

View of Mankato Ave toward Sarnia Street



Roadway Median



View of median between Frontenac Dr and Sarنيا St



View of median north toward Sarنيا St



5-8" GRAY RIP-RAP



ORNAMENTAL GRASSES



RIP-RAP SCALE



Plant Palette

OVERSTORY TREES



VALLEY FORGE ELM



BUR OAK

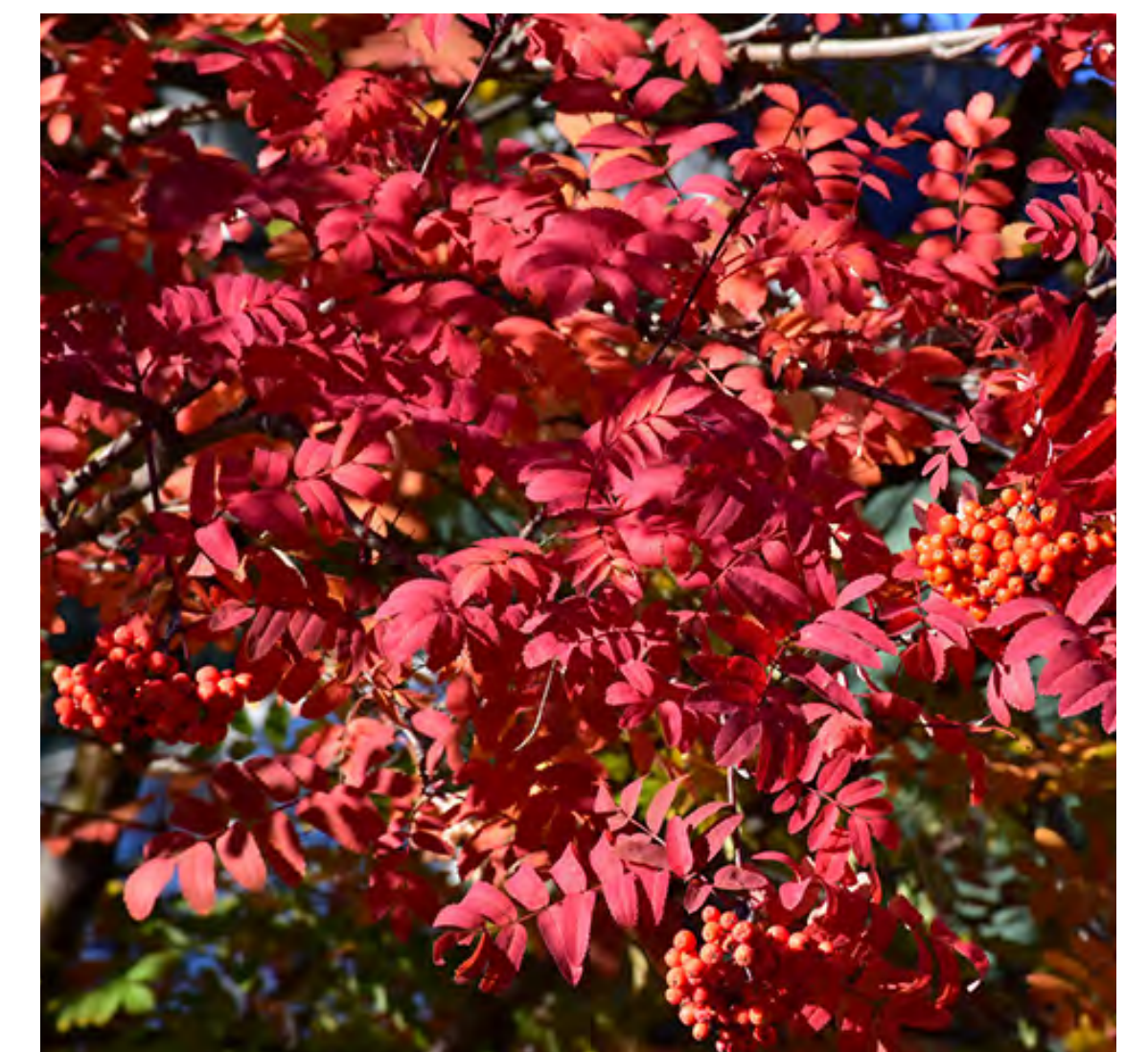


NORTHERN ACCLAIM HONEYLOCUST

UNDERSTORY TREES



EASTERN REDBUD (MN STRAIN)



