



Lookout Drive Corridor Study

City Council Worksession

April 11, 2022

Agenda

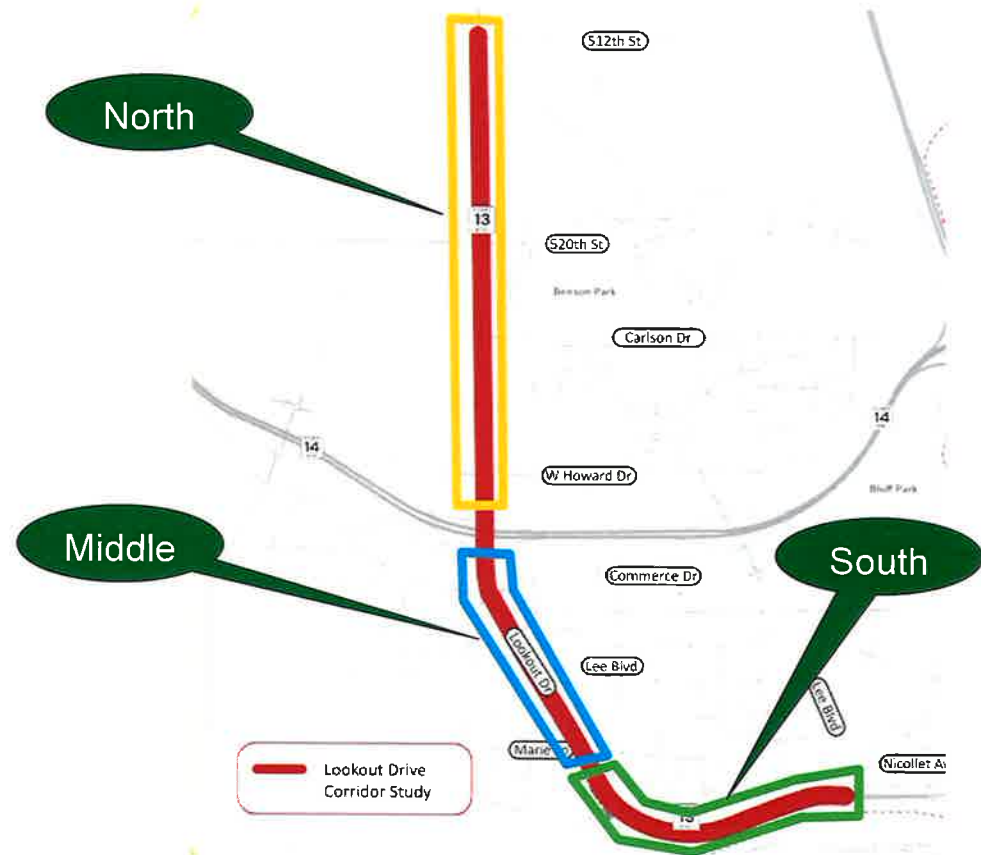
- **Study Overview**
- **Public Feedback Received to Date**
- **Alternatives Considered**
- **Next Steps**

Looking for council
input today

Study Area

- **North:** 512th St to TH 14
- **Middle:** TH 14 to Marie Ln
- **South:** Marie Ln to Lower Lee Blvd

Includes 15 study intersections



Study Goals and Timeline



Identify an ultimate vision for the corridor that responds to the various contexts and users, existing and future.



Build public and agency consensus for the corridor vision.



Develop a fiscally responsible and reasonable implementation plan.

Existing Conditions
(June 21-Nov 21)



Evaluate
Alternatives
(Dec 21 – Jul 22)



Recommendations
(Aug 22 – Oct 22)

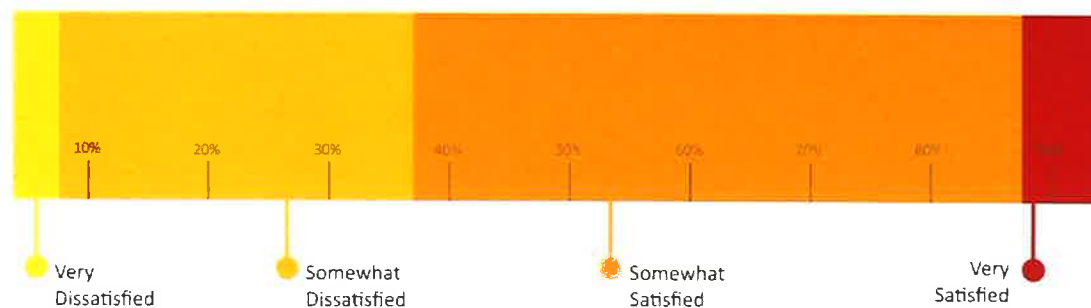
What we heard in Fall 2021

GENERAL THEMES

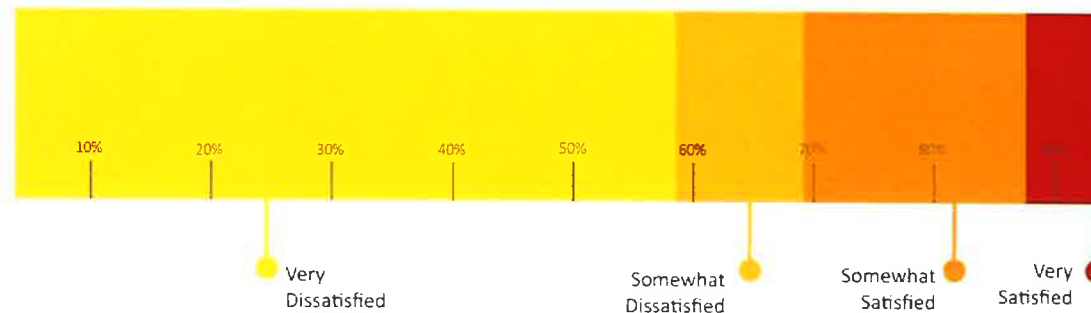


Based on ~46 responses

NORTH OF US 14:



SOUTH OF US 14:



Project Purpose and Needs

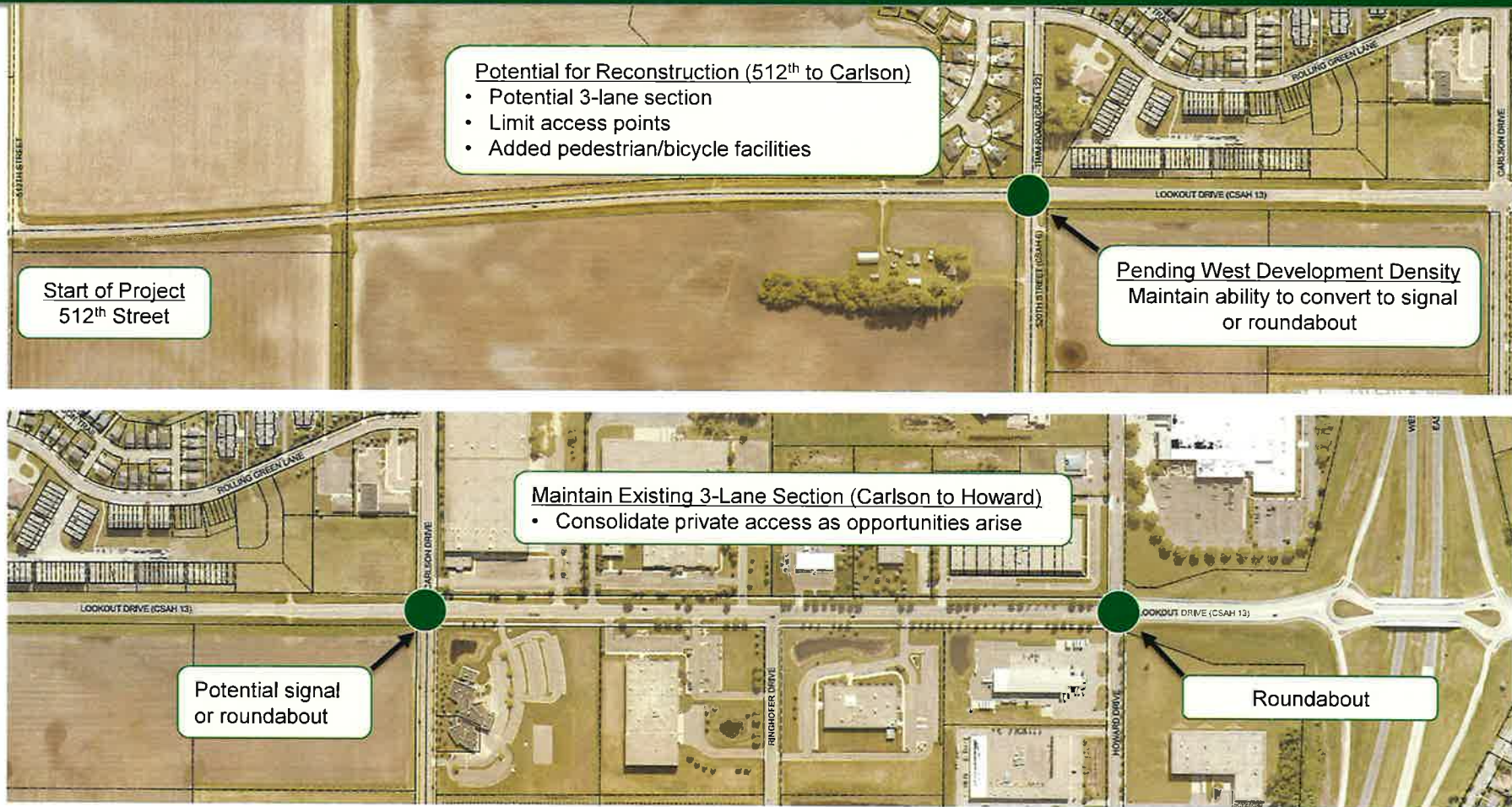
- **Purpose**

- Identify multimodal improvements that can be made on Lookout Drive
- Develop an implementation plan that is reasonable and implementable

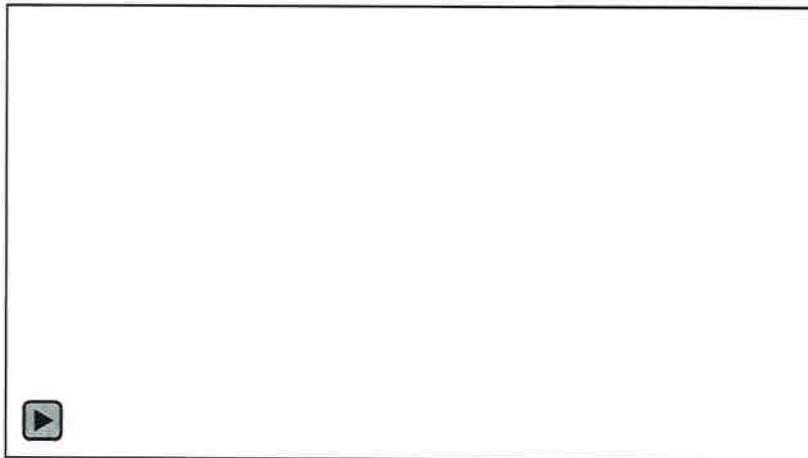
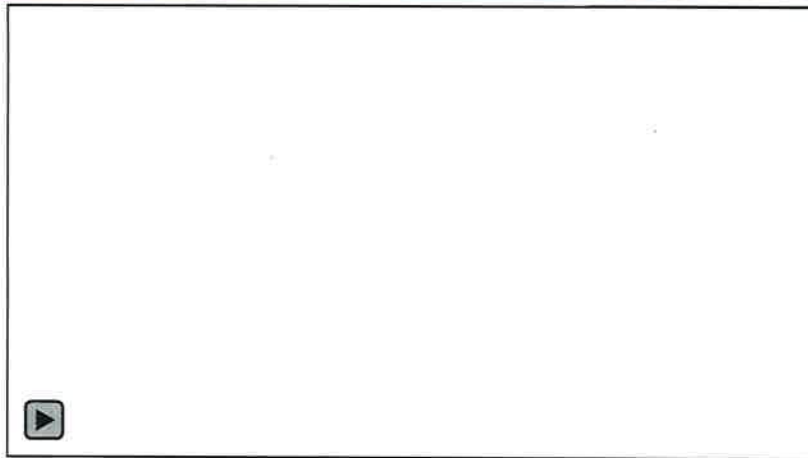
- **Needs**

- Maintain acceptable traffic operations and safety into future (North and Middle)
- Align speeds to match context of roadway (Middle)
- Improve pedestrian and bicycle connections both along and crossing Lookout Drive (North, Middle, and South)

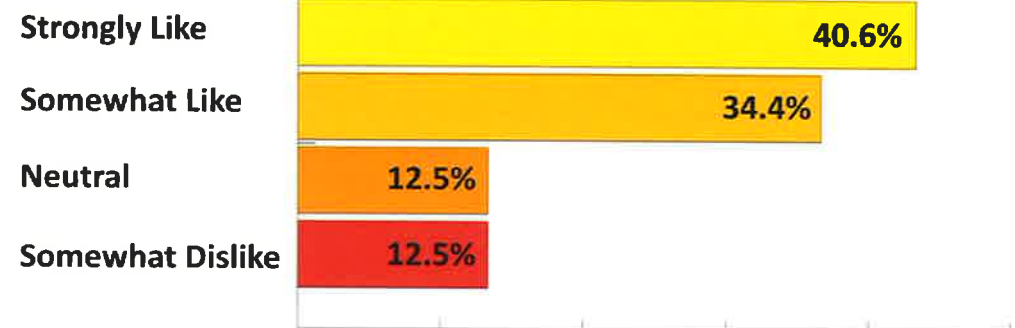
North Segment Alternatives



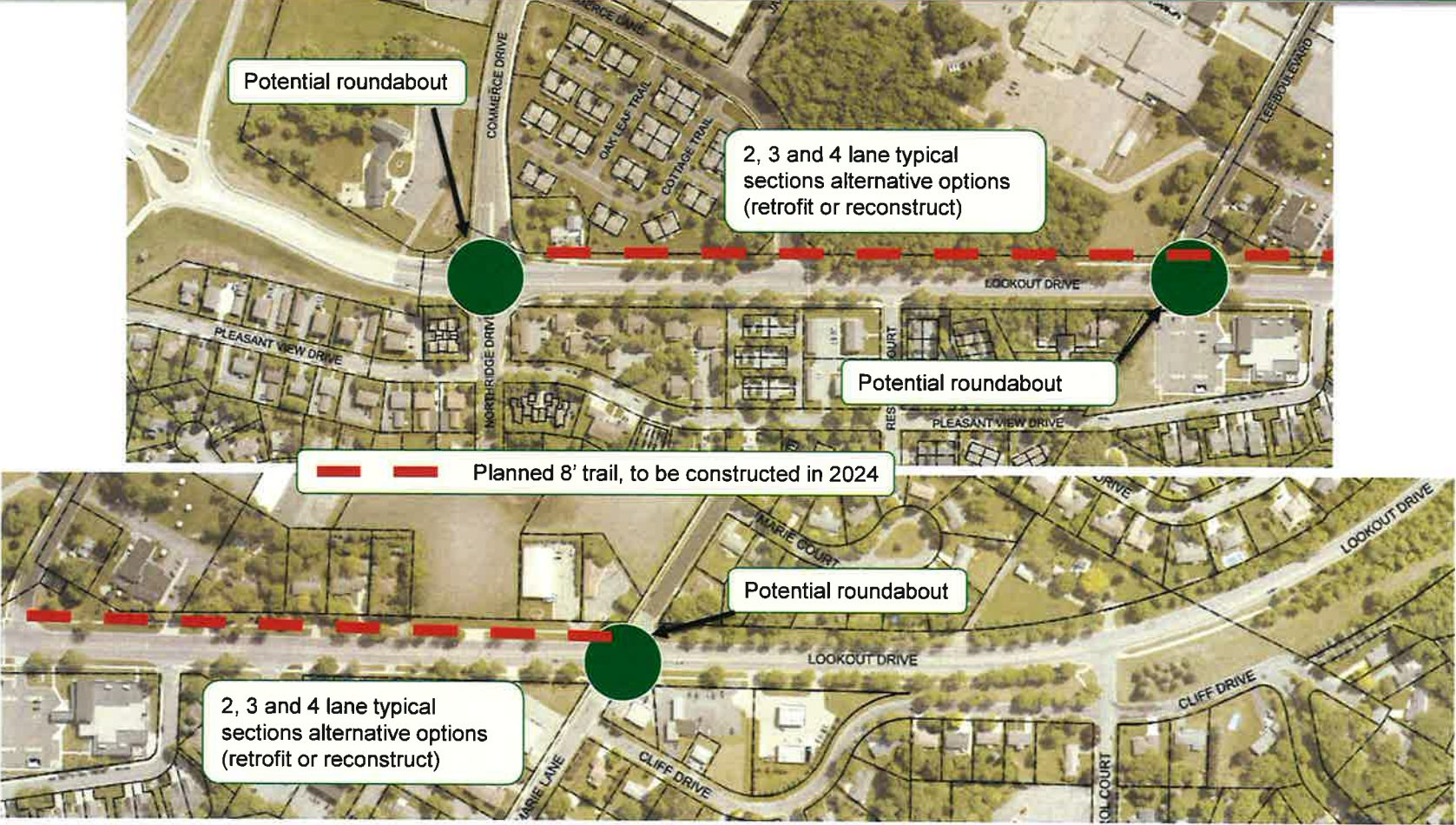
North Segment Roadway Concepts- North (512 to Carlson)



