Button Question

Q18 | Are you of Hispanic decent?

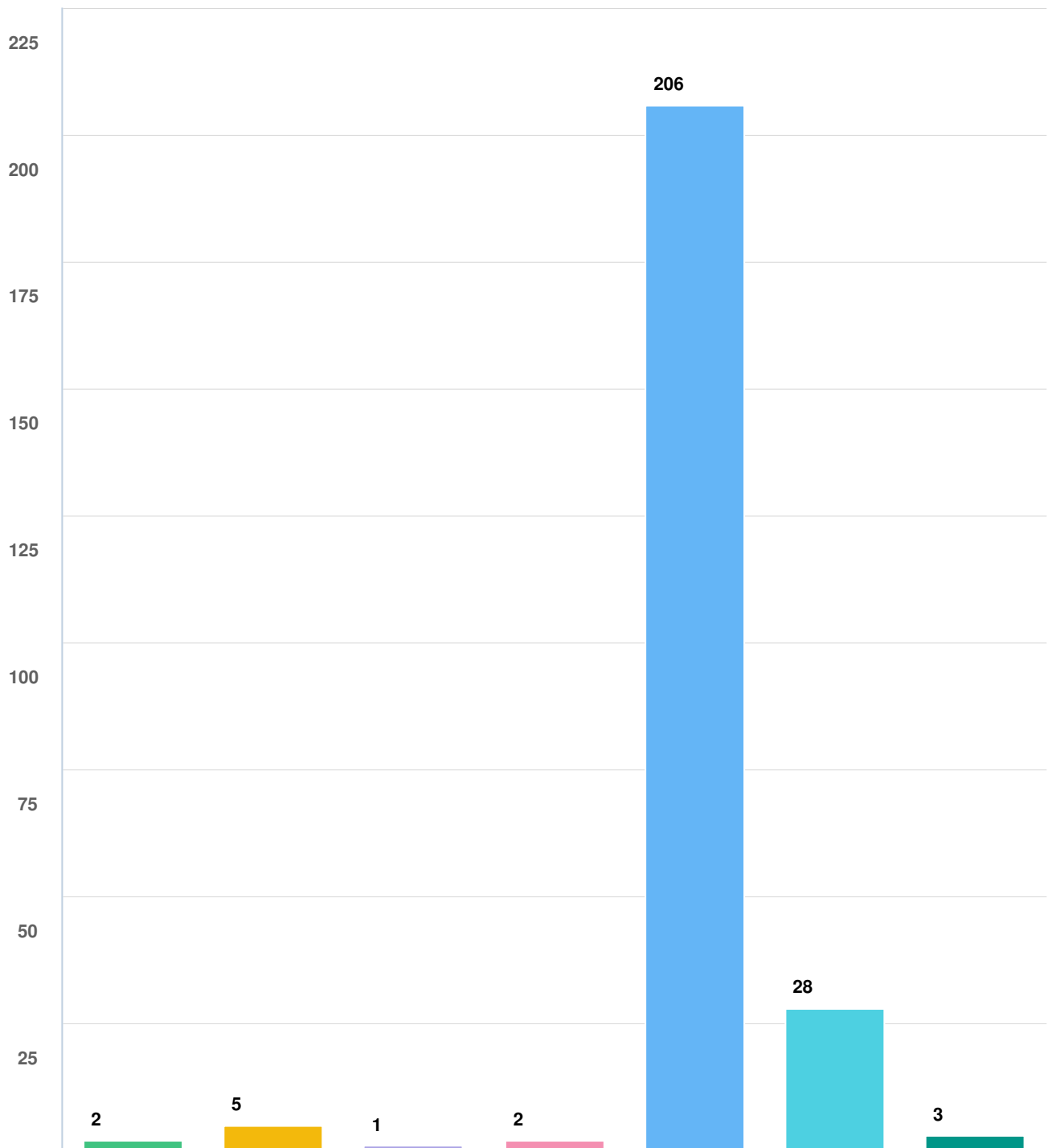


Question options

☒ Yes ☒ No ☒ Prefer not to answer

Optional question (236 response(s), 14 skipped)

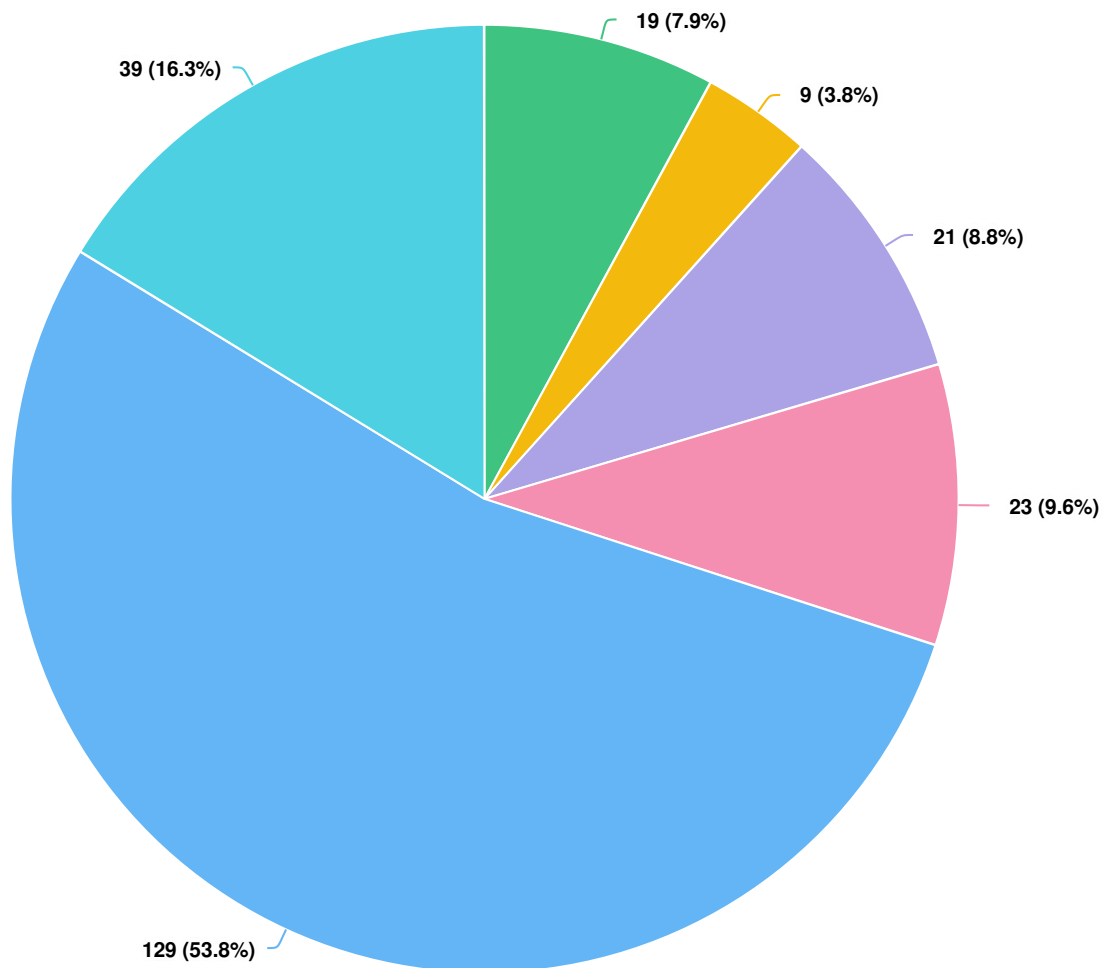
Question type: Radio Button Question

Q19 What is your racial background? Select all that apply.**Question options**

- American Indian or Alaska Native ● Asian ● Black or African-American ● Native Hawaiian or other Pacific Islander
● White ● Prefer not to answer ● Some other race/more than one race (please specify)

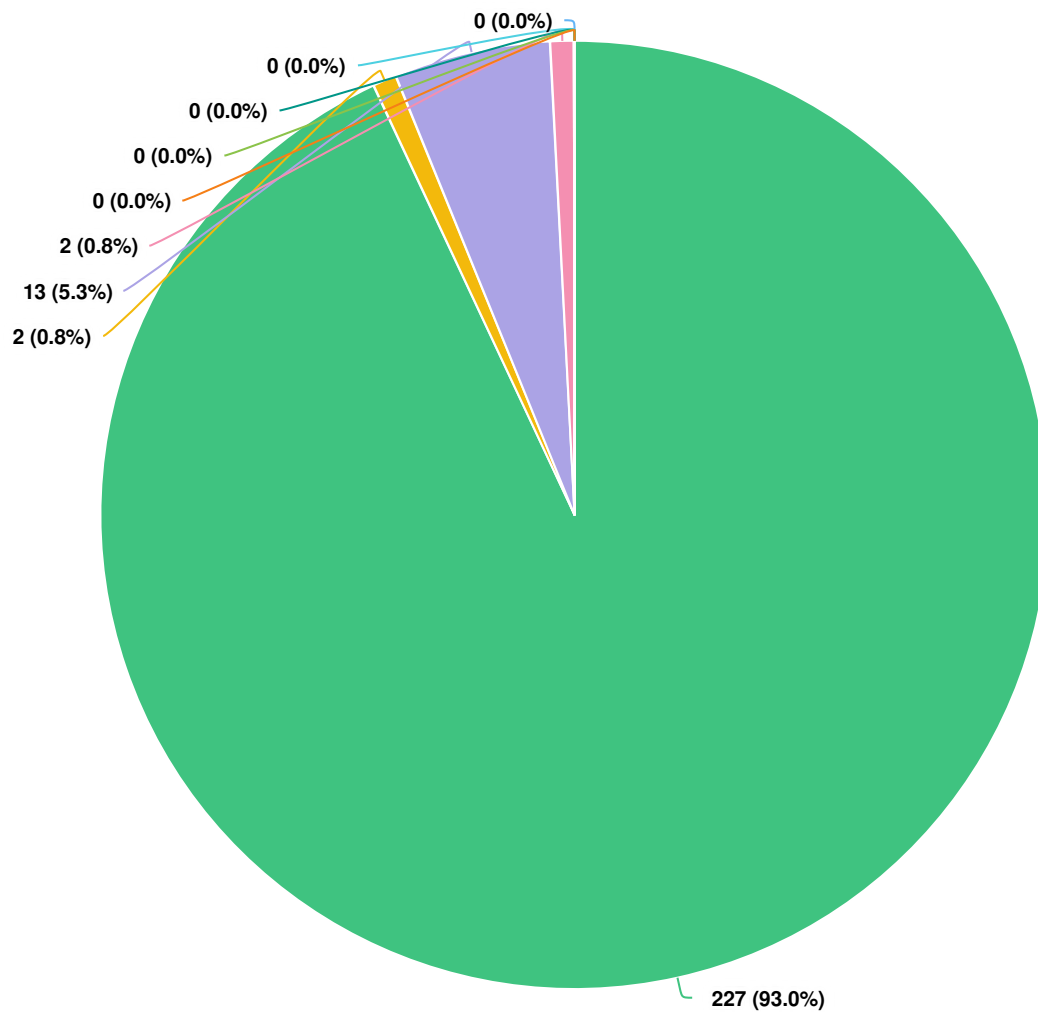
Optional question (238 response(s), 12 skipped)

Question type: Checkbox Question

Q20 What is your household income (combined for all persons who live in your home)?**Question options**

- Less than \$20,000 ● \$20,000 - \$39,000 ● \$40,000 - \$59,000 ● \$60,000 - \$79,000 ● \$80,000 or more
● Prefer not to answer

Optional question (240 response(s), 10 skipped)
Question type: Radio Button Question

