

Hwy 169 Corridor Study Phase 1 Engagement Summary

2/22/2021

Overview

The first phase of community engagement for the Hwy 169 Corridor Study provided an overview of the existing conditions analysis and an opportunity for the general public to share feedback on issues and opportunities for improvements on the Hwy 169 corridor in Mankato, North Mankato and South Bend Township. Phase one of engagement occurred between December 2020 and January 2021. Figure 1 includes a summary of the engagement strategies used.



Figure 1: Phase 1 engagement strategies summary

Date	Strategy	Description	Participants
Dec. 9 – Dec. 14, 2020	Focus groups	Three focus groups with businesses adjacent to the corridor	22
Jan. 14, 2021	Online meeting	Public meeting via Zoom videoconference	76
Jan. 14 – Jan. 28, 2021	Online open house website	Website with survey, interactive map, and ideas wall	121
Dec. 2020 – Jan. 2021	Email, phone call, or letter	Comments submitted via website comment form, email, phone call, or U.S. mail	25
Jan. 14 – Jan. 28, 2021	Social media	Comments posted on the MnDOT Facebook ad	75

Focus groups

Three focus groups were held between December 9 and December 14, 2020, to collect feedback from businesses adjacent to the corridor. The focus groups were organized by business location based on the three corridor subareas (i.e., north, middle, and south). Business were invited through direct mail, email, and phone calls. Twenty-two business representatives participated in the focus groups.

Online meeting

An online meeting was held via Zoom videoconferencing on January 14, 2021 at 5:30 p.m. During the online meeting, staff gave a presentation sharing the existing conditions analysis. After the presentation, participants were divided into three breakout rooms based on which subarea they were most interested in and they asked questions and provided feedback on issues and opportunities in their subarea. Seventy-six people attended the online meeting.

The meeting was promoted through a variety of methods including:

- [Project website](#) was updated with online meeting information and other engagement opportunities
- **Social media posts and ad** published on MAPO's Twitter account and MnDOT's Facebook account
- **Postcard** mailed to 6,200+ properties near the project area
- **Email blast** to project email subscriber list and businesses that RSVPed for the focus groups
- **News release** sent to local media outlets and published by Mankato Free Press, KEYC News, and KTOE Radio
- **Project partners** (i.e., cities and counties) shared information with their networks

Online open house website

The [online open house website](#) was active from January 14 to January 28, 2021 to share information on the existing conditions analysis, and collect feedback from the community through a survey, interactive map, and an ideas wall. The website was promoted through the same communications methods listed for the online meeting.

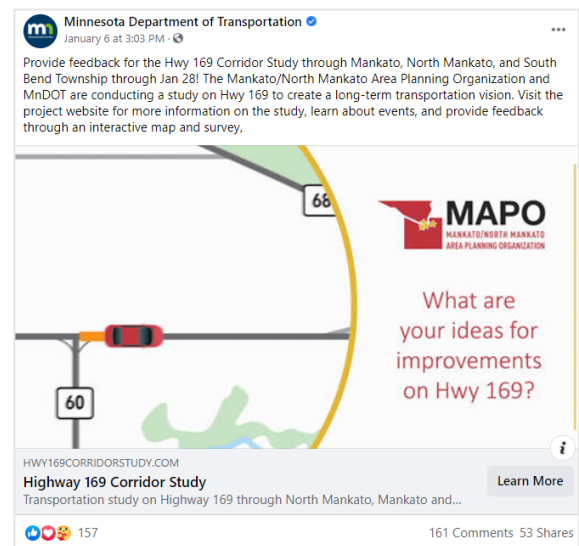
There was a total of 121 unique visitors who provided feedback through the site. There were 71 completed surveys, 107 comments on the interactive map, and 28 comments on the ideas wall.

Email, phone call, or letter

Between December 2020 and January 2021, there were 25 people who provided feedback to project staff through the website comment form, email, phone call, or letter.

Social media

A social media post on the MnDOT Facebook account sharing engagement opportunities was boosted to corridor zip codes: 56001, 56002, and 56003. The Facebook ad had a reach of 64,437 Facebook users and garnered 536,958 impressions and 3,123 link clicks to the project website. Impressions are the number of times the ads appeared across the screens of Facebook users. Seventy-five comments were posted to the boosted social media ad.



Social media ad

Highlights

The key highlights from comments are summarized below:

- **Overall corridor**
 - Improving safety and decreasing congestion were the top priorities for corridor-wide improvements.
 - While cars are the primary mode of travel on Hwy 169, many people expressed support for improving walking and biking connections across Hwy 169 to the nearby regional trail networks.
- **Northern subarea** (Lake St to Belgrade Ave in North Mankato and Mankato)
 - There is heavy congestion at the Lind St and Webster Ave traffic lights during peak periods, and drivers have difficulty turning on and off Hwy 169.
 - Maintaining direct accesses at Lind St and Webster Ave is important to businesses to provide easy access for customers and deliveries.

- There are pedestrian and bicyclist safety concerns crossing Hwy 169 at Lind St and Webster Ave.
- The existing highway environment appears dated. There is support for improving aesthetics in the Northern subarea with more greenery.
- **Middle subarea** (Belgrade Ave to Blue Earth River crossing in North Mankato and Mankato)
 - There is heavy congestion at the Hwy 169 and Riverfront Dr ramps during peak periods, and there are safety issues for left turns from Riverfront Dr to northbound Hwy 169.
 - There are pedestrian and bicyclist safety concerns crossing ramps and bridges at Riverfront Dr and Belgrade Ave.
- **Southern subarea** (Blue Earth River crossing to Hwy 60 in Mankato and South Bend Township)
 - It is challenging to merge on and off Hwy 169, particularly at Hwy 68, Hawley St/County Rd 69, and Hwy 60.
 - There are safety concerns for northbound Hwy 169 traffic speeding.
 - There is support for a safe pedestrian and bicyclist crossing at Hawley St/County Rd 69.
 - There are a lot of heavy commercial vehicles accessing businesses in the Southern subarea, and it is important to businesses that changes to the highway accommodate semi-trucks.
 - There are some issues with stormwater drainage for properties adjacent to Hwy 169.

Comment Summary

The following sections include summaries of the community comments collected during phase one engagement, by subarea and theme. For a full tabulation of all comments, see Figure 5.

Northern subarea

The Northern subarea is the segment between Lake St and Belgrade Ave in North Mankato and Mankato.

Congestion

Many people said there is heavy congestion and back-ups during peak periods between Hwy 14 and Webster Ave. People reported that the traffic lights on Lind St and Webster Ave impede traffic flow, and some people said there are issues with traffic light timing causing stop and go traffic at both Lind St and Webster Ave.

Many people also reported that turning movements and lane changes at the Hwy 14/Hwy 169 interchange are challenging because of heavy congestion caused by the traffic lights and because the interchange is so close to the Lind St traffic light.

Some people also said there are traffic queuing issues from side streets during rush hour traffic, particularly at Webster Ave. People said side streets will have major back-ups as drivers wait for an opening to make a right or left turn onto Hwy 169.

Business access

Many people expressed support to maintain business accesses, particularly at Webster Ave and Lind St. Businesses said that the existing full access at-grade intersections are important to provide easy access for customers and deliveries which support existing business growth and long-term business development in this segment.

Pedestrian and bicyclist safety

Many people said that crossing Hwy 169 at Lind St and Webster Ave feels dangerous. Walkers and bikers said they cross the highway in this segment to access the regional trail system on either side of the Minnesota River. Many people said it is difficult for pedestrians and bikers to completely cross the highway in the traffic signal cycle. People also said congestion, high traffic speeds, and drivers not stopping for red lights make walking and biking feel unsafe.

Intersection safety

Some people shared issues with intersection safety in the Northern subarea. People said left turns and crossing Hwy 169 traffic can feel unsafe. Some said that drivers do not know how to use the acceleration lane from eastbound Hwy 14 to northbound Hwy 169. Drivers will wait in the median until an opening which causes unsafe back-ups in the median. People also reported that traffic taking northbound Hwy 169 to the eastbound Hwy 14 ramp will make dangerous lane changes, cutting other drivers off, to quickly get into the exit lane after the Lind St traffic light.

In addition, some people reported that drivers speed through red lights at the Lind St and Webster Ave traffic lights which makes crossing the highway feel unsafe.



When I lived up north and commuted, this [Hwy 14/Hwy 169] was the scariest intersection. Crossing southbound Hwy 169 to get to northbound [Hwy 169] is a gamble for an accident. Gauging traffic flow is difficult.

