Access Considerations

Both primary and secondary access counts fall within or below MAPO's recommendations for 9 to 19 accesses per mile along minor arterial roadways.
Safety (2014-2018)

The corridor exhibits high crash counts at various intersections. Safety improvements will need to be carefully considered in study recommendations.

### Crash Summary

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Total Crashes (2014-2018)</th>
<th>Critical Index</th>
<th>Critical Rate</th>
<th>Observed Crash Rate</th>
<th>Statewide Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riverfront Dr at Warren St</td>
<td>18</td>
<td>0.47</td>
<td>1.07</td>
<td>0.5</td>
<td>0.7</td>
</tr>
<tr>
<td>Front St at Warren St</td>
<td>8</td>
<td>0.73</td>
<td>1.18</td>
<td>0.86</td>
<td>0.52</td>
</tr>
<tr>
<td>2nd St at Warren St</td>
<td>28</td>
<td>1.51</td>
<td>0.96</td>
<td>1.45</td>
<td>0.52</td>
</tr>
<tr>
<td>Broad St at Warren St</td>
<td>14</td>
<td>0.76</td>
<td>0.46</td>
<td>0.74</td>
<td>0.52</td>
</tr>
<tr>
<td>4th St at Warren St</td>
<td>10</td>
<td>1.15</td>
<td>0.46</td>
<td>0.53</td>
<td>0.18</td>
</tr>
<tr>
<td>Glenwood Ave at Warren St</td>
<td>23</td>
<td>2.19</td>
<td>0.42</td>
<td>0.92</td>
<td>0.18</td>
</tr>
<tr>
<td>Ramsey St at Highland Ave</td>
<td>1</td>
<td>0.12</td>
<td>0.50</td>
<td>0.06</td>
<td>0.18</td>
</tr>
<tr>
<td>Pleasant St at Highland Ave</td>
<td>3</td>
<td>0.38</td>
<td>0.48</td>
<td>0.18</td>
<td>0.18</td>
</tr>
<tr>
<td>Val Imm Dr at Highland Ave</td>
<td>9</td>
<td>1.14</td>
<td>0.52</td>
<td>0.56</td>
<td>0.18</td>
</tr>
<tr>
<td>Cedar St at Highland Ave</td>
<td>5</td>
<td>0.73</td>
<td>0.52</td>
<td>0.38</td>
<td>0.18</td>
</tr>
<tr>
<td>Cedar St at Warren St</td>
<td>1</td>
<td>0.15</td>
<td>0.54</td>
<td>0.08</td>
<td>0.18</td>
</tr>
</tbody>
</table>
Growth

Though the community continues to grow, the area surrounding the study corridor is fully built out and no plans exist for further development.
Existing Traffic Operations

All intersections along the corridor operate at acceptable (at or above Level of Service D) levels of service today.
2041 No-Build Traffic Operations

Despite additional traffic backups, the corridor is projected to perform at a similar level of service in 2041 as today without improvements.
Transit

Transit routes currently traverse the corridor. Transit system accommodations will be considered in study recommendations.
Warren Street Corridor Study

Low Stress Bicycle Networks

The BNA first calculates the Level of Traffic Stress (LTS) for all streets to identify the community's low-stress street and bikeway network.

- An LTS score of 1 means that the street is comfortable for cyclists of all ages and abilities.
- A score of 2 means a street is comfortable for most adults.
- A score of 3 means a street is comfortable for experienced adult riders.
- A score of 4 indicates that few adults would feel comfortable bicycling on this street (see Appendix A for more information on level of traffic stress).

Low-stress connected bicycle networks have emerged as one of the most important parts of encouraging and supporting bicycling for people of all ages and abilities. For people to choose to ride a bicycle, they must feel comfortable at each step of their trip. One intimidating road segment or intersection can rule out an entire journey.

While stress for bicyclists is a subjective term, streets which are wider, have higher posted speed limits, contain more lanes, lack curbside parking (a factor which slows adjacent traffic), and serve more regional destinations tend to increase stress for bicyclists and expose them to greater levels of danger. Available facilities and the quality of these facilities, such as amount of separation between bicyclists and motor vehicles, are crucial. Higher-quality facilities such as off-street bike paths and trails, and on-street protected bike facilities, are safer and more comfortable than facilities with less separation. While a small subset of bicyclists will choose to bike along corridors with higher vehicular volumes and speeds, most will not. Therefore, networks should not be created with only this minority group in mind. Neighborhood streets, because of their lower speeds and lower traffic volumes, tend to be lower-stress segments.

Existing Bicycle Facilities

- No bicycle facilities currently exist on Warren Street
- On-street bicycle facilities intersect the corridor at:
  - Front Street
  - Broad Street
  - Val Imm Drive

- Public input received identifies a desire for improved bicycle facilities on the corridor

Existing Bicycle Level of Traffic Stress

A lower LTS score means that the route is more comfortable to ride on and serves a greater skill range.

Existing Bicycle Connectivity

- Connected Census Blocks exhibit an unbroken, low-stress connection that doesn’t require a trip longer than 25% more than that of a car
- Warren Street exhibits a low connectivity score within the low to medium range (higher scores indicate increased comfort and convenience)
The Warren Street Corridor Study is designed to identify improvements on Warren Street (between Riverfront Drive and Highland Park). The study will evaluate existing issues and present alternatives to help improve all modes of transportation, including driving, walking, biking, and using transit. An effort of the Mankato/North Mankato Area Planning Organization (MAPO) and the City of Mankato, the Warren Street Corridor Study will help define a comprehensive vision for Warren Street in preparation for the 2021 reconstruction project.

**PROJECT GOALS**

- Define the issues and potential opportunities along the corridor
- Establish the corridor vision and goals
- Develop and evaluate potential multimodal infrastructure improvement alternatives
- Develop a short-term implementation plan in preparation for the 2021 street reconstruction

**GATHER EXISTING CONDITIONS**

- AUGUST 2019 - OCTOBER 2019
- OCTOBER 2019 - FEBRUARY 2020
- FEBRUARY 2020 - JUNE 2020

**EVALUATE ALTERNATIVES**

- PROVIDE RECOMMENDATIONS

**CONTACTS**

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Mankato, MN 56001

**WE NEED YOUR INPUT!**

Project staff are looking for input on issues you encounter, ideas you have, and opportunities you see on the corridor to inform our study. To provide your comments...

1. Visit with project staff at this event & discuss the project.
2. Fill out a comment form and submit at this event.
3. Visit the Project Website at [www.mnmapo.org/warren/](http://www.mnmapo.org/warren/)