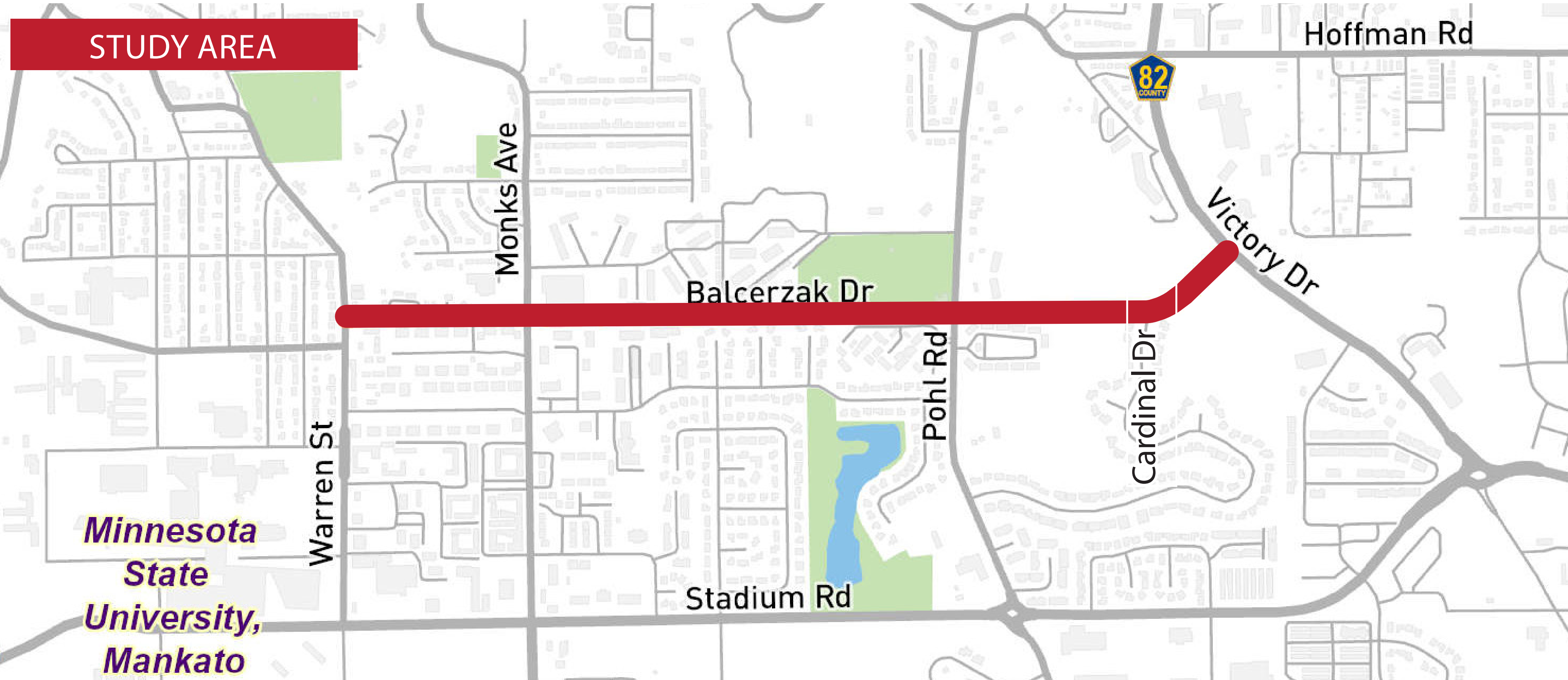
Q21 What is the primary language spoken at your home?**Question options**

English Spanish Prefer not to answer Other (please specify) Somali Hmong Amharic
Oromo Russian

Optional question (244 response(s), 6 skipped)
Question type: Radio Button Question

Mankato/North Mankato Area Planning Organization (MAPO)

Balcerzak Drive Corridor Study



STUDY OVERVIEW

The Mankato/North Mankato Area Planning Organization (MAPO) is working with the City of Mankato to study Balcerzak Drive between Warren Street and Victory Drive. The purpose of this study is to evaluate the corridor and create a plan for future improvements focused on safety, efficiency, and accessibility along Balcerzak Drive. There are no current plans or timeline for future street reconstruction.

CONTACTS

If you have any questions or concerns about the study, contact:

Chris Talamantez
Transportation Planner
MAPO
ctalamantez@mankatomn.gov

Connor Cox
Project Manager
Bolton & Menk, Inc.
connor.cox@bolton-menk.com



Learn more at:
everyvoice.
mankatomn.gov/
balcerzak

OPEN HOUSE OVERVIEW

- **Existing Conditions** – Review current street design, traffic patterns, and key issues along the corridor.
- **Street Design Options** – Provide feedback on future street design options, including transit stop design options.
- **Intersection Design Options** – Compare design concepts for intersections like Warren Street and Cardinal Drive.

KEY STUDY COMPONENTS

**Intersection safety & operations**

**Bicycle & pedestrian safety & connectivity**

**Traffic speeds**

**Transit stop design & placement**

SCHEDULE

● SPRING 2025	Define study goals and evaluate corridor issues and opportunities
● SUMMER 2025	Develop future street design and transit stop options
● FALL 2025	Evaluate design options & provide recommendations

Existing Corridor Conditions & Issues

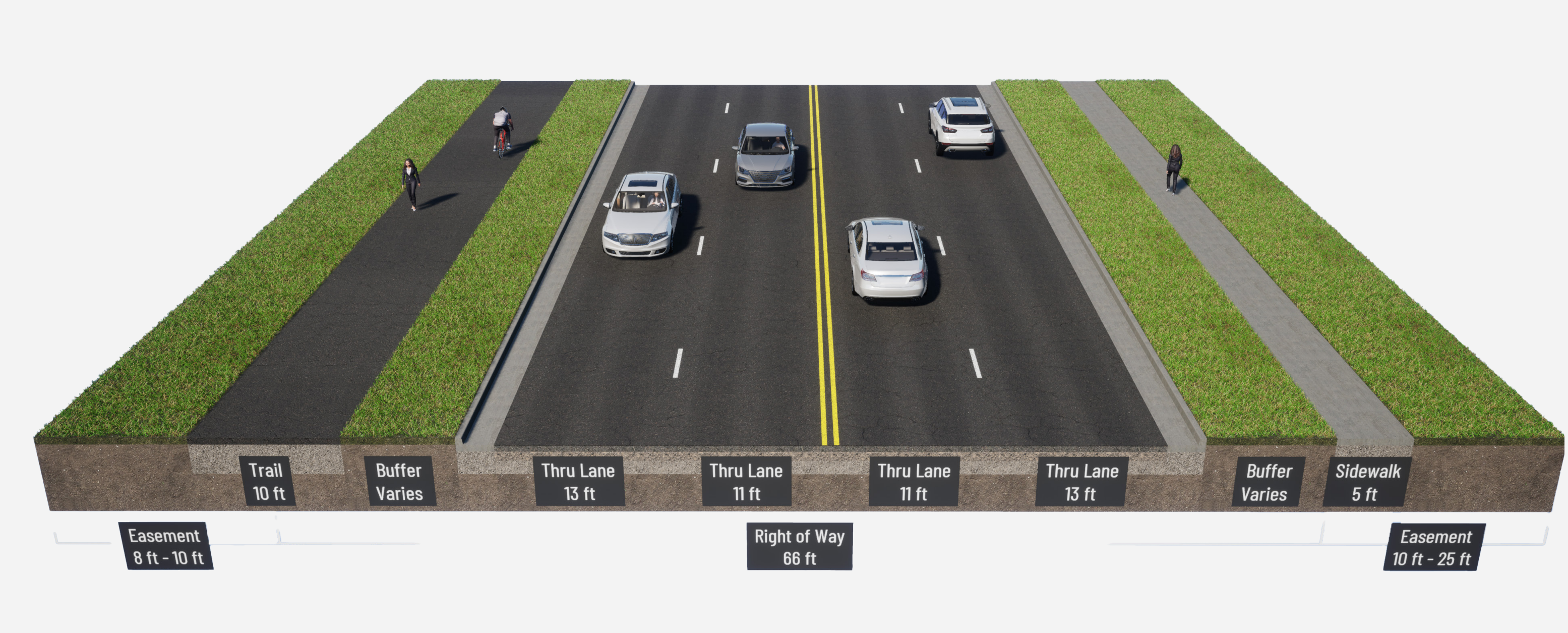
THREE CORRIDOR SEGMENTS

For the purpose of this study, Balcerzak Drive has been divided into three segments. Each segment has distinct current conditions, issues, and future design options:

- Segment 1: Warren Street to Monks Avenue
- Segment 2: Monks Avenue to Pohl Road
- Segment 3: Pohl Road to Victory Drive



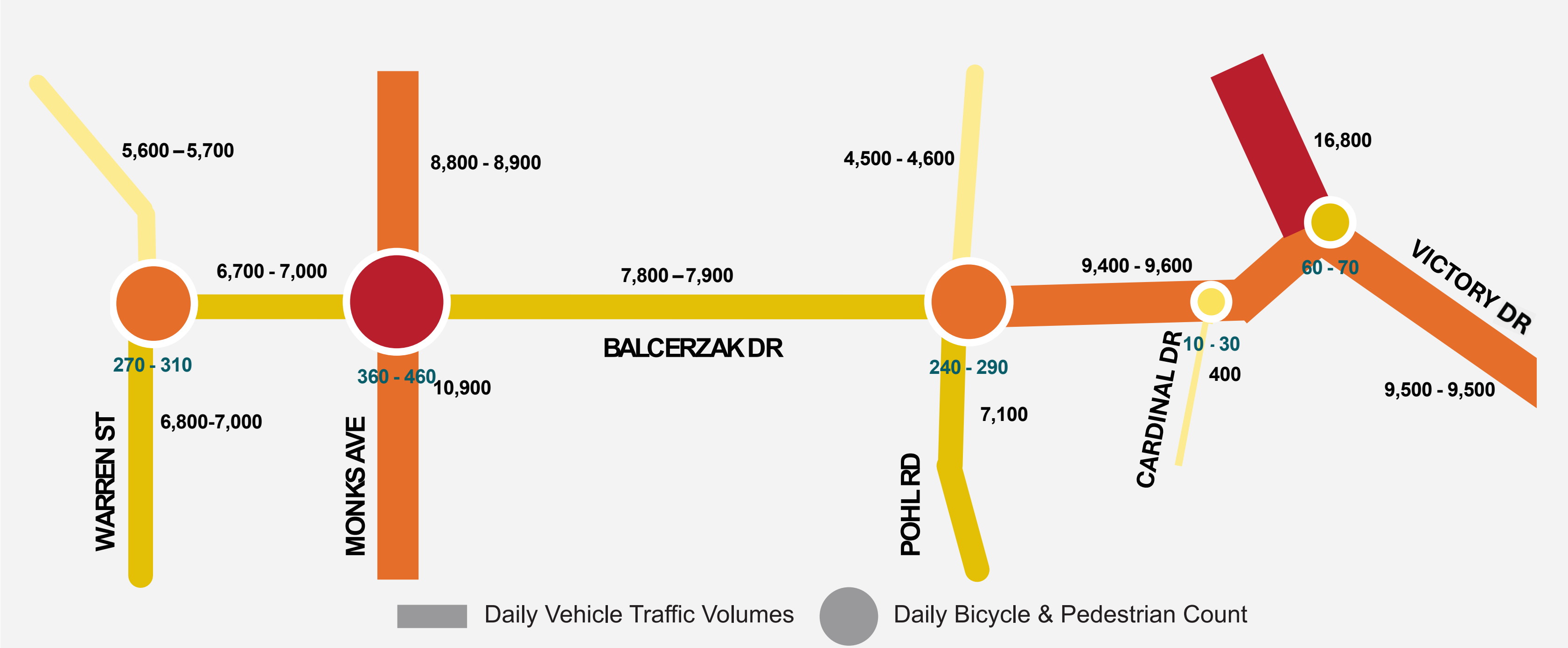
CURRENT STREET DESIGN



With 6,000-10,000 vehicles traveling on Balcerzak Drive per day, the existing four lane design provides more traffic capacity than needed along the corridor. Federal guidance suggests 4-lane roadways with fewer than 20,000 vehicles are suitable for a “road diet”, or reduction in lanes.

Source: FHWA Road Diet Informational Guide

HOW MANY PEOPLE TRAVEL ON BALCERZAK DRIVE EACH DAY?