Interactive map feedback

Aesthetics

Some people said that the existing environment and aesthetics of the corridor is dated or poorly landscaped and maintained (weeds growing in chain link fences and medians). Some people said the overall corridor should maintain highway environment, but others said the Northern subarea should have a more welcoming, urban character as an entrance to North Mankato and Mankato for the community and for Hwy 14 and Hwy 169 regional traffic. People also said aesthetic improvements would support community development and economic development in the subarea. Most people recommended more landscaping for aesthetic improvements, like trees, bushes, and plants.

Other

Some people said that noise pollution is a problem for the residents in the Northern subarea. Some people said there are visibility issues for drivers turning right onto Hwy 169 from Monroe Ave. There were some comments recommending infrastructure improvements including, a full cloverleaf interchange at Hwy 14, a bridge connecting Hwy 169 and Madison Ave, and no roundabouts because they are confusing to drivers and challenging for semi-trucks.

Middle subarea

The Middle subarea is the segment between Belgrade Ave and the Blue Earth River crossing in North Mankato and Mankato.

Intersection safety

Many people reported issues with intersection safety at the Hwy 169 and Riverfront Dr ramps. People said turning left from eastbound Riverfront Dr onto the northbound Hwy 169 on-ramp feels dangerous because it is an uncontrolled intersection, there are high traffic volumes, and they have to watch for westbound Riverfront Dr traffic taking a free right onto the ramp.

Pedestrian and bicyclist safety

Many people shared concerns for pedestrian and bicyclist safety crossing the Hwy 169 on- and off-ramps at Riverfront Dr. People said the heavy congestion and drivers speeding to get on and off the highway make the environment unsafe and that drivers do not yield for pedestrians at ramps. People also said this area receives particularly high pedestrian and bicyclist traffic because of the schools, YMCA, and regional trail system access.



I am concerned about the area around the Veterans Bridge, Belgrade and entering/leaving 169. I live on Belgrade Ave and I walk or bike to the hiking path or Mankato fairly often. While I am careful and stay back as much as I can, the on and off ramps can be dangerous for pedestrians.

Comment form feedback

Additionally, some people said crossing the ramps and bridge at Belgrade Ave feels unsafe. People said heavy traffic on the Veterans Memorial Bridge and lack of space between sidewalks and travel lanes make the environment unfriendly for walkers and bikers. Some people said the bridge has a lot of pedestrian traffic because people are stopping at the dinosaur statue near the southbound Hwy 169 to Belgrade Ave exit to take photos. There was some support for a bike lane on the Veterans Memorial Bridge to connect to the Mulberry St bike lane in Mankato.

Some people also commented that they like the trail on the North Star Bridge because it provides walking and biking connections over the Minnesota River. Some people said the trail on the bridge is too narrow.

Congestion

Many people said that there is congestion at the Riverfront Dr/Hwy 169 ramps during peak periods, particularly when school is released, and some people said traffic at the Belgrade Ave/Hwy 169 ramps get backed-up during rush hour.

Other

Some people said that the curves on Hwy 169 in the Middle subarea can be dangerous during winter conditions. Cars traveling at high speeds can lose control and veer into other travel lanes. There were also some comments about noise pollution in the Middle subarea and poor Hwy 169 pavement condition.

Southern subarea

The Southern subarea is the segment between Blue Earth River crossing and Hwy 60 in Mankato and South Bend Township.

Intersection safety

Many people reported that the crossing and merging onto Hwy 169 feels unsafe, particularly at Hwy 68, Hawley St/County Rd 69, and Hwy 60. Many people said left turns from southbound Hwy 68 to northbound Hwy 169 can be challenging because of speeding traffic and high traffic volumes.

People also said turning movements at the Hawley St/County Rd 69 intersection are challenging. Many said the acceleration lane from northbound Hawley St to northbound Hwy 169 is too short, and it is difficult to merge into traffic. Some said it is challenging for southbound Hwy 169 traffic to turn left onto southbound Hawley St. High traffic volumes and speeding make it difficult to find an opening to cross and cars back-up in the turn lane.

Some people also said that left turns from northbound Hwy 169 onto westbound Hwy 60 are challenging. Cars will pile up in the median waiting for an opening to merge onto Hwy 60.

Speeding

Many people reported issues with northbound Hwy 169 traffic speeding in the Southern subarea. People said that traffic does not slow to 50 MPH which makes driving, walking or biking along or across Hwy 169 feel unsafe.

Pedestrian and bicyclist safety

Many people said crossing Hwy 169 on foot or bike in the Southern subarea feels unsafe. Pedestrians and bicyclists commonly cross Hwy 169 at Hawley St/County Rd 69 to access the Minneopa Trail. People said cars do not stop for pedestrians or bicyclists, so people need to rush across when there is an opening in traffic.



There is a lot of speeding that goes on in this [Southern] subarea when coming into Mankato after the speed limit reduces to 50 mph.

Interactive map feedback

Some people also said they would like a safe pedestrian and bicyclist crossing near Minneopa Golf Club to connect to the regional trail and Minneopa State Park.

Business access

Businesses in the Southern subarea said that ensuring intersections and at-grade accesses from Hwy 169 are safe and wide enough for heavy commercial vehicle turning movements is important. Some businesses said they receive a lot of heavy commercial vehicles and it can be challenging for these vehicles to merge onto the highway because of high traffic speeds and traffic volumes.

Drainage

Some people said there are stormwater drainage issues adjacent to Hwy 169 in the Southern subarea. People said properties west of Hawley St/County Rd 69 between Chapman St/Le Hillier St and Hwy 169 will get substantial water in their yards from highway runoff and in some cases, water has gotten into the basements of homes.

Other

There were many comments about noise pollution in the Southern subarea, particularly noise from trucks braking. There were some comments recommending infrastructure improvements including, flashing light signal when vehicles are approaching from side streets at at-grade crossings, acceleration lanes to help traffic merge onto Hwy 169, and add pedestrian bridges over the highway.

Figure 2: Phase 1 engagement comments

Some of the following comments are paraphrased because they were provided verbally. The subarea that the comment is addressing is provided in brackets to clarify location.

Source	Comment
Focus group	[Northern subarea] Access off of 169 is key for our business to get Semi Tractors and Trailers off of 169 to our business. And we really want to keep it that way.
Focus group	[Northern subarea] Bamco's concern is the potential closure of the Lind Court interchange
Focus group	[Northern subarea] Subway's concern is much like Bamco's concern in the potential closing of Webster avenue access
Focus group	[Northern subarea] We like the access and visibility that the current layout offers.
Focus group	[Northern subarea] Full access from 169 to Webster is important
Focus group	[Northern subarea] Webster Ave is key gateway into north Mankato and into this business district
Focus group	[Northern subarea] For Norwood Inn open access to 169 from Webster Ave. is critical.
Focus group	[Northern subarea] Access is everything for all and probably the most important
Focus group	[Northern subarea] If you would eliminate the Lind court and/or Webster access you would generate a lot of heavy industrial traffic thru residential areas in lower north Mankato.
Focus group	[Northern subarea] We don't see many accidents. it is a long straight stretch in front of many of us
Focus group	[Northern subarea] Travelers on Hwy 169 do not adhere to the 50 mph speed limit. I see most going 55-57 mph.
Focus group	[Northern subarea] Safety issues I have noticed is that the lights at webster seem to constantly have issues. Does this have anything to due with delays or crashes?
Focus group	[Northern subarea] traffic manages it self pretty well at this corner. crashes tend to happen when the lights run too long - I agree with the speed thru that area too
Focus group	[Northern subarea] I see challenges in the access out of Super America to Webster Ave, there is congestion there through out the day with people darting out and hoping its clear to get on to webster
Focus group	[Northern subarea] People run the stop lights at Webster and Lind quite often from what I have seen
Focus group	[Northern subarea] Webster Ave is the easiest way for trucks to deliver to businesses. North Mankato is redeveloping the area and will have more multi-use buildings. The last thing a developer would want is not allowing semis to come in here.
Focus group	[Northern subarea] The truck wash has semi trucks coming into the area from 7 a.m. to 6 p.m. With truck drivers who don't know the area, they'd get lost coming in and out if access is not at Webster.
Focus group	[Northern subarea] Our property at 1120 Center street has semis coming in for Star Trailer, B& M Trailer repair and our freight terminal.
Focus group	[Northern subarea] I've crossed Webster many times on foot. You can get caught in the median and I'm worried about people getting hit there.
Focus group	[Northern subarea] Traffic in this area is a problem now. With contemplated future development in from Hwy 14 the south, will only increase traffic, further increasing traffic activity. Many challenges ahead in figuring this out.

