



## TRANSPORTATION

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## TRANSPORTATION

### **Mini-Vision:**

The Mankato/North Mankato Area will cooperatively work with all citizens to advance the current transportation system. The development of this system will enhance our community and environment while transforming our region into an exemplary multimodal transportation portal. By the year 2020 we will have a system that provides accessible, efficient, cost effective and safe movement of goods and people within the community, region and beyond.

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### **Goal 1:**

INTRACITY - Develop an accessible, efficient cost effective and cooperative mass transit system.

### **Rationale:**

In order to maximize energy resources; provide transportation options for both the needy and the aging; and enhance economic development.

### **Strategy 1:**

Work with government entities: supporting, encouraging, and challenges governments to move forward with mass transit (may not be “traditional” vehicles).

### **Action Steps:**

1. Promote contiguous/infill development to support critical mass.

Responsible Parties: The cities and counties’ planning and zoning departments and assessors could offer planning assistance and/or financial incentives/disincentives in the forms of fees or taxes. Other parties include: city governments, county governments, township governments, Minnesota Department Of Transportation, professional organizations (architects, engineers, developers, consultants)

Timeline: Immediate and Ongoing

Resource Needs/Options: Planning staff (city/county/state), user fee(s), state/federal grants, State Aid Funds, special interest groups

2. Create transportation hub that facilitates intra-city and regional transit.

Responsible Parties: City governments, county governments, township governments, Minnesota Department Of Transportation, professional organizations (architects, engineers, developers, consultants)

Timeline: Immediate/Ongoing

Resource Needs/Options: Planning staff (city/county/state), user fee(s), state/federal grants, State Aid Funds, special interest groups

**Strategy 2:**

Engage/educate a diverse public in the role of mass transit.

**Action Steps:**

1. Support dialogue among local government, business and the public by addressing:
  - What is available now,
  - What do people want;
  - Use surveys and/or focus groups.

Responsible Parties: Multi-Modal Committee convenes and forms a sub-group made up of city, county governments, private business and organizations, education community (Independent School District (ISD) 77, Minnesota State University-Mankato (MSU), South Central College (SCC), Bethany Lutheran College (BLC), etc.), media (print, radio, TV, internet), affected populations representatives (persons with disabilities, ethnic, elderly, students, etc.)

Timeline: Immediate and Ongoing)

Resource Needs/Options: Higher education institutions, existing promotional campaigns (all levels of government), state/federal Grants, special interest groups, United Way, VINE

2. Develop and roll out an education campaign on the role of mass transit (why the public needs it and should use it, including cost tradeoffs, subsidizing comparison, environmental benefits...)

Responsible Parties: Multi-Modal Sub-group

Timeline: 1-2 Years for whole process (one year to develop campaign; one year to roll out education materials)

Resource Needs/Options: Higher education institutions, existing promotional campaigns (all levels of government), state/federal grants, special interest groups, United Way, VINE

**Strategy 3:**

Develop incentive programs for both employers and the public to use mass transit.

**Action Steps:**

1. Survey cities with success in developing incentive programs

Responsible Parties: Sub-group of Multi-Modal Committee (lead).

Timeline: 1-5 years for whole Goal 1, Strategy 3 process

Resource Needs/Options: Major employer incentive(s), retail business incentive(s), user group incentive(s), state/federal grants, special interest groups, Planning staffs (city/county/state)

2. Work with local governments and business toward a local model.

Responsible Parties: Sub-group of Multi-Modal Committee (lead); Multi-Modal Committee, Minnesota State University-Mankato, South Central College, Bethany Lutheran College – Carless campus (ridership and expertise), City Engineers, Minnesota Department of Transportation, City Directors of Public Works, etc. (regarding funding – what resources are already available to local governments?), Public, Major employers (Immanuel St. Joseph's hospital, Taylor, etc.), assisted living centers, independent living - MRCL, Shuttlers (VINE, Neighbor to Neighbor, Community Assistance for Refugees), Independent School District #77 (currently contract out for their busing –possible collaborations).

Timeline: 1-5 years for whole Goal 1, Strategy 3 process

Resource Needs/Options: Major employer incentive(s), retail business incentive(s), user group incentive(s), state/federal grants, special interest groups, Planning staffs (city/county/state)

### **Goal 2:**

INTRACITY - Develop a comprehensive non-motorized transportation system that is accessible, safe and region-wide.

