NEXT STEPS

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The chapter identifies important future ongoing activities, multimodal planning studies, and supplemented MPO plan elements that should be undertaken by MAPO staff and its planning partners. These efforts were identified as priorities that will add value to the Plan, increase its usefulness, and assist in implementing its recommendations.

**ONGOING ACTIVITIES**

Several monitoring and planning activities are recommended to be undertaken by MAPO staff over the next five years following the Plan’s adoption. These activities are intended to enhance metropolitan planning, facilitate future updates of the Plan, and monitor performance on the impact of policy recommendations, as identified in the Plan.

**Policies, Standards and Strategies**

Educate planning partners on the importance of the Plan’s transportation policies and standards, and encourage them to maintain a consistent approach and use of key transportation tools:

- Access Management
- Signal Spacing
- Right-of-Way

**Data Maintenance**

Commit staff resources to:

- Collect and share GIS information to promote the regularity, compatibility, and reliability of data inputs.
- Establish a uniform metro wide pavement management system to maintain the transportation system and facilities, and guide operation and maintenance investments.
- Establish a protocol to maintain and update MAPO’s regional travel forecast to enhance forecast methods, identify new techniques, review development assumptions, and identify data needs.

**System Performance Monitoring**

Commit staff resources to:

- Develop an annual surveillance and monitoring program to evaluate the status of the Plan’s short-term, mid-term, and long-term projects and track progress toward project completion.
- Establish performance measures and targets that conform to state and federal...
guidance to monitor and assess the effectiveness of transportation investments and progress towards the Plan’s long-term goals.

**Future Studies**

Commit financial resources and coordinate with partnering agencies to:

- Conduct sub-area traffic and corridor studies to address specific transportation needs and urban growth issues in more detail as they have been identified in the Plan.

**Planning Coordination**

Commit staff resources to:

- Continue coordination efforts with MnDOT and other abutting jurisdictions on planning efforts – i.e., project and system planning efforts (Statewide Multimodal Transportation Plan, Highway Investment Plan, Greater Minnesota Transit Investment Plan, Statewide Freight System Plan, State Bike System Plan and State Rail Plan).

**Project Prioritization Updates**

Commit staff resources to:

- Continue to evaluate ongoing developments, planned roadway improvements, and maintenance needs leading to project prioritization to efficiently manage the transportation system.

- Monitor short-term, mid-term, and long-term project needs and prepare plan amendments, if justified by additional funding availability or new information affecting priorities or evaluation criteria.

**PLANNING STUDIES FOR FUTURE CONSIDERATION**

During the long-range planning process, a number of major transportation corridor studies were identified as having regional significance and required further analysis. Each of the corridors were evaluated in some way during the LRTP process, but more detailed study will be needed to assess feasibility and environmental impacts, or to initiate preliminary design, or project sequencing/phasing. It is customary, prior to the inclusion of projects in an MPO’s Transportation Improvement Program (TIP) or the MnDOT’s STIP, that prerequisite studies be completed (i.e., corridor or subarea studies, intersection analysis, freight movement studies, non-motorized or safety analysis, early environmental documentation, etc.).

Below is a list of studies that were identified during the planning process for further consideration (note the numbers following the recommended studies correspond to the identification numbers found in the universe of alternatives list, where appropriate):

**Corridor Studies:** Corridor studies evaluate all aspects of the corridor, from safety to mobility, in order to meet the existing and future travel needs.
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- TH 169 from US 14 to Webster Avenue (assess access / intersection / interchange improvements, explore low-cost / high-benefit solutions) #C9
- TH 169 from Blue Earth River to CSAH 90 (review potential safety improvements, including access modifications) #S15
- TH 22 from Mapleton to St. Peter (assess access, safety, mobility and land use considerations throughout the corridor) #C10 & C11
- Riverfront Drive from TH 169 to TH 14 (examine deficiencies and improve safety and travel along corridor)
- Warren Street from Riverfront Drive to Balcerzak Drive (improve safety and travel along corridor)
- Minnesota State University, Mankato campus area Warren Street/Balcerzak Drive area (examine existing/future improvements for all modes of transportation around campus)
- Belgrade Avenue from Lee Boulevard to TH 169 Bridge (improve safe and efficient travel for all users / implement pedestrian infrastructure such as crosswalks and sidewalk bump outs to improve pedestrian safety)

Interchange Studies: Interchange studies examine existing and future safety and roadway operations through an interchange area, including adjacent intersections, in the MAPO planning area.