Focus group	[Northern subarea] Not a fan of any "J-Turns".
Focus group	[Northern subarea] This is McDonald's. Obviously West Lind is direct for our customers. The direct access allows our customers to get to us without driving thru larger areas and avoids congestion with other businesses
Focus group	[Northern subarea] Maintaining Direct Access would be #1 for us at the truck wash. Signage would maybe help
Focus group	[Northern subarea] Making intersections smaller would not be ideal for Large Truck Traffic. You've seen the Round about up by HyVee its way to small for semi traffic.
Focus group	[Northern subarea] Hwy 169 is a gateway to North Mankato but it's one of the least attractive stretches in town. Not going to get retail feel in this area without better access for walking, biking, retail and mixed use, and having an additional access point would be beneficial. Without is, no one wants to do anything in the area and development is going to be what it is.
Focus group	[Northern subarea] visualize 'gateway' into the area - so view it not just from one intersection along this area but the entire area as a big welcome to our 'area' - could mean slowing traffic and make it more inviting to stop and visit.
Focus group	[Northern subarea] There are more parks, a community pool, and a daycare in this area. It's changing how some people think of area. People want it to look better.
Focus group	[Northern subarea] Is MnDOT expecting this corridor to grow? Are huge amounts of traffic expected in this area? Will improving look of area increase traffic?
Focus group	[Northern subarea] Lind Street is very close to Hwy 14 on-ramps. Difficult to get in the correct lane quickly due to short distances. Advanced signage on the highway and from the Kwik Trip/Truck Stop side of Lind Street could help.
Focus group	[Middle subarea] The dinosaur on Belgrade Ave used to be located on the other side of the street. Now people can park nearby to take pictures with it. The space near the Hwy 169 is so narrow.
Focus group	[Middle subarea] Lots of people bike on the sidewalk. The sidewalks need to be wider to accommodate bikes. Bicyclists need more education on what they can or can't do.
Focus group	[Middle subarea] Don't have any issues getting on or off Hwy 169 at Belgrade Ave.
Focus group	[Middle subarea] Glad there is a sidewalk on Veterans Memorial Bridge
Focus group	[Middle subarea] Belgrade Ave is landscaped well. They have some nice trees and bushes.
Focus group	[Middle subarea] The lighting on Hwy 169 ramps are good and the road flows fairly well. Some people drive recklessly. Pavement is fairly smooth until Lookout Dr area.
Focus group	[Middle subarea] Riverfront Drive issues – difficult for EB to NB Riverfront Drive movements due to heavy conflicting WB to NB movements and yield condition.
Focus group	[Southern subarea] Where Hwy 68 comes meets Hwy 169 is dangerous. There is an acceleration lane but people don't know to use it. Had a family member die at the intersection recently.
Focus group	[Southern subarea] The CR 90 intersection is confusing. Drivers don't know if they need to go over Hwy 169 or under. Don't want to close accesses onto Hwy 169, but know that it's unsafe.
Focus group	[Southern subarea] Heavy commercial vehicles are going in and out of businesses all day long. CHS runs trucks in/out 24/7. Approximately 500 trucks a day.

Focus group	[Southern subarea] Lots of closely spaced access points on the highway near here. Would prefer RCUTs or U-turns versus trying to cross unprotected at full access locations. Difficult to find a gap during peak periods
Focus group	[Southern subarea] 208th Lane runs parallel to Hwy 169 but is closely spaced and requires tight turns for semi-trucks. Suggestion to extend 208th Lane and consolidate access to one point on Hwy 169.
Focus group	[Southern subarea] TH 68 crossing is challenging – hard to find gaps and safety concerns
Focus group	[Southern subarea] Le Hillier area – lots of pedestrian activity; hard to merge from CSAH 69 (Hawley Street) to eastbound Hwy 169 and the Riverfront Drive interchange
Online meeting	Does environmental include drainage? There are existing significant drainage issues in Southbend. The highway blocks water in.
Online meeting	Do traffic projections consider changing commute patterns (e.g. telework)
Online meeting	What role does wetland preservation/ creation have in drainage systems for the Hwy169 study area?
Online meeting	Easy access to the Hwy is crucial to all businesses on the corridor.
Online meeting	[Northern subarea] One challenge is to coordinate the flow between lights on 169 without excessive delays for crossing traffic.
Online meeting	[Northern subarea] are those signals smart or just on a timer?
Online meeting	[Northern subarea] One of the reasons I wanted to attend the meeting was to voice concerns with Roundabouts and advocate against them. Especially for the future and walking/biking.
Online meeting	[Northern subarea] When talking about feel, this section of 169 doesn't have a very welcoming feel. I try to avoid that area and take other routes. it isn't an appealing area for pedestrians.
Online meeting	[Northern subarea] I would like to see less congestion and better traffic flow.
Online meeting	[Northern subarea] There are a lot of businesses in lower North that need these access points. I would also be concerned with improving speed and flow south bound being limited by the severe dip and turn under Veterans memorial bridge.
Online meeting	[Northern subarea] It would be nice if 169 stayed high speed like 41 does through Oshkosh Wisconsin (Only avoiding the 4 roundabouts at each exit, self driving cars and my back seriously don't handle them well) :P
Online meeting	[Northern subarea] Slow speed and develop area to be more inviting.
Online meeting	[Northern subarea] Does the plan include frontage roads or any changes there? Making them more accessible so you don't need so many inlets or outlets?
Online meeting	[Northern subarea] I would like to see the speed limit at least what it is now, just move traffic.
Online meeting	[Northern subarea] I do wonder effective are rumble strips at cueing drivers into approaching stops/ deceleration areas. Or, what may be the most beneficial street crossings at which to install pedestrian bridge crossings?
Online meeting	[Northern subarea] Walking and biking is very important for our family. that is our preferred form of transportation.
Online meeting	[Northern subarea] What doesn't work is getting to and from Hiniker Pond to the Dog Park as a pedestrian/ bicyclist.
Online meeting	[Northern subarea] don't like rumble strips and its noisy for residents and businesses

Online meeting	[Northern subarea] Safe walking that takes into consideration people with disabilities who may need more time to get across and it needs to be well maintained in the winter is a high priority.
Online meeting	[Northern subarea] pedestrian Bridge over Lind street or slightly south of that
Online meeting	[Northern subarea] With cities of North Mankato and Mankato both actively soliciting businesses to develop and grow this area slowing traffic and making biking/walking access would only make it more attractive.
Online meeting	[Northern subarea] Adding improvements makes the area more inviting so more people will be likely to walk or bike in the area.
Online meeting	[Northern subarea] Are run-off road crashes a safety concern here?
Online meeting	[Northern subarea] I've been alerted a few times by rumble strips on the edge of the pavement, especially when lighting conditions are poor. They're very good for that.
Online meeting	[Northern subarea] The entrance into Mankato from the south is not very inviting for our community. From Blue Earth river crossing it is an elevated area with a lot of concrete until well into North Mankato area. To beautify the area would make for a more inviting community.
Online meeting	[Northern subarea] signals on 169 slightly improved, but smart signals rather than timed would improve flow dramatically, benefit business, and reduce crashes. They also keep traffic more spread out for miles.
Online meeting	[Northern subarea] Signage along the road indicating businesses immediately accessible at the next intersection would reduce traffic going back and forth looking for a particular place.
Online meeting	[Northern subarea] Is Kwik Trip expanding in that area? If so, would this complicate the traffic movement?
Online meeting	[Northern subarea] I think roundabouts would help move traffic and make the area safer.
Online meeting	[Northern subarea] Highway 169 is used as a thoroughway from Sioux Falls to Minneapolis for cars and trucks
Online meeting	[Northern subarea] it looks like a difficult compromise between maintaining some speed and reasonable access for cross traffic. Lind Street has little room for a roundabout, but its proximity to Hwy. 14 creates a bottleneck. Would it help to move the intersection a few dozen yards south?
Online meeting	[Middle subarea] I appreciate the access to pedestrian/bicycle paths that are separated from Hwy 169 by a physical barrier. Please make sure something similar is included in future plans.
Online meeting	[Southern subarea] For me, improving intersection safety for cars, bikes, and pedestrians while maintaining access to surrounding neighborhoods are the priorities
Online meeting	[Southern subarea] Bicyclist and pedestrian safety, followed by alleviating the drainage problem are the priorities
Online meeting	[Southern subarea] I really think we need to make Mankato look nicer to people coming into Mankato on 169, I have heard from Multiple guest that come down from Minneapolis talk about how shabby or dated Mankato looks to them from the hwy
Online meeting	[Southern subarea] My neighborhood doesn't have a park and I would love to have safe and efficient walking and biking to a park. I'm not concerned with aesthetics except for safety lighting
Online meeting	[Southern subarea] The section of I-35E passing through St. Paul is good inspiration for highway aesthetics--the planters and trees in the median are great.