### **Rationale:**

In order to enhance the health and well being of all citizens; build community; and conserve energy.

### **Strategy 1:**

Promote “Urban Village” concept – Government and developers working together to provide coordinated sidewalks, bike routes, paths, in all areas (both new and existing development).<sup>11</sup>

### **Action Steps:**

1. Educate all stakeholders on why the “Urban Village” concept is useful for transportation, environmental, financial, and community-building reasons.

Responsible Parties: Planning & zoning, city planners, developers, Parks Departments, professional organizations (architects, engineers, other designers, etc.)

Timeline: 1-2 Years for whole process

Resource Needs/Options: Health care community, city planning staffs, developer incentives/dis-incentives

2. Develop incentives to promote desired outcome of more “Urban Village” developments being built in the area, especially in infill areas.

Responsible Parties: Planning & zoning, city planners, developers, Parks Departments, professional organizations (architects, engineers, other designers, etc.)

Timeline: 1-2 Years for whole process

Resource Needs/Options: Health care community, city planning staffs, developer incentives/dis-incentives

### **Strategy 2:**

Improve bicycling opportunities.

### **Action Steps:**

1. Publicize bike path map – in phone book, etc. to inform the public of existing paths. Cities, Chambers of Commerce, and Tourism/Visitor’s Bureaus.

Responsible Parties: City and county cartographers, map distributors (phone books, Chamber of Commerce, Southern Minnesota Tourism), city and county governments, Mn/DOT, major businesses, Chamber of Commerce

Timeline: 1-2 years

Resource Needs/Options: Special interest groups/organizations, user fee(s), Convention & Visitors Bureau (food & beverage; room tax), health care community

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<sup>11</sup> Overlap/Coordination with Community Planning and Regional Governance

2. Provide bicycle parking and security.

Responsible Parties: Cities (or require businesses to provide) bike parking, and city police provide security.

Timeline: 1-2 years

Resource Needs/Options: Space for parking, bike racks

3. Participate in bikeway development.

Responsible Parties: City and county governments, Mn/DOT, major businesses, Chamber of Commerce

Timeline: 1-2 years

Resource Needs/Options: Special interest groups/organizations, user fee(s), Convention & Visitors Bureau (food & beverage; room tax), health care community

4. Create an Education Campaign to inform the public and increase use of bike paths. Multi-modal committee sub-group can create the campaign.

Responsible Parties: Multi-Modal Sub-group

Timeline: 1-2 years

Resource Needs/Options: Special interest groups/organizations, user fee(s), Convention & Visitors Bureau (food & beverage; room tax), health care community

### **Strategy 3:**

Co-existence education for motor vehicles, bicyclists and pedestrians on safety and responsibilities.

### **Action Steps:**

1. Review Davis & Santa Cruz, CA and similar systems as a model to base local plans.

Responsible Parties: Multi-Modal Committee

Timeline: 1-2 years

Resource Needs/Options: Higher education institutions, user fee(s), special interest groups, state/federal grants

2. Work with local governments to coordinate (the most appropriate?) approach. Sub-group of the Multi-modal committee will coordinate.

Responsible Parties: Multi-Modal Committee, MSU, SCC, BLC, ISD 77, Department of Public Safety, Department of Public Works, safety courses (motor vehicle, motorcycle), parents/guardians

Timeline: 1-2 years

Resource Needs/Options: Higher education institutions, user fee(s), special interest groups, state/federal grants

### **Goal 3:**

INTRACITY - Maintain, improve and coordinate an efficient and safe system of streets, roads and trails (infrastructure) throughout the Greater Mankato/North Mankato area.

### **Rationale:**

An efficient and safe infrastructure system is required in order to support a cohesive and comprehensive transport system.

### **Strategy 1:**

Coordinate routes for all forms of transportation.

### **Action Steps:**

1. Research current route coordination efforts in order to avoid duplicating efforts.

Responsible Parties: Multi-Modal Committee; community groups (bikers, walkers, campers, drivers, etc.), city and county governments, MnDOT, developers

Timeline: 1-2 Years

Resource Needs/Options: Staff time of city and county governments

2. Support different levels of government and user groups working together to plan for and provide a cohesive and comprehensive transport system.