Based on ~45
responses

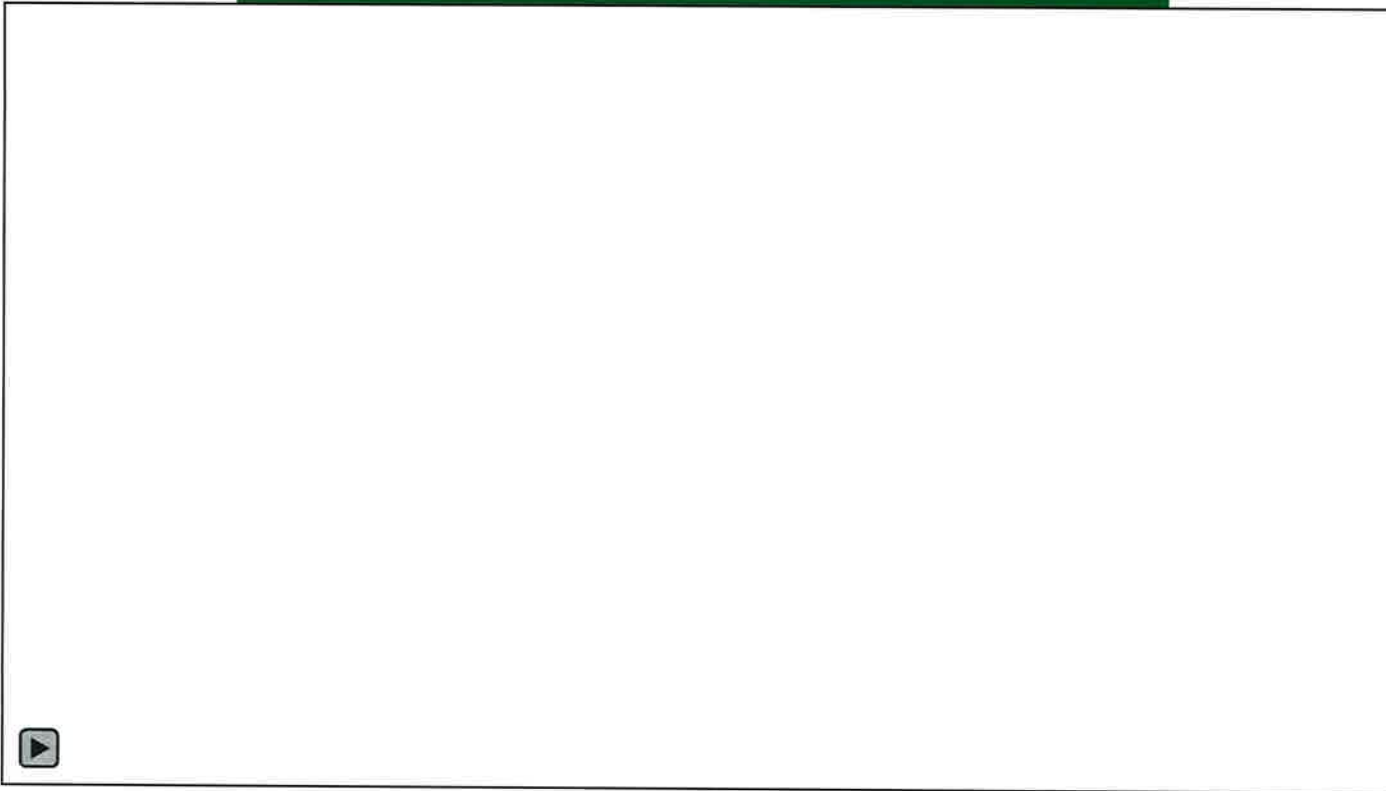


Middle Segment Alternatives

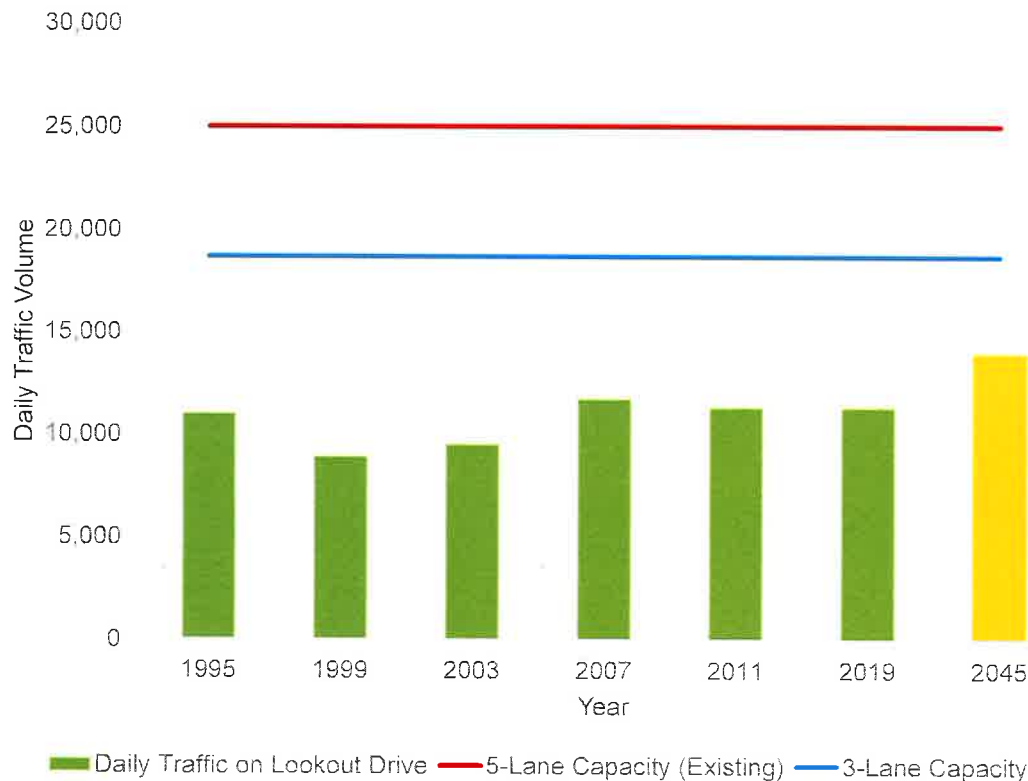


Middle Segment Existing Section

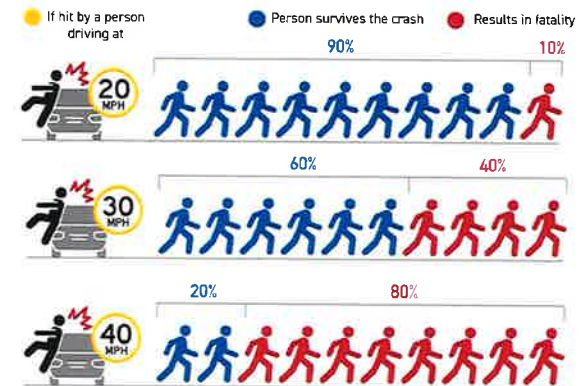
Five-lane section (including two-way left turn lane)



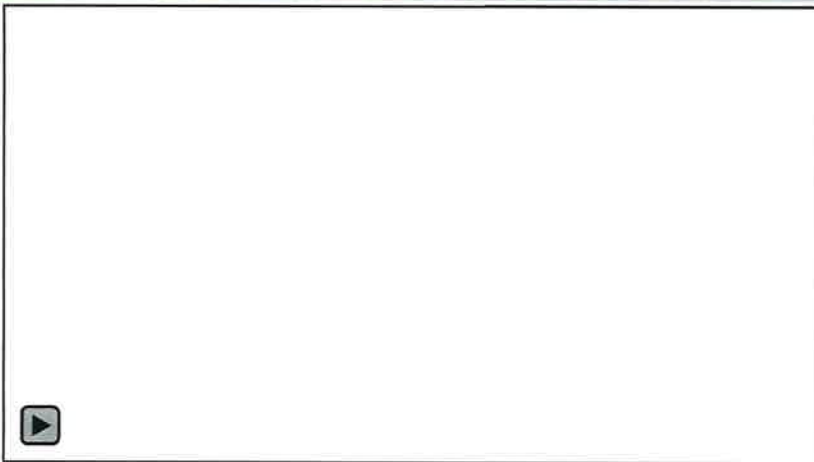
Middle Segment Roadway Capacity



- The 5-lane roadway capacity is well above both existing and future traffic volumes
- Excess roadway capacity contributes to high traffic speeds