Online meeting	[Southern subarea] I like the St. Paul example since that stretch of 35E reminds me of the corridor of 169 along the CHS plant. Some architectural detailing or planters along the elevated parts of the highway would be great
Online meeting	[Southern subarea] Up on Fargo, the overpass and sound walls have agriculture and river themes in the concrete
Online meeting	[Southern subarea] People drive 60-65 in our area which is 50. I'm not sure if anyone would follow a reduced speed
Online meeting	[Southern subarea] Reducing speeds needs to be balanced with allowing traffic to move smoothly and efficiently through the corridor
Survey	I don't think it's affordable right now.
Survey	By pass st peter to the west. Bring 169 west of north Mankato. Build a bridge near williams park to connect west of north kato route to 169 south. Duh
Survey	Sound abatement
Survey	Use of service roads on both sides of 169. No traffic lights on 169.
Survey	More interchanges, less driveways and intersections on Hwy 169
Survey	Avoid using roundabouts in any new construction.
Survey	No roundabouts! They are dangerous down here. It will impede traffic and create accidents.
Survey	In reference to traffic flow maybe consider doing a traffic study and raising the speed limit to 55-60mph. The 50mph limit is really just not justifiable in my opinion
Survey	Pedestrian crossings at Lind and Webster need to be elevated a bit so that you don't have to walk through puddles
Survey	Minimize noise pollution.
Survey	Noise
Survey	Add a trucks only lane and enforce speed limit of 50 mph
Ideas wall	Yes, people need to be safe at the crossing of 169 at Hawley, and over the hwy to the store at the gas station and to other portions of the neighborhood. People of all ages cross that section of Hwy, and as it is today, hwy 169 is a barrier for families and businesses of South Bend.
Ideas wall	by the West entrance road interchange to Minneopa. the Reichel insulation area. Maybe make more of a gateway to Minneopa entrance signage or ease of turning to that area - vs having to go down the hill to Mankato and going left.
Ideas wall	Pedestrian bridges spanning across 169 would be beneficial for those living in Lower North that want to cross to get to businesses and trails along the river.
Ideas wall	"Information on the history and future of noise monitoring. What is being done, short and long term to mitigate noise pollution?"
Ideas wall	I travel 169 from Downtown Mankato To downtown Minneapolis daily And have experience Safety issues speed limits Bad management And misguided enforcement. Nothing that updating educational manuals along with a global transportation study would and could not solve. The sooner the better please. I'm travelling on one of the nicest sections of highway engineering in the country On 1950 standards.
Ideas wall	The right turn lane from 169 on to Monroe Ave needs to be longer and the alignment with Monroe needs to be adjusted so that the angle is not so sharp.
Ideas wall	Make the areas by LeHiller, Land of Memories Park, and Hwy 68 much more accessible for those individuals/families that live in that area. It is an area that is difficult to get onto/off

	of and not marked as well as it could be. It is a great area for families and has potential for a lot of recreational activities that would benefit the region and vitality/healthy lifestyles.
Ideas wall	The are of HWY 169 where it meets up with HWY 14 could use some updating. It is not very welcoming. More landscaping with trees, bushes, plants etc would be great, The stretch between Mankato and St Peter would I believe also benefit from more trees as well. The area that used to be Dutlers Bowl would be great as a Dave and Busters or as a park area/Rest Stop.
Ideas wall	Having better access to Public Transportation would be incredible. I agree investing in our infrastructure is much needed. Better access to Trains, Busses etc is much needed. We also need to invest in our roadways for Semi Traffic in the area as well.
Ideas wall	When there is high traffic congestion on a highway, this indicates that there might not be enough supply of highway space. Some have said that there are two options to address this. Either: 1) increase supply (invest in highways) or 2) decrease demand (invest in good alternatives to driving on the highway, like better public transit, bike lanes, etc.) I think communities are stronger when they implement option #2. Please make reducing highway demand a goal of this project.
Ideas wall	Traffic lights at Lind and Webster and the neighborhood there
Ideas wall	Please make this corridor regional friendly. I don't like slowing down in St. Peter and I won't like it going through Mankato either.
Ideas wall	It would be nice to put a Truck Wash/Truck Stop/Rest Area off of HWY 169 and HWY 14 Intersection. It is a major gateway for a lot of traffic. Esp with the Fed Ex Facility, the Wal Mart Distribution Center etc in the Mankato area.
Ideas wall	What a great idea! I would be nice to have a way to get between the towns without having to go near the highway exits.
Ideas wall	We need sound abatement, particularly along Blue Earth River. Noise flows over to West Mankato. Plant trees as well as sound bafflers and barriers
Ideas wall	Do not take the house at the end of Range or the one on Nicollet. There is no need to go off the highway that is already there
Ideas wall	This is an easy but expensive solution. Bypass saint peter to the west. Bring 169 down hwy 13. It should go west of north Mankato. Then continue 169 over the minnesota river and have it connect with hwy 60 near or at the exit for hwy 90. Boom. The first loop around Mankato would be complete. Anything else would be a huge waste of tax payers money. Getting 169 off the old wagon path and out of the river valley is the right thing to do. The road shuts down too often for floods and mudslid
Ideas wall	The northern most lake Street at WACO should be emphasized and highlighted, not the Happy Chef left turn slot.
Ideas wall	Avoid ped bridges over the highway, seldom used so spend on alternate options. Underpasses should be designed to have full daylight at each end so they have safety from hidden threats—means would raise the thru highway grade.
Ideas wall	Use exit or entrance slip ramps concept where ever needed.
Ideas wall	Cross street should be connected to Butterworth and /or Lind-Range to provide better circulation rather than Range street in front of the motel—maybe even abandon that part of Range.
Ideas wall	Maximizing the R/W width to make an Rcut discussed at the Zoom more workable. Some form or truck friendly roundabout may work, but maintaining non stop or minimal slowdown of thru traffic is highest need. Access is secondary on a main route. These users should expect to stop and wait....

Ideas wall	MnDot and region spent the last 30 years creating 4 lane regional corridors on 169, 60, and 14 for use as regional service routes, cars and heavy trucks. That should remain a priority through this area without the slow down situation that was compromised in Saint Peter. Certainly less than desirable— even if it is “pretty”
Ideas wall	Th 68 onto 169 works very well now.
Ideas wall	Use the Hiniker oxbow for more water treatment and storage than is now. Is pump station adequate? Maybe use the old creek channel behind Year round site for more storage.
Ideas wall	Agree, b it planting trees and limestone won't service the function like the full cloverleaf would.
Interactive map	[Northern subarea] Vehicles begin to speed up here in anticipation of 65 mph speed limit. Either enforce speed limit or change it.
Interactive map	[Northern subarea] The 50 mph speed limit is ignored.
Interactive map	[Northern subarea] Minimize noise pollution
Interactive map	[Northern subarea] The biggest issue with noise is the trucks using jake braking throughout the Mankato area. Because of the natural amphitheater effect that the valleys provide, truck noise can really be exaggerated. It wouldn't hurt to have an anti jake braking ordinance in the city.
Interactive map	[Northern subarea] Noise is always going to come from traffic.... Move or get used to it
Interactive map	[Northern subarea] southbound exit to 14 west is steep for some vehicles, particularly loaded semi's.
Interactive map	[Northern subarea] Finish the final two cloverleaf's or add fly over ramps on the north side of 169
Interactive map	[Northern subarea] Traffic flow is a huge issue here [Hwy 14 interchange]! It's very hard for vehicles to merge onto 169 when coming off of this off ramp
Interactive map	[Northern subarea] What work is being done to complete the cloverleaf on the east side of the highway 14 and 169 interchange?
Interactive map	[Northern subarea] Short merge zone from 169N to US14 west on bridge.
Interactive map	[Northern subarea] Please continue the acceleration/merge lane that was added eastbound 14 on the bridge all the way to 3rd ave. There are so many grain trucks coming from 169N to 14 E to the ADM plant on 3rd ave that cannot (and do not need to)traffic speed and create a dangerous merging situation. A dedicated acceleration/exit lane, such as the one between 3rd ave and Riverfront would do wonders for traffic flow.
Interactive map	[Northern subarea] A biker/pedestrian bridge here would allow trail users to connect from the North River Trail to the Kiwanis Recreation area and trails on the other side of the river... It would be convenient to connect trails here without having to go to the Veteran's Memorial Bridge. I wonder if it's a project both counties and cities could get behind.
Interactive map	[Northern subarea] We really like the acceleration lane to turn from 14 East to northbound 169 It has been an awesome addition I wish there was better signage to signify that it's there because it seems like some motorists don't understand that they can use it to merge with traffic and sit at median waiting for traffic to clear
Interactive map	[Northern subarea] Turning onto US169NB from US14EB can take extremely long times during even moderate traffic, due to uncontrolled, constant traffic on US169SB combined with solid 'pulses' of traffic on US169NB from signal at Lind St.
Interactive map	[Northern subarea] Northbound 14 has to cross 169 traffic