OBSERVATIONS & ISSUES ON BALCERZAK DRIVE

- 1

Speeding and traffic safety
- 2

Inadequate transit stop facilities
- 3

Inadequate bicycle & pedestrian crossings and connections
- 4

Pohl Road intersection safety
- 5

Lack of pedestrian crossing between Monks Avenue and Pohl Road
- 6

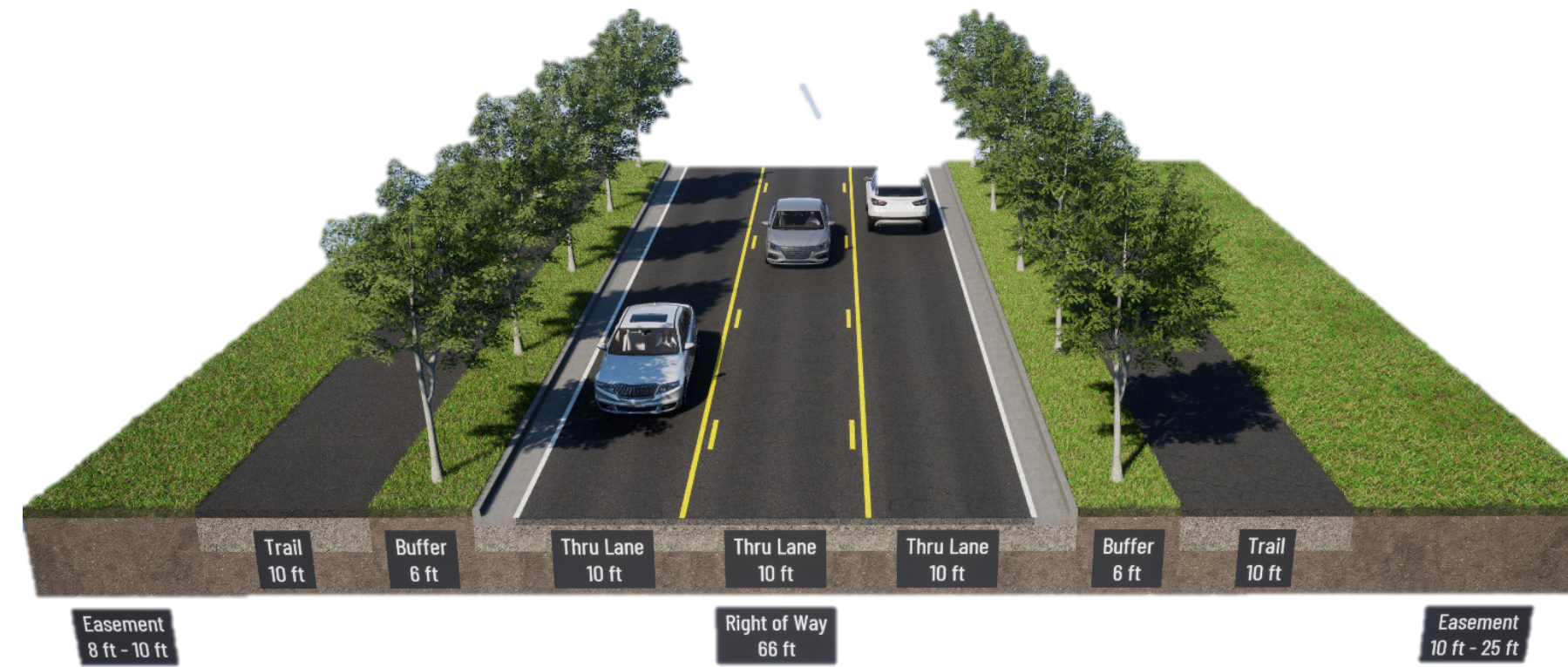
Poor pavement conditions
- 7

Vehicular access to Cardinal Drive
- 8

Fire & emergency vehicle access

Segment 1 Design Options: Warren Street to Monks Avenue

1A

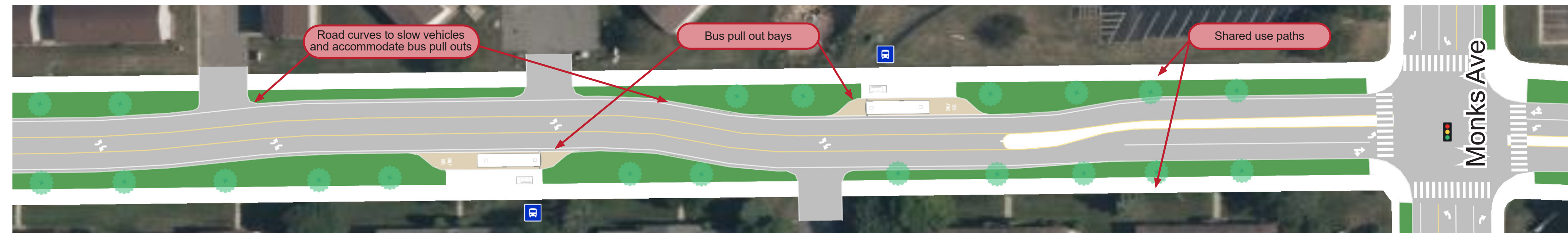


OPTION 1A FEATURES:

- Three lane street design: one lane in each direction plus center turn lane
 - Shared use path / trail on both sides of the street with trees in boulevard
 - Provides transit pull-out bays so buses do not stop in the travel lane
 - Street curves to accommodate transit pull-out bays and slow traffic speeds
 - Monks Avenue: Signalized intersection with pedestrian crossing islands
- *Monks Avenue proposed design is the same for Options 1A & 1B

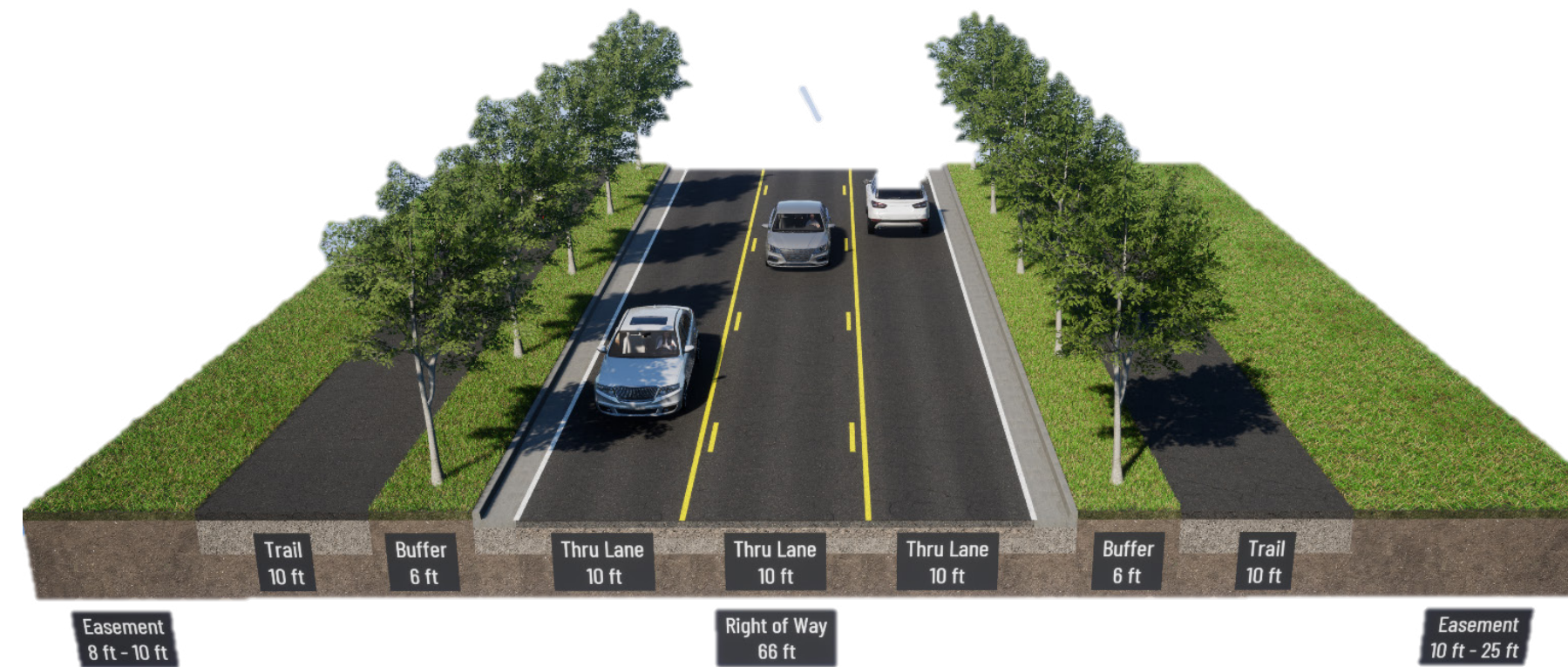
Tell us what you like or dislike about Option 1A.

Share your comment on a Post-it Note →



Place notes here

1B

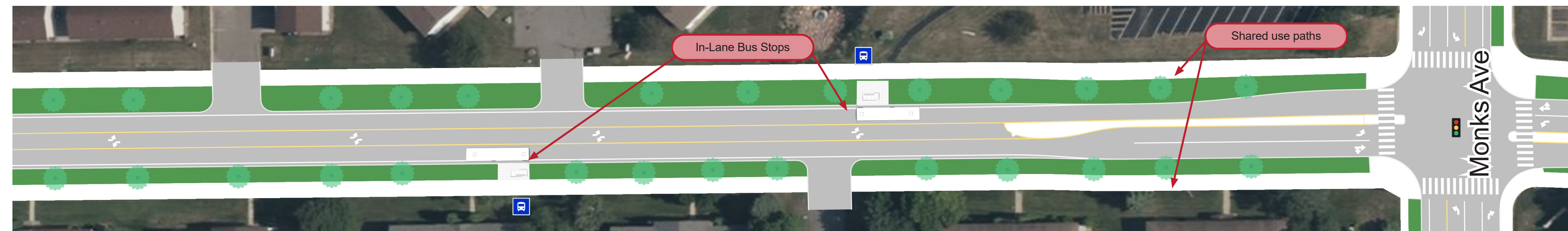


OPTION 1B FEATURES:

- Three lane street design: one lane in each direction plus center turn lane
 - Shared use path / trail on both sides of the street with trees in boulevard
 - Street is straight with standard bus stops: buses stop in the travel lane
 - Wider boulevards at transit stops due to no bus pull-out bays
 - Monks Avenue: Signalized intersection with pedestrian crossing islands
- *Monks Avenue proposed design is the same for Options 1A & 1B

Tell us what you like or dislike about Option 1B.