Middle Segment Roadway Concepts



Strongly Like

19.4%

Somewhat Like

29.0%

Neutral

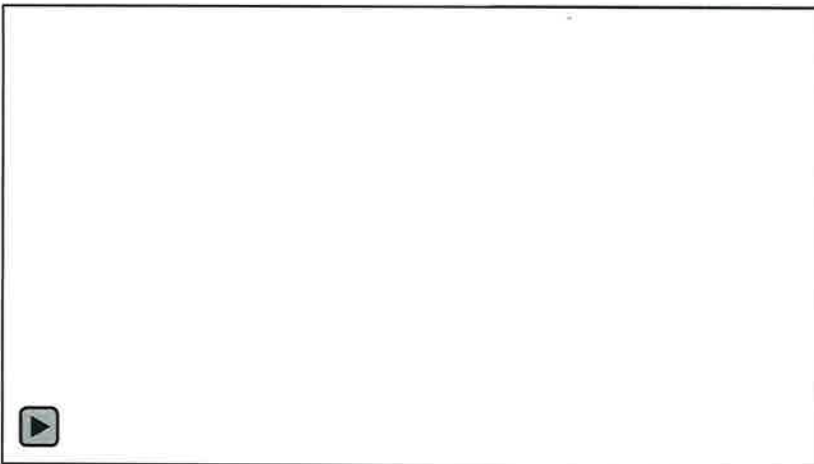
22.6%

Somewhat Dislike

19.4%

Strongly Dislike

9.7%



Strongly Like

10.7%

Somewhat Like

21.4%

Neutral

3.6%

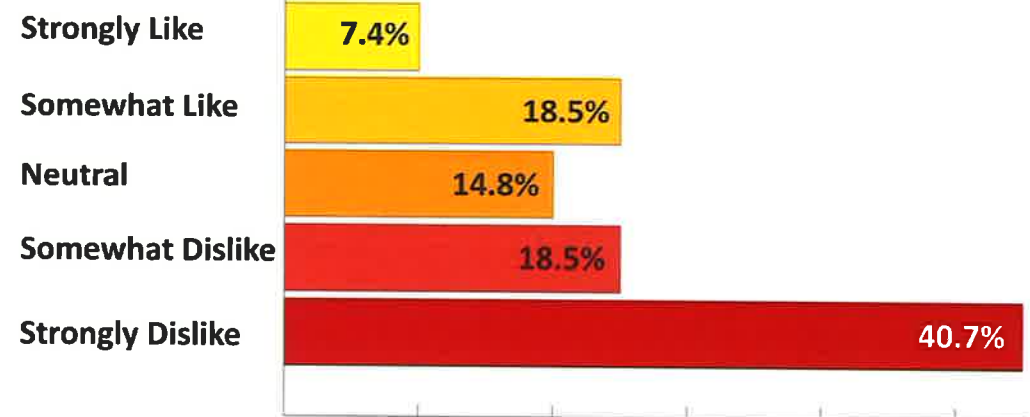
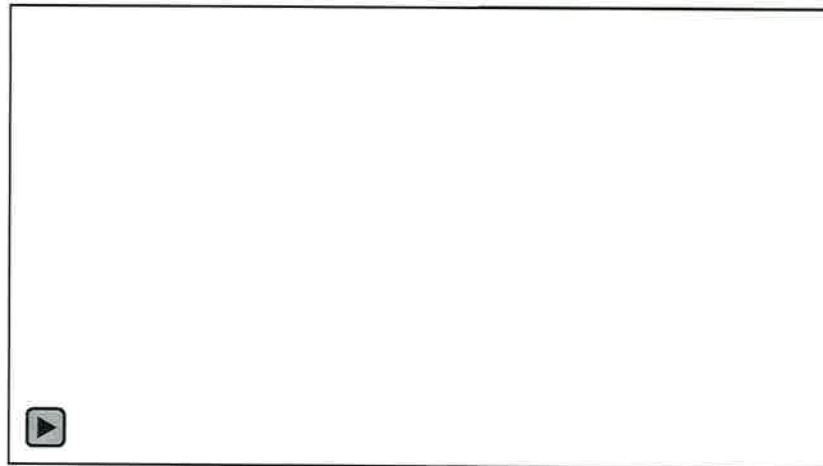
Somewhat Dislike