Interactive map	[Northern subarea] Left turn battling traffic and nearby traffic light [EB Hwy 14 to NB Hwy 169]
Interactive map	[Northern subarea] Merging from US14EB onto US169SB dangerous due to sight angles and high-speed traffic in US169 without acceleration lane
Interactive map	[Northern subarea] When I lived up north & commuted, this [Hwy 14 interchange] was the scariest intersection. Crossing south bound 169 to get to north bound [Hwy 169] is a gamble for an accident. Gauging traffic flow is difficult. Had to be very vigilant to gauge if traffic is accelerating or slowing for a light. Watching out for big trucks was especially troubling. Now that I live in North Mankato I avoid this intersection & therefore avoid businesses in that area of 169.
Interactive map	[Northern subarea] speeds too fast with all the hwy 14 merging and businesses along this stretch to the dog park
Interactive map	[Northern subarea] The congestion can be troublesome. We need better access for those coming from areas such as New Ulm, Gaylord etc. In order for our communities around us and for Mankato to Thrive we need to make sure that this access point is easier to enter and exit. Also Hwy 14 needs to be widen to 4 lanes as far as possible for safety concerns.
Interactive map	[Northern subarea] I've had people cut me off many times from the left lane trying to grt onto Hwy 14 east.
Interactive map	[Northern subarea] Adding a right turn lane onto North 169 that goes all the way to the off-ramp to east 14 would be great Similar to what is at the intersection near Culver's between commerce and 14
Interactive map	[Northern subarea] It would be great if this intersection [Lind St] was safer for pedestrians. It is the only way someone could travel from the river trail to Hiniker/lower North Mankato.
Interactive map	[Northern subarea] How about a round-about here [Lind St]?
Interactive map	[Northern subarea] Lights cause major traffic flow problems. Those trying to go straight across 169 are in fear of being hit by those turning onto 169
Interactive map	[Northern subarea] Hard to cross the highway with a bike
Interactive map	[Northern subarea] business (mcdonalds, kwik trip) trafifc flow is dangerous at ramps and the merge areas are short distance. traffic speeds of 50mph are too fast for these areas. the lind st traffic light is too short for bikes/pedestrians
Interactive map	[Northern subarea] Merge lane is too short when traveling from eastbound 14 to southbound 169
Interactive map	[Northern subarea] Turning left onto 169 from Lind is especially troublesome without left turn lanes and traffic arrows.
Interactive map	[Northern subarea] 50 mph is fine here but needs enforcement
Interactive map	[Northern subarea] Add the "left turn on green arrow" lights to the traffic signals on Lind Street.
Interactive map	[Northern subarea] Move Lind St intersection here [River Ln] as a grade separated interchange.
Interactive map	[Northern subarea] Lights are not synched
Interactive map	[Northern subarea] too bad semis cannot be re-routed from the dog park until minneopa, if they are just "passing though" this area...speeds are too high, jake-braking (?) too loud, run lights often
Interactive map	[Northern subarea] Traffic turning east on 14 blocks through traffic for 169 north

Interactive map	[Northern subarea] traffic from [Webster Ave] Light will back up onto Range St as you can not make the right turn.
Interactive map	[Northern subarea] This spot often gets over crowded when there are vehicles waiting to cross 169. Sometimes the vehicles even block the intersection of Range Street and Webster Avenue.
Interactive map	[Northern subarea] It would be great if the light at speedway and the light at QuikTrip could be better timed so that you wouldn't get stopped at both
Interactive map	[Northern subarea] How about a round-about here [Webster Ave]?
Interactive map	[Northern subarea] Webster should be rebuilt as a grade separated full intersection. Business access can still be maintained
Interactive map	[Northern subarea] Trying to bike to the Kiwanis trails or river trail can be difficult and dangerous at either of the stop lights along Webster Ave and Hwy 169 or W Lind St, especially with children. Having a discussion about creating a safer way to access this area might be a conversation worth having.
Interactive map	[Northern subarea] Webster Ave. is a vital gateway from Hwy 169 into lower No. Mankato. Many area businesses rely upon it for large truck service access, not to mention residential, park/ recreational, and municipal service garages. The Webster Ave. - Hwy 169 interchange must continue to be a full access at-grade intersection. Easy onto/off-of Hwy 169 at Webster Ave. into lower No. Mankato must be maintained for large trucks.
Interactive map	[Northern subarea] Local business interests long ago put up a fight to preserve traffic lights on what should have been a limited-access highway, long ago removed from the old downtown Front Street.
Interactive map	[Northern subarea] This really applies to all traffic lights on 169 through Mankato/North Mankato. Many traffic lights are not sensitive enough to detect motorcycles such as at Webster Ave. You may not get a green light at all or until more cars pull up behind you when entering from Webster or at Webster left turn lanes from 169. You are either forced to break the law and proceed or come up with some other risky maneuver.
Interactive map	[Northern subarea] The traffic from 169 is extremely loud in this area of the neighborhood
Interactive map	[Northern subarea] Sound barriers would be beneficial- people cannot use their outside spaces- cannot carry on a conversation outside
Interactive map	[Northern subarea] traffic lights are too short to turn onto hwy 169...left turn onto hwy 169 is the same as going straight - backs up traffic on webster and range, especially congested during peak hours (7-9am and 3-6pm), plus all the semi traffic - scary and too fast, especially in the winter road conditions. people run the hwy 169 lights a lot along this entire stretch from the veteran's bridge to dog park on hwy 169. dangerous for kids on bikes and pedestrians if they want to access the river trail
Interactive map	[Northern subarea] For years I have often wondered why there wasn't a direct connection between Highway 169 and Madison Avenue. How about a bridge? It would seem like an easy fix to alleviate traffic concerns off of the dreaded Third Avenue to Riverfront Drive intersection and you could run a road tied into a Madison Avenue bridge/road (behind the Pizza Hut, etc.) or some semblance of that. I realize bridge projects aren't cheap, but this would dramatically improve the viability, visibility and access (from 169)
Interactive map	[Middle subarea] There is excessive traffic congestion on the bridge around 5:00 p.m. when drivers are going East on Belgrade Ave. and turning onto 169.
Interactive map	[Middle subarea] Belgrade Ave is the normal way I cross 169, but I avoid the area during rush hour times. Because 169 is so congested I avoid driving on any part of it. This keeps me away from businesses along the corridor.

Interactive map	[Middle subarea] A bike lane over to Belgrade from Mankato on the bridge.
Interactive map	[Middle subarea] adding color to the flood wall on the far side of the river would improve the aesthetics of the corridor
Interactive map	[Middle subarea] Poor pavement condition on lookout/center St exit ramp
Interactive map	[Middle subarea] Curves can be scary when roads are slick and people speeding. Lots of people drifting over the centerlines in general.
Interactive map	[Middle subarea] There are nice views of the river going southbound on 169.
Interactive map	[Middle subarea] lookout drive as a freeway feels overbuilt. more of a parkway feel, with landscaping, and bike trail connecting to bike facilities in upper north, lower north, judson bottoms, and trail over river bridge would be nice
Interactive map	[Middle subarea] sidewalk and trail should be wider [North Star Bridge]
Interactive map	[Middle subarea] Merge lane from riverfront drive sometimes causes safety issues with NB 169 traffic trying to get to right to get on lookout drive exit lane.
Interactive map	[Middle subarea] Make this [NB Hwy 169 on-ramp from Riverfront Dr] a two lane all the way to the top to allow more cars on this access road and get more cars off of Riverfront. 169 access form Riverfront street
Interactive map	[Middle subarea] The stoplight on the SB 169 exit onto Riverfront strongly favors Riverfront traffic over those coming off of 169. There is always a build up of traffic here.
Interactive map	[Middle subarea] Certain times of the day make this [Riverfront Dr to NB Hwy 169] route really time-consuming and frustrating. Particularly around school start/release times for West HS. Some mornings traffic is backed up all the way back to Lookout Drive.
Interactive map	[Middle subarea] turning right on to 169 south from River front dr is fairly difficult, especially with any type of trailer.
Interactive map	[Middle subarea] There is poor access and visibility to the businesses that are located on South Riverfront Drive.
Interactive map	[Middle subarea] The traffic light is red for too long when exiting hwy 169 south onto south riverfront near West High School. It was changed over the last several months, it previously turned green soon after stopping, now there is a 1-2 minute pause even when there are no cars on south riverfront
Interactive map	[Middle subarea] The approach panels on most of the bridges need to be changed to provide a smooth ride.
Interactive map	[Middle subarea] Improvements to Minneopa Trail entrance from S Riverfront Dr onto US169-paired bridge over Blue Earth River make access easier and safer
Interactive map	[Middle subarea] along hwy 169 (heading south) after the ramp near the soybean mill- any turn-off areas, even with merge lanes/separate left turn lanes (to le hillier, land of memories), is very scary - speed limits are ignored - simply too fast period.
Interactive map	[Middle subarea] I like this exit off of 169 [NB Hwy 169 to SB Riverfront Dr]
Interactive map	[Middle subarea] Minimize noise pollution
Interactive map	[Middle subarea] Noise is always going to come from traffic.... Move or get used to it.
Interactive map	[Southern subarea] Poor drainage west of the South Bend Ave intersection between LeHillier St. and 169. Water stands in the ditch and has to be pumped. If water is not pumped it will eventually run into the residents basements on LeHillier St.
Interactive map	[Southern subarea] This [Hawley St/County Rd 69 intersection] is an awful intersection and I try to avoid it if at all possible.