SHOWY MOUNTAIN ASH

SEDUM MAT



YELLOW/GREEN BLEND



BURGUNDY BLEND

ACCENT/ BORDER PLANTINGS



SUMMER BEAUTY ALLIUM



BLUE ZINGER GLAUCOUS SEDGE



STELLA DE ORO DAYLILY



BAJA DAYLILY



PALM SEDGE



MAY NIGHT SALVIA



AUTUMN JOY SEDUM



BLUE ZINGER GLAUCOUS SEDGE

SHRUB MASSING



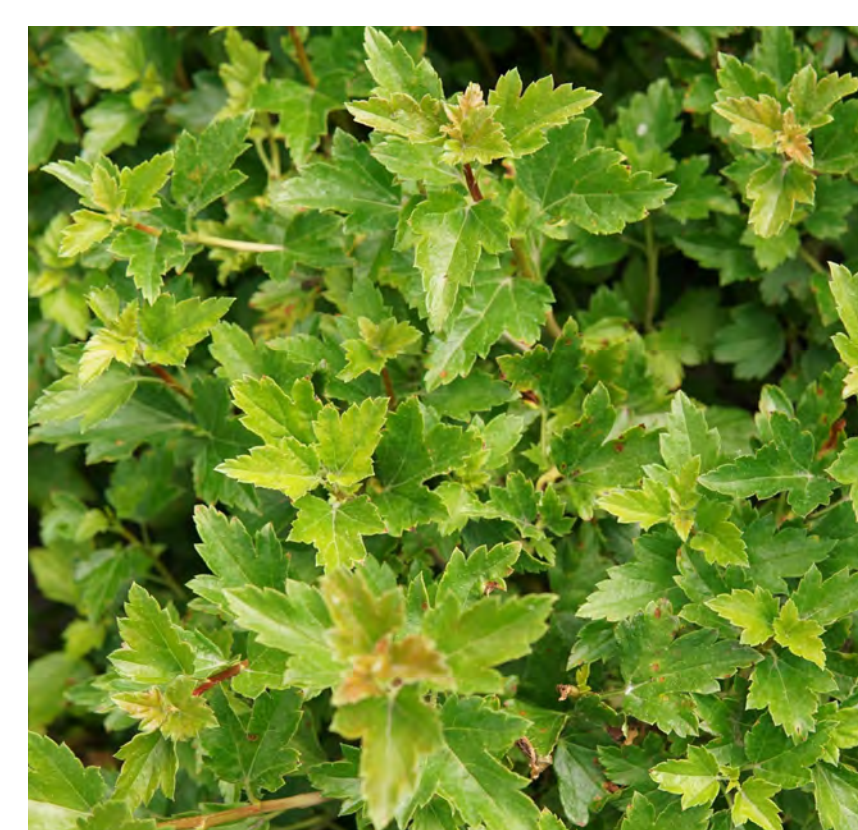
GRO-LOW SUMAC



SHRUB ROSE



GLOSSY BLACK CHOKEBERRY



ALPINE CURRENT

5-8" RIP-RAP



Lighting and Street Furniture

LED LIGHTING UNIT



MNDOT COBRA LIGHTING



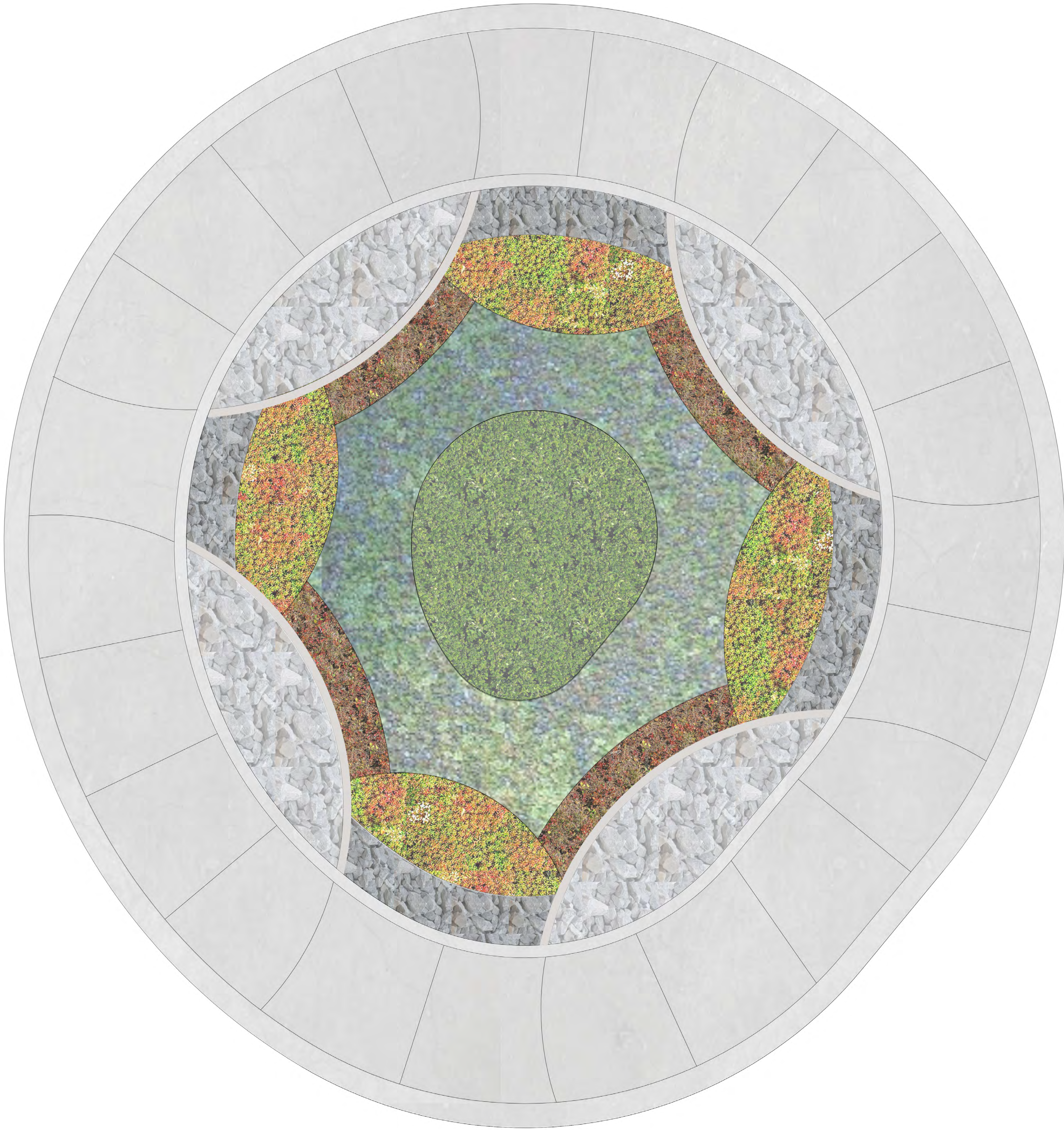
ANOVA ALLURE 6' BENCH



ANOVA
'MADISON' RECEPTACLE



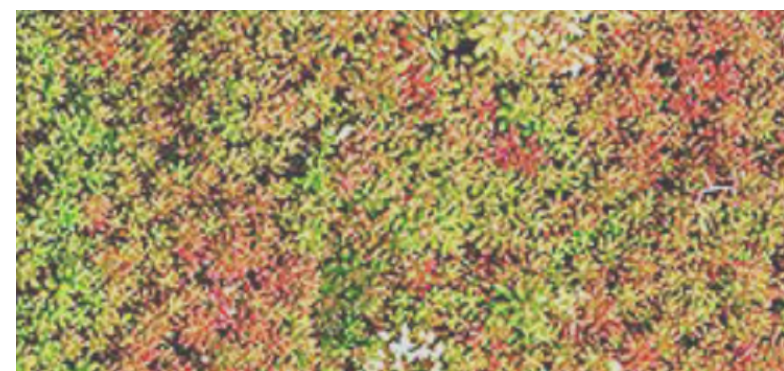
Roundabout



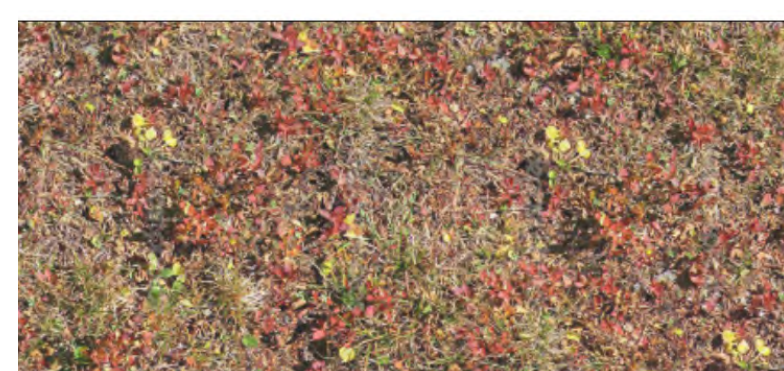
5-8" GRAY RIP-RAP



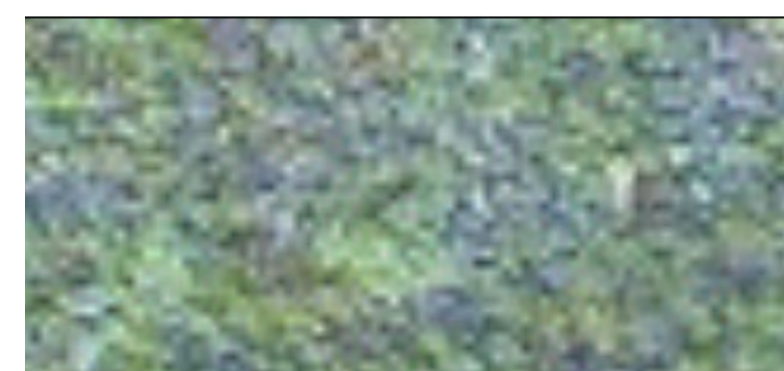
2-4" LT. GRAY ROCK MULCH



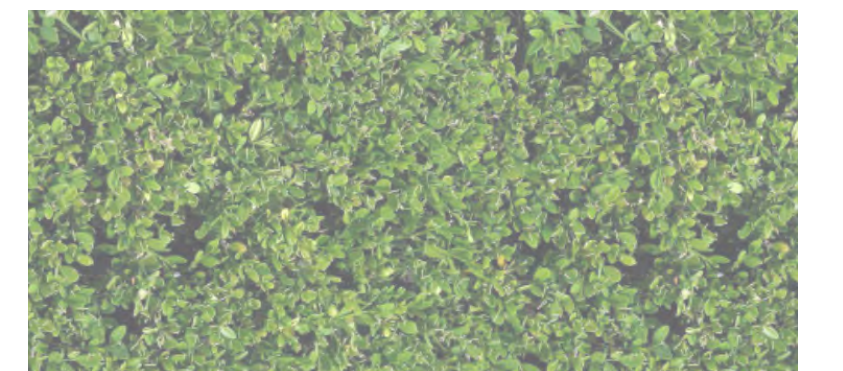
SEDUM MAT
(COLOR BLEND A)



SEDUM MAT
(COLOR BLEND B)



ACCENT PERENNIAL
PLANTINGS



SHRUB MASSING



Construction Signage

WINONA HEALTH



**MANKATO AVE
EAST BUSINESSES**



**SUGAR LOAF VIEW
BUSINESSES**



Community Input Completed

Public Input Opportunities

Public Input Meeting #1