21.4%

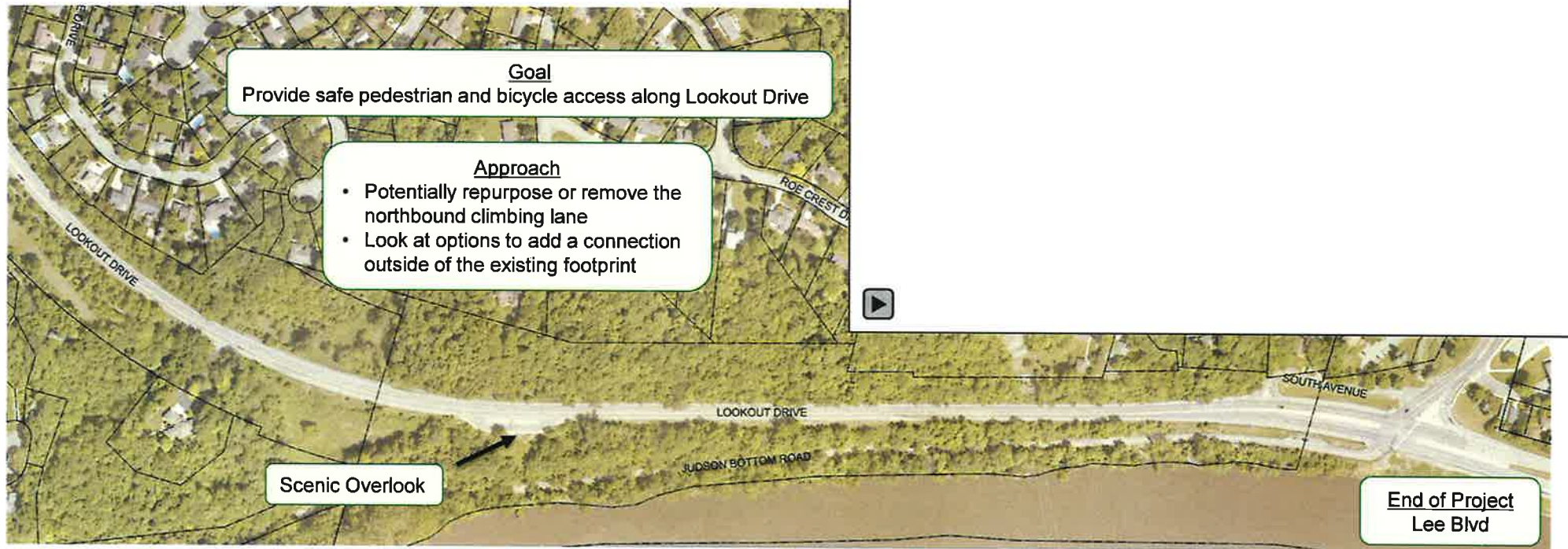
Strongly Dislike

42.9%

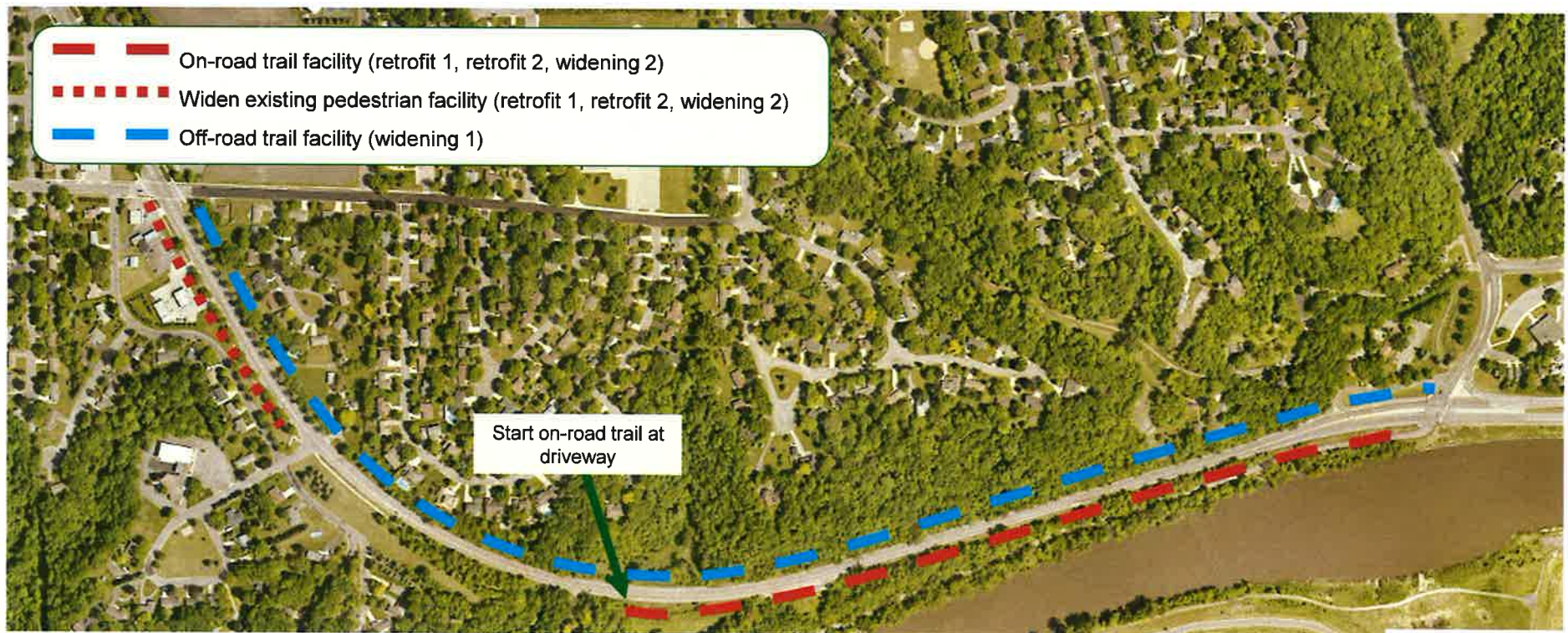
Middle Segment Roadway Concepts



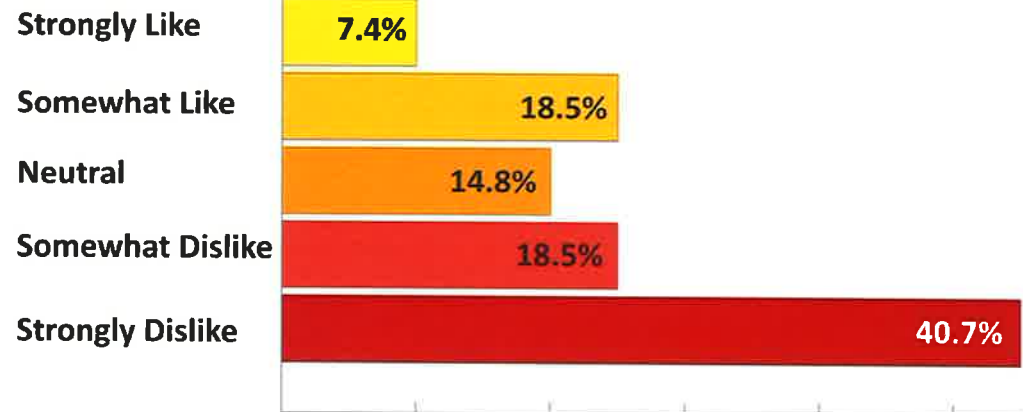
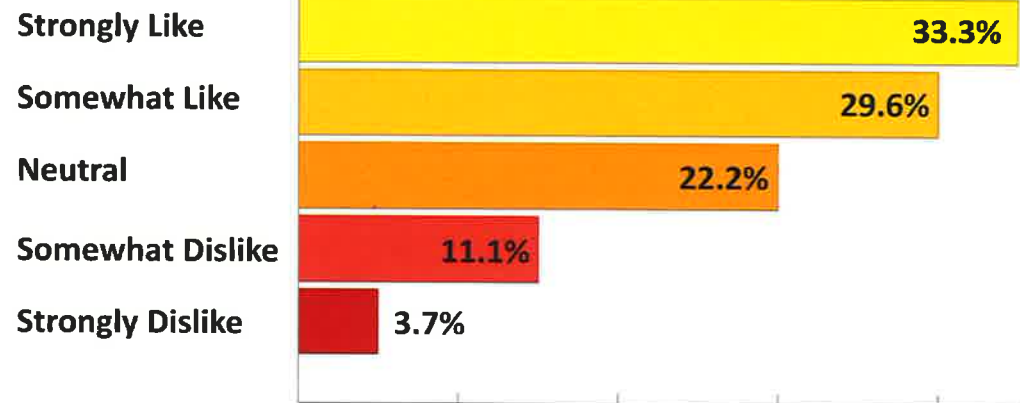
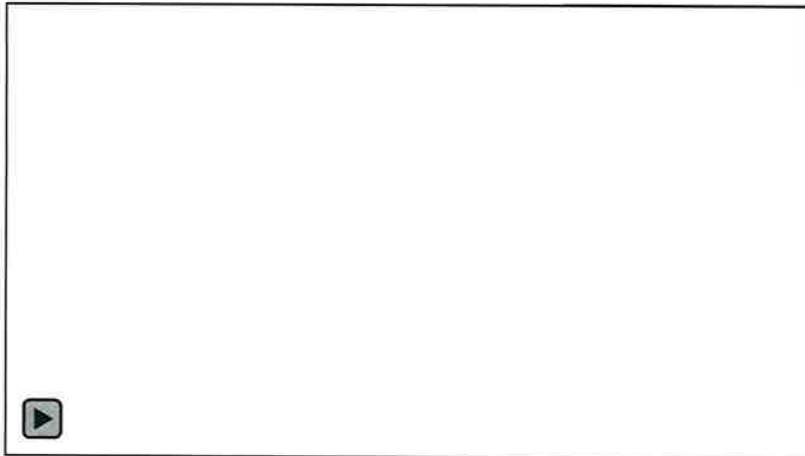
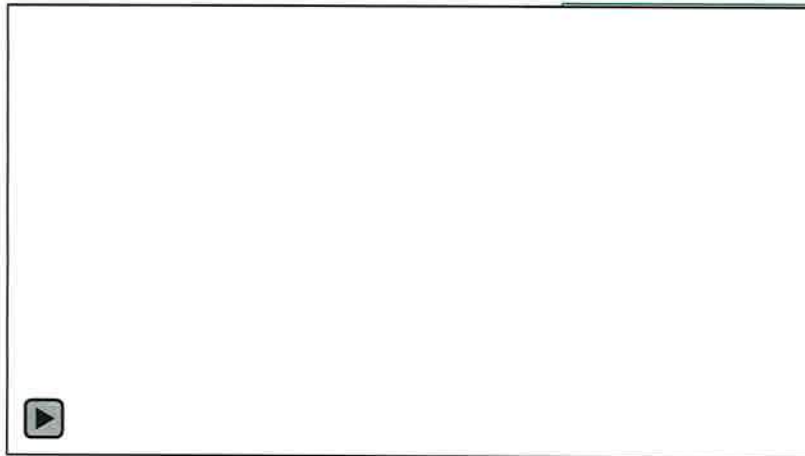
South Segment Existing Condition