Interactive map	[Southern subarea] This intersection [Hawley St/County Rd 69 intersection] is problematic. It's not always easy to see the traffic from the south, and the speed of the oncoming traffic is at times too fast to react to cars pulling out and onto the highway.
Interactive map	[Southern subarea] I don't think the merging lane is long enough to get on to 169 north and this is an area where pedestrians cross to get to the bike path. A pedestrian over pass would be beneficial for safety.
Interactive map	[Southern subarea] This [Hawley St/County Rd 69] intersection is not safe, especially when vehicles are turning off of 169 and heading towards Southbend Ave.
Interactive map	[Southern subarea] This [Hawley St/County Rd 69] can be a dangerous location for crossing the hwy. Myself and many I have talked with agree we need a pedestrian walkover or Ped. Bridge over hwy 169.
Interactive map	[Southern subarea] The Shoulders are too narrow along this [County Rd 69] portion of the road for bicycles and pedestrians.
Interactive map	[Southern subarea] There is a lot of speeding that goes on in this area when coming into Mankato when the speed limit reduces to 50 mph.
Interactive map	[Southern subarea] There is a lot of speeding in both the northbound and southbound lanes. The speed limit is 50 MPH for safety reasons. Law enforcement needs to increase enforcement on this section of roadway.
Interactive map	[Southern subarea] There were posts put up in the [County Rd 33/Hwy 169] median, but when turning left off of 169 south, the grass gets tall it is difficult to see cars and especially motorcycles.
Interactive map	[Southern subarea] Although one side of the road [County Rd 33] has been given a wider shoulder, the entire roadway along the hill needs to be reconstructed, mostly due to this being a major Ag. Trucking Route.
Interactive map	[Southern subarea] I would like to see a round about built at the intersection of Hwy 169 and Hwy 68. That intersection is very dangerous!!!
Interactive map	[Southern subarea] Easier access from HWY 68 to 169 for cars and Semi Trucks. Better Pedestrian and bike accessibility.
Interactive map	[Southern subarea] This is a dangerous crossing when stopped on Highway 68 turning left onto Hwy 169 east from Minneopa area. Cars drive too fast and it is very risky when traffic is heavy. Traffic should be reduced to 55 mph for 169 traffic and a blinking hazard light added to warn 169 traffic to cars trying to cross both lanes when turning left (east).
Interactive map	[Southern subarea] Warning signs for approaching traffic would help [at Hwy 68/Hwy 169 intersection]. Speed limit should remain unchanged.
Interactive map	[Southern subarea] The US 169 & MN 68 intersection is dangerous when making a left turn from MN 68 onto northbound US 169. I think the speed limit should be held to 50 MPH until the intersection with CSAH 90, then go to 65 MPH. Also the intersection of US 169 & MN 68 should be changed to the R-Cut or J-Turn type intersection, so to reduce the severity of motor vehicle crashes.
Interactive map	[Southern subarea] This seems like a good location to put a flyover for Hwy 68 traffic, or perhaps a new intersection similar to what was done at Hwy 41 and 169 in the Chaska/Shakopee area.
Interactive map	[Southern subarea] There needs to be a stop light at Hwy. 169 & 68 Intersection. There have been to many accidents and deaths at that intersection.
Interactive map	[Southern subarea] Highway 60. Access to trail from near the golf course would be great for regional connectivity. Also would connect south to Highway 90

Interactive map	[Southern subarea] Large rv and commercial buildings here with lots of travel trying to get both directions
Interactive map	[Southern subarea] Consider moving highway 68 intersection to a location where a safer intersection or interchange could be constructed
Interactive map	[Southern subarea] People [on NB Hwy 169] don't yield to Hwy 60 traffic and cut folks off.
Interactive map	[Southern subarea] Could use a longer acceleration lane for truck traffic coming from northbound US 169 onto northbound MN 60 / US 169.
Interactive map	[Southern subarea] North bound 169 to westbound 60 could use an acceleration lane
Interactive map	[Southern subarea] Better lighting at this [Hwy 60/Hwy 169] intersection would be great. Many times when dark or poor weather it is very hard to gauge the traffic due to the highs and lows of the road plus glare from the headlights.
Phone call	Maintaining access to 169 from Webster Ave is important for businesses and business opposes a potential closure of the intersection of 169 and Webster. He said the value of his building is directly related to easy and direct access to 169. If there are efforts to close the intersection of 169 and Webster, he and about 15 other businesses will bring suit against the government entity...if anybody screws with that intersection, a price will be paid.
Email	<p>I believe this [Webster Ave] intersection critical for many businesses, including mine. While it may not be as critical for the businesses on the EAST side of the 169, there are far more businesses and residences on the WEST end that will be negatively impacted. I would advocate for a roundabout, or other traffic solution vs shutting that intersection off completely.</p> <p>I believe shutting off that intersection will cause log jams at the other inlets and outlets to 169 (Belgrade for example or the Kwik Trip intersection (that one is scary enough now, I can't imagine it with MORE people trying to get in and out there).</p> <p>Please consider keeping that intersection open. Easy on and Off.... Why make it harder for people to get to brick and mortar businesses who are already struggling??</p>
Email	I just want to make sure the state truly looks at our needs and takes it all into consideration. I'm not a fan of "J-Turns". I get into an accident almost daily on 169 J-Turns and people that don't use the speed lanes properly and just cross in front of traffic to get to their turn-back.
Letter/email	<p>Dear Mr. Androsky,</p> <p>We are a group of more than 25 businesses and property owners who rely on the Webster Ave. – U.S. Highway 169 intersection that gives access into North Mankato. For over 50 years, the access from Webster Ave. onto/off-of Highway 169 has been the vital linkage for transportation to our storefronts. Without this full access intersection, businesses would suffer financial losses in operations, property values, and in our business values. We are fearful that many businesses would perish, resulting in job losses. This intersection is also a primary gateway to northside residential neighborhoods, schools, churches, day-care centers, parks and municipal service garages. Closing this intersection would negatively affect these citizens as well.</p> <p>The businesses in our neighborhood provide a diverse set of offerings, to include freight transportation, trucking services, retail, distribution, light industrial, office, hotel and entertainment. Large truck (semi) access to and from our neighborhood businesses are critical.</p> <p>We are writing to express our strongest support in keeping the Webster Ave. - Highway 169 interchange a full access at-grade intersection. We as a group will always attempt to put our best foot forward when dealing with any level of government, but please understand, we are deeply united on our position. We are prepared to protect our long-held interests in</p>

