BOLTON & MENK
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City of Mankato
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MEMORANDUM

Date: August 17, 2026

To: Cory Bienfang, P.E. – City Engineer, City of Mankato, MN

From: Eric Hauser, P.E. – Project Engineer, Bolton & Menk, Inc.

Subject: Hilltop Area Capital Improvement Plan

In September 2025, the Mankato City Council adopted the Hilltop Planning Study, which identified key neighborhood priorities and potential solutions. Staff worked with Bolton & Menk, Inc. to develop a proposed capital improvement plan to implement those solutions while addressing aging infrastructure.

Staff recommend that the City Council accept the proposed Hilltop Area Capital Improvement Plan and use the identified project sequence as the basis for future capital planning, feasibility studies, and annual budget decisions. Individual projects will return to the City Council for authorization as they advance through the City's standard capital improvement process.

I. PROJECT DEVELOPMENT CONSIDERATIONS

Bolton & Menk, Inc. reviewed the Hilltop Planning Study and existing conditions and worked with City staff to define project limits and develop a feasible, cost-effective construction sequence. The proposed project areas and sequence reflect the following considerations:

- Implementing the transportation improvements identified in the Mankato Hilltop Planning Study, including the following potential design treatments:
    - Rectangular Rapid Flashing Beacons (RRFBs) – RRFBs are shown to reduce pedestrian crashes. RRFBs are pedestrian activated devices that improve visibility and driver awareness at uncontrolled, marked crosswalks.
    - Pedestrian Crosswalk Enhancements – enhancing crosswalk visibility and vehicle approach improves safety for pedestrians, bicyclists, mobility device users, and transit users. Some examples include high visibility striping and advanced pedestrian crossing signs.
    - Intersection Configuration Improvements – improving the safety of crossing an intersection for all users. Examples include side street stop signs, traffic circles in the middle of an intersection, and curb extensions or bump-outs.
        - Traffic circles received the highest approval rating among the intersection configuration options presented at the June 25, 2026, public open house.
    - Traffic Signal Safety Improvements – provide safety improvements for pedestrians at signalized intersections by analyzing signal timing patterns, analyzing signal head configurations, and protecting pedestrians from certain turning movements.

- Sequencing gravity sewer system reconstruction from the low-elevation end of each gravity system toward the high-elevation end of the system.
- Evaluating the condition of the existing roadway pavement.
- Limiting the number of projects impacting individual properties and spacing projects out to avoid construction fatigue.

The proposed project limits and construction sequence were presented to the public at an open house on June 25, 2026. There was not any notable feedback received at the open house from the public.

II. PROPOSED IMPLEMENTATION SCHEDULE

The proposed construction sequence of reconstructions are summarized below. Project limits are shown on the attached **Proposed Improvement Years** figure.

- Year 2027: Reconstruction of Long Street from Main Street to Madison Avenue and Emerson Lane from Pfau Street to Belmont Drive
    - Includes traffic circles along Long Street at Emerson Lane, Fair Street, and Belle Avenue
    - Includes traffic signal safety improvements at Madison Ave & Long Street
- Year 2028: Crosswalk Enhancements along Marsh Street
- Year 2029: Dane Street/Dickinson Street Safety Improvements
    - Includes connecting sidewalk gaps, crosswalk enhancements, restriping the road, construction of a RRFB, traffic signal safety improvements at Madison Avenue and Dane Street, and intersection configuration improvements at the intersection of Dane Street and Marsh Street
- Year 2029: Reconstruction of Anderson Drive from Dickinson Street to McConnell Street, Emerson Lane from Dickinson Street to Marion Lane, and Marion Lane from Main Street to Emerson Lane
- Year 2030: Reconstruction of Fair Street from McConnell Street to Belmont Drive and Capital Drive from McConnell Street to Pfau Street
- Year 2032: Sidewalk construction along Belle Avenue from Dane Street to Extension Street
    - Includes intersection configuration improvements at Belle Avenue and Guenther Street
- Year 2033: Reconstruction of Emerson Lane from Belmont Drive to Redwood Drive, Redwood Drive from Emerson Lane to Belmont Drive, and Pfau Street from Fair Street to Madison Avenue
- Year 2035: Reconstruction of Electa Boulevard from Main Street to Emerson Lane, Emerson Lane from Marion Lane to Pfau Street, and McConnell Street from Emerson Lane to Marsh Street
- Year 2037: Reconstruction of Hope Street from Belmont Drive to Madison Avenue and Extension Street from Victory Drive to Belle Avenue
    - This includes the addition of sidewalk along Extension Street

