



AGENDA

**City Council Work Session
Monday, October 27, 2025
Mankato Room
(following the Regular Meeting at 6 p.m.)**

1. Mankato Area Planning Organization Balcrezak Corridor Study.
2. Adjournment

City Council Work Session

1.

Meeting Date: 10/27/2025

Title:

Submitted By: Jennie Guerrero, Deputy City Clerk

Agenda Item:

Mankato Area Planning Organization Balcrezak Corridor Study.

Attachments

Presentation



Balcerzak Drive Corridor Study

Mankato City Council Work Session

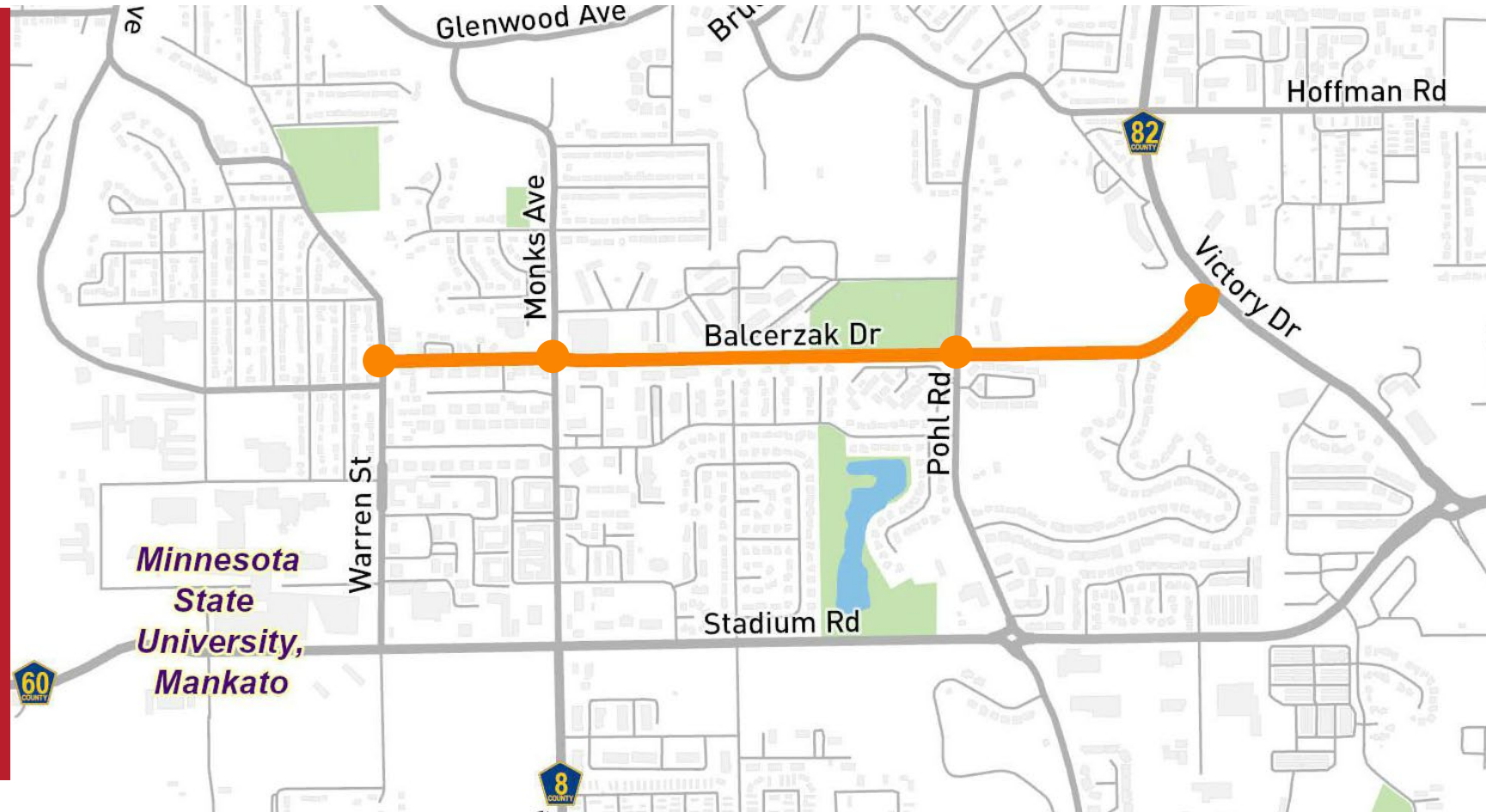
October 27th, 2025



Agenda

1. Study Overview
2. Corridor Conditions Today
3. Community Engagement
4. Corridor Design Options
5. Next Steps

Study Overview



Scope and Schedule

**We are
here**

Study Kickoff

Review Existing
Conditions +
Gather Input

Identify Issues &
Opportunities

Develop &
Evaluate Design
Options

Recommendations
& Study Report

Spring 2025

Summer 2025

**Sept-Oct
2025**

**November
2025**

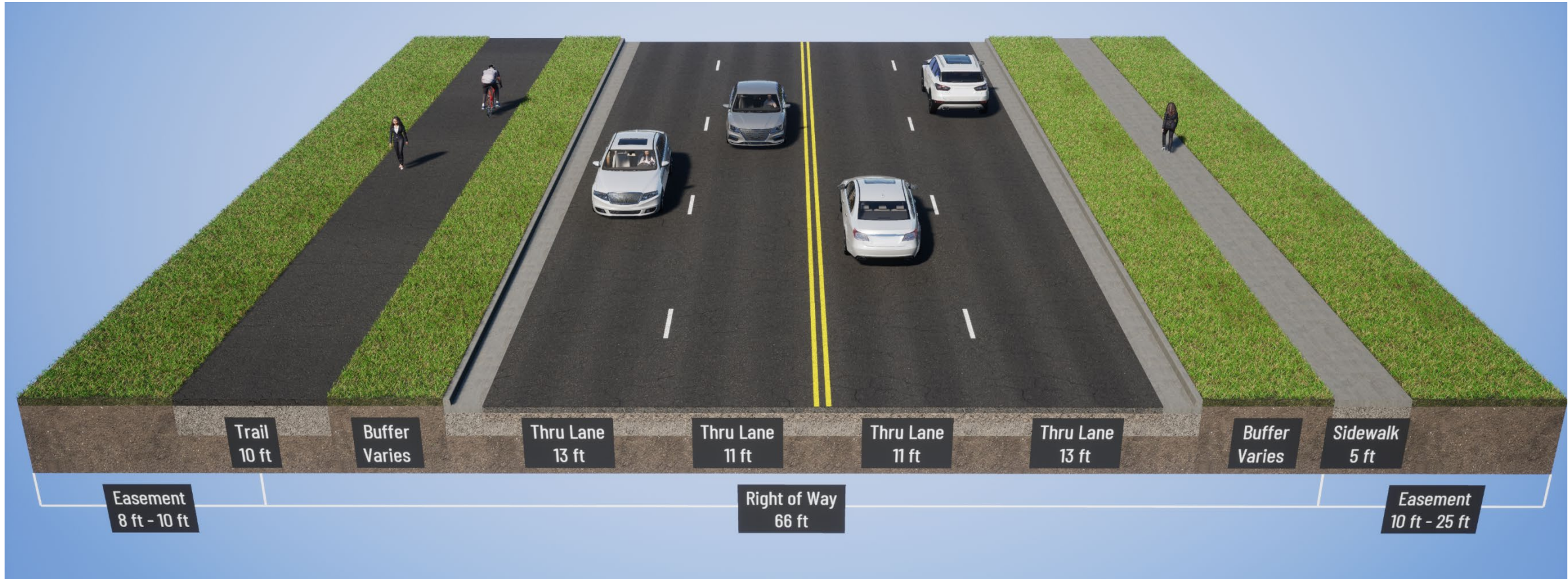
Corridor Conditions Today

Corridor Overview

- 4-lane road
- No shoulders or on-street parking
- Speed limits: 30–40 mph
- Mix of land uses: residential, parks, Fire Station, All Seasons Arena
- Shared use path on north, sidewalk on south



Existing Street Design



**Design varies slightly along corridor*

Existing Transit Conditions

- Four bus routes serve the corridor
- Five bus stops on Balcerzak Drive
 - Two westbound
 - Three eastbound
- No shelters or ADA pads at stops along Balcerzak Drive
- Some bus stops lack signage



Safety & Crash Data



114 Total Crashes



Six (6) Bike/Pedestrian



Two (2) Serious Injury

Most
Common
Crash
Types



Angle
(35)

