



Riverfront Drive - Corridor Study



Final Public Open House
April 20, 2017

6:00 pm Presentation

Purpose of Study

To define a comprehensive vision for Riverfront Drive to continue reinvestment while serving continued growth and local/regional mobility needs over the next 25 years.



Source: Google Maps

Corridor Goals

- Provide efficient vehicle and freight **mobility** and **access**
- **Safely** accommodate all users
- Support an inviting and safe **pedestrian** environment
- Support **bicycle connections** across Riverfront Drive
- Support **future land use** and **redevelopment** plans
- Provide improvements **compatible** with the historic and natural environment
- Enhance **community identity**



Source: Google Maps

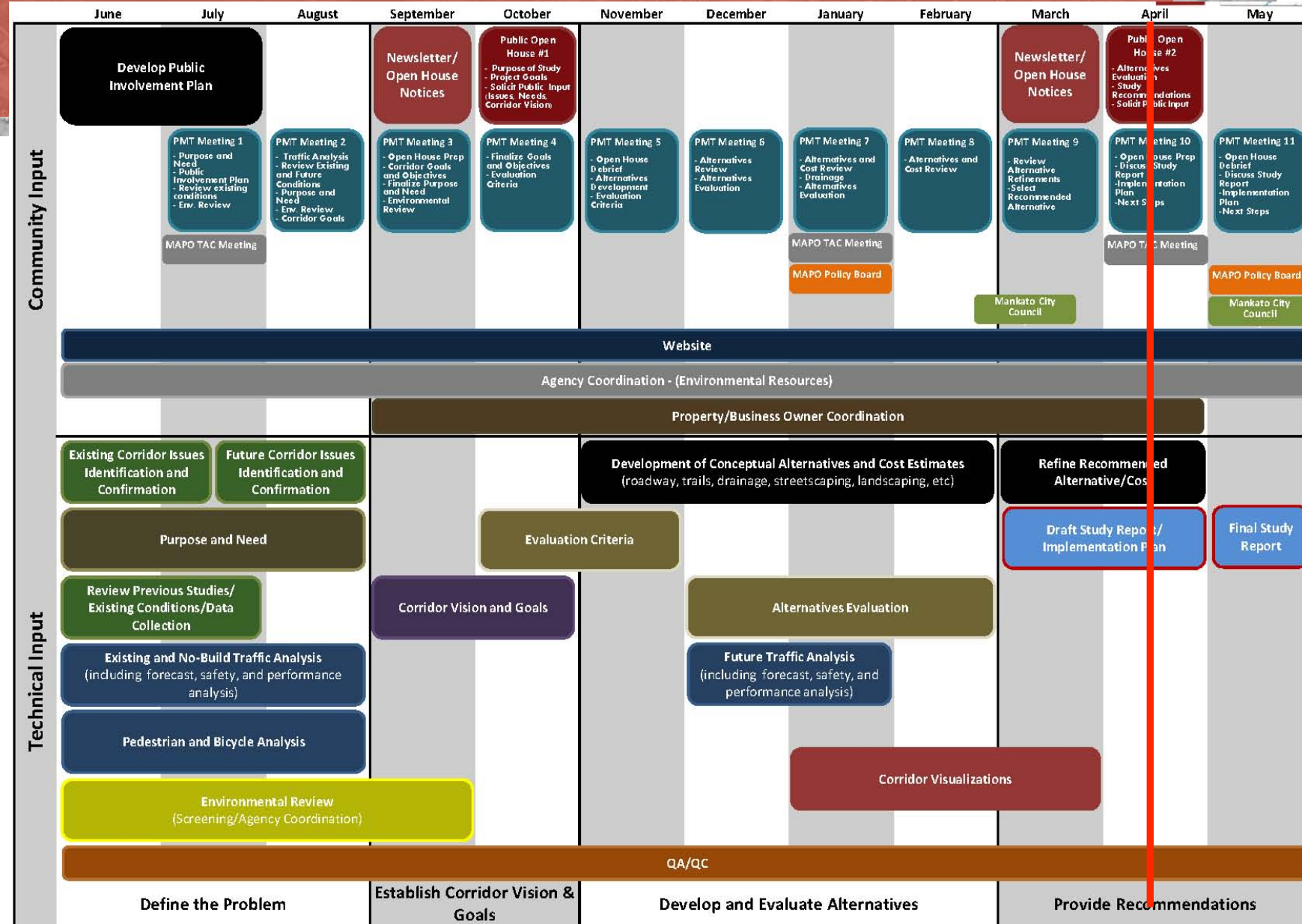


Study Progress

We Are Here

Stakeholder Engagement

- 16 business owner meetings
 - Old Town businesses
 - Industrial/Freight Users
 - School District
 - YMCA
 - Grocery Stores
 - Redevelopment properties
- Old Town Association
- Blue Earth County
- MnDOT
- City of Mankato
- MAPO