Hilltop Area Capital Improvement Study

City of Mankato, Minnesota

Proposed Improvement Years

May 2026

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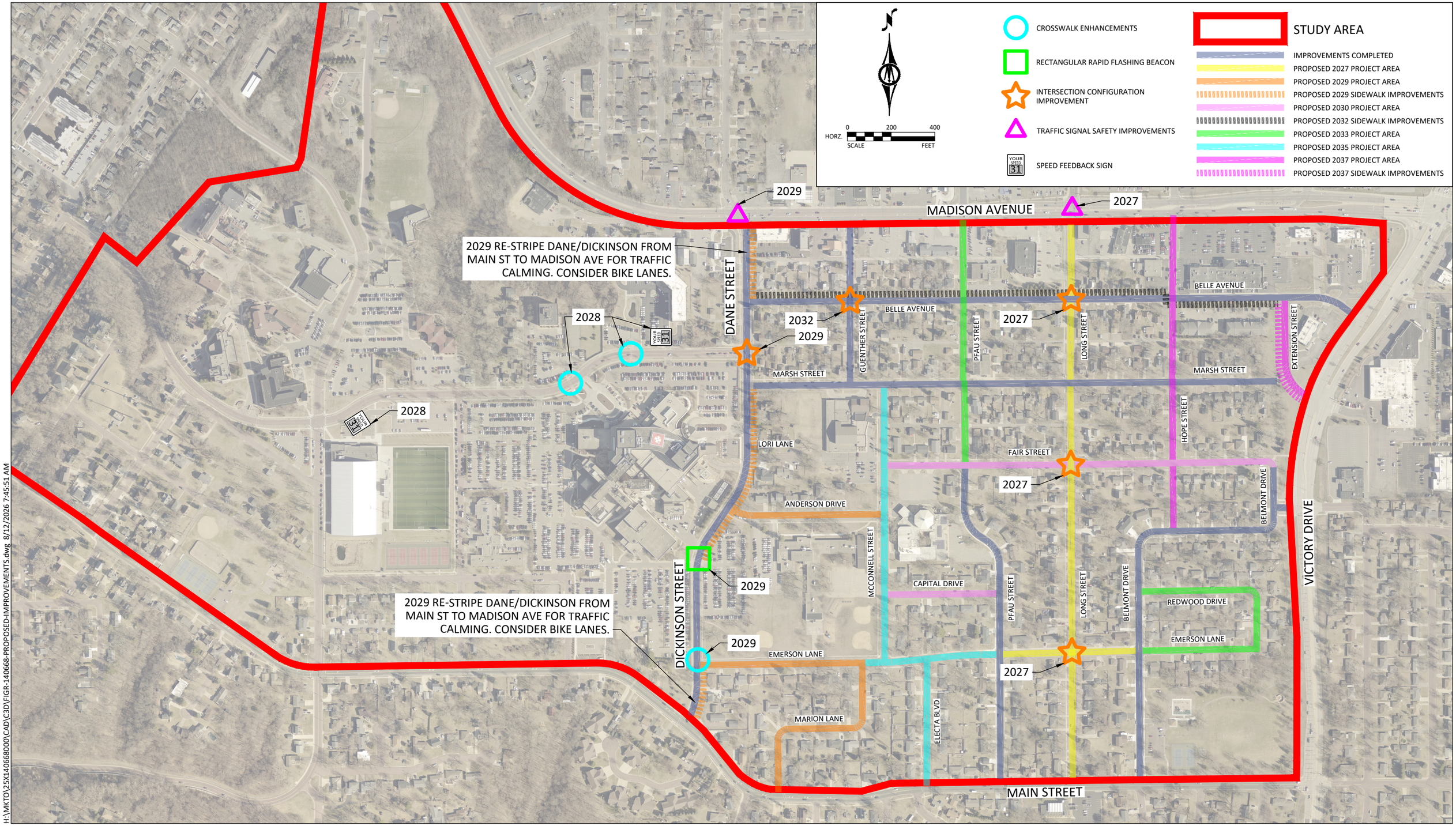

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RECTANGULAR RAPID FLASHING BEACONS (RRFBs)

2027 LONG STREET PROJECT

HILLTOP CAPITAL IMPROVEMENTS PLAN

RRFBs are pedestrian activated devices that improve visibility and driver awareness at uncontrolled, marked crosswalks. They feature dual yellow LED indicators flashing in an alternating high-frequency pattern when triggered.

SAFETY STATISTICS

RRFBs may:

- Reduce pedestrian crashes by up to 47%
- Increase motorist yielding rates by up to 98% (depending on speed limit, number of lanes, crossing distance, and time of day)

CANDIDATE LOCATIONS

- Signalized and unsignalized intersections with an annual average daily traffic of less than 15,000 vehicles or high pedestrian activity
- Near schools, parks, transit stops, and other pedestrian generators

CROSSWALK ENHANCEMENTS

2027 LONG STREET PROJECT

HILLTOP CAPITAL IMPROVEMENTS PLAN

Enhancing crosswalk visibility and vehicle approach improves safety for pedestrians, bicyclists, mobility device users, and transit users by making crosswalks more visible to drivers.

Examples of crosswalk enhancements include:

High visibility stripings are bold and reflective pavement markings that make crosswalks more noticeable to drivers and pedestrians.

Advanced warning signs can be placed ahead of pedestrian crossings to alert drivers about an upcoming crosswalk.

SAFETY STATISTICS

- High-visibility crosswalks may cut pedestrian injury crashes by up to 40%
- Advance yield or stop markings and signs may cut pedestrian crash rates by up to 25%

CANDIDATE LOCATIONS

- Signalized intersections
- Unsignalized locations with an annual average daily traffic of less than 15,000 vehicles or high pedestrian activity
- Near schools, parks, transit stops, and other pedestrian generators

INTERSECTION TRAFFIC CONTROL & ENHANCEMENT

2027 LONG STREET PROJECT

HILLTOP CAPITAL IMPROVEMENTS PLAN

SIDE STREET STOP

- Stop signs placed on approaches to side street at an intersection, while the major street remains uncontrolled
- Balances safety, efficiency, and traffic flow

TRAFFIC CIRCLE

- Low vehicle speeds at low-volume intersections
- Improves safety for all users
- Compact and cost-effective alternatives to stop signs and signal controls
- Ideal for residential streets
- Great for locations where speed control and pedestrian safety are priorities

CURB EXTENSION OR BUMP-OUT

- Sidewalk and curb extend into parking lane at intersections
- Reduces pedestrian crossing distance
- Improves pedestrian visibility
- Calms traffic by narrowing roadway