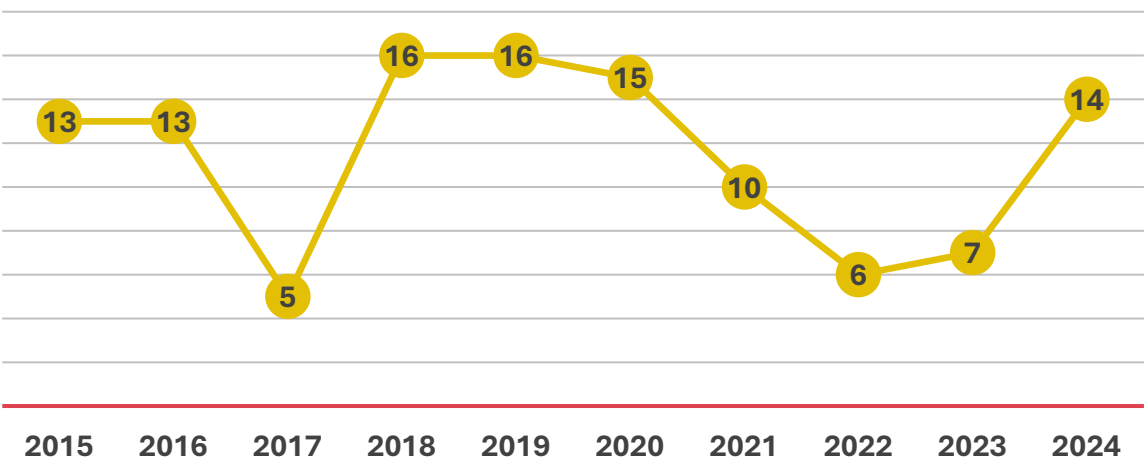


Run-off-
road (24)

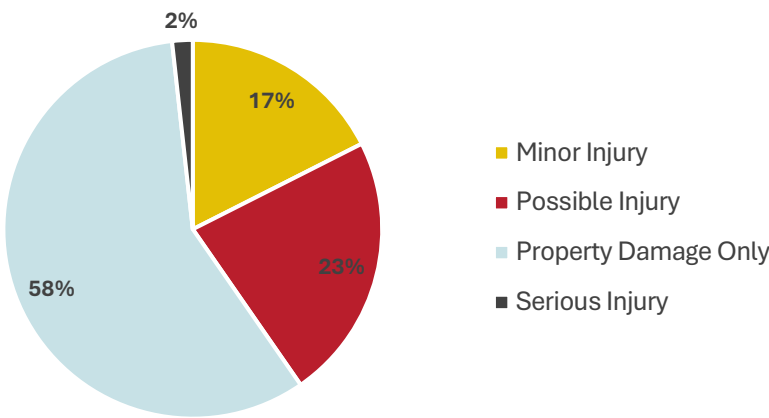


Rear-end
(21)

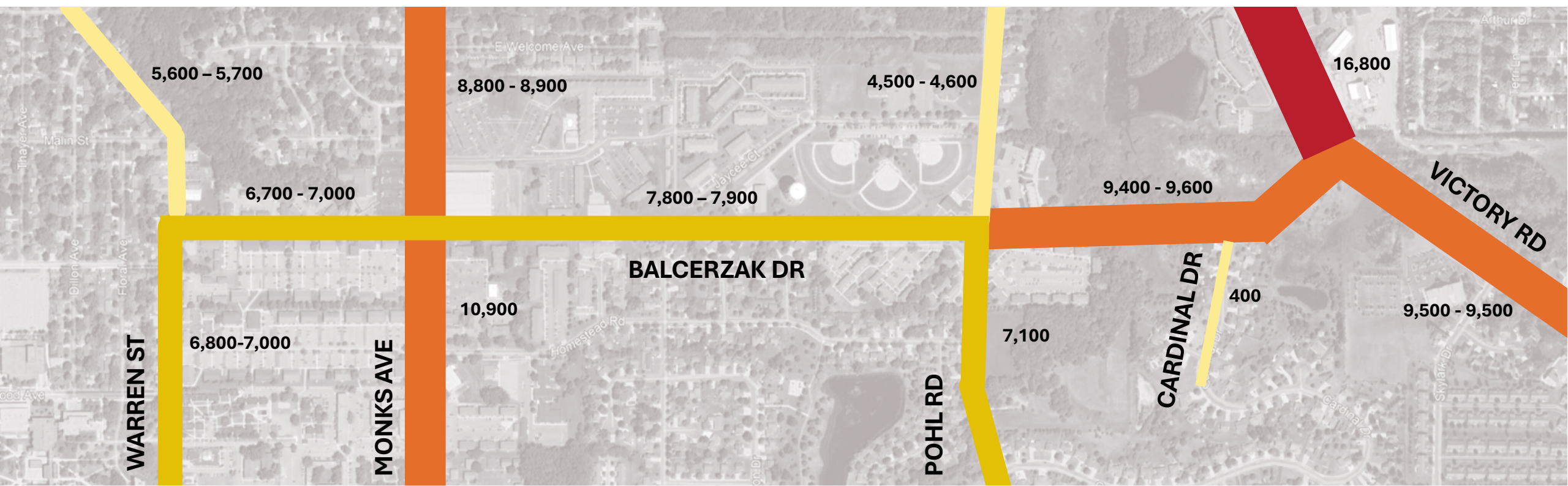
Annual Crashes



Crash Severity



Daily Traffic Volumes



48-hour vehicle counts conducted on April 22-23, 2025

Traffic Volumes in Context

With 6,000-10,000 vehicles traveling on Balcerzak Drive per day, **the existing four lane design provides more traffic capacity than needed.**

Federal guidance suggests 4-lane roads with **fewer than 20,000 vehicles are suitable for a “road diet”**, or reduction in lanes.

Source: FHWA Road Diet Informational Guide

Daily Crosswalk Counts



48-hour counts conducted on April 22-23, 2025

Community Engagement

Engagement Overview

- Project website (everyvoice.mankatomn.gov)
- City's social media and email subscribers
- Bus ceiling tile advertisement
- Online Surveys
 - #1: General corridor public comment (open 4/11-6/1)
 - #2: Draft design alternatives review (open 9/30-10/14)
- MSU engagement
 - Pop-up event: MSU Student Union
 - The Fountain faculty/staff intranet
 - Student Union weekly newsletter
 - The Reporter student newspaper article
- Stakeholder Meetings (4)
 - Fire operations: 2
 - Transit operations: 2
- Public Meetings / Open Houses
 - Virtual meeting (May)
 - In-person: 1 (9/30, ~30-40 attendees)



Survey #1 Key Takeaways

- 270+ responses

Pedestrian Safety

Crossings feel unsafe. Many request mid-block crosswalks and flashing lights.

Intersection Operations

The 4-way stop at Pohl is confusing and congested. Strong support for a roundabout. Warren and Monks intersections also need clearer design.

Vehicle Speeds

Speeding is a persistent concern, especially between Monks and Pohl. Reports of street racing and calls for traffic calming.

Walking, Biking, and Transit Access

Desire for walking and biking improvements, and enhanced bus stops with shelters and lighting.

Maintenance

Pavement is rough in some areas and sidewalks are uneven.

Corridor Design Options

Segments and Design Options



Segment	Alternative	Lanes	Median	Bus Stops	Bike/Ped Facilities
1	1A	3	Center Turn Lane	Pull Out	10' Shared Use Path on Both Sides
	1B	3	Center Turn Lane	In-Lane	
2	2A	2	None (wider boulevard)	Pull Out	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)		