Study Area Segments

Study Segments

1. Woodland Ave to Sibley Parkway
2. Sibley Parkway to Veteran's Memorial Bridge
3. Veteran's Memorial Bridge to Madison Ave
4. Madison Ave to Good Counsel Drive
5. Highway 14 area



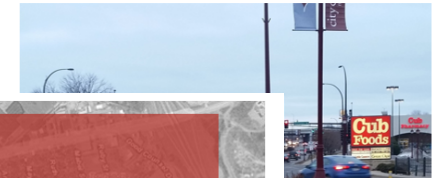
What's in the room tonight?

- 6 stations
 - One for each study segment
 - Issues
 - Concepts studied
 - Preliminary recommendations
- Preliminary implementation plan

Segment 1 Issues (Woodland Avenue to Sibley Parkway)

Issues in this Segment

- Many accesses closely spaced
- Peak hour delays



Segment 1 Recommendations (Woodland Ave to Sibley Parkway)

Short-Term:

- Option 1A – See Layout
- Option 1B – See Layout
- New Public Street through Cub Foods area

Opportunity/Development/Safety Drive

- Continue New Public Street from Linder Ave
- Grade Separated Trail over Riverfront Drive
- Roundabout Corridor OR
- Interchange Modifications

Priority	Segment/Project #	Project Description	Estimated Cost**	Comments
Short-Term 0 to 15 Years	1A OR 1B	Triple Lefts at TH 169 South Ramp, Add Right Turn Lane on Riverfront to YMCA/School, Two-Stage Pedestrian Crossing (Extend to Cub Foods), Add Right Turn Lane on Sibley	\$700,000 - \$1,500,000	Could choose either 1A OR 1B. Need to further investigate the feasibility of adding a 3rd lane under the TH 169 bridge with Option 1A. Requires coordination with MNDOT and Blue Earth County.
	18	Double Lefts at TH 169 South Ramp, 3/4 at Poplar Street with Midway, Add Right Turn Lane on Statlerman	\$175,000	Progress close coordination with property owner.
	2	Establish a public street connection from Riverfront Drive to Linder Ave through the Cub Foods parking lot (New Public Street)	\$40,000	Opportunity to study needs at the Warren/Poplar St intersection with Riverfront Drive further during the 2017-2018 Warren Street studies.
	3	1 lane alignment modification to the Riverfront Drive intersection with Warren Street and Cherry Street	\$38,500	Opportunity to study needs at the Warren/Poplar St intersection with Riverfront Drive further during the 2017-2018 Warren Street studies.
	2,3	Test a 3 lane on Riverfront Drive from Cherry Street to Vibe Street Test 2nd Street enhancements (Bump-outs, marked crosswalks, etc.) at same time as Riverfront Drive	\$55,000 - \$85,000	Estimated costs to test a 3-lane. The lower cost represents using paint and the upper range is for using removable lane strips. Testing 2nd St enhancements would be an additional cost of \$500 per bump-out and \$500 per crosswalk.
	3	Add wayfinding for public parking locations and public spaces.	\$6,000	\$500 per sign
	5	Construct roundabout at TH 14 North Ramp	\$750,000	Progress coordination with MNDOT and Blue Earth County.
		Subtotal	\$2.2 - \$2.8M	
Mid-Term 16 to 25 Years	2-5A OR 3-2	4 Lane narrow median to add sidewalk on east side of Riverfront Drive 3 lanes to add sidewalk on east side of Riverfront Drive.	\$1,200,000 OR \$400,000	3 lanes in Segment 2 would need to be paired with 3 lanes in Segment 3. Both options maintain full access at Civic Center Plaza/hub parking lot to Hy-Vee.