Description: The public was invited to share comments on the overall project and existing conditions. This was coupled with an online interactive GIS mapping platform for comments.

Public Input Meeting #2

Description: The public was invited to learn about the preliminary design concept and how roundabouts address the issues identified from public feedback and the study of the corridor.

Virtual Public Input Meeting #3

Description: MnDOT hosted a virtual public input meeting to provide a project update and address frequently asked questions.

Public Input Meeting #4

Description: We are here today for the public to see the final design and learn about construction plans and timing.

Pop-up Sessions

Description: The project team went to places where people usually gather to gain feedback on the project.

Listening Sessions

Description: The project team held facilitated discussions with targeted groups who have specific interests in the project to discuss issues, needs, and opportunities.

Walk Audit

Description: The public was invited to attend a facilitated walking tour along the project to discuss issues, needs, and opportunities real time as they pertain to pedestrians.

Bike Audit

Description: The local biking community was invited to attend a facilitated biking tour along the project to discuss issues, needs, and opportunities real time as they pertain to bicycling.

Engagement Committee

Description: A group of stakeholders with various backgrounds and interests in the project was created to provide feedback during project development, to help with keeping others informed within their groups, and to assist in making decisions on corridor aesthetics.

Public Input Meeting #1



Walk Audit



Pop-up Session



Public Input Meeting #2



Bike Audit



Access Conflict Points

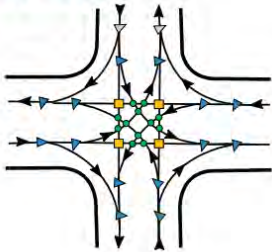
What is a Conflict Point?

A conflict point is the point at which a highway user crossing, merging, or diverging from a road or driveway conflicts with another highway user using the same road or driveway. It is any point where the paths of two through or turning vehicles diverge, merge or cross.

Why are Conflict Points Important?

The more conflict points the higher the number of potential vehicle crashes. Some conflict point types also result in crashes with a higher level of severity. For example, a T-bone crash at an intersection is more likely to result in serious injury than a sideswipe type crash at a roundabout.