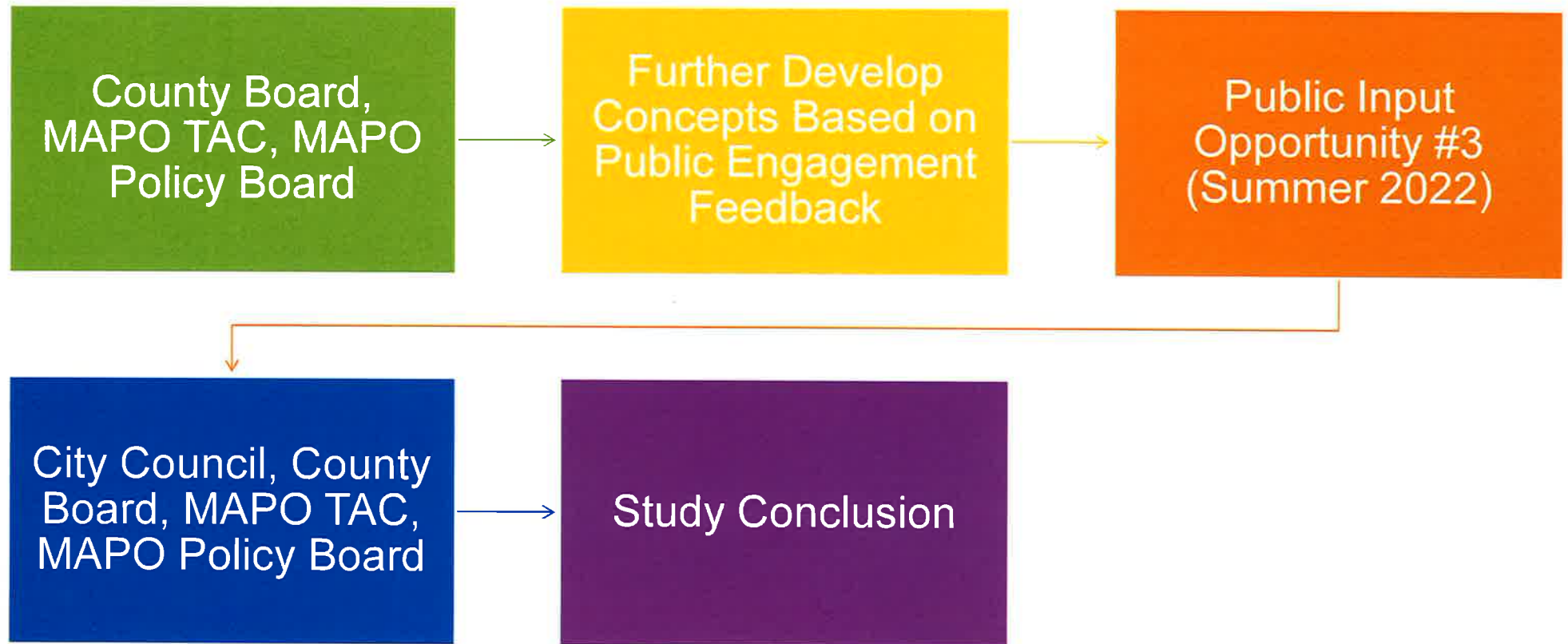
South Segment Roadway Concepts



South Segment Roadway Concepts – Retrofit Alternatives



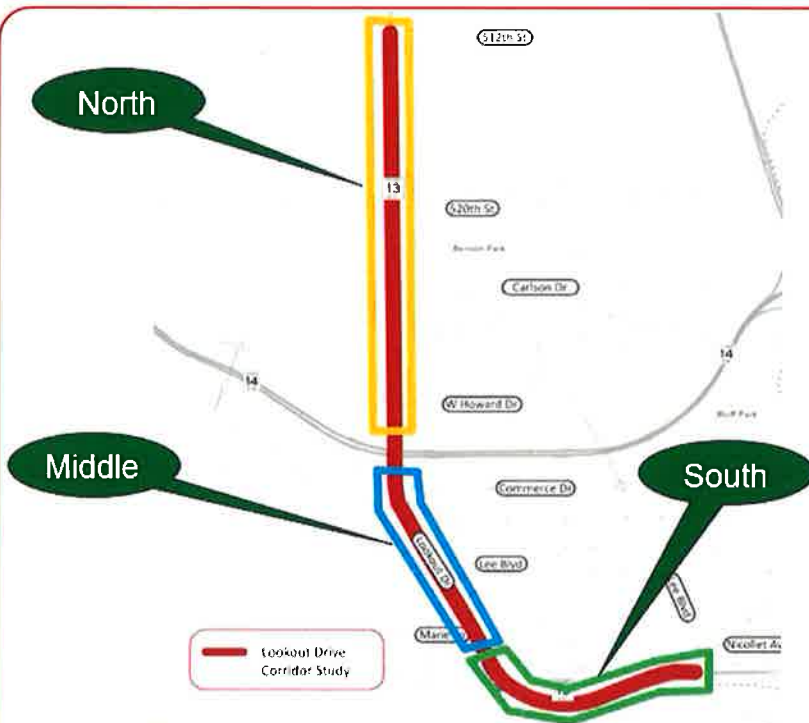
Next Steps



LOOKOUT DRIVE

CORRIDOR ALTERNATIVES STUDY SUMMARY

The second public input opportunity for the Lookout Drive/CSAH 13 Corridor Study was held virtually on the MAPO project website from March 14th through March 25th, 2022. On the website, people could view a video outlining the project scope, take a survey describing potential design solutions, and leave any comments they had for the project team.



PROJECT GOALS



Identify an ultimate vision for the corridor that responds to the various contexts and users, existing and future.



Build public and agency consensus for the corridor vision.



Develop a fiscally responsible and reasonable implementation plan.

SURVEY COMMENT THEMES



Lane Configuration



Bike Access



Traffic Speeds



Roundabout Additions



Pedestrian Safety



Green Space

LOOKOUT DRIVE CORRIDOR ALTERNATIVES SURVEY



NORTH SEGMENT ALTERNATIVE COMMENTS

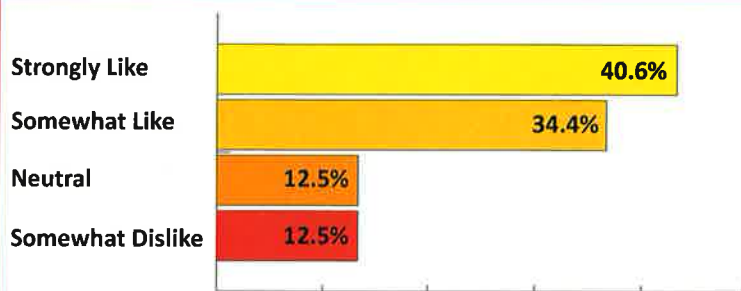
Appealing Elements

- Pedestrian-friendly (sidewalk access)
- Addition of turn lane aids in traffic flow
- Added greenery/tree coverage
- Curb and gutter additions

Suggested Changes

- Wider/additional lanes for industrial trucks
- Roundabout addition at Howard & Lookout
- Additional lighting
- Concern with added turn lane that will increase speeds (dangerous for multimodal traffic)

Survey Results



MIDDLE SEGMENT ALTERNATIVE #1 COMMENTS

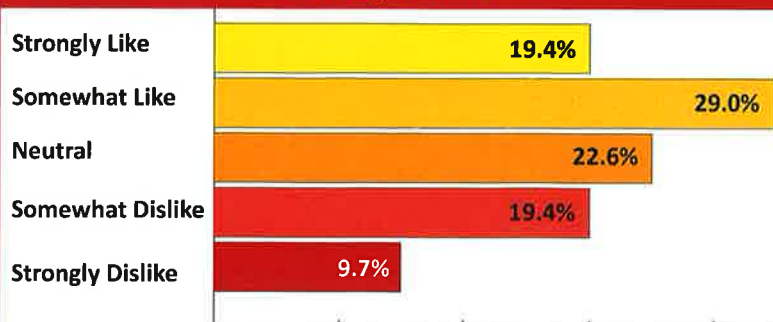
Appealing Elements

- Feels more residential
- Like the raised median. Easier for pedestrian crossings.
- Maintains two lanes
- Will decrease driver frustration during rush hour
- Divider prevents pedestrians and vehicles from slowing traffic
- Added greenery & sidewalks

Suggested Changes

- What are the impacts to intersections and lane options?
- Dislike the median/ Concern for greenery over time (cost/upkeep)
- Lower the speed limit
- Want the addition of the turn lane in the middle
- Want an addition of a roundabout
- Need more pedestrian walkways and crossings (walkers & bikers)

Survey Results



LOOKOUT DRIVE CORRIDOR ALTERNATIVES SURVEY



MIDDLE SEGMENT ALTERNATIVE #2 COMMENTS

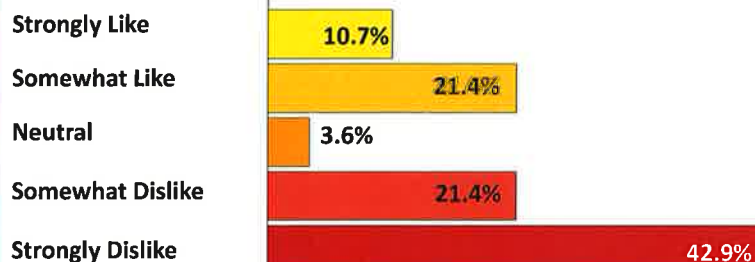
Appealing Elements

- Wide median with added green space
- Single North/Southbound lanes
- Pedestrian refuge at intersections
- Elimination of racing behavior with the side-by-side lanes
- Shoulder for bikers
- Safer travel option