Responsible Parties: Multi-Modal Committee; community groups (bikers, walkers, campers, drivers, etc.), city and county governments, MnDOT, developers

Timeline: 1-2 Years

Resource Needs/Options: Staff time of city and county governments

### **Strategy 2:**

Improve traffic safety.

### **Action Steps:**

1. Work with city engineers, law enforcement and business on safety concerns, including traffic lights and signage.

Responsible Parties: Public Safety committee can start discussions between interested parties (including Multi-Modal Committee), and the parties can carry on the cooperative work: city and county Departments of Public Safety, City and County Engineers, city and county elected officials, Chamber of Commerce, Blue Earth and Nicollet Counties Community Health Partners

Timeline: Immediate

Resource Needs/Options: City and county staffs, federal grant (safe routes to school), special interest groups

2. Develop education campaign directed to drivers, cyclists, and pedestrians.<sup>12</sup> Multi-modal committee sub-group can create the campaign.

Responsible Parties: Multi-Modal Committee, city and county Departments of Public Safety, City and County Engineers, city and county elected officials, Chamber of Commerce, Blue Earth and Nicollet Counties Community Health Partners

Timeline: 1-2 Years (one year to develop educational materials; second year to implement)

Resource Needs/Options: City and county staffs, federal grant (safe routes to school), special interest groups

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<sup>12</sup> See Transportation Goal 2, Strategy 3

3. Develop legislative action to regularize behind-the-wheel exams.

Responsible Parties: Multi-Modal Committee, city and county Departments of Public Safety, City and County Engineers, city and county elected officials

Timeline: 1-2 Years

Resource Needs/Options: Time of elected officials

**Goal 4:**

REGIONAL/INTER-REGIONAL - Enhance and develop a multi-modal transportation system that includes pedestrians, bicycles, motor vehicles, transit rail and air.

**Rationale for Addressing the Issue:**

In order to increase the number and frequency of commuters to, within, and from the region; increase commerce transactions to, within, and from the region; increase tourism to, within, and from the region; improve the quality of life for citizens living in the region.

**Strategy 1:**

Conduct two-way conversations and build coalitions among appropriate transportation stakeholders in regard to each of the identified transportation modes.

**Action Steps:**

1. Identify, connect with, and enhance various existing groups working on multi-modal transportation efforts within the region.

Responsible Parties: Region 9 convenes a committee of the interested parties, and then the committee could complete the actions steps 2-5. Other players: Chambers of Commerce, Regional Cities & Counties, Mn/DOT, Mankato Area Transportation Planning Study (MATAPS) Partners, Multi-Modal Committee, Established corridor coalitions (169, 14, MN River Trail, etc.), Airport Commission, Midwest High Speed Rail Association, National Association of Railroad Passengers, Port Authority, Land to Air Shuttle, elected & appointed officials

Timeline: Ongoing

Resource Needs/Options: State/federal grants, special interest groups, city staffs, state program funds, tax increment

2. Identify gaps in areas where such efforts are not being conducted and fill those gaps by replicating successful existing efforts. Replication should be appropriate to the area and not duplicative of other efforts.

Responsible Parties: Sub-committee formed by convened players in Action Step 1

Timeline: Ongoing

Resource Needs/Options: State/federal grants, special interest groups, city staffs, state program funds, tax increment

3. Link the various and diverse existing groups working on multi-modal transportation efforts together.

Responsible Parties: Sub-committee formed by convened players in Action Step 1

Timeline: Ongoing

Resource Needs/Options: State/federal grants, special interest groups, city staffs, state program funds, tax increment

4. Establish new partnerships when and where needed for developing a multi/intra-modal transportation system without creating unnecessary duplication of existing partnerships.

Responsible Parties: Sub-committee formed by convened players in Action Step 1

Timeline: Ongoing

Resource Needs/Options: State/federal grants, special interest groups, city staffs, state program funds, tax increment

5. Foster and build relationships among communities by bringing them together to learn, share ideas, build synergy and support for a multi-modal transportation system.

Responsible Parties: Sub-committee formed by convened players in Action Step 1

Timeline: Ongoing

Resource Needs/Options: State/federal grants, special interest groups, city staffs, state program funds, tax increment

**Strategy 2:**

Develop comprehensive action plans for multi-modal transportation system.