	<p>having today's access from the Webster Ave. – Highway 169 intersection, to whatever level is necessary, including litigation</p>
	<p>The talk of closing the intersection at Webster and Highway 169 is not good news for us.</p> <p>We are the property owners of 2 buildings on Webster and operate our business there too. We also have tenants.</p> <p>We have worked hard to keep our property updated and inviting to those who enter North Mankato at this gateway.</p> <p>Our location is visible to traffic, customers can easily enter and exit our parking lot and it's easy to explain our location.</p> <p>Closing off the intersection would hamper our ability to further develop and grow our business. 18 years ago we purposefully picked this location. We designed and built the building on the corner. We invested here because we thought it was a great corner and projected this area of town was ready for more development. It has not happened as quickly as we would like but opportunity to everywhere here!</p> <p>We neighbor with several independent, hardworking businesses who deserve to have this intersection open to allow customers easy access. Keeping the intersection open will fuel more growth and vitality to this part of town and insure those who come to Mankato-North Mankato from the north and south will be impressed as they travel here instead of missing all the opportunity that will be gone from sight if you close or re-route this intersection.</p> <p>As this discussion unfolds MAPO need to know business here is real, working hard and wants to grow and improve this area – not make it a forgotten part of town. We strongly support keeping this intersection open for not just our business and success but for those that surround us.</p> <p>THANK YOU.</p>
Phone call	<p>[Reconstruction] been a big need for 30 years. Running a road by a river is never conducive.</p>
Phone call	<p>I think the speeds on 169 are too fast. I think they should wait until they get past the 169/60 junction before the speed limit is switched to 65 miles per hour. There's a lot of traffic. With Sibley/Land of Memories Park, I have to go uphill and fight traffic that's already gunning it and it's hard to get over into the left lane. I have to make a left-hand turn off of 169 up by the Hillcrest area. If I'm doing the speed limit, people are already going fast (near the Spur station). I'm not going to accelerate just to go two blocks. I made this comment years back, and a guy on his bicycle got killed in that area shortly after I made the comments.</p> <p>I had recently called the DOT about some guardrails between the northbound/southbound lanes. As I drive at the top of 169 by Hillcrest the guardrails block my vision. I drive a low car. The guardrails block my vision all year, grass grows in between the guardrails in the summer and often the grass is not mowed, further obstructing my vision. It's uncomfortable to have obstructed vision with cars going 65 mph.</p> <p>Overall across entire corridor, pedestrian safety is a concern. If you're trying to get across it, there's nowhere to cross safely. They took the crosswalk away from McCauley St. The people that live over there all cross at that point to get to the gas station.</p> <p>Trying to get across at Hillcrest is dangerous in car and on foot.</p> <p>Possibly take a look at constructing a parking lot for people using the trail. If West Sibley has access to the trail, consider making a parking lot there so people could park there as they go on the trail.</p>
Comment form	<p>Building elevated Highway all the way through town no stop lights no stop signs ramps to go up and down easy peasy never have to worry about flooding</p>
Comment form	<p>I really think the off ramps and on ramps where 169 and 14 meet up should be redone. They're very dangerous in the winter and semis have tipped over due to them</p>

Comment form	northbound 169 coming into Mankato, the speed limit drops to 50mph at the top of the hill just before oing down. Almost all the trucks come speeding right to the sign then hit JAKE brakes all the way down the hill to Southbend ave. at whitch time they and cars are still speeding past the intersection. The people living on the hill have to listen to countless jake brakes 24 hrs a day! There is no noise ord or sign so they just keep it up. I think as a possible sulation might be to move the speed limit change bact to Hwy 68, so that traffic has calmed itself to 50 before they hit the hill and post noise limit signs. Thank you
Comment form	I have been traveling this route every day from the metro to Mankato and have experienced the full impact on how important it is to maintain on how safety first, fast and convenient 169 has become. I am a 2 lane witness in admiration.
Comment form	A few thoughts: The pedestrian walkways on the bridges from 169/S. Riverfront section into N. Mankato and S.Riverfront by CHS into South Bend are pretty narrow and fill with debris from the highway fairly easily. They are also pretty difficult to maintain in the winter months in regards to snow removal. If there are plans for improving these sections for pedestrian/bike traffic they should include solutions for safe clearing of snow. I have encountered many people while plowing/blowing snow on the bridges and people will jump the barrier onto the highway because there isn't enough room for the human and the equipment on the path at the same time. There is much more to say on the subject, but I'll keep it short. Thanks.
Comment form	Just curious. I know the map is pretty general, but it looks like it's going over my house.
Comment form	What changes are suggested?
Comment form	I still think there should be more thought into connecting 169 and Madison Ave. Using Madison and Monroe as the Bridge location over the MN River..
Comment form	Eliminating the cross roads / with current Stop lights would cause extensive challenges for truckers to get to the multitude of businesses off of 169. It would cause traffic to go via alternate locations which would cause delays, traffic jams, pollution to residential areas and damage to city streets not made for the weight and usage of additional traffic. It would ultimately cause the area to look like Belle Plaine and the unrecoverable damage done to those businesses. The couple of minutes possibly saved by going around the current situation is not worth the millions of dollars spent on redeveloping this area or the millions of dollars lost to the current businesses
Comment form	My only concern is at the far west end near 169 & 60 South, and the truck crossing entrance to our Mankato branch.
Comment form	There needs to be a stop light on 169 & 68. There has been to many accidents and deaths at that Intersection. People are driving 70 MPH when coming up the hill by Hillcrest.
Comment form	I am concerned about the area around the Veterans bridge, Belgrade and entering/leaving 169. I live on Belgrade Ave near Range St. I walk or bike to the hiking path or Mankato fairly often. Widening the sidewalks over the bridge really helped. While I am careful and stay back as much as I can, the on and off ramps can be dangerous for pedestrians.
Email	My concern, even with the recent improvements, the continuing danger of the 169/68 intersection. Increased safety can be achieved by increasing the speed limit from 50 MPH to 65 MPH, on the westbound lanes, AFTER the intersection and decreasing the speed limit, from 65 MPH to 50 MPH, on the eastbound lanes, BEFORE the intersection.
Email	<p>I live on Stewart st in north Mankato. 169 is my neighbor across the street.</p> <p>Question, is there any talk about noise reduction for the people in my area? We did have trees planted 10-15 years ago and that helped some but maybe something more could happen.</p> <p>Question 2 , the chain linked fencing ... I'm not a fan of, why is it there and can they get rid of it? It looks terrible and is in poor shape. The weeds and trees grow in the fence and makes it look bad.</p> <p>Just my 2 cents worth I'll be watching the zoom meeting tonight, thanks.</p>

Comment form	Our business, near the junction of 60 & 169 South, concerns is to maintain a safe access for our trucking customers and employees that arrive from both directions. Short term, it might make sense to install flashing yellow overhead or shoulder sides, reduce speed as trucks cross. Another option would be to add an acceleration lane for both directions. There are other businesses on both sides of our immediate area that may also have suggestions
Comment form	Raise the speed limit please. Tired of getting tickets for doing 70 when everyone else is doing the same.
Comment form	Hi there, I missed the meeting the virtual open house but wanted to submit some quick input if still possible. We live across from Minneopa Golf Course. Here are the top 3 things we'd like to see come from this study. 1. A bike path along the south side of 169. Also, you could connect bike trails along hwy 90 with the bike trail on hwy 169 by creating a trail near or along Pintail Street. 2. A pedestrian overpass/bridge either at the Lehillier intersection or at Hwy 68. 3. Better options for getting on/off 169 from the south side. The intersection at 169 and Lehillier gas station is horrible. The on ramp is especially dangerous with how fast traffic flows on 169. Thank you! We really look forward to participating in this study and to any ideas and improvements that take shape.
Letter	Please consider sound abatement, particularly near Blue Earth River, as sound magnifies in west Mankato. Consider tree planting as well as physical barriers.
Social media	Put ramps in and take out stop signs and lights
Social media	The rumor is the state wants to put roundabouts through the city of Mankato/North Mankato on 169 does are suggestions even matter more than likely not
Social media	The area at the quick mart(?) station going toward the nursing home, that whole area of 169 needs many improvements.
Social media	PU-LEASE!!! No more ROUNDABOUTS!
Social media	a roundabout at the junction of #160 and #60 might be OK, but they are too close together in Mankato, stupid
Social media	You should bypass North Mankato somehow. It gets congested with the stoplights, many turn lanes and on/off ramps. Also the left turn to get into Southbend needs fixing
Social media	Create a bypass from north of st. Peter to south of Mankato
Social media	At the junction of 169 south and BEC 90 needs to be completed with the planned cloverleaf exits. It is the best exit to get into the Southbend area. Both these roads have increased in vehicles steadily since I moved here 20 years ago! This intersection, as is, can be dangerous in not perfect weather conditions.
Social media	I have learned they ask for our opinions but they already know what they are going g to do. They are just trying to make us feel included and really don't care what we think!
Social media	Please put a stop to this.. there is absolutely nothing wrong with whats already there... and tbh the state doesn't take care of the whole section anyway. Im embarrassed for the travelers coming to Mankato or thru Mankato/north Mankato that have to see the lack of care. Imo, i think this is just a waste of time and money for something that is not needed. I could think of thousands of other things that money could be used more beneficial for.
Social media	Seems to me the problem is not so much the road but some of the people driving on it. Many need a good driving refresher course.
Social media	There is a reason so many cities are adding round abouts. They are safer and way more efficient. Personally I hate traffic lights. 9 times out of 10 I am sitting at a red light with no traffic. Its so pointless.
Social media	it would be nice if they would figure out a way to keep the plows from getting stuck on roundabouts. Happens by my place every single year since they put in the roundabout