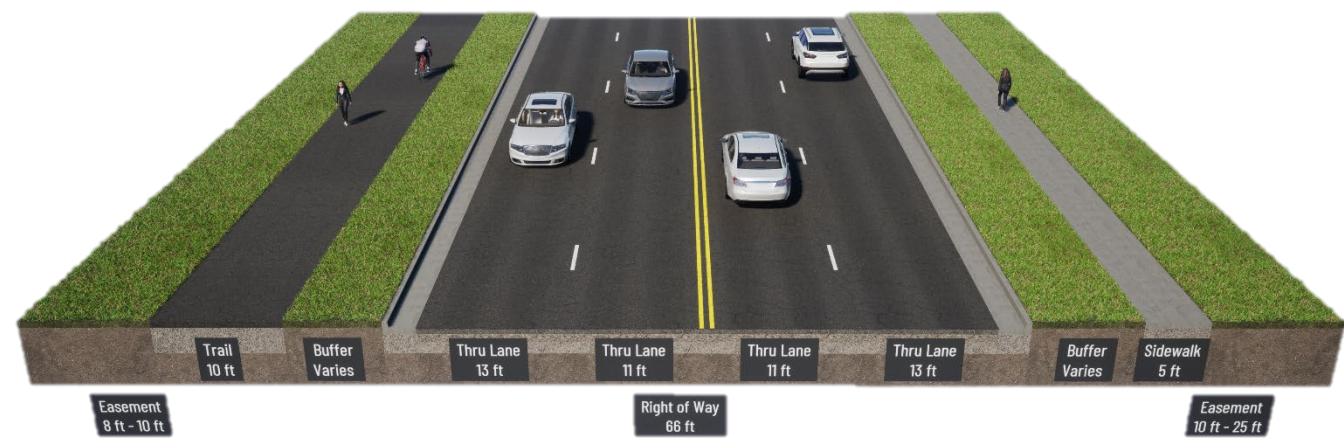
Segment 1 Overview

- Several driveways on both sides; left turn access needed
- Several apartment buildings
- Higher pedestrian activity

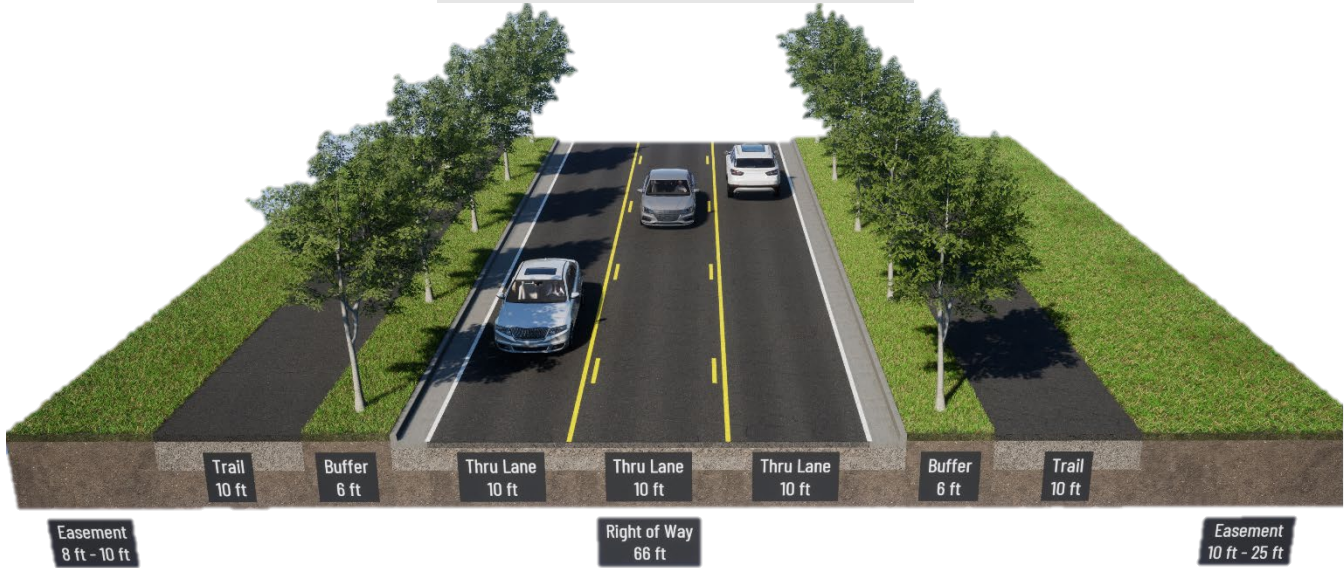


Segment 1

Existing

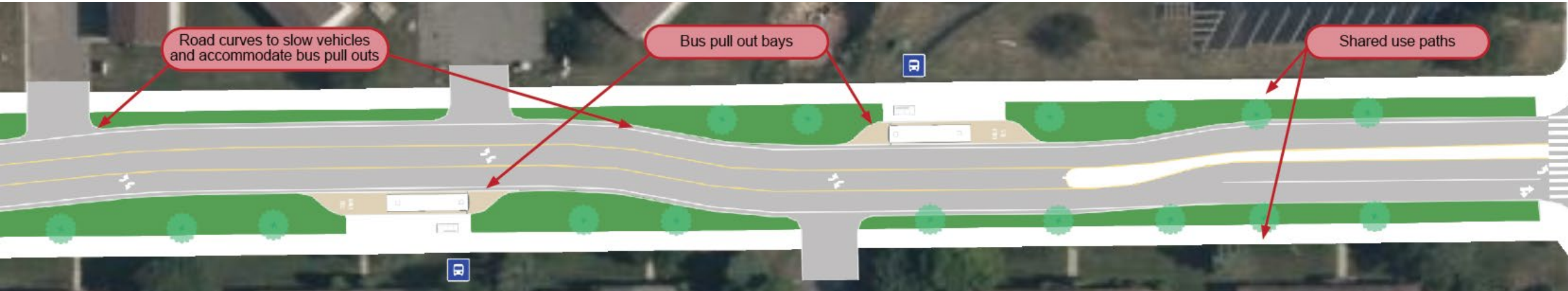


Proposed (1A/1B)



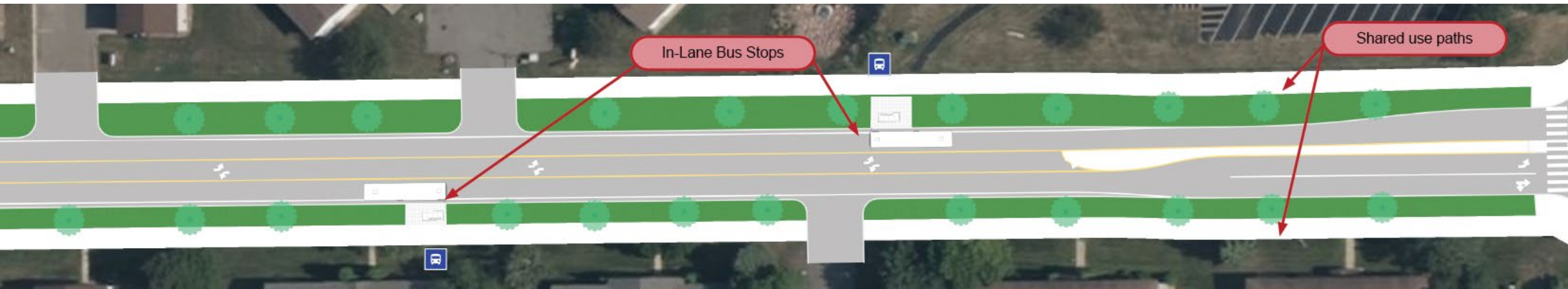
Option 1A

- Bus pull out bays
- Road curves to accommodate pull outs and slow vehicle speeds



Option 1B

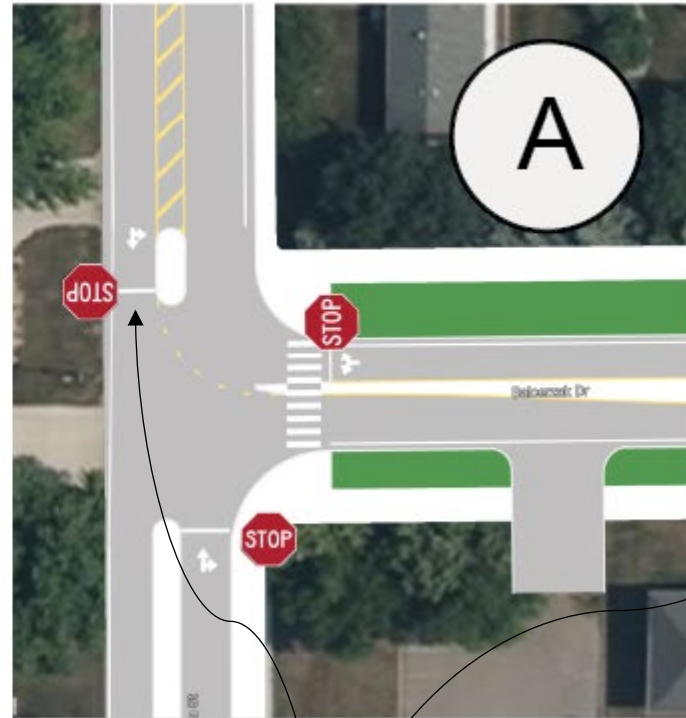
- Standard, In-lane bus stops
- Straight road alignment