**Action Steps:**

1. Connect communities with transit and trail systems:
  - a. New Ulm to Waseca (with hub-type connections).
  - b. Le Sueur to Fairmont (with hub-type connections).

Responsible Parties: Chambers of Commerce, Regional Cities & Counties, Mn/DOT, MATAPS Partners, Multi-Modal Committee, Establish corridor coalitions (169, 14, MN River Trail, etc.), Airport Commission, Midwest High Speed Rail Association, National Association of Railroad Passengers, Port Authority, Region 9, Union Pacific and Des Moines and Eastern (DM&E), Land to Air Shuttle, elected & appointed officials

Timeline: 5-15 Years

Resource Needs/Options: Ecological Analysis Mapping, state/federal grants, tax increment, special taxing district, user fee(s), state aid funds, and state/federal funds

2. Promote passenger and freight rail systems.
  - a. Passenger from Mankato/North Mankato to Twin Cities.
  - b. Passenger from Mankato/North Mankato to Winona.
  - c. Freight through region – North/South and East/West

Responsible Parties: Chambers of Commerce, Regional Cities & Counties, Mn/DOT, MATAPS Partners, Multi-Modal Committee, Establish corridor coalitions (169, 14, MN River Trail, etc.), Airport Commission, Midwest High Speed Rail Association, National Association of Railroad Passengers, Port Authority, Region 9, Union Pacific and DM&E, Land to Air Shuttle, elected & appointed officials

Timeline: 5-15 Years

Resource Needs/Options: Ecological Analysis Mapping, state/federal grants, tax increment, special taxing district, user fee(s), state aid funds, and state/federal funds

3. Explore commercial air service (access, enhancements).
  - a. Passenger air from Mankato to a major hub (Des Moines, Chicago, Kansas City, Denver).

Responsible Parties: Chambers of Commerce, regional cities & counties, Mn/DOT, MATAPS Partners, Multi-Modal Committee, Establish corridor coalitions (169, 14, MN River Trail, etc.), Airport Commission, Midwest High Speed Rail Association, National Association of Railroad Passengers, Port Authority, Region 9, Union Pacific and DM&E, Land to Air Shuttle, elected & appointed officials

Timeline: 5-15 Years

Resource Needs/Options: Ecological Analysis Mapping, state/federal grants, tax increment, special taxing district, user fee(s), state aid funds, and state/federal funds

4. Preserve and enhance the existing roadway system.
  - a. Four-lane freeway from Rochester to New Ulm (Trunk Highway (TH) 14).
  - b. Four-lane freeway from Sioux City to Twin Cities (TH 60).
  - c. Complete four-lane from CSAH 90 to TH 83 (TH 22).
  - d. Identified 10-ton routes for cities and counties.
  - e. Interchanges key to economic and growth vitality of the community (TH 14/County and State Aid Highway (CSAH) 41 North Mankato; TH 169 at Webster/Lind in Mankato/North Mankato; TH 14/CSAH 12 in Mankato).

Responsible Parties: Chambers of Commerce, Regional Cities & Counties, Mn/DOT, MATAPS Partners, Multi-Modal Committee, Establish corridor coalitions (169, 14, MN River Trail, etc.), Airport Commission, Midwest High Speed Rail Association, National Association of Railroad Passengers, Port Authority, Region 9, Union Pacific and DM&E, Land to Air Shuttle, elected & appointed officials  
Timeline: 5-15 Years

Resource Needs/Options: Ecological Analysis Mapping, state/federal grants, tax increment, special taxing district, user fee(s), state aid funds, and state/federal funds

5. Create transportation hub with connection to intra-city transit.<sup>13</sup>

Responsible Parties: Chambers of Commerce, Regional Cities & Counties, Mn/DOT, MATAPS Partners, Multi-Modal Committee, Establish corridor coalitions (169, 14, MN River Trail, etc.), Airport Commission, Midwest High Speed Rail Association, National Association of Railroad Passengers, Port Authority, Region 9, Union Pacific and DM&E, Land to Air Shuttle, elected & appointed officials  
Timeline: 5-15 Years

Resource Needs/Options: Ecological Analysis Mapping, state/federal grants, tax increment, special taxing district, user fee(s), state aid funds, and state/federal funds

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<sup>13</sup> Overlap/Coordination with Transportation, Intra-city Goal 1, Strategy 1