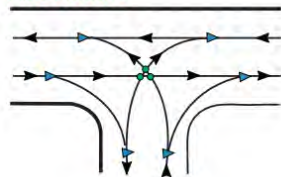
Full Access



Conflict Points:

Crossing = 4
 Turning = 12
 Merge/Diverge = 16
Total = 32

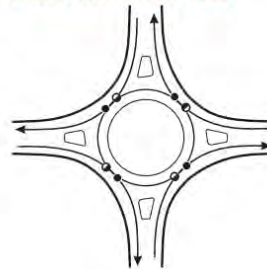
Full Access



Conflict Points:

Crossing = 0
 Turning = 3
 Merge/Diverge = 6
Total = 9

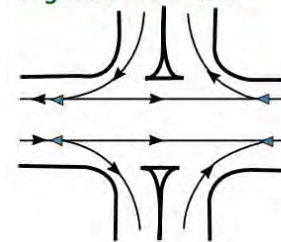
Roundabout Access



Conflict Points:

Crossing = 0
 Turning = 0
 Merge/Diverge = 8
Total = 8

Right In/Out Access



Conflict Points:

Crossing = 0
 Turning = 0
 Merge/Diverge = 4
Total = 4

CONFLICT TYPE

- Crossing
- Turning
- ▶ Merge/ Diverge



Source: Minnesota's Best Practices and Policies for Safety Strategies on Highways and Local Roads

What We Heard

Trail on the West Side is Not Highly Used because it Stops at Bruski Dr.



Riverbend Rd & Mankato Ave
Issues with Existing Signal

Difficulty with variability of speed, heavy traffic volumes, and unpredictable access points



TH 61 & Mankato Ave
Need Safer Crossing for Pedestrians & Bicycles



Speeding Drivers

Sarnia St. & Mankato Ave
Left Turns Difficult



General Feeling of Not Feeling Safe Walking or Biking Along the Corridor

Need for Separated Pedestrian & Bicycle Facilities on the East Side

Crossing Mankato Ave is Difficult Everywhere for all Modes of Transportation

Railroad Switching Delays



Better Lighting Needed

Sarnia St. & Mankato Ave
Difficult to Cross Walking & Biking



Riverbend Rd & Mankato Ave
Safe Crossing Needed for Senior Housing Residents & Hospital



TH 61 & Mankato Ave
Left Turn Lanes onto TH 61 Have Long Queue Lengths



What We Heard

How does the proposed concept address what you said?

Trail on the West Side is Not Highly Used because it Stops at Bruski Dr.



Riverbend Rd & Mankato Ave
Issues with Existing Signal

Difficulty with variability of speed, heavy traffic volumes, and unpredictable access points



Lighting will be upgraded along the entire corridor.

The trail will be realigned and runs from Sarnia St. to East Lake Blvd.

The existing signal will be removed.

The four roundabouts in series with keep vehicles free flowing at a more constant speed. Access points will be consolidated where feasible.

Better Lighting Needed

TH 61 & Mankato Ave
Need Safer Crossing for Pedestrians & Bicycles



Sarnia St. & Mankato Ave
Difficult to Cross Walking & Biking

Roundabouts slow down traffic speeds and allow pedestrians to focus on one lane of traffic at a time when crossing. Medians create a pedestrian refuge.

A boulevard separated sidewalk will be added on the East side of Mankato Ave.



Need for Separated Pedestrian & Bicycle Facilities on the East Side



What We Heard

How does the proposed concept address what you said?

Speeding Drivers

Median separated roundabouts coupled with 11-foot driving lanes will create a tighter corridor and help control speed.

Sarnia St. & Mankato Ave
Left Turns Difficult



A roundabout at Sarnia St & Mankato Ave will eliminate left turning across traffic.

Railroad Switching Delays



Additional NB lane constructed in roundabout for queued traffic; City to install preemptive warning system to alert traffic of train blocking Mankato Ave.



TH 61 & Mankato Ave
Left Turn Lanes onto TH 61 Have Long Queue Lengths

TH 61 & Mankato Ave will be a roundabout, eliminating left hand turns across traffic.

General Feeling of Not Feeling Safe Walking or Biking Along the Corridor

The corridor will feel tighter and have slower speeds.

Slower traffic speeds, pedestrian refuge in the median, and pedestrians being able to focus on one lane of traffic at a time when crossing at a roundabout will help pedestrians and bicyclists of all abilities.

Crossing Mankato Ave is Difficult Everywhere for all Modes of Transportation



Riverbend Rd & Mankato Ave
Safe Crossing Needed for Senior Housing Residents & Hospital



Mankato Avenue Reconstruction

WELCOME!

Mankato Avenue Reconstruction

Public Open House #4

4:30 PM – 6:30 PM

Due to State policy, masks are required for all visitors regardless of vaccination status.