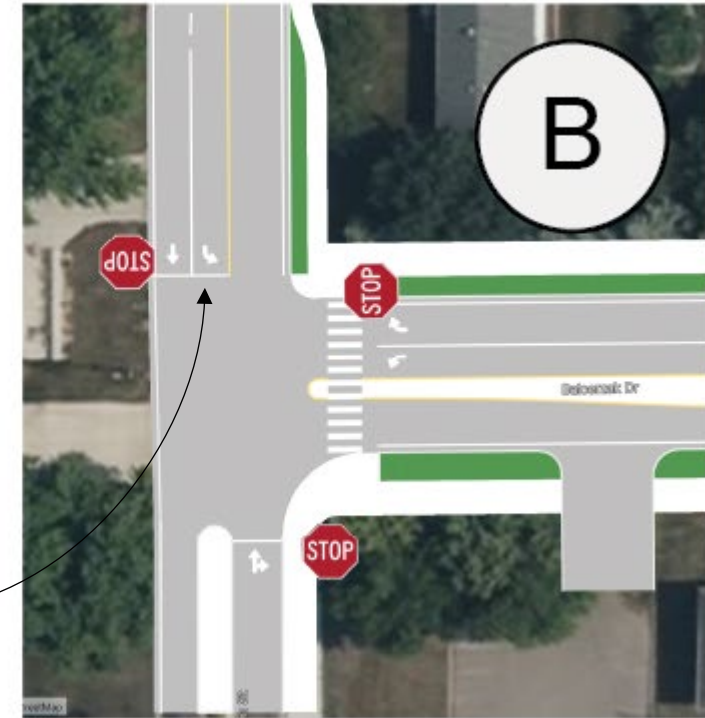
Warren Street Intersection Design Review



Option A:
Single lane approaches



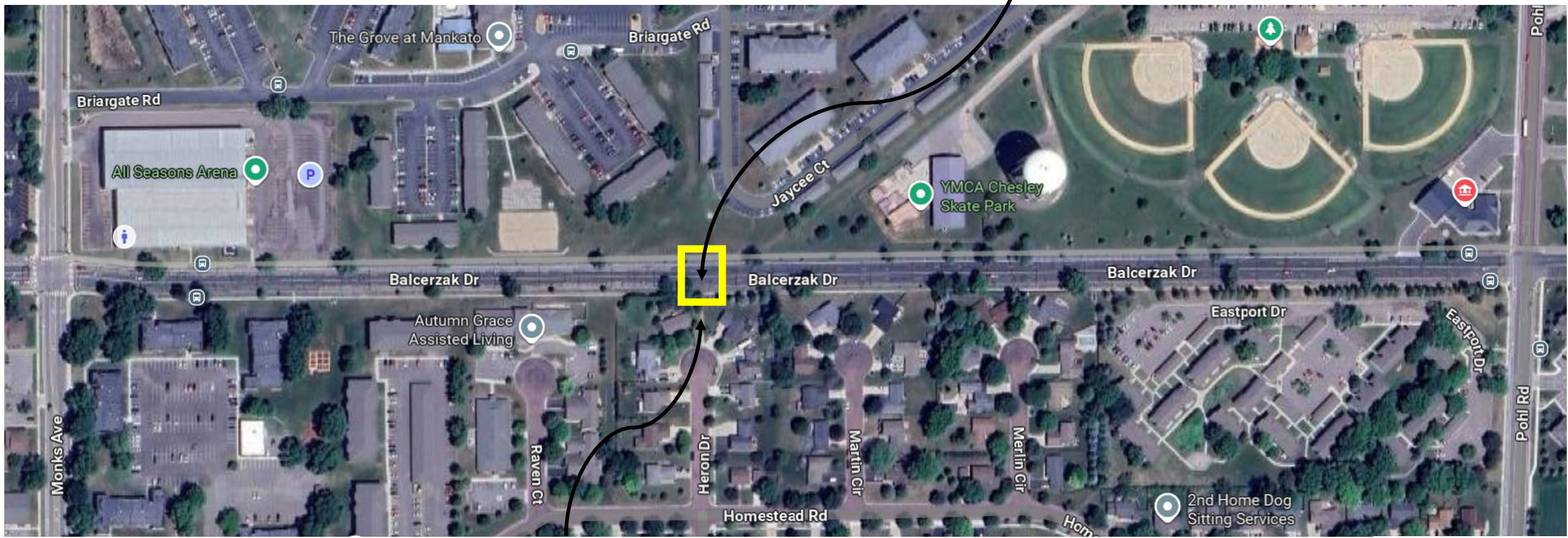
Option B:
Maintain existing approaches



**Both alternatives extend SB Warren St stop bar further south*

Segment 2 Overview

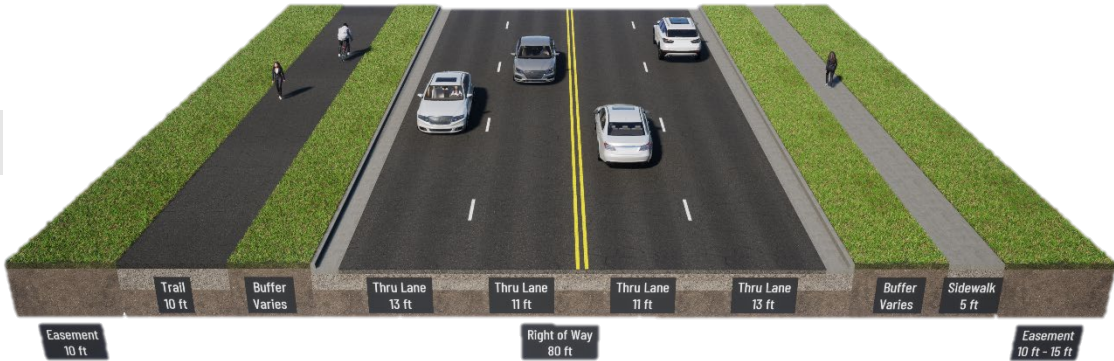
- No driveways or local street access (except Fire Station)
- Long block (0.57 mi); Evaluating new pedestrian crossing in middle of block
- Evaluating new bus stop in middle of block



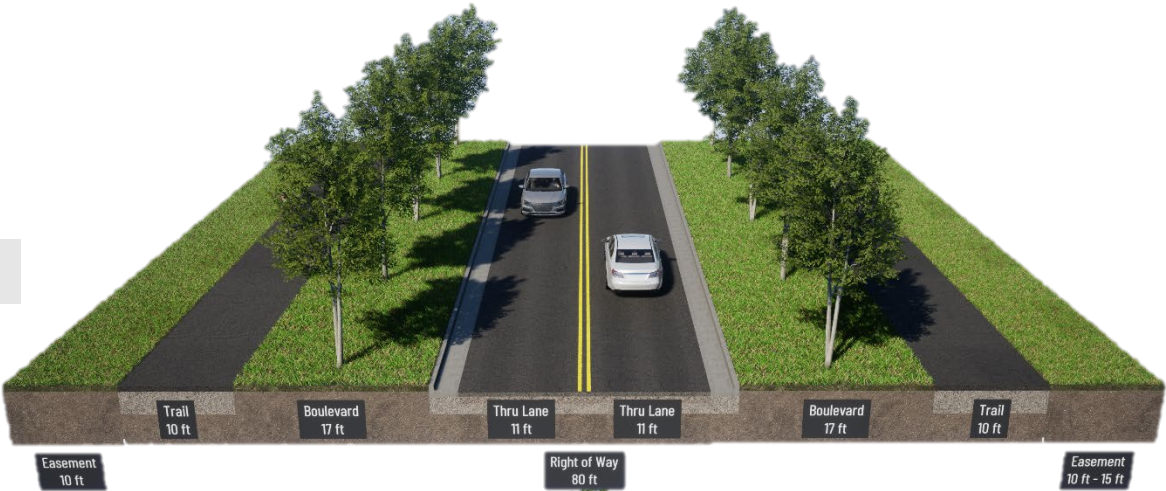
**Existing path connection from Heron Dr cul-de-sac*