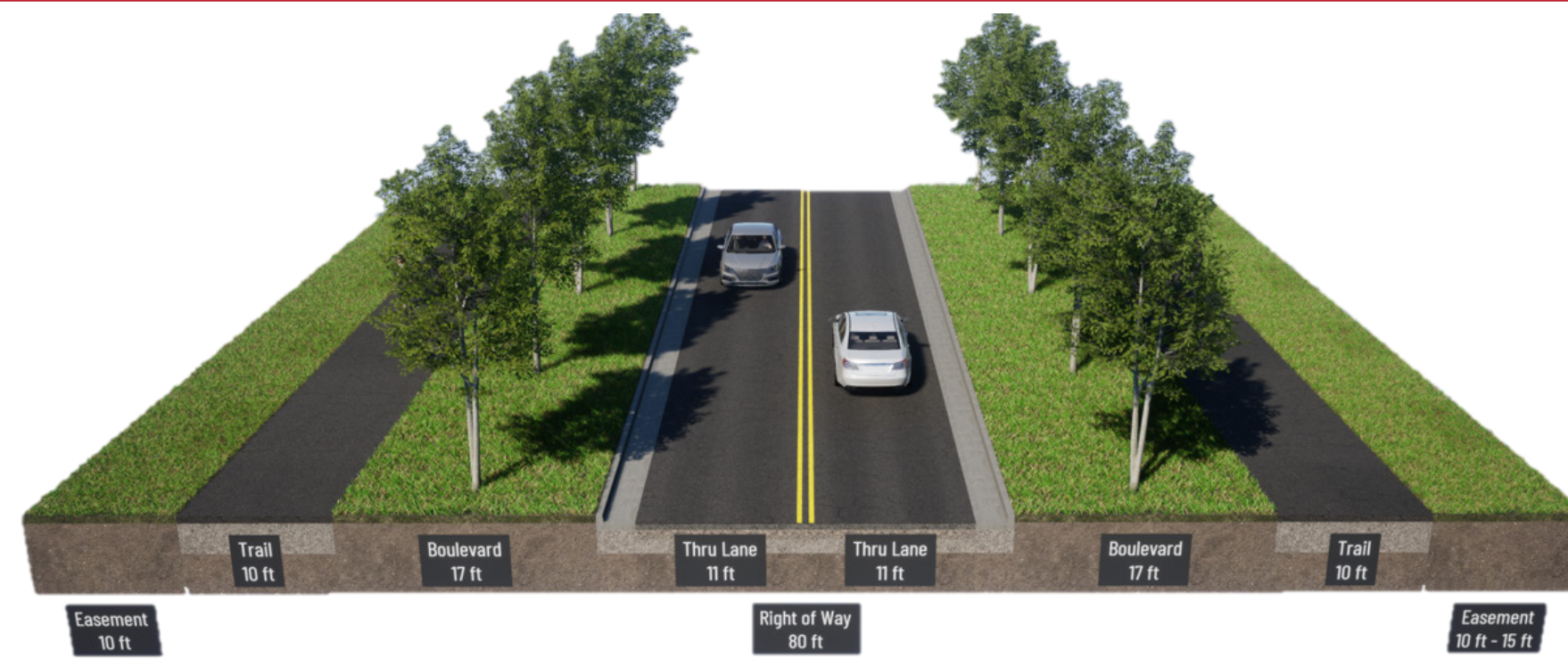
Share your comment on a Post-it Note →



Place notes here

Segment 2 Design Options: Monks Avenue to Pohl Road

2A

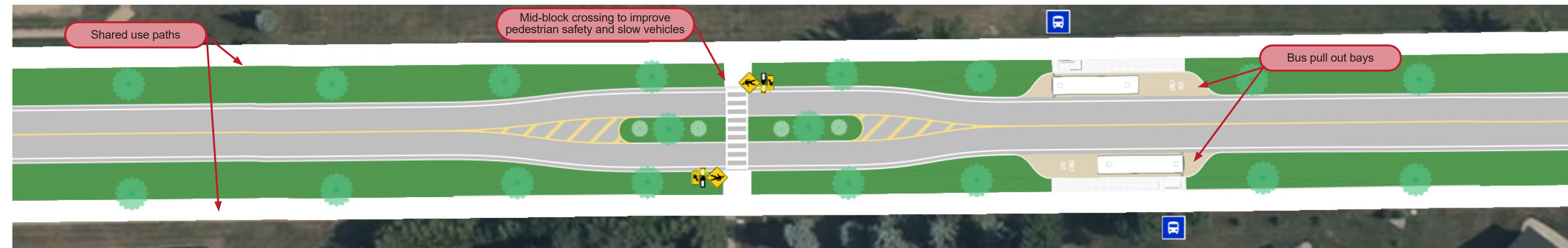


OPTION 2A FEATURES:

- Wider boulevards on each side of the street
- Two lane street design: one lane in each direction, plus turn lanes provided at intersections
- Bus pull out bays
- Shared use path / trail on both sides of the street with trees in boulevard
- Introduces new mid-block pedestrian crossing that connects to Heron Drive

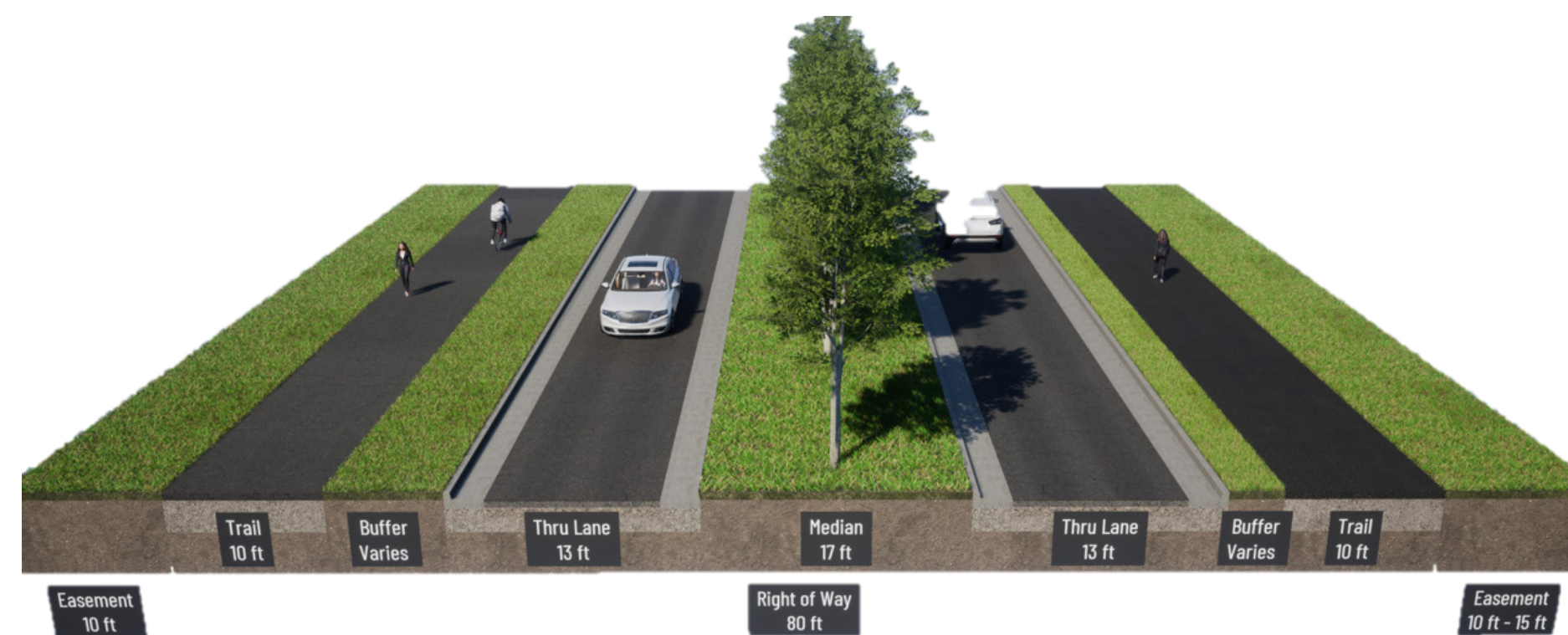
Tell us what you like or dislike about Option 2A.

Share your comment on a Post-it Note →



Place notes here

2B

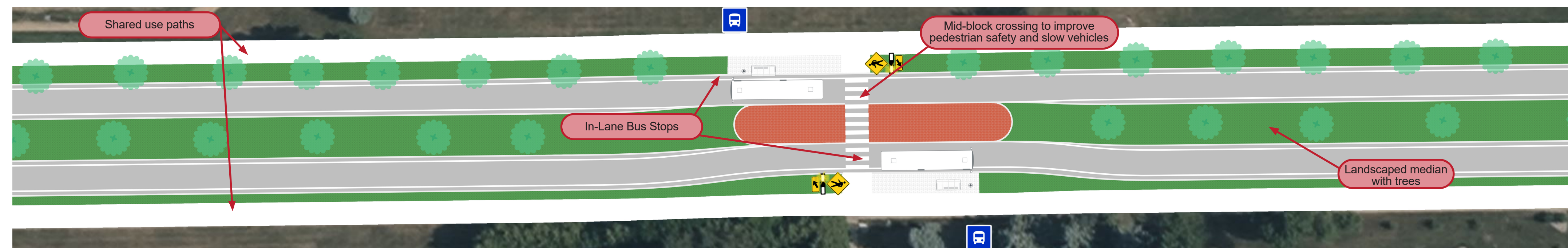


OPTION 2B FEATURES:

- Center median with trees; Narrower boulevard on each side of the street
- Two lane street design: one lane in each direction, plus turn lanes provided at intersections
- Buses stop in travel lane
- Shared use path / trail on both sides of the street
- Introduces new mid-block pedestrian crossing that connects to Heron Drive

Tell us what you like or dislike about Option 2B.

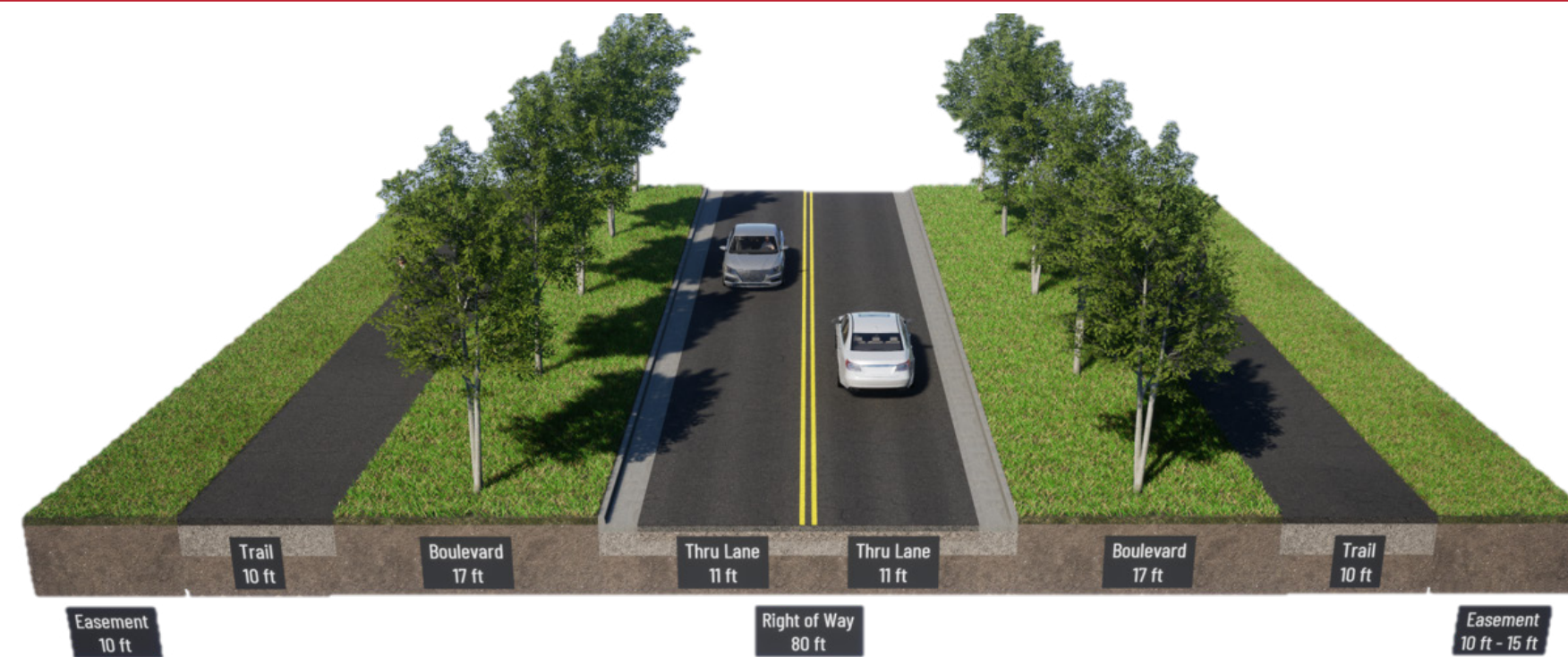
Share your comment on a Post-it Note →



Place notes here

Segment 3 Design Options: Pohl Road to Victory Drive

3A



OPTION 3A FEATURES:

- Two lane street design: one lane in each direction, plus turn lanes at intersections
- Wider boulevard on each side of the street
- Shared use path / trail on both sides of the street with trees in boulevard
- No bus stops in Segment 3
- No proposed changes to existing Victory Drive intersection design

Tell us what you like or dislike about Option 3A.