	3-1 OR 3-2, 3-2B, 3-3, 3-4	Remove free right at Plum Street 4 Lane with Pedestrian Flasher (RFIF) at Rock St or Elm St (wherever traffic signal is not present)	\$50,000 \$200,000 - \$800,000	These costs include removing the free right of Plum. Consider an overhead RRFB system if a 4-lane is maintained on Riverfront Drive. A ground mounted RRFB system could be considered with a 3-lane.
		One of 3 Lane Options (if comfortable after 3-lane test period)		
		Subtotal	\$750,000 - \$2.8M	
Opportunity / Development / Safety Drive	All Segment 3 Options	Extend a public street the proposed Cub Foods public street extension at Linder Ave to Sibley Parkway	\$200,000	Development driven with former City Public Works site
	All Segment 3 Options	Grade Separated Trail Crossing near Poplar Street	\$5 - \$1.5M	Investigate need after short term improvements to Segment 1 of Riverfront Drive are implemented.
	3-2A	Roundabouts at TH 169 Ramp intersections with Riverfront Drive and Statlerman Road.	\$5M	Will require right of way acquisition and coordination with adjacent property owners.
	3-2B	Roundabout at TH 169 South Ramp and Statlerman Road. Six-legged roundabout with 160 North Ramp and Poplar Street.	\$6.5M	Not supported by YMCA or School
	3-3A	Diverging Diamond at TH 169 right-in/right-out at Poplar St/YMCA and School access	\$4.5M	Not supported by YMCA or School
	3-2B	Add a loop ramp to the TH 169 interchange with Riverfront Drive to accommodate.	\$4.5M	Will require additional city street network enhancements.
	2-1B	4 Lane Shift West	\$2.3M	Feasible only if 3+ lane decides to expand on a new building footprint. Address wide corner median to remain.
	4	Median on Riverfront Drive at Adams Street with trail extension to 3rd Avenue	780	Trail extension address need identified in Safe Routes to School Plan.
	4	3rd Avenue/Midway - 3rd Avenue Realignment to 4th Leg of Midway Ave/Riverfront Dr intersection	780	Development driven in conjunction with Coughlin Mine redevelopment.
	4	3rd Avenue/Midway - 3rd Avenue Intersection at extended Midway Ave	780	Development driven in conjunction with Coughlin Mine redevelopment.
4	3rd Avenue/Midway - 3rd Avenue Intersection at Adams Street extension	780	Development driven in conjunction with Coughlin Mine redevelopment. This option not supported by Blue Earth County.	
4	3rd Avenue/Midway - Midway at 3rd Avenue	780	Development driven in conjunction with Coughlin Mine redevelopment. This option not supported by Blue Earth County.	
4	Midway Ave to Good Counsel Blvd - Roundabouts - with of the street, number of lanes, access to Riverfront, and primary intersection locations	780	Consider when infrastructure improvements are needed. Land use changes or no opportunities arise with individual business/property owners.	
5	Construct roundabout at TH 14 South Ramp	\$750,000	Consider when operational and/or safety need is present	