Segment 2

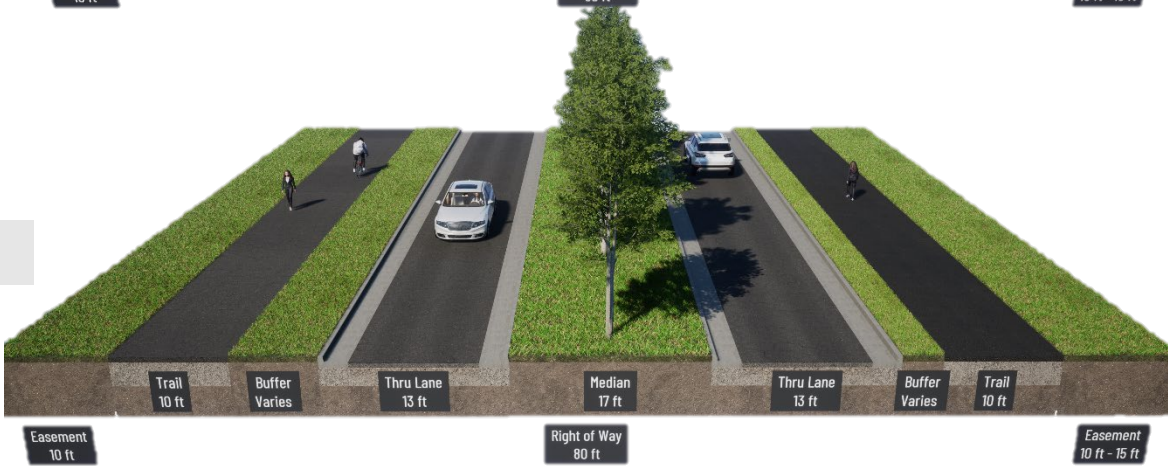
Existing



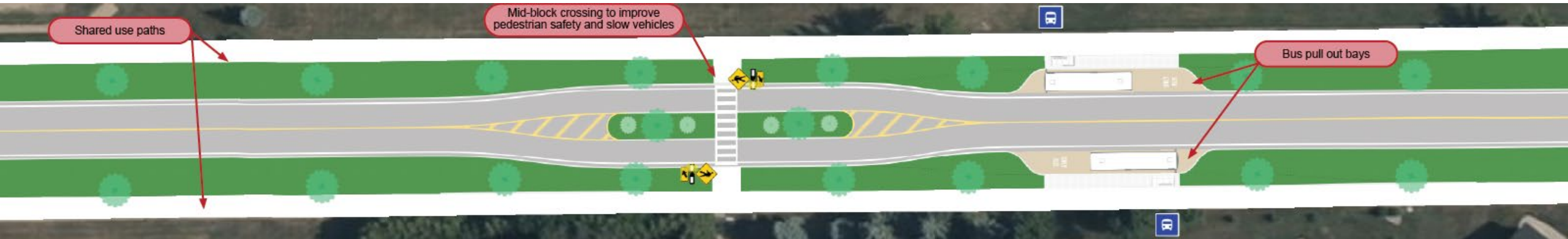
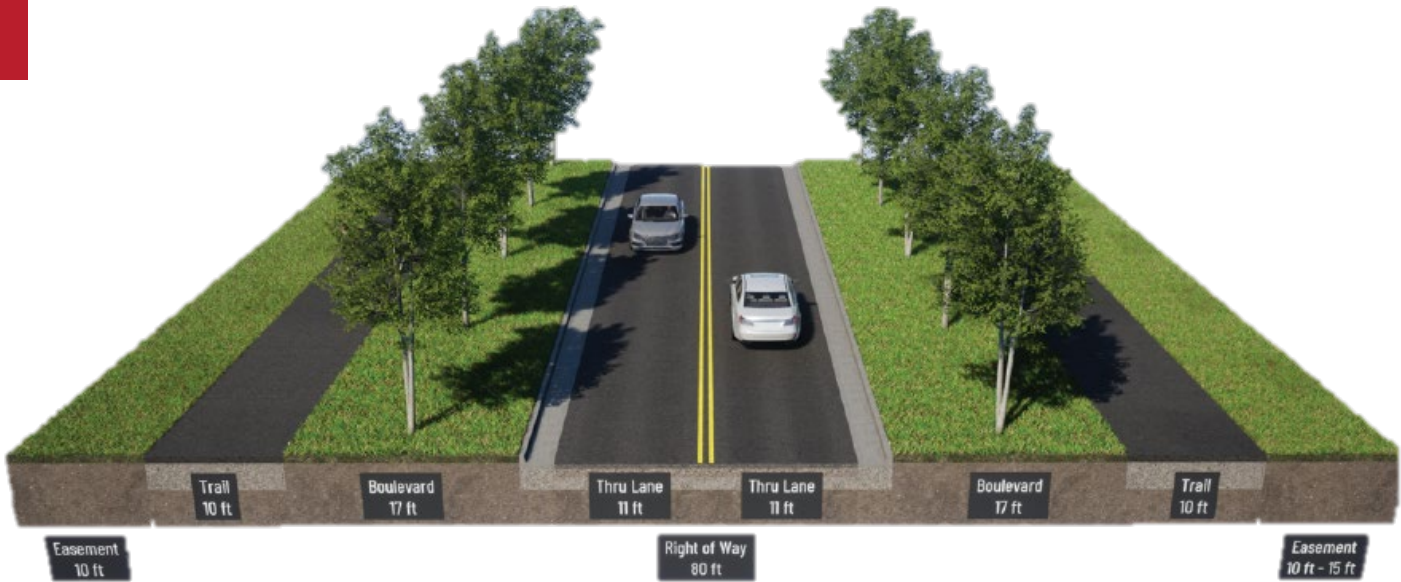
Option 2A



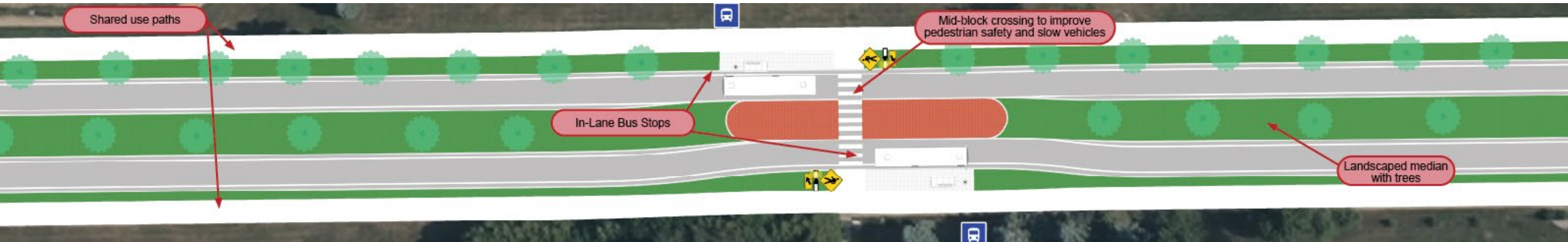
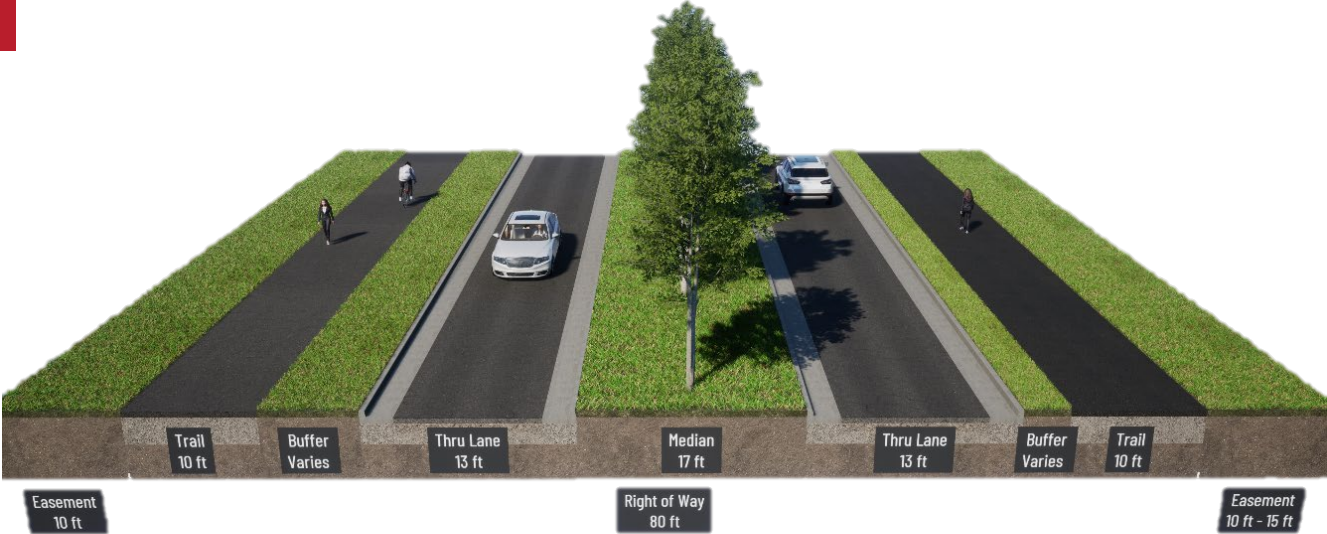
Option 2B