Share your comment on a Post-it Note



3B

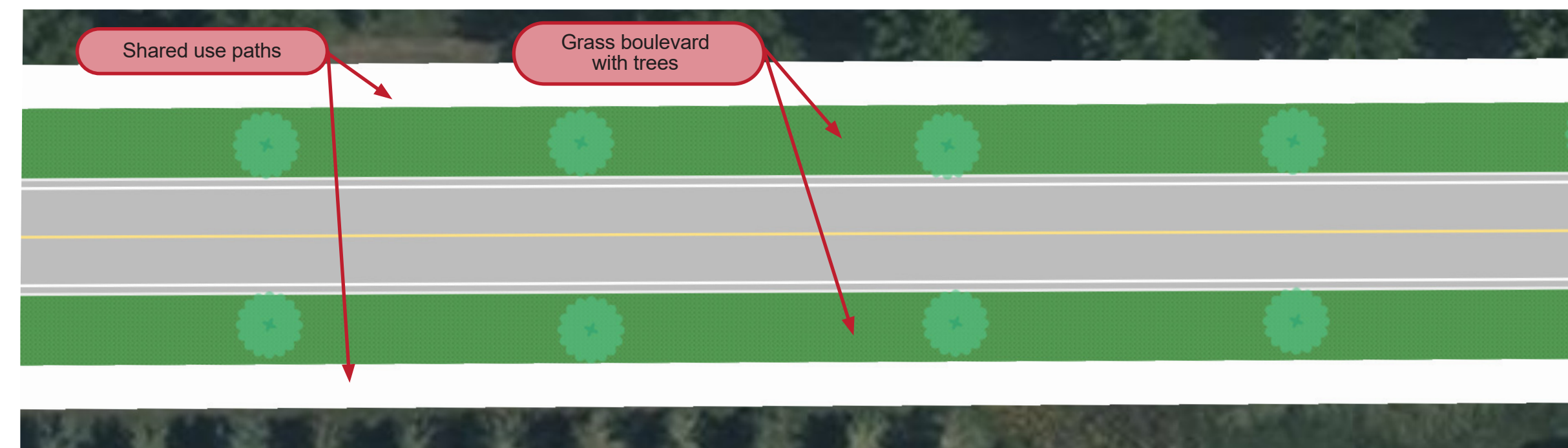


OPTION 3B FEATURES:

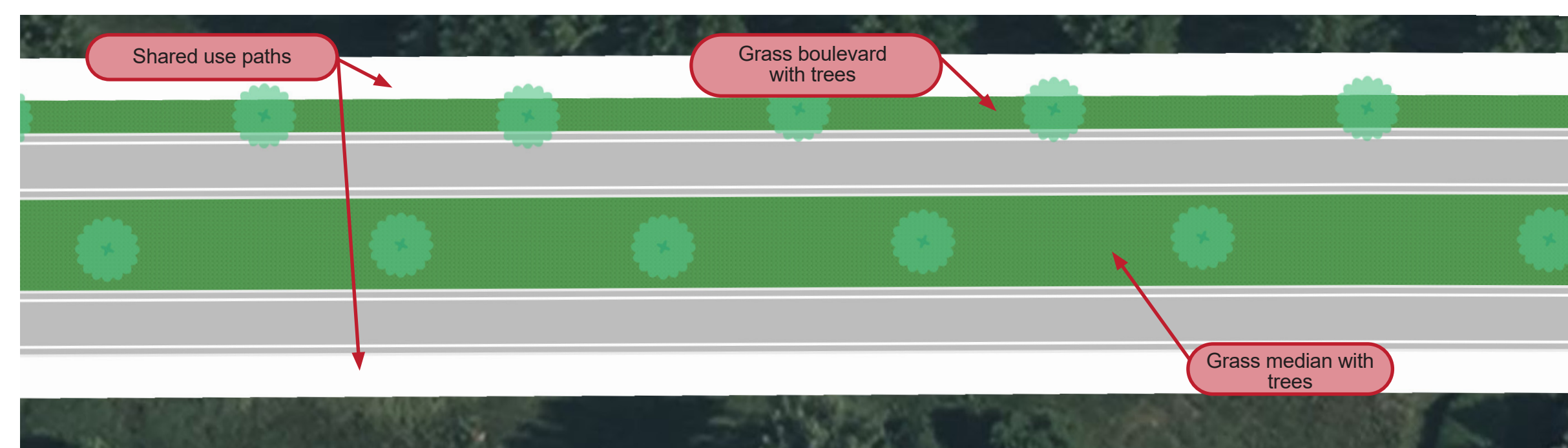
- Two lane street design: one lane in each direction
- Center median with trees; Boulevard with trees on one side of the street
- Shared use path / trail on both sides of the street
- No bus stops in Segment 3
- No proposed changes to existing Victory Drive intersection design

Tell us what you like or dislike about Option 3B.

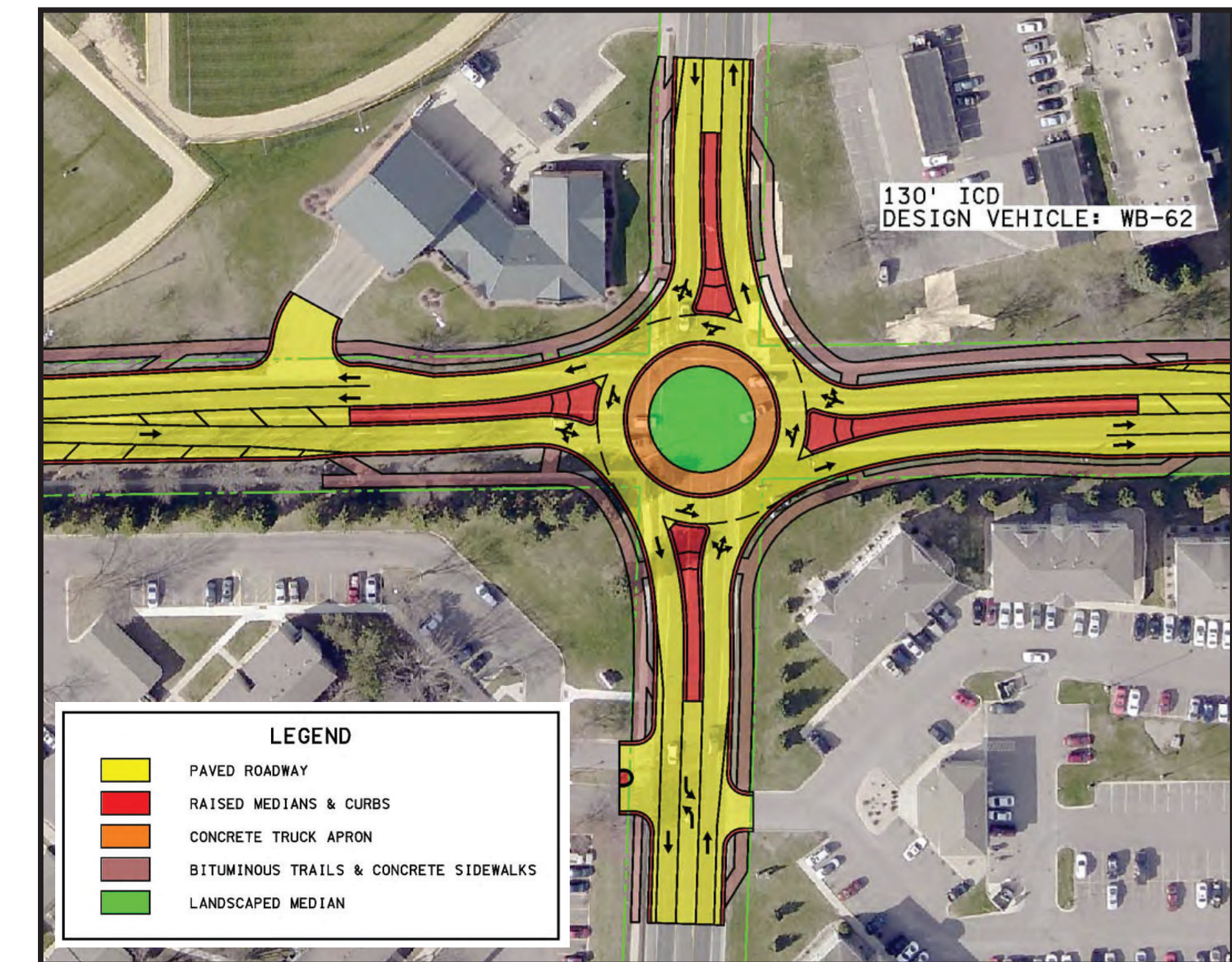
Share your comment on a Post-it Note



Place notes here



Place notes here



POHL RD INTERSECTION

MAPO conducted a Intersection Control Evaluation (ICE) study in 2016 at the intersection of Pohl Road and Balcerzak Drive. The study analyzed three different intersection design types:

1. All-way stop control (stop signs at all four corners)
2. Roundabout
3. Traffic signal

The study concluded with a long-term recommendation for a roundabout at the Pohl Rd / Balcerzak Dr intersection.

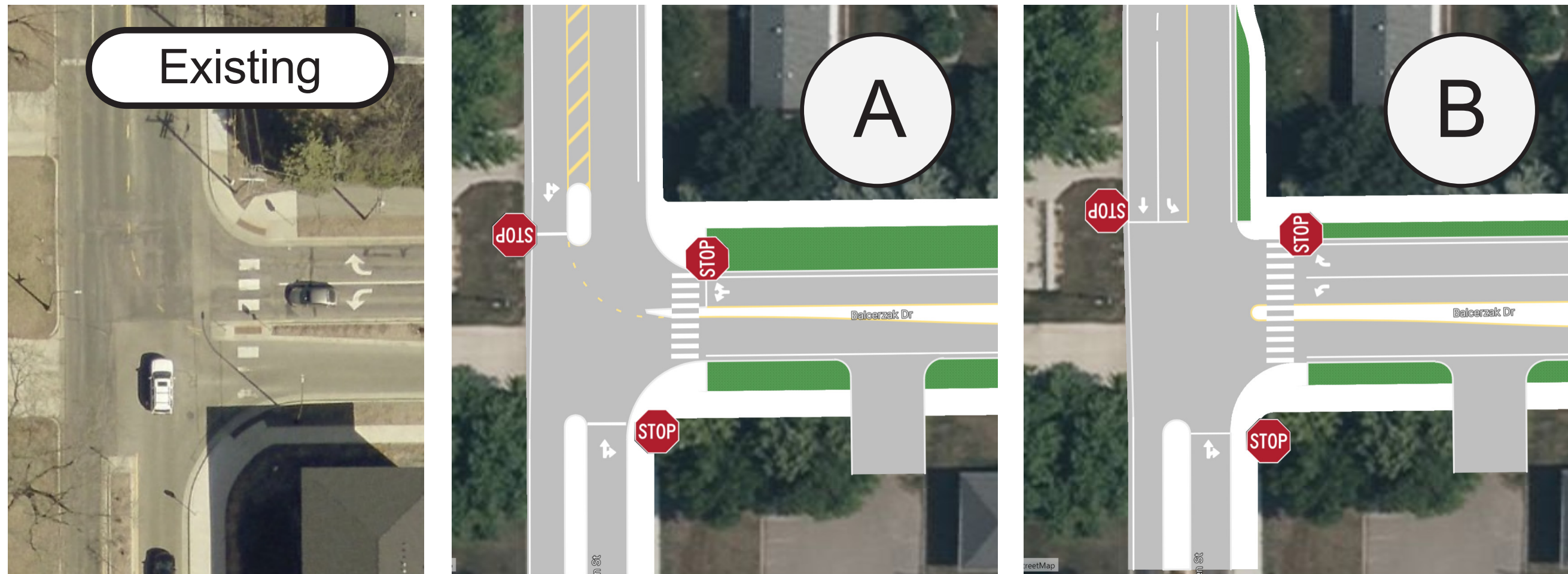
A variety of factors were considered during the analysis:

- Traffic signal warrants: Determining whether traffic volumes warrant a signalized intersection
- Operational analysis: How traffic operates at each intersection based on estimated future traffic volumes
- Safety analysis: Anticipated safety benefits, including estimated number of crashes at the intersection
- Costs: An estimate of construction costs for each design
- Right-of-way: Reviewing whether the designs fit within the existing public right-of-way
- Transportation system: How each design fits into the context of the broader transportation system
- Pedestrian crossings: Reviewing pedestrian crossing safety and comfort

Additional coordination is needed in the future to design a roundabout that accommodates fire truck access to the station, bus stops at the intersection, and safe pedestrian crossings.