- US 14/ CSAH 86/ (potential to construct overpass / close access to US 14 if not an overpass) #I6
- TH 169/US 14 (potential interchange reconfiguration) #I1

Freight Studies: Freight studies survey possible safety measures that may be undertaken to improve the transportation network as a whole.

- 3rd Avenue (CSAH 5) (study possible grade separation and sound abatement alternatives) #F2
- Industrial Road (CSAH 26) (evaluate corridor realignment options from the crossing location to CR 57; assess safe railroad crossing versus closure) #F4

Intersection Control Evaluation (ICE) Studies: ICE studies gather and analyze information about an intersection, which is then used to consider viable alternatives such as stop signs, traffic signals, or roundabouts.

- MN 22/North Victory Drive (CSAH 3) #I4
- MN 22/Hoffman Road #I5
- Lee Boulevard/Belgrade Avenue #I8
- Stadium Road (CSAH 60)/Pohl Rd #I9
- MN 22/Augusta Drive #I10
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- Riverfront Drive/TH 169 #I11
- Stadium Road (CSAH 60)/Stoltzman Road (CSAH 16) #S10
- MN 22/MN 83 #S12
- MN 22/CSAH 57 (N Riverfront Drive) #S13
- MN 22/CSAH 26 (227th Street) #S14
- Stadium Road (CSAH 60)/James Avenue #S16
- Stoltzman Road (CSAH 16)/Pleasant Street #S18
- Lor Ray/Howard Drive

Low-Cost/High-Benefit Solutions (LC/HB): LC/HB solutions provide cost-effective alternatives while still providing the most benefit possible.

- Stoltzman Road (CSAH 16) from Stadium Rd to W Pleasant St #R25
- TH 169/CSAH 69 (consider right-in/right-out)
- TH 169/McCauley Street (consider right-in/right-out)
- TH 169/CSAH 33 (consider Restricted Crossing U-Turn (RCUT) intersection)
- TH 169/CR 120 (consider RCUT intersection)
- TH 169/CSAH 90 (consider re-configuring westbound TH 169 to eastbound CSAH 90 access)

Pedestrian Crossing Improvement Studies: Pedestrian crossing improvements focus on how pedestrians interact with other modes of transportation and how safety can be improved at these locations.

- Stadium Road (CSAH 60)/Warren Street #BP3
- Stadium Road (CSAH 60)/Ellis Avenue #BP4/#BP6

SUPPLEMENTAL METRO PLANNING ELEMENTS

The LRTP serves as a metro planning document that sets priorities for the entire MAPO planning area. There are a number of multimodal plan elements that require additional study, including:

- MAPO Area Bicycle and Pedestrian Master Plan (add definition to the comprehensive on-street and off-street system framework documented in the Plan)
- MAPO Area ITS Operations System Plan (develop an ITS Architecture System Plan to document and guide development of intelligent transportation systems through the MAPO area)
- MAPO Transit Development Plan (develop an understanding of current and
future transit needs throughout the MAPO planning area and identify potential funding opportunities available).

- MAPO Area Pavement Management Study (develop an understanding of the current and future pavement condition of all roadways classified as a minor collector or higher, better identify the current pavement needs, and review and select a path to address the needs).

- MAPO Regional Travel Model (develop a regional travel demand model to represent existing and future forecasted traffic conditions based on socio-economic data available from comprehensive land use planning).

- MAPO Area Freight Plan (develop an understanding of regional existing and future freight travel demand throughout the planning area, along with identifying key industry hubs).