Option 2A

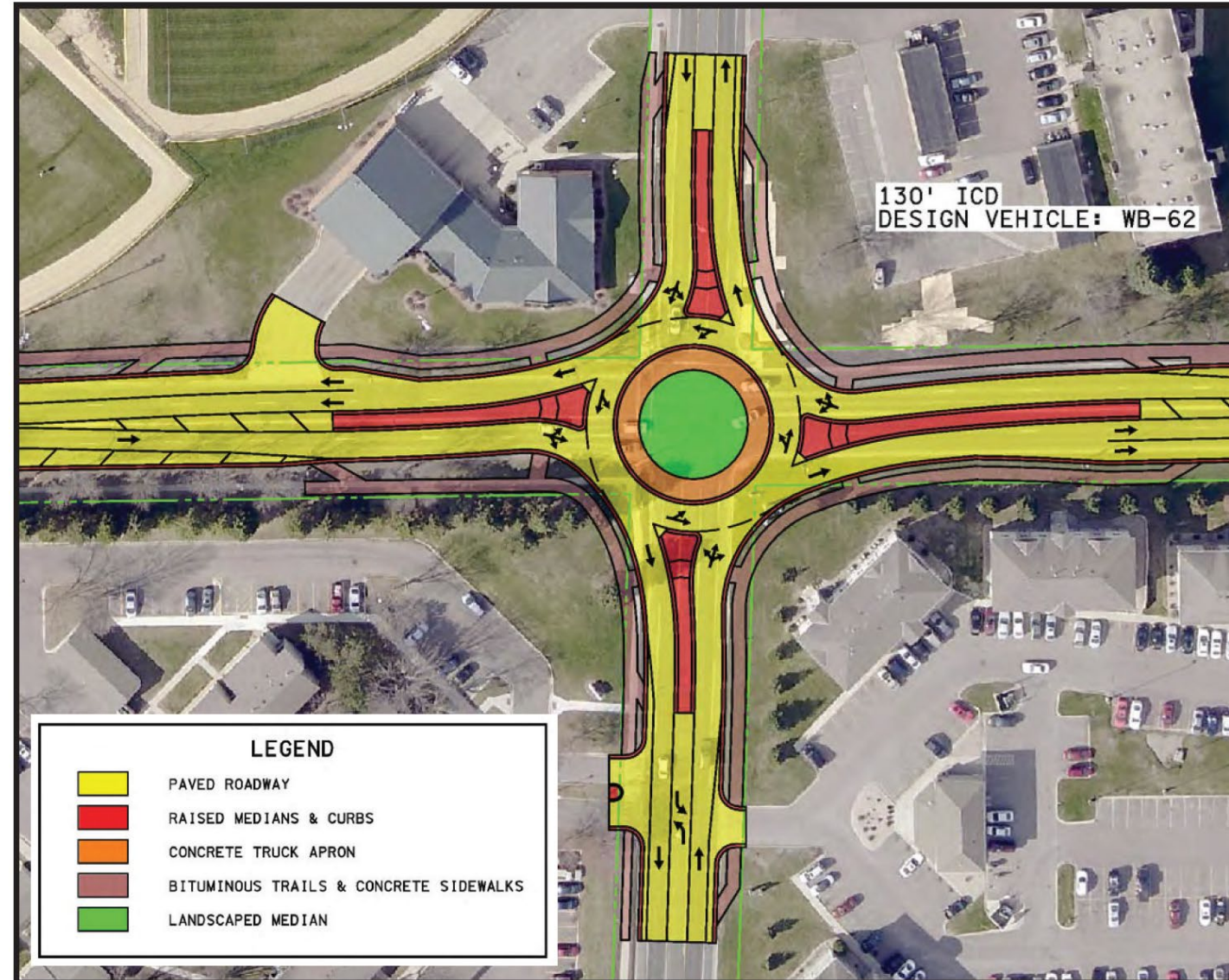


Option 2B



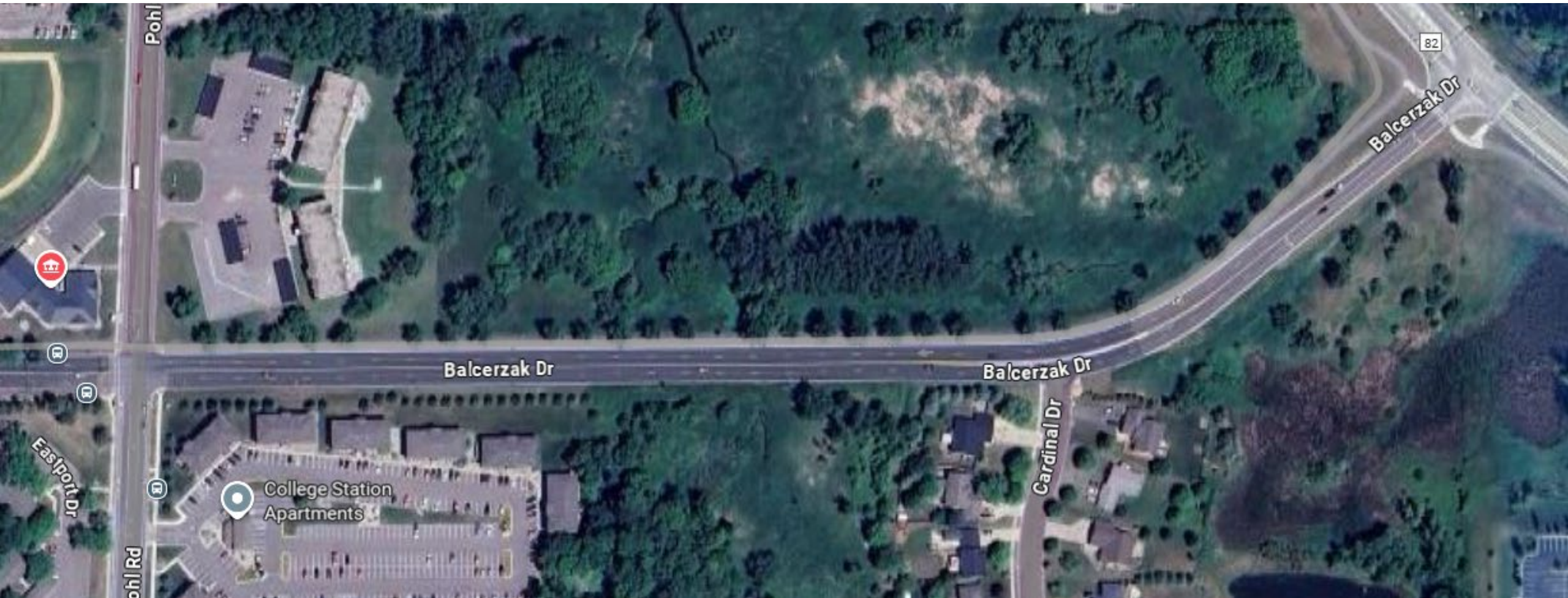
Pohl Road Intersection

- 2016 study at Pohl Rd intersection recommended a future roundabout
- No timeline or funding identified
- Additional design and coordination is needed:
 - Accommodate fire truck movements to Fire Station #3
 - Bus stop location and design
 - Safe pedestrian crossings
 - Footprint and right-of-way impacts



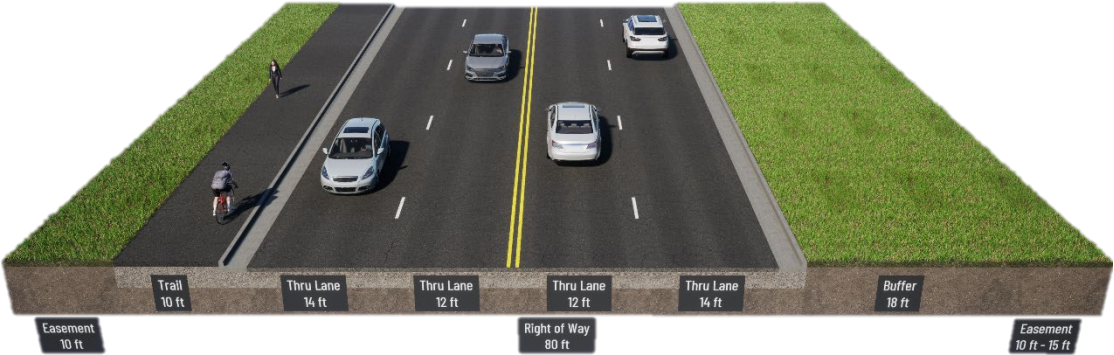
Segment 3 Overview

- No driveways or local street access on north side; Only one (Cardinal Dr) on south
- Curve in road is issue in winter for eastbound vehicles
- Existing shared use path only on north side; pedestrians cross at Cardinal to access path