Intersection Design Options: Warren Street & Cardinal Drive

WARREN STREET INTERSECTION DESIGN OPTIONS



OPTION A:

- Southbound and westbound lanes are combined for left turn and thru vehicles, creating shorter pedestrian crossing over Balcerzak Drive
- All-way stop; Southbound stop sign moved up closer to intersection
- Landscaped median on Balcerzak Drive remains

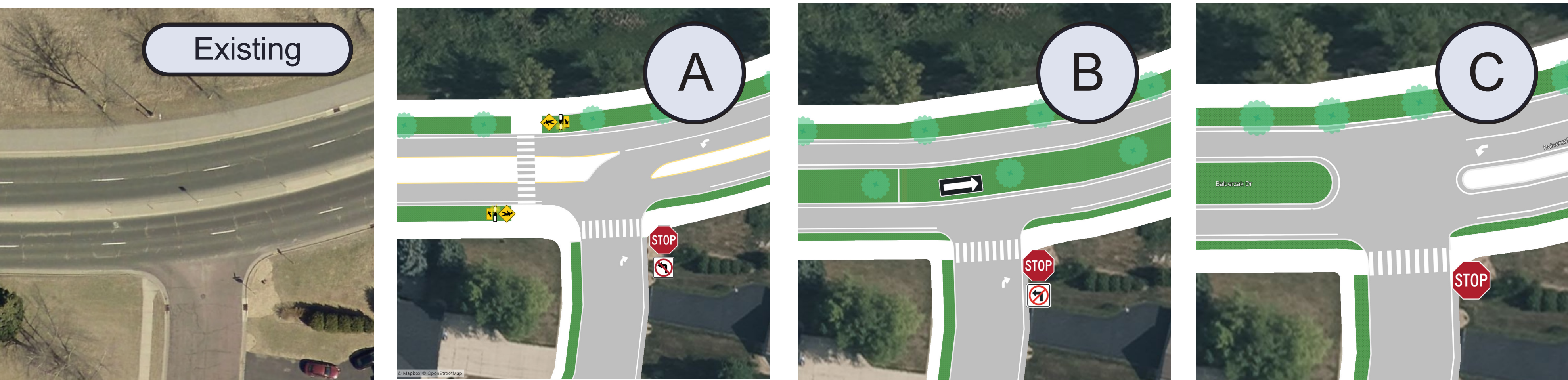
OPTION B:

- Separate lanes for southbound and westbound left turn and thru vehicles
- All-way stop; Southbound stop sign moved up closer to intersection
- Landscaped median on Balcerzak Drive remains

Tell us what you like or dislike about the Warren Street intersection design options. Share your comments on a Post-it Note below.

Place notes here

CARDINAL DRIVE INTERSECTION DESIGN OPTIONS



OPTION A:

- Partial access design: Westbound vehicles on Balcerzak Drive can turn left onto Cardinal Drive, but vehicles on Cardinal Drive cannot turn left onto Balcerzak Drive
- Introduces a new pedestrian crossing over Balcerzak Drive on the western side of Cardinal Drive

OPTION B:

- Restricted access: Landscaped median on Balcerzak Drive continues through Cardinal Drive intersection, reducing vehicle access in and out of Cardinal Drive (right-in/right-out only)
- Does not provide a crossing over Balcerzak Drive

OPTION C:

- Full access: Vehicles on Cardinal Drive and Balcerzak Drive can take a left or right, providing full access to both streets
- Does not provide a crossing over Balcerzak Drive

Tell us what you like or dislike about the Cardinal Drive intersection design options. Share your comments on a Post-it Note below.

Place notes here

Appendix E – Fall Open House Comments

Open House Details:

- September 30, 2025
- Hosted at Fire Station #3, Mankato, MN

**Comments below are transcribed verbatim from Post-It note comments at open house*

Comments about Segment 1, Option 1A:

- Reminds me old Riverfront Drive. Good flow and center turn lanes! Good service for buses
- I like this option. Buses won't cause traffic build up
- I like this option. Buses wouldn't destruct traffic and curves slower vehicles
- Option A. Ensures free flow of traffic
- Option A provides safer experiences for pedestrians, buses, and slower drivers. I think it looks good!
- Bus bays do not prevent delays to traffic - Bus lanes are better
- A - Still can't see turning now. Monks from going E on Warren St. Will need to restrict left turns
- Needs to stay 4 lane because bikes ride the street not the paths!
- I support 1A for it's chicane + bus pick-up design. I question the necessity of more than one road access point for the apartments. A longer median could keep speeds appropriate. Separated bike lanes are sorely missed.
- A roundabout at Monks + Pohl would keep the flow of traffic, prevent accidents, and ease the car vs. pedestrian/cyclist conflict at the intersection.
- I heavily support this option. Chicanes are one of the best ways to control speeding

Comments about Segment 1, Option 1B:

- ASA - Access second curb cut on Balcerzak
- 1B - sight blocked turning N on Monks from going E on Warren St not an improvement

Comments about Segment 2, Option 2A:

- Option A is good because the buses pull off traffic can still flow
- A combination of both designs would be ideal. A median would be important in both. A separated bike lane is a necessity. Many peds use these sidewalks and ped-cyclist conflict would be eliminated.

- Center island would slow speeding traffic, and unobstructed lanes allow for emergency vehicles to pass.
- Option A - due to pull out bays. Option B median could cause conflict points
- Bus bays are an improvement but don't prevent delays due to car traffic
- Coming in with emergency vehicles, Option A would cause less hazard, safer option
- Like this option but put crosswalk closer to bus stops
- Like option A - particularly pull-out bays
- Bus pull out good. Bikes?

Comments about Segment 2, Option 2B:

- No center median with trees - snow issue in winter. Trees block view of oncoming traffic
- 2A trees not necessary
- This design is superior for safety for all, but is missing pull-out bays, it would be near perfect!
- If 2B is selected, I'm never going to stop hearing complaints from my wife!!!

Comments about Segment 3, Option 3A:

- Like 3A w/ buffer
- Space between the trail and the thru lane makes travel safer for pedestrians, allowing for more comfortable and confident pedestrians; will lead to more people walking/biking
- Lack of center median avoids points of conflict which seems feasible + safer
- Bus stop across from fire station #3 would be blocked by intersection - even w/ bus bay
- Going left out of Cardinal should be an option
- System for emergency vehicles when traffic is busy
- Roundabout is a must at any major intersection
- 3A is better to buffer pedestrians and traffic. Roundabout at Pohl is a must.
- Shared use is not ideal

Comments about Segment 3, Option 3B:

- 3B is much better than 3A. However, the additional 3ft for thru lanes over 3A is unnecessary. Use the additional space saved from not going 3 added feet and turn it into separated bike lanes. Also, between the thru lane and trail on the left side of the illustration, there needs to be a physical barrier, for driver, cyclist + ped comfort + safety

- Center median will help reduce head on collisions on that segment although it can be inconvenient for flexibility in turning
- A system for drivers speeding

Comments about the Warren St / Balcerzak Dr Intersection Options:

- A option with stop sign blocks driveway for 1223 Warren St
- Keep both the straight + left turn lane coming from the N on Warren
- Warren St B intersection! Keep traffic flowing, option A will back up traffic so bad!
- I like option B
- Option B is much safer and convenient for both drivers and pedestrians
- B is safer for pedestrians
- I don't like option A
- Both left + right turn lanes needed from Balcerzak to Warren St. No island.
- Don't like option A due to potential congestion
- While I don't like B, I don't feel there's enough traffic to justify it. Thus, I support A, as pedestrian safety exceeds driver comfort in importance.

Comments about the Cardinal Dr/Balcerzak Dr Intersection Options:

- I like A! Sidewalks on both sides of street
- Please please please A would be wonderful
- Cardinal option B, if option, people will use Cardinal as a shortcut.
- I like A
- I like A
- Option A makes good use of the use and ensures safety for pedestrians
- Consider guardrail on S side at curve. In winter, 6-10 cars per year slide into ditch.
- Roundabout on Pohl reduces the need for WB access to Cardinal Dr.
- Like left turn option on Cardinal
- Tilt roadway at curve so drainage runs north
- Like crosswalk option across Balcerzak from Cardinal
- No need to change access to Cardinal Dr. We need slower speed because of curve just after
- Start slower speed @ Pohl to Victory w/ roundabout @ Pohl + Balcerzak
- Option B with crosswalk from A roundabout at fire station
- C is much more convenient for drivers + would be the most efficient for drivers. However, the pedestrian crossing should be non-negotiable. There isn't any crossing between Pohl + Victory, and it's a must.

- I like option C
- Option C provides more accessibility for vehicles

General Comments from Open House Comment Cards

- I think that with the exceptions of Victory-Bal., a 2-lane solution adequately addresses volume needs + safety needs. A median, when possible - is ideal. Mid-street crossings on all 3 segments for peds would greatly improve connectivity + the utility of non-vehicle travel. Pull-out bays minimize most issues w/ traffic being slowed too much as well. Thank you MAPO for doing this and thank you to the Fire Department for hosting this event!
- The trail conditions and intersections are of the greatest concern for multi-use safety. Consider automated flashing lights for pedestrian and bicycle crossing points vs. "push-button". Additionally, traffic flow @ Pohl Rd. intersection is challenging + a rotary would definitely assist. Lastly, consider flow from trails/sidewalks to the main pathways on Balcerzak + as it is currently, the corners are too tight/sharp for bicycles to maneuver to/from perpendicular entry points.
- Pedestrians must have easy access to Balcerzak Dr from all adjacent apartments
- Buses must be in separate lanes to prevent conflict with cars
- All bus stops must have level boarding + other disability accommodations

Appendix F: Survey #2 - Concept Design Summary

SURVEY RESPONSE REPORT

29 September 2025 - 15 October 2025

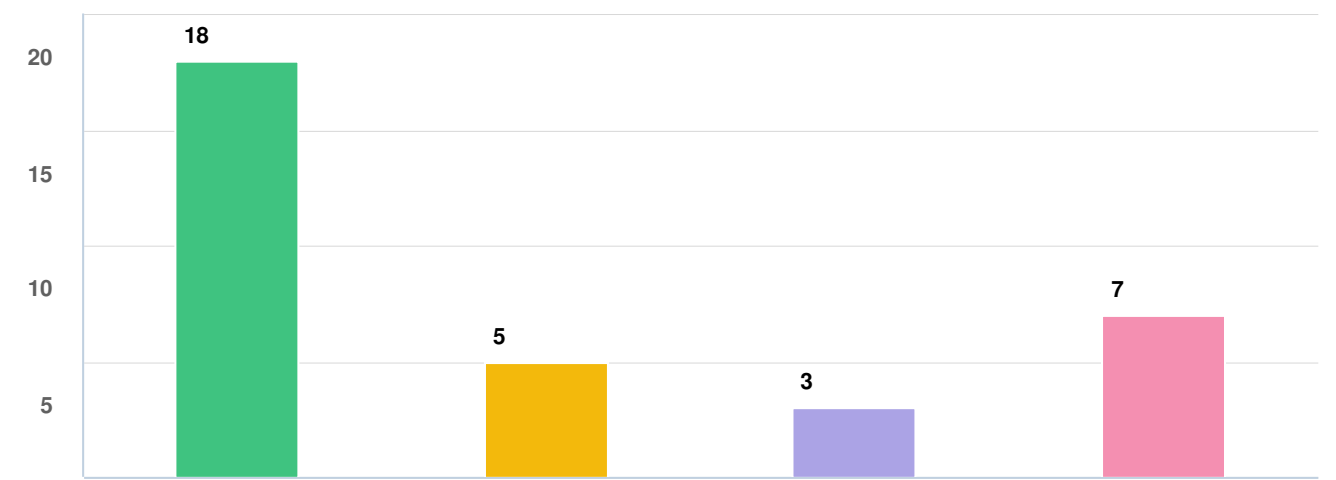
PROJECT NAME:

Balcerzak Drive Corridor Study



SURVEY QUESTIONS

Q1 Segment 1: Which design option do you prefer?