** Pricing is an estimate dependent upon funding availability.
*** All estimated costs are for individual improvements only. Costs do not account for any reconstruction needs of Riverfront Drive.

Preliminary Implementation Plan

• Priority Timeframes:

- Short-Term (0-5 Years)
 - Low-cost/high-benefit improvements
 - Spot improvements
- Mid-Term (6-15 Years)
 - Larger projects
 - Time with corridor reconstruction needs
- Opportunity/Development/Safety Driven
 - Areas to monitor
 - Implement over time as opportunities and/or needs dictate

Priority*	Segment/ Project #	Project Description	Estimated Cost**	Comments
Short-Term 0 to 5 Years	1A OR 1B	Triple Lefts at TH 169 South Ramp, Add Right Turn Lane on Riverfront to YMCA/School, Two-Stage Pedestrian Crossing (School to Cub Foods), Add Right Turn Lane on Stoltzman	\$700,000 - \$1.0M	Could choose Either 1A OR 1B. Need to further investigate the feasibility of adding a 3rd lane under the TH 169 bridge with Option 1A. Requires coordination with MnDOT and Blue Earth County.
	Cub Foods New Public Street	Establish a public street connection from Riverfront Drive to Linder Ave through the Cub Foods parking lot drive lane	\$175,000	Requires close coordination with property owner.
	2	Lane alignment modifications to the Riverfront Drive intersections with Warren Street and Cherry Street	\$40,000	Opportunity to study needs at the Warren/Poplar St intersection with Riverfront Drive further during the 2017-2018 Warren Street studies.
	2	Installation of protected lefts on Warren Street/Poplar Street and Southbound Riverfront Drive at Cherry Street	\$35,500	Opportunity to study needs at the Warren/Poplar St intersection with Riverfront Drive further during the 2017-2018 Warren Street studies.
	2, 3	Test a 3-Lane on Riverfront Drive from Cherry Street to Vine Street Test 2nd Street enhancements (bump-outs, marked crosswalks, etc.) at same time as Riverfront Drive	\$55,000 - \$65,000	Estimated cost is to test a 3-lane. The lower cost represents using paint and the upper range is for using removable tape striping. Testing 2nd St enhancements would be an additional cost of \$900 per bump-out and \$900 per crosswalk.
	3	Add wayfinding for public parking locations and public spaces.	\$6,000	\$500 per sign
	5	Construct roundabout at TH 14 North Ramp	\$750,000	Requires coordination with MnDOT and Blue Earth County.
Subtotal			\$2.0 - \$2.5M	
Mid-term 6 to 15 Years	2-1A OR 2-2	4-Lane narrow median to add sidewalk on east side of Riverfront Drive	\$1.2M OR \$450,000	3-lane in Segment 2 would need to be paired with 3-lane in Segment 3. Both options maintain full access at Civic Center Plaza/back parking lot to Hy-Vee.
	2-2	3-lanes to add sidewalk on east side of Riverfront Drive.		
	All Segment 3 Options	Remove free-right at Plum Street	\$60,000	
	3-1 OR 3-2, 3-2B, 3-3, 3-4	4-Lane with Pedestrian Flasher (RRFB) at Rock St or Elm St (wherever traffic signal is not present) One of 3-Lane Options (if comfortable after 3-Lane test period)	\$300,000 - \$800,000	These costs include removing the free right at Plum. Consider an overhead RRFB system if a 4-lane is maintained on Riverfront Drive. A ground mounted RRFB system could be considered with a 3-lane.
Subtotal			\$790,000 - \$2.0M	
Opportunity / Development / Safety Driven	All Segment 1 Options	Extend a public street the proposed Cub Food public street extension at Linder Ave to Sibley Parkway	\$300,000	Development driven with former City Public Works site
	All Segment 1 Options	Grade Separated Trail Crossing near Poplar Street	\$1- \$1.5M	Reevaluate need after short-term improvements to Segment 1 of Riverfront Drive are implemented.
	1-2A	Roundabouts at TH 169 Ramp intersections with Riverfront Drive and Stoltzman Road.	\$5M	Will require right-of-way acquisition and coordination with adjacent property owners
	1-2B	Roundabout at TH 169 South Ramp and Stoltzman Road. Six-legged roundabout with 169 North Ramp and Poplar Street.	\$6.5M	Not supported by YMCA or School
	1-3A	Diverging Diamond at TH 169; right-in/right-out at Poplar St/YMCA and School access	\$4.5M	Not supported by YMCA or School
	1-3B	Add a loop ramp to the TH 169 interchange; raise Riverfront Drive to accommodate.	\$4.5M	Will require additional city street network enhancements.
	2-1B	4-Lane Shift West	\$2.2M	Feasible only if Hy-Vee decides to expand on a new building footprint. Allows wide center median to remain.
	4	Median on Riverfront Drive at Adams Street with trail extension to 3rd Avenue	TBD	Trail extension addresses need identified in Safe Routes to School Plan.
	4	3rd Avenue/Madison - 3rd Avenue Realignment to 4th Leg of Madison Ave/Riverfront Dr intersection	TBD	Development driven in conjunction with Coughlan Mine redevelopment
	4	3rd Avenue/Madison - 3rd Avenue T-intersection at extended Madison Ave	TBD	Development driven in conjunction with Coughlan Mine redevelopment
4	3rd Avenue/Madison - 3rd Avenue T-intersection to Adams Street extension	TBD	Development driven in conjunction with Coughlan Mine redevelopment. This option not supported by Blue Earth County.	
4	3rd Avenue/Madison - Median at 3rd Avenue	TBD	Development driven in conjunction with Coughlan Mine redevelopment. This option not supported by Blue Earth County.	
4	Madison Ave to Good Counsel Drive: Reevaluate - with of the street, number of lanes, access to Riverfront, and primary intersection locations	TBD	Consider when infrastructure improvements are needed, land use changes or as opportunities arise with individual business/property owners.	
5	Construct roundabout at TH 14 South Ramp	\$750,000	Consider when operational and/or safety need is present	















*Timing of all projects dependent upon funding availability.

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How do I provide input?

- Talk to Project Staff
- Fill out a Comment Form
- Select your Implementation Priorities

- Yellow – Short-Term 
- Blue – Mid-Term 
- Purple – Opportunity Driven 

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Next Steps

We Are Here

- Request City Council Approval – June
- Study Report on Website – May

www.mnmapo.org