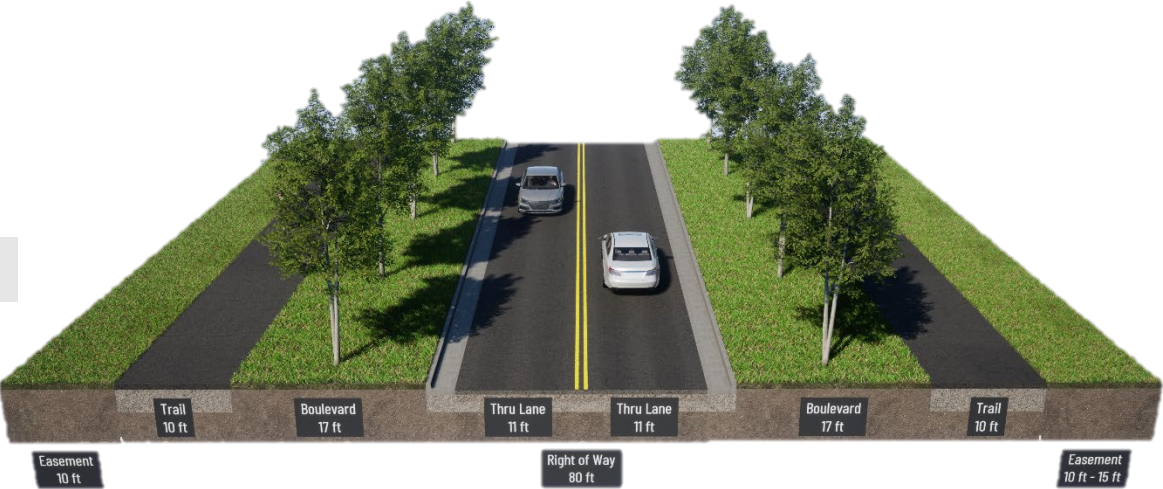


Segment 3

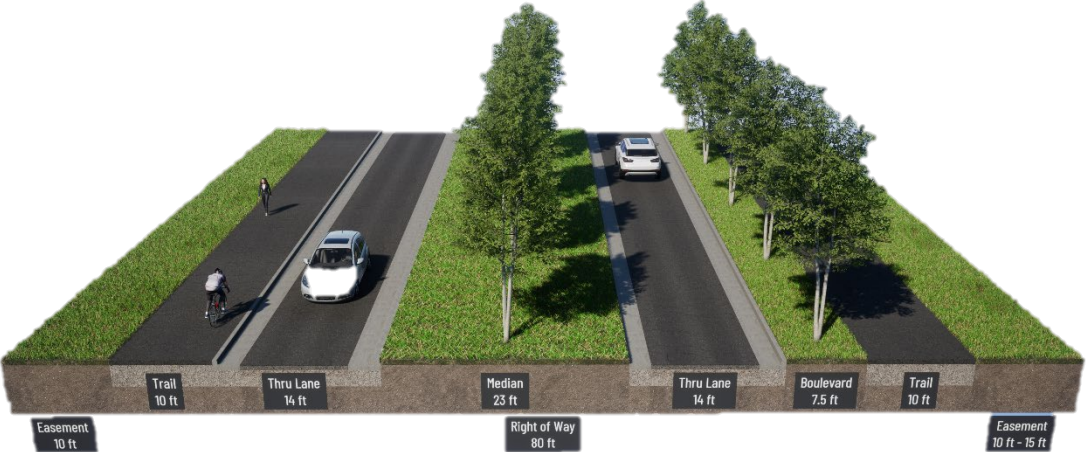
Existing



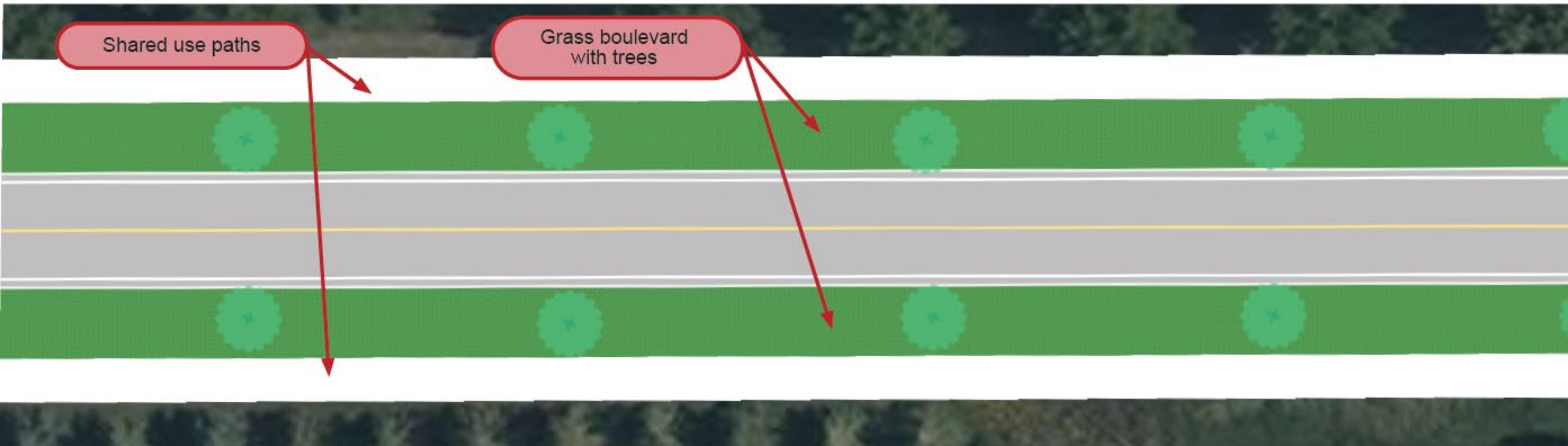
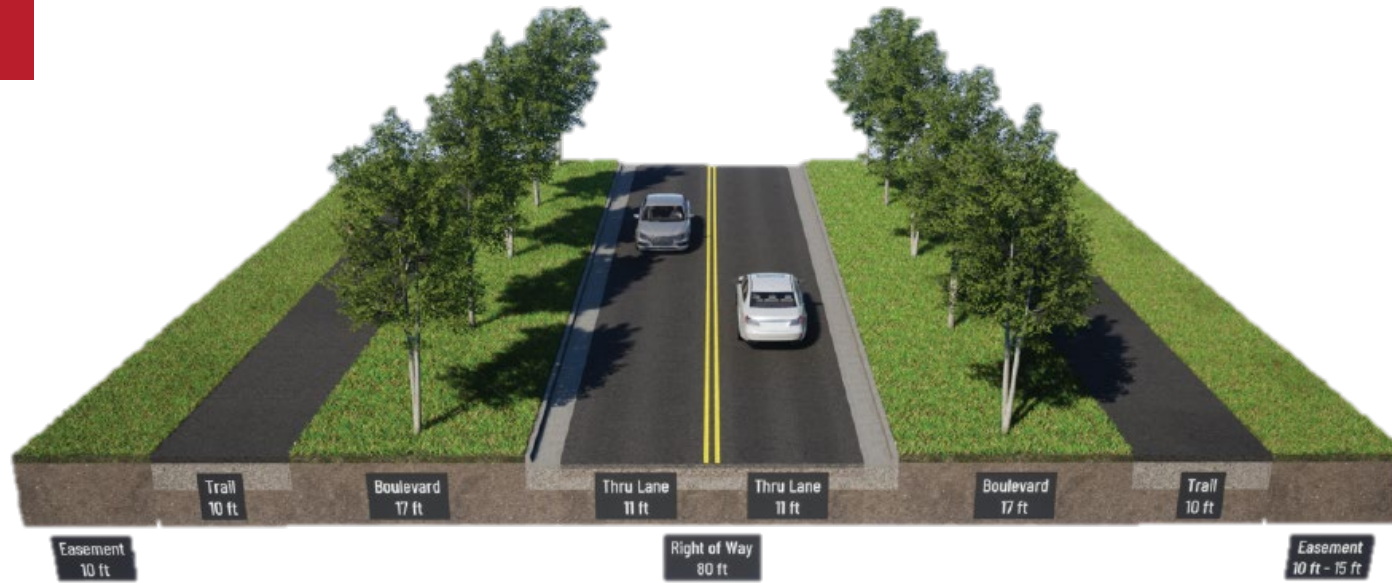
Option 3A