Question options
1A 1B No preference Other (please specify)

Mandatory Question (33 response(s))
Question type: Checkbox Question

Q2 | Comments on Segment 1 design options

Please include community trash cans on this stretch of Balcerzek, lots of pedestrians.

I don't see a need for any improvements. Just because the government says you can downsize doesn't mean you need to spend the money to do it. Things are fine the way they are on this small stretch of land.

Please integrate bike parking at transit stops!

You can still accommodate bus lane pull out with 1B design to help with flow still. You also do not need a 3 lane section. A 2-lane section with turn lanes is adequate and will give the room to add in bus bump outs.

You are spending our taxpayer money on making this street harder to navigate just like you did on Riverfront. Leave it alone. Traffic will increase in years to come. Leave this street alone, save the money.

the curving street will actually look really cute. give those busses dedicated spaces!!

I like the idea of the buses pulling out of the traffic lanes. However, what would prevent pedestrians from crossing the middle of this section of Balcerzak Drive to catch a bus going in the opposite direction? Would a pedestrian crossing be considered in this section to give access to the bus transit pullout bays? Also, a big YES to the shared use trail on both sides of Balcerzak!

I like that buses don't stop in the transit lane, and those making turns don't slow down traffic

1A seems like it would offer more traffic calming, easier access for bus patrons, and is more visually appealing to me.

MSU President goal is to have 30,000 students by 2030, also the new stadium complex and new resident halls, 115 projected events. You can't keep reducing lanes.

I believe that the only repair on this entire street is a grind down and overlay. We have already spent big money at Warren already. The intersection at victory is fine. The intersection at pool rod is congested but not worth all that money yet.

Leave it as is and repair the pavement

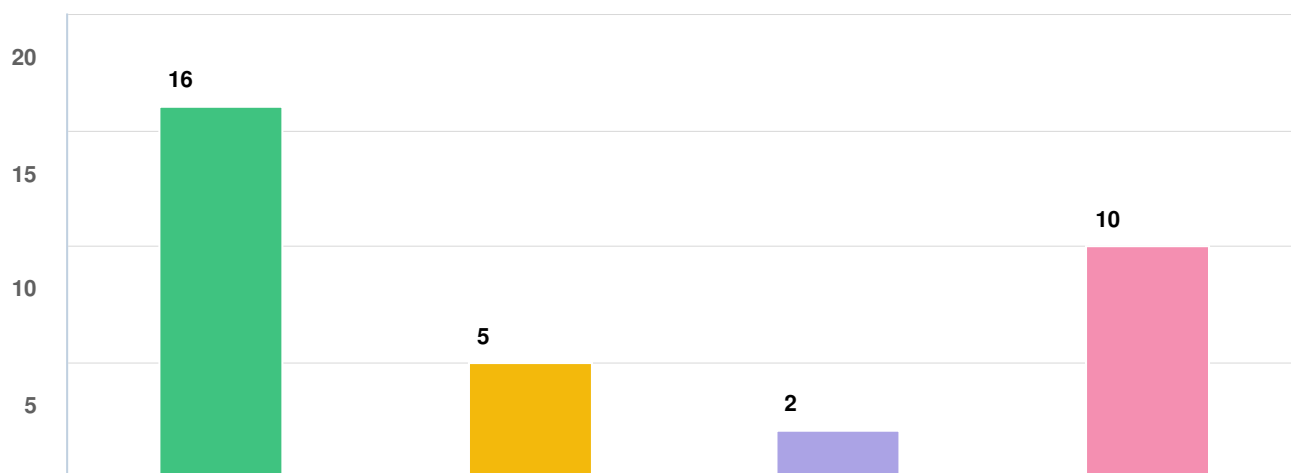
Both alternatives are far worse than current conditions. Balcerzak is far too busy at peak times to simply drop lanes. Both options will create more congestion by shifting excess traffic to already too-busy alternative routes such as Stadium. Both options are a gigantic waste of taxpayer dollars.

Prefer bus bays so they don't interfere with traffic flow and safety.

I feel that traffic would flow better with the pull-outs.

Optional question (15 response(s), 18 skipped)

Question type: Essay Question

Q3 Segment 2: Which design option do you prefer?**Question options**

● 2A ● 2B ● No preference ● Other (please specify)

Mandatory Question (33 response(s))

Question type: Checkbox Question

Q4 Comments on Segment 2 design options

I don't understand the constant need for road diets, is it so bad to have moving traffic. Stadium can be a disaster and then if you also cut back Balcerzek anything campus related (specifically with more events coming with the new facilities proposed). Also PLEASE Include community trash cans. There are so many people that walk/run/bike this stretch and there are zero waste recepticals. Also if you're going to put in bike paths, make sure they also drain water. This stretch was recently resurfaced but the ice ponds that form in the winter are still very dangerous because there was just a bandaid put on instead of a real fix.

No improvements are needed. It's fine the way it is with the Traffic we have. No need to spend the money. There are plenty of other places in Mankato that could probably use the money.

Again, you can find room for bus pull outs if you move lanes around and slim the median islands at those pull outs.

We need four lanes not wider Boulevard or a trail on the sides of the street.

dedicated pedestrian crossing is really essential in the middle of the street here. thank you!

I like the mid-block pedestrian crossing.

I like that buses don't stop in transit lanes

In 2A, I appreciate the bus pull out bays. But 2B seems like a safer option for both drivers and pedestrians. I appreciate the trees down the center of the boulevard, and making protected lanes for each direction of traffic. The addition of a mid-block pedestrian crossing in each design is a much needed improvement.

You cannot keep reducing lanes and expect drivers to be safer. Maybe you should police the roads to slow traffic.

I would like to see the four lanes stay because you are going to see increased congestion when events are happening at MSU and ASA. But have the bus pull out bays. If you have a median, in the event of an accident traffic will be stuck and no place to turn around, unless they drive over the grassy median. Also, the upkeep on the landscaping

Make left lanes turning lanes on Balcerzak.

Leave it as is and repair the pavement

Both alternatives are far worse than current conditions. Balcerzak is far too busy at peak times to simply drop lanes. Both options will create more congestion by shifting excess traffic to already too-busy alternative routes such as Stadium. Both options are a gigantic waste of taxpayer dollars.

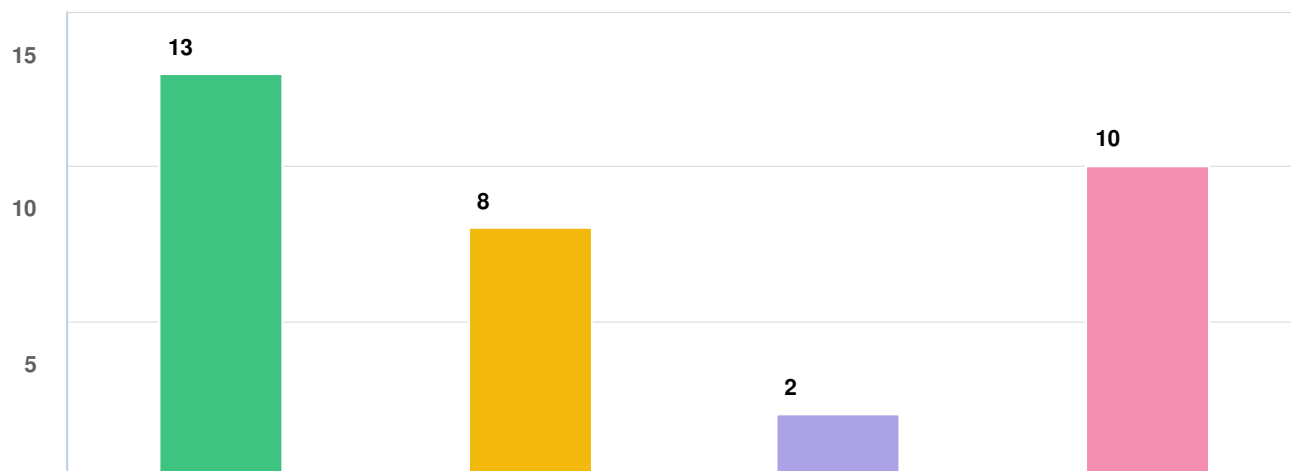
Please place trees near shared use trails. They are important for shade during the summer months!!

Prefer bus pull out bays for traffic flow and safety.

I feel like traffic will flow better with the pull-outs. I also prefer the wider boulevards on both sides. I would greatly appreciate the additional distance from traffic when I'm walking the dog. I've also had young men shout inappropriate things at me when I am out running. My hope would be that incidents like this would be a lot less frequent with a larger distance between traffic and pedestrians. My only concern with this design is that the mid-block crossing appears to have trees/shrubs that could potentially cause a driver to miss a pedestrian or the other way around. I would feel better as a driver and pedestrian if I had a clear, unobstructed view.

Optional question (16 response(s), 17 skipped)

Question type: Essay Question

Q5 Segment 3: Which design option do you prefer?**Question options**

3A 3B No preference Other (please specify)

Mandatory Question (33 response(s))

Question type: Checkbox Question

Q6 Comments on Segment 3 design options

Should be 2 left turn lanes and one right turn lane from Balcerzak onto Victory to help traffic flow. Should return right turn lane from Victory onto Balcerzak to the way it was before it was changed to its current configuration.

I'm still not convinced that there needs to be a road diet, victory and the connection here was just redone, and the flow is significantly slower now.

No improvements are necessary. The street is good as it is. No need to spend the money.

We need four lanes, not a trail or wider Boulevard. I agree with no bus stops in this section.

really love the separated lanes with greenspace.

I highly approve of the shared use trail being on both sides of the street.

I like the bike paths separated from the street by a boulevard

Stop reducing lanes of traffic. Police presence would control unlawful speeders.

Again, I prefer no change, I feel like with increased activity in the area like MSU and ASA it will be needed. I don't think a two lane is a good idea because if an accident occurs or an emergency vehicle needs to get by there will not be enough room for vehicles to move over or be able to turn around.

Balcerzak Dr is way too busy for 2 lanes.

Leave it as is and repair the pavement

Both alternatives are far worse than current conditions. Balcerzak is far too busy at peak times to simply drop lanes. Both options will create more congestion by shifting excess traffic to already too-busy alternative routes such as Stadium and Glenwood. Both options are a gigantic waste of taxpayer dollars. The best ASSET for the current Balcerzak is the capacity of the four lanes. It is NOT a liability.

Please place trees near both shared use trails. Pedestrians and cyclists need shade during hot summer months

Living on Cardinal, Having the second lane to use as a turn lane (for both getting on and off of Cardinal) is very useful. There's a decent amount of traffic on that stretch, and you have to slow down considerably for that turn. If it's only a single lane, that means every car behind you has to nearly come to a full stop and wait for you to turn. It can also take a while just waiting for an opportunity to turn into the close lane while leaving Cardinal. Only one lane will make that wait more annoying.

Prefer walking trail away from street for safety.

I prefer 3A with the wider boulevard for the same reasons as in segment 2.

Optional question (16 response(s), 17 skipped)

Question type: Essay Question

Q7 | Comments on Pohl Road Intersection

I support a roundabout.

Finally. But again, I'm still concerned that both main roads into campus will be only 1 lane each way, any event on campus is a driving nightmare and all of these changes are just going to make it significantly worse. No forethought for the new facilities on campus and what that means to the bigger picture.

This needs attention quickly. It is a very dangerous and poorly used area

No changes necessary keep it the way it is

Agree on Roundabout

Have pedestrian-activated crossing lights at each crossing. Roundabouts are fantastic for their ability to get drivers to see pedestrians, but sometimes drivers are not looking to their right when entering a roundabout and frequently risk hitting pedestrians in the nearby roundabout of Pohl-Stadium.