Suggested Changes

- Want for 4 lanes on Lookout (too much traffic to do so, changing needs in the coming years)
- Roundabout additions at Marie and Northridge (Suggested for Lee and Commerce as well)
- Lower speed limit to 30
- Concern for traffic flow at busy times.
- Difficulty merging onto Lookout from side streets
- Unnecessary middle section

Survey Results



MIDDLE SEGMENT ALTERNATIVE #3 COMMENTS

Appealing Elements

- Added green space
- Single north/south bound lanes
- Use of a middle turn lane (helps with flow of traffic)
- Reduced speeds for safety
- Would preserve all turn options
- Narrowed lanes helps with pedestrian crossings (better infrastructure for walkers)
- Best for traffic flow – middle lane for turning doesn't contribute to congestion

Survey Results



Suggested Changes

- Dislike that there are no longer 4 lanes of traffic
- Consider a 30 mph speed limit
- Get rid of continuous left turn lane – pointless with nowhere to turn to.
- Too much traffic to not have 4 lanes
- Add pedestrian refuge between lanes for crossing pedestrians
- Maintain the striped shoulder for bikers
- Makes the traffic flow less efficient
- Middle turn lane does not seem necessary down the entire stretch of Lookout.

LOOKOUT DRIVE CORRIDOR ALTERNATIVES SURVEY



SOUTH SEGMENT ALTERNATIVE #1 COMMENTS

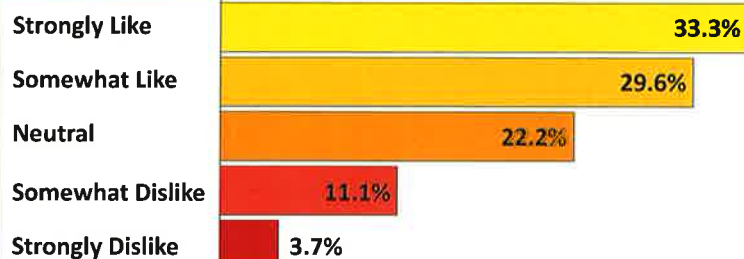
Appealing Elements

- Room for pedestrians and bikers
- Wall barrier is a great addition
- Separated bike lane is a plus (much safer)
- Like that the path is on the South side
- Maintains 2 lanes up hill
- Protection on a high-speed segment
- Separation is more comfortable for both pedestrians and motorists

Suggested Changes

- Keeping the second lane uphill will create a racing track
- Add separate bike and pedestrian walkways
- Connect protected lane over the crest of the hill or to short trail at the top of the drive
- May cause issues with snow removal
- No shoulder for southbound traffic
- Rarely used bicycle area – not necessary to add a trail. Takes space from trucks and cars.
- Lacks space for emergency vehicles and emergency pull-off
- Consider something more appealing to look at than a concrete wall

Survey Results



SOUTH SEGMENT ALTERNATIVE #2 COMMENTS

Appealing Elements

- Better option for pedestrians
- Bike lane addition
- Gets rid of racing mentality uphill
- Separation of bikes and pedestrians from traffic
- Allows for universal access to roadway
- Will reduce jake braking complaints
- Adds traffic calming measures (slows traffic)
- Creates shoulder space for emergencies/issues along the stretch
- Addition of concrete barrier

Suggested Changes

- Needs a climbing lane, semis will slow traffic uphill
- Too many trucks to not have 2 lanes uphill, they will impact traffic flow
- Consider different material than concrete for barrier
- A good number like having a climbing lane northbound stretch of Lookout.

Survey Results



LOOKOUT DRIVE CORRIDOR ALTERNATIVES SURVEY



ADDITIONAL SURVEY COMMENTS

North Segment

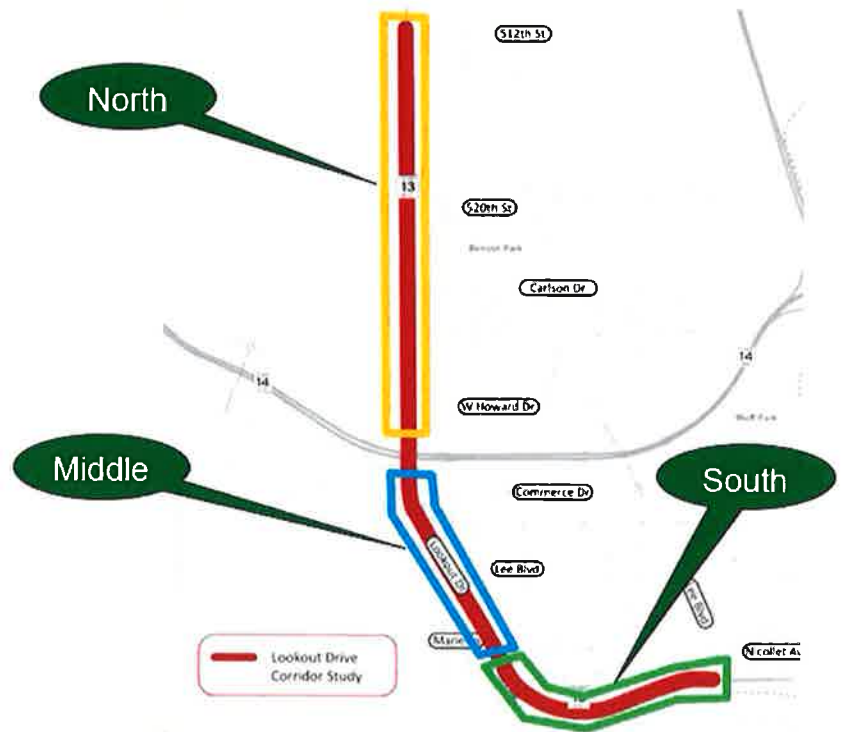
- Transition the traffic pattern from business to residential
- Concern for 45-50 mph speeds with the single north and south bound lanes
- Concern for vehicles not stopping at signs and driving into oncoming traffic

Middle Segment

- Get rid of the stoplights on this stretch. Consider replacing with roundabouts
- There is a lack of bicycle infrastructure
- 45-50 mph is too fast for the area
- Maintain access to side roads
- Consider adding small limited islands for pedestrian crossings/ turn lane usage
- Preference towards the current setup of 4 lanes in this area
- Important to keep this route commuter-friendly
- Keep the turn lanes to maintain traffic flow

South Segment

- More people will probably use bike lanes now that it is protected
- Reduce speeds at the top of the hill
- Widen lanes further for better northbound shoulder and southbound trail



STEERING COMMITTEE COMMENTS

In February of 2022, City staff solicited public input on the Lookout Drive/South Central College Area through a community survey posted on the City website. Notifications were distributed through social media outlets as well as the Mankato Free Press newspaper. In total, there were 146 responses to the survey.