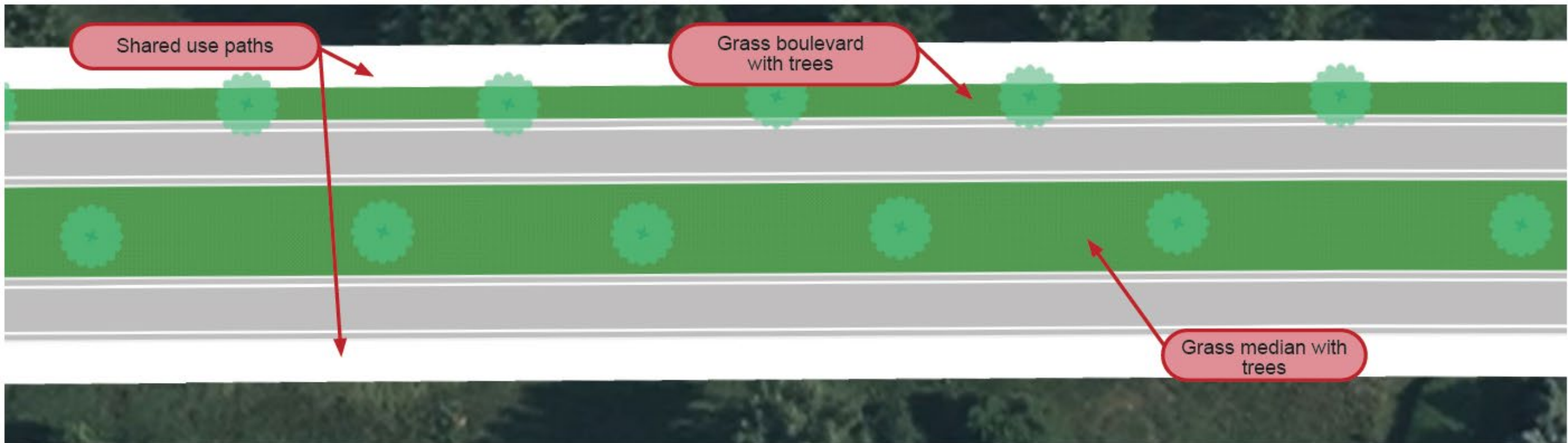
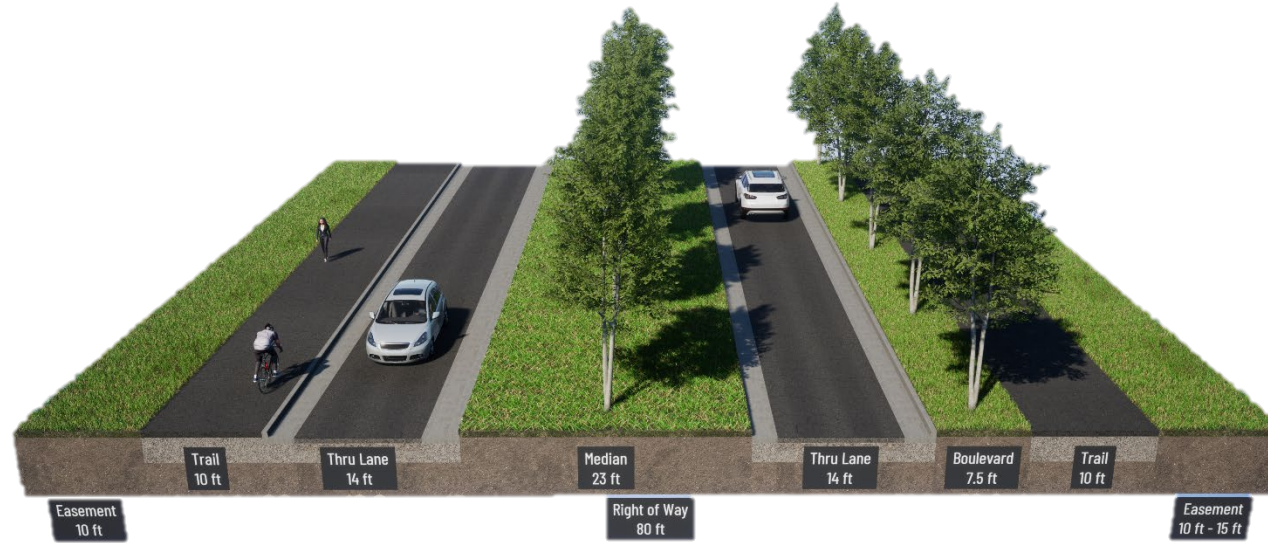
Option 3B



Option 3A

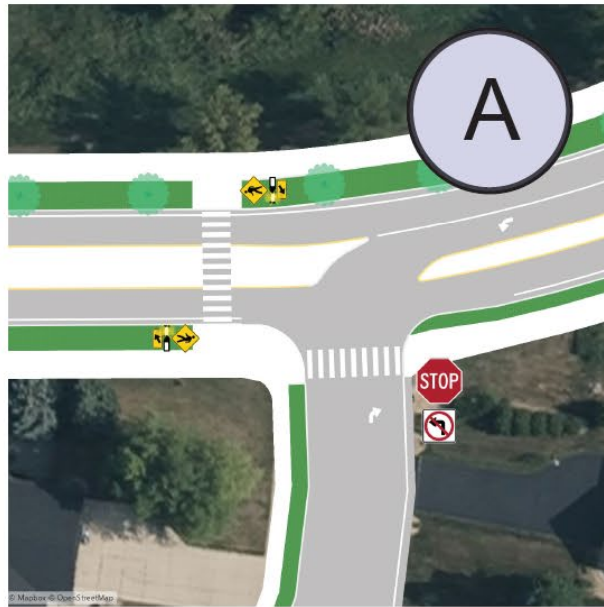


Option 3B

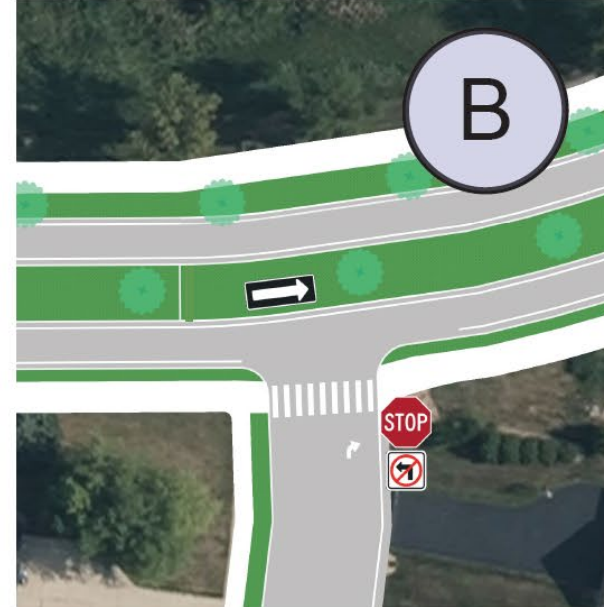


Cardinal Drive Intersection Design Review

Option A: Partial Access



Option B: Closed Access



Option C: Full Access



Existing



Fall Survey & Open House Takeaways

- Over 50 responses (online survey + in-person engagement activities)

Segments & Intersections

Most respondents favor Options 1A and 2A with bus pullouts; Segment 3 nearly split; Cardinal Dr and Warren St feedback mixed

Capacity vs. Traffic Calming

Strong divide: many want four lanes maintained, others push for road diets to help slow speeds

Pohl Rd Roundabout

Strong support for a roundabout at Pohl Rd, but not unanimous

Pedestrian Safety

High demand for safe crossings and speed control; comments stressed flashing lights and better crosswalks near bus stops

Winter Safety

Residents living on Cardinal Dr highlighted issue with eastbound cars sliding off road in winter near curve in road

Next Steps

Next Steps

**Review
Public
Comments;
Develop
Draft Report**

**Meeting w/
MAPO Policy
Board**

**Finalize
Report &
Project**



October



Early
November



End of
November

Thank you!

Questions?



Typical Bus Pull Out