Could still reduce the ICD and shift to the South East just a bit to increase curvature and reduce speeds in and out of circle. Current design is a bit straight and will promote higher speeds in and out of circle making it harder for peds and bikes to get through safely or with a feeling of safety.

This is a dangerous and confusing intersection involving pedestrians and so many lanes of traffic. I am in favor of anything that slows people down and improves safety.

A roundabout here would solve all of my problems. turning left from any direction at this intersection is a chore. people forget how a four way works when there are more than 4 lanes involved.

Given the need for access to the fire station and the increasing bicycle traffic in the area, I don't think a roundabout is the best option here. I would much rather see a standard traffic light. If a roundabout is considered, could a separate shared use path be considered to route bicycle traffic around this intersection?

Agree with roundabout

Would love a roundabout at this intersection. I also think that going from 4 lanes to 2 on Balcerzak will help improve that intersection.

Roundabout

A two lane Roundabout will be the best option.

Leave it the way it is. Enforcement of speeds, dont choke off the flow of traffic.

Make it a stoplight intersection.

I don't know if there is enough space for a roundabout that would accommodate fire trucks and transit and school buses.

Leave all way stop turning left lanes on Balcerzak into turning lanes. Maybe get flashing stop signs. I can see this intersection from my back window and I don't see that many problems here.

Put a round about leave 4 lanes on balcerzak

A traffic signal with the current road configuration is easily the best option for motorist throughput, fire department access, AND pedestrian safety. Roundabouts are exceptionally dangerous for pedestrians and bicyclists and should NOT be considered for this high traffic area. You will see non-motorists continue to avoid this intersection if a roundabout is built, and of course it's also the worst option for the fire department.

Roundabout is definitely needed

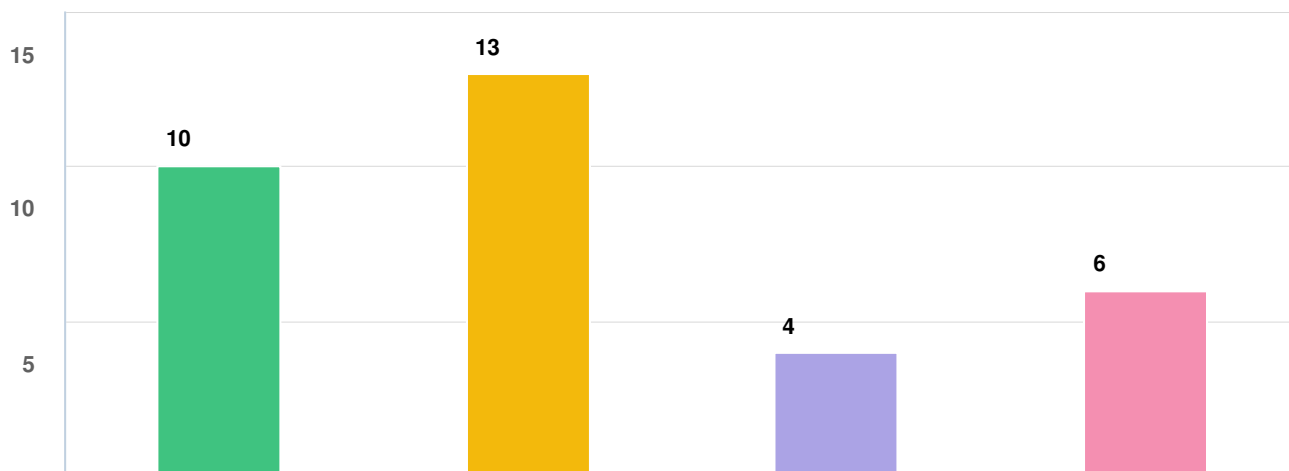
Please put in a roundabout. This intersection is terrible.

While I would not favor a roundabout at this intersection and would prefer it to remain an all-way stop I can certainly understand the studies recommendation based on traffic.

My only opinion is that the pedestrian crossings should be located a little further away from the center of the roundabout. I've found that to be safer from a driver and pedestrian point of view. At times, I've been startled by pedestrians as I come around a roundabout because the mound in the middle prevents me from seeing those crossing on the opposite side.

Optional question (24 response(s), 9 skipped)

Question type: Essay Question

**Question options**

● A ● B ● No preference ● Other (please specify)

Mandatory Question (33 response(s))

Question type: Checkbox Question

Q9 Comments on Warren Street Intersection Design Options

This intersection is a disaster and none of these actually solve the issue.

Nothing needs to be done. It's fine the way it is go spend the money somewhere else.

As someone who uses this intersection frequently as both a driver and a pedestrian/cyclist, I don't think that there is enough volume to justify dedicated turn lanes for both left and right turns in exchange for pedestrian safety and comfort. As long as the turns are able to accommodate EMS, I think the priority here should be for those not in MVs.

There isn't enough traffic volume to warrant separate lanes for turning, if there were the a single lane would not have been an option to begin with.

I come through this intersection several times a week and can tell you that we need to keep two lanes toward campus, one going straight and another turning left. Very rarely do pedestrians cross from west to east. If they are crossing the street that direction, they use one of the well marked pedestrian crossings closer to campus. Nearly all pedestrians are crossing Balcerzak on the east side of the street.

ditto

People don't seem to pay attention to which lane is which, and end up in the wrong lane too late - but then try to switch. Easier just to have one lane to avoid potential confusion.

I don't have a strong preference, but A seems like it would add to the traffic calming.

Don't forget about MSU Presidents goals and new sports complex.

Leave it the way it is. Enforcement of speeds, dont choke off the flow of traffic.

Leave it as is and repair the pavement

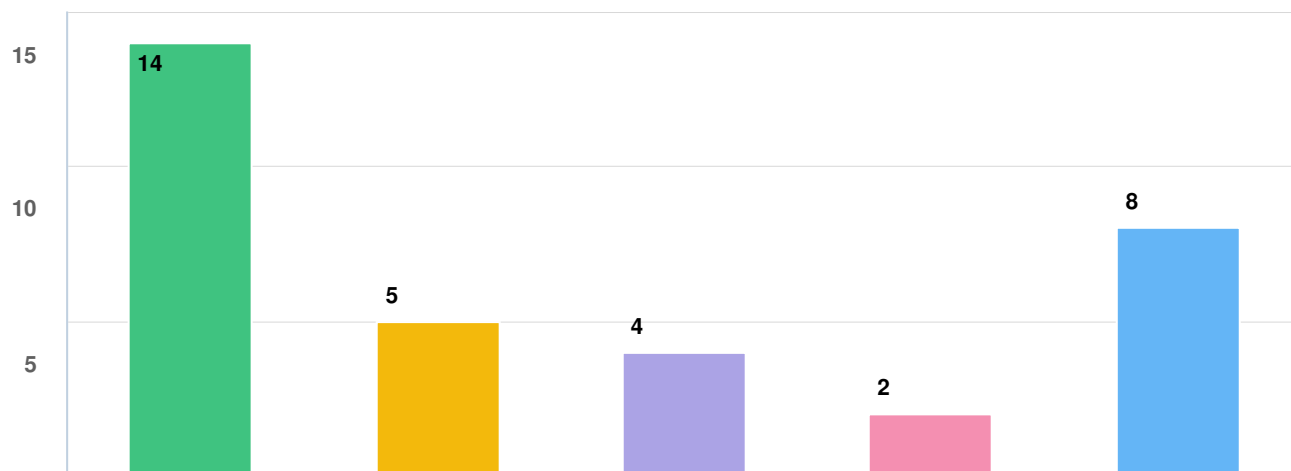
We already changed this intersection a few years ago and eliminated the unnecessary 3-way stop. Both options go back on that positive improvement.

Divide turning and straight traffic to keep traffic flowing.

Optional question (13 response(s), 20 skipped)

Question type: Essay Question

Q10 Cardinal Drive: Which design option do you prefer?



Question options

● A
 ● B
 ● C
 ● No preference
 ● Other (please specify)

Mandatory Question (33 response(s))

Question type: Checkbox Question

Q11 Comments on Cardinal Drive Intersection Design Options

No improvements are necessary. Go spend the money somewhere else and leave the street alone.

Can still provide a ped crossing on west side of intersection similar to option A.

This option seems the safest and most efficient for traffic flow.

I like that people can take a left from Balcerzak onto Cardinal Drive, but it doesn't allow those coming out of Cardinal Dr to take a left.

A provides access into the Cardinal Drive neighborhood (as opposed to now where you have to go quite a ways around - I always thought how much I'd dislike being one of those houses on the corner and having to drive extra just to get to my house), while keeping the same traffic calming initiatives further down Balcerzak. I also like the pedestrian crossing in Option A.

No changes are necessary.

Leave it the way it is. Enforcement of speeds, dont choke off the flow of traffic.

Consider having flashing lights that will warn drivers that pedestrians are waiting to cross or are crossing the street.

Leave it as is and repair the pavement

Please prioritize the safety of pedestrians/cyclists

Prefer full access, but feel a crossing should still be added to option C.

This one greatly affects my household, as we live on Cardinal Circle and plan on being here for the long term. The new pedestrian crossing is great. I would use it as I would prefer to walk/ran on the opposite side with the larger boulevard. I also really like being able to turn onto Cardinal from Balcerzak, and I am excited by the possibility. I am fine with not having the option to turn left off of Cardinal onto Balcerzak. Often, traffic traveling towards Cardinal from the Victory/Balcerzak signal light is moving quickly, and with the slight curve in the road, I'd rather just take the long way down Cardinal to Pohl.

Optional question (12 response(s), 21 skipped)

Question type: Essay Question

Q12 Any other comments or feedback on the proposed design options you'd like to share:

The roadway on the curve between Cardinal and Victory should be tilted down to the north. Currently, on the eastbound lanes of Balcerzak the curve is tilted to the south, which means that vehicles sometimes leave the road to the south in snowy or wet conditions.

I think the idea of a road diet here is a huge mistake with the development going on with campus.

This is a colossal waste of time and money. Go fix a real problem and stop trying to fix something that isn't broken.

Please integrate bicycle parking at any transit stops, pedestrian lights at any crossings that aren't controlled by lights, and keep lanes on the thinner side.

Speeds also need to be reviewed as well. Can be lowered to 35 or 30 with just a single lane of traffic in both directions.

Balcerzak is already highly congested, especially at certain times of day. I believe we need four full lanes with bus turnouts, not wider boulevards on the sides of the street. If we are congested now, how will two or three lanes accommodate higher traffic levels in the future?

this is great and I love Mankato's care for our city design. Thank you!!

Having been a former resident of this neighborhood, I appreciate the attempt to improve the safety infrastructure of this roadway. It's not pleasant as a pedestrian to have traffic speeding by unnecessarily. The improvements outlined in this survey make a lot of sense.

We would like to see an additional entrance/exit to All Seasons Arena. We are at the rink very often having a hockey player and that parking lot is a mess. The entrance/exit on Monks is dangerous and very difficult during busy times.

You can't keep reducing traffic lanes especially with the future projections, and don't forget the normal population increases. Ask yourself where are these added vehicles going to go?

Leave it the way it is. Enforcement of speeds, don't choke off the flow of traffic.

I don't want to see the four lanes go, but like the idea of adding bus pull out bays and cross walks at certain areas. Can speed limit signs that glow or light up and or flash be used to inform drivers of the actual speed limit. I think this should be done in a lot of areas around town.

Balcerzak Dr is a very busy road. Making it 2 lane will make residential areas even busier than they already are.

The city already screwed up the intersection of Balcerzak and Victory. It appears you plan to continue with the rest of the street. Leave it as is and repair the pavement

The options presented are woefully inadequate and are clearly engineered to come to a predetermined outcome that the public is not in favor of. Remember, you work for the people. The lack of actual options presented to the public is conduct unbecoming a public servant. It treats the public like pawns. Scrap this monstrosity, start over, and let the public properly lead and guide this project.

none

Optional question (16 response(s), 17 skipped)

Question type: Essay Question