STEERING COMMITTEE MEETING GENERAL THEMES



Road
Rerouting



Bike
Access



Truck
Traffic



Roundabout
Additions

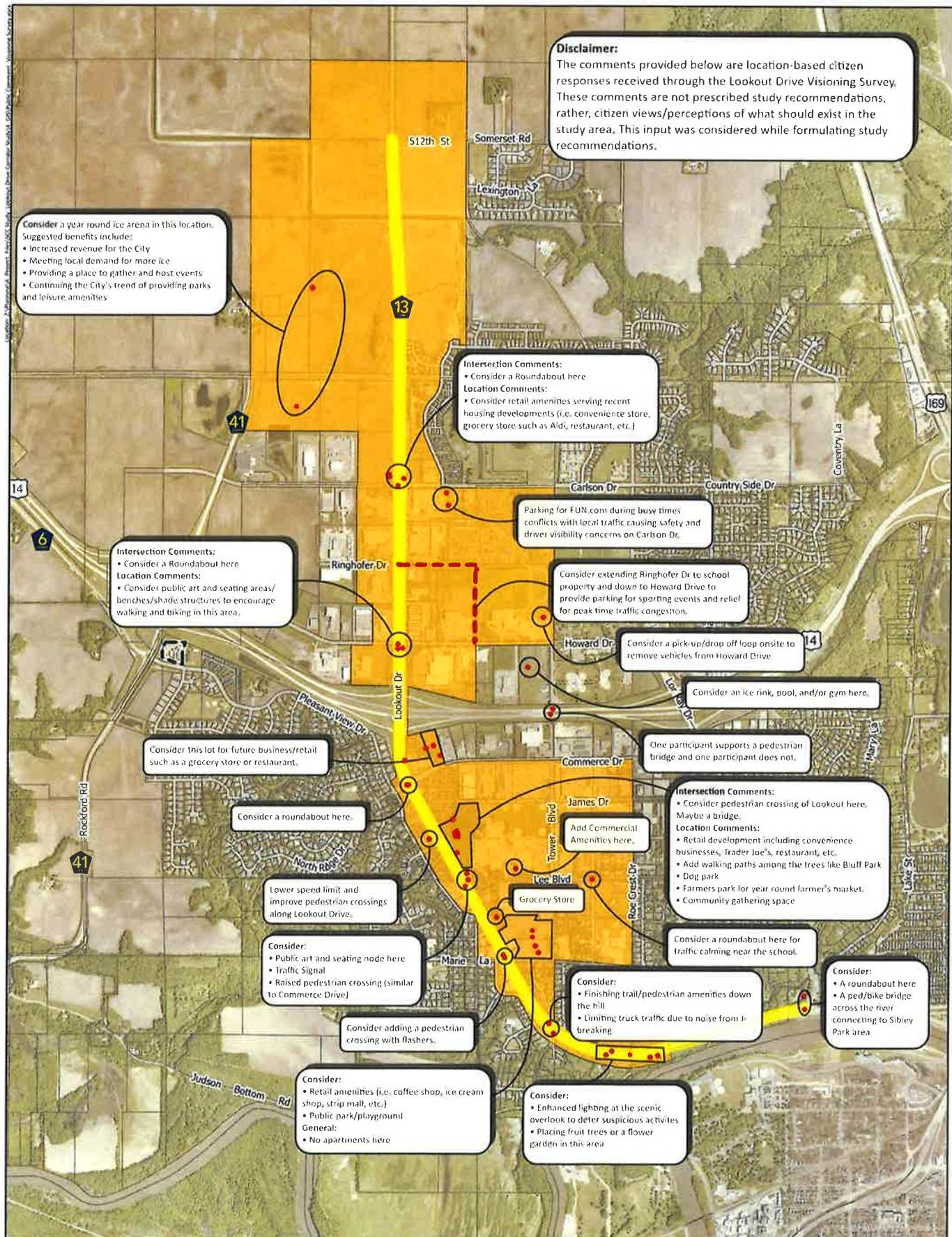


Pedestrian
Safety



Corridor
Beautification

LOOKOUT DRIVE CORRIDOR ALTERNATIVES SURVEY





Public Works Update

3.30.22

NORTHMANKATO.COM



North Mankato Public Works Dept. Objectives

- Safety
- Quality
- Productivity



Productivity

- Plan your work, work the plan
 - Consistent Documents
 - Consistent Expectations
- 60% of Park Dept hours
 - Park Rounds
 - Mowing/Trimming
 - Flowers
 - Caswell and Swim Facility Support



North Mankato Park System

- 4.5 Full Time Employees
 - 10-12 seasonal Employees
- Approximately 280 Acres of Green Space Mowed and Trimmed
 - Average 2.75 acres/hour mowing
 - Average 3.35 acres/hour trimming
- 20 Playground Structures
- 100 Natural Prairie Acres
- 10 Miles of Trail Maintained



North Mankato Park Dept Plow Routes





North Mankato Park System

- Opportunities
 - Expanded Event Schedule
 - New Equipment
 - Grant Funding
- Challenges
 - Staffing
 - Seasonal Staff
 - Pool and Caswell Support
 - Aging Infrastructure



PARKS DEPARTMENT SUMMARY

	YEARLY GOAL	THIS MONTH	LAST MONTH	YEARLY TOTAL	LAST YEAR TOTAL	% YEARLY GOAL
Units						
Greenway Inspections (EA)	75	0	0	21	37	28%
Greenway Sprayed (EA)	25	0	0	27	24	108%
Greenway Mowing and Trimming (EA)	25	0	0	20	15	80%
Weed Inspections - Parks (EA)	63	0	0	21	21	33%
Weed Spraying Parks - EA (21 parks, 1 Application each Fall Season)	42	0	0	21	21	50%
Mowing - Acres (280 Acres mowed 1 Time per Week for 20 Weeks)	4,600	0	0	3,960	3,955	86%
Trimming - Acres (280 Acres trimmed every other week for 20 weeks)	2,300	0	0	1,229	1,100	53%
Tree Inspections (EA)	150	6	4	129	147	86%
Resident Call Outs (EA)	150	3	0	25	29	17%
Playground Inspections	40	0	0	27	19	68%
Playground Upgrades Completed	10	0	0	0	5	0%
Park Building and Structure Repairs/Painting	7	0	0	7	3	100%
Blvd and Park Trees Planted (By Contractor or staff)	30	0	0	51	2	170%
Trees Trimmed	750	69	84	327	695	44%
Trees Removed (All Trees Excluding Ash)	200	13	2	83	79	42%
Ash Trees Removed	35	5	3	37	45	106%



Hours of Regular Service and Maintenance						
Playground Inspections & Repairs (20 playgrounds, 2 hours per inspection)	40	0	0	201	18	503%
Playground Upgrades and Repairs Completed	100	0	0	0	289	0%
Park Building and Structure Repairs/Painting	400	0	0	350	196	88%
Park Rounds (Opening Bathrooms, Garbage, Cleaning)	1,248	60	60	1,035	880	83%
Court Maintenance (Volleyball, Tennis, Basketball, Pickleball, Baseball, Softball, Football)	500	6	0	236	177	47%
Flowers & Planters (May to Oct)	500	0	1	581	510	116%
Tree Inventory	240	0	0	3	49	1%
Tree Removal (All Excluding Ash Trees)	500	66	12	371	342	74%
Ash Tree Removal	175	11	20	193	157	110%
Tree Trimming	480	86	64	326	404	68%
Tree Inspections	250	5	0	116	125	46%
Buckthorn Management	640	2	0	29	14	4%
Hockey Rink Setup and Flooding	720	174	0	693	295	96%
Rinks Zamboni	60	18	0	139	42	232%
Snow Removal (trails, sidewalks, alleys, parking lots, etc.)	700	144	0	522	401	75%
Winterize and Spring Start-Up (Bathrooms, Irrigation, Drinking Fountains, Pool, etc)	400	0	76	159	139	40%
Christmas Decorations	160	1	45	75	98	47%
Festivals (Fun Days, Blues, Bier, Misc.)	600	0	0	252	153	42%
Caswell Sporting Events	2,500	0	142	1,491	0	60%
Helping Other Departments	150	1	0	255	275	170%
Resident Call Outs	150	2	0	23	65	15%
Training	700	16	26	203	192	29%
Special Projects	400	12	15	772	1,350	193%
Hours of Greenway Management						
Greenway Inspections (Ponds and Outlots)	32	0	0	4	26	13%
Greenway Sprayed (Ponds and Outlots)	80	0	0	46	20	57%
Greenway Mowing and Trimming (Ponds and Outlots)	80	0	0	90	13	113%
Hours of Parks Management (May to October)						
Weed Inspections (Parks, Boulevards, Roundabouts, Trails)	50	0	0	6	21	12%
Weed Spraying (Parks, Boulevards, Roundabouts, Trails)	120	0	0	72	103	60%
Mowing (Parks, Boulevards, Roundabouts, Trails)	3,000	0	0	1,494	1,366	50%
Trimming (Parks, Boulevards, Roundabouts, Trails)	1,000	0	0	316	384	32%
Prairie Management and Maintenance (Burning, Spraying, Mowing, Seeding, Inspections)	80	0	1	37	151	46%

cont.



Solid Waste

- Contracted Residential Pickup with West Central
- Average 3,400 Tons of pickup per year
- Fund has been subjected to rate increases
 - 2013 - \$80.56 per ton
 - 2022 - \$98.32 per ton
 - Average \$1.97 per year increase
- Spring Junk Event: Average 244.25 Tons
 - Average 234 Craft Hours, \$7,730 per event
- Fall Junk Event: Average 190.5 Tons
 - Average 156 Craft Hours \$8,660 per event
 - Challenge – Mattress and box spring recycling
 - Formally \$80 per ton at Waste Management
 - Now \$82 per ton, plus 6% environmental, plus Fuel Surcharge plus \$35 per Mattress at Waste Management
 - Ponderosa \$45 per ton plus \$30 per item.



Recycling

- Contracted Residential Pickup with West Central
- Average 1,480 Tons per year
 - Tonnage peaked in 2018 and 2019
- Rate has been steady
 - Rebates fluctuates depending on market
- Harder to find users to recycle
- Implementation of Organics Recycling program
- Compost site



Questions?