Social media	Round Abouts ARE NOT SAFER I've had more close calls in those STUPID Round Abouts from 4 wheelers not yielding like their sapsopse to and they NEVER make them big enough for big trucks with out running up on them
Social media	Not a problem with the roundabouts, it's a driver problem. And they are designed for trucks to run up on them.
Social media	Reroute north/west around North Mankato.
Social media	Nothing wrong with it. Spend money on something else
Social media	ROUNDABOUTS are so OVERUSED!!! Sick of it.
Social media	Finish highway 14 to New Ulm first. Save lives before congestion
Social media	I've seen plans to replace the 169-14 interchange with a proper cloverleaf intersection. Too many accidents when drivers have to cross lanes. McDonald's would have to go for a cloverleaf.
Social media	Anybody east bound on 14 wanting to go north on 169 has to cross southbound 169 traffic. Likewise, anybody northbound on 169 wanting to go west on 14 has to cross traffic on southbound 169. I've seen a lot of accidents there, I work near there. A proper cloverleaf would eliminate haveing to cross any traffic lanes or stopping at all.
Social media	Stick to roads. Bike riders are scarice.
Social media	Build an elevated Highway all the way through town one long continuous Bridge on and off ramps no stop lights. All projects like this would be paid by the government. If they can build a road across Lake Pontchartrain. This is a easy project. I will draw the plans for free. Yes I'm a Architectural Engineer. What is your idea? What are you willing to do for the project. What is your relationship with this project. Maybe a rail system also to the cities. Hook it up with the finished Hwy 14 project and the by pass around St.Peter. it just an idea.
Social media	Flow could definitely be improved, and there are a few danger spots. I was almost killed at one. Stop lights are gas guzzlers and time-wasters
Social media	The interchange of 169 and 14E in Mankato/N Mankato . Many drivers need to go N on 169 off 14 E. The cheapest, best and easiest solution to this bottle neck dangerous situation is a "fly over" lane from 14E which then merges with 169N No land need be purchased. No businesses displaced. The example exists on 494 W flying over to 169 S in Bloomington. It works and works very well.
Social media	Increase the speed. No reason to be 50 mph
Social media	It is a real challenge to get out of highway 68 at times
Social media	Change something about the southbound left turn lane right after the quick mart
Social media	Build a belt loop around both cities.
Social media	Some fly over designs (ie at 169/41 in Shakopee) work really well and that may be an option. We cannot keep it "as is" due to speed limit lack of enforcement. Some people are flying through at 70 MPH and others are following posted speed limits, which makes it dangerous. Unless someone, whether it be MPD, NMPD, Blue Earth County, Nicollet County, or State Patrol, takes ownership of enforcement, it's only going to get worse until someone is seriously injured or killed.
Social media	Need to raise the elevation of the turn lane on 169 North to 14 West. Hard to see what's coming at you.
Social media	Have ppl slow down! Vast majority of drivers are going 60 in a 50 and get really angry, even if you go 55.

Social media	<p>for some that may have been traveling the 4 lane for some time, they aren't seeing reasons to slow down therefore their mind stays on auto pilot and don't notice the speed sign.</p> <p>The only area that has obvious reason for a slow down is once you get close to the stop lights. The entire stretch to the west of the lights is the same old four way as it is to Lake Crystal. For outsiders, they may not even notice they have come upon a town yet</p>
Social media	Put up a sound wall along 169 as it passes through Mankato so we are deafened by traffic anytime we try to use the river.
Social media	Shut it all down and make people walk uphill both ways like in the old days.
Social media	Stay east of the Minnesota river at LeSeuer.
Social media	Why even bother, the state will do exactly what they want to do. Pretty sad state of being that we have these days.
Social media	Improve the ramps to 14. Crossing traffic is not safe nor are the slopes of the ramps
Social media	Passenger trains that were supposed to be built on 2008
Social media	Some kind of interchange is needed at Hwy 68. Increasingly dangerous as traffic increases. Many tanker trucks access the tank farm near there. I didn't see that intersection addressed in the plans
Social media	Keep it the same stop looking for ways to blow money. It's been working just fine for years.
Social media	you're going to do something even if it needs nothing but please don't fill it with roundabouts
Social media	Finish hwy 14 first. Seriously. Or widen hwy 60.
Social media	I think that Widening HWY 60 would be a great plan. I think HWY 14 should be a 4 lane as much as possible with as much as it's traveled
Social media	MnDot will screw it up, like not putting acceleration lanes in j-turns. On that note, a St. Peter bypass would be nice.
Social media	Could use a 6 lane at least between the Highway 14 bridge and the Memorial Bridge. Gets pretty congested there with all the semi traffic.
Social media	Noise pollution. Please do something to minimize 24 hour noise
Social media	walls help with both pollution and noise
Social media	Why do you keep looking for ways to spend highway dollars for bike lanes or trails when we have a trail/walking trail already? Maintain the roads we have and finish hwy 14
Social media	Mankato trying to act like they want people's' opinions.. believe me the outcome is already decided they plans already drawn up they are just pandering to the public as usual.
Social media	Is it necessary?
Social media	Webster Avenue MUST remain open, for the many businesses in that area!
Social media	<p>Webster and Hwy 169 needs to remain a full function access intersection at grade where one can go North, South, East and West, from and too. That intersection is North Mankato's farthest North intersection and has to remain within the boundary of North Mankato. North Mankato's City Council has drafted, a few years ago a resolution that states that the Webster & Hwy 169 intersection needs to remain a full function at grade intersection. If the intersection is moved north it has to remain within the boundary's of the City of North Mankato even if that means Mankato transferring ownership of land to North Mankato to make that intersection within the boundary's of North Mankato. North Mankato needs to maintain control and ownership of that intersection, that cannot happen if that intersection lands in Mankato's city boundary's.</p>

Social media	Post "No Jake Braking" signs, the truckers need to stop this noise pollution!
Social media	We need fast electric trains not more roads to Create pollution
Social media	Restricted crossing U-turn intersections. Ex: north end in St Peter or at Hwy 14/Cty 17. To be installed in lower N. Mankato, replacing or lessening the impact by traffic signals.
Social media	Three lanes no stop lights
Social media	STOP MAKING ROUND-ABOUTS!
Social media	Just no roundabouts please
Social media	Round abouts are so much safer and more efficient than traffic lights.
Social media	More roundabouts. 3 lanes wide. Increase speed limit to 85mph.
Social media	Please, no more roundabouts!
Social media	NO MORE ROUNDABOUTS !
Social media	A waste of tax payer money
Social media	Waste of time and money
Social media	More wasteful spending
Social media	NO ROUND ABOUTS.
Social media	Semi drivers hate them [Roundabouts]
Social media	Please, no more roundabouts!

Hwy 169 Corridor Study Phase 2 Engagement Summary

8/30/2021

Overview

The purpose of the second phase of public engagement for the Hwy 169 Corridor Study was to share the draft design concepts with the broader community and collect feedback on what people like and dislike about the designs. The phase occurred between June 15, 2021 and July 12, 2021. Figure 1 includes a summary of the engagement strategies used.

Photo from Songs on the Lawn



Figure 1: Phase 2 Engagement activities

Date	Strategy	Description	Participants
June 15, 2021	Focus groups	Two focus groups with businesses adjacent to the corridor	16
June 23, 2021	Online meeting	Public meeting via Zoom videoconference	40
June 23 – July 12, 2021	Online open house website	Website with comment form and interactive map	316
June 24 & June 28, 2021	Pop-up events	Tabling at Songs on the Lawn in Mankato and the North Mankato Farmers Market	Approx. 80
June 15 – July 12, 2021	Email, phone call, or letter	Comments submitted via website comment form, email or phone call	8

Focus groups

Two focus groups were held on June 15, to collect feedback from businesses adjacent to the corridor. The focus groups were organized by businesses location in the three corridor subareas (i.e., north, middle, and south). The middle and south subareas were combined into one focus group. Businesses were invited through direct mail and email. Sixteen business representatives participated in the focus groups.

Online meeting

An online meeting was held via Zoom videoconferencing on June 23, 2021 at 5:00 p.m. During the online meeting, participants were divided into two breakout rooms based on which subarea they were most interested in and they asked questions and provided feedback on the draft design concepts in their subarea. The middle and south subareas were combined into one breakout room. Forty people attended the online meeting.

The meeting was promoted through a variety of methods including:

- [Project website](#) was updated with online meeting information and other engagement opportunities
- **Social media posts and ad** published on MAPO's Twitter account and MnDOT's Facebook account
- **Email blasts** were sent to project email subscriber list
- **News release** was sent to local media outlets
- **Project partners** (i.e., cities and counties) shared information with their networks

Online open house website

The [online open house website](#) was active between June 23 and July 12, 2021. The website shared the draft design concepts on an interactive map, and participants could provide feedback on the designs by placing a pin on the map or submitting a comment form. The website was promoted through the same communications methods listed above for the online meeting.

There was a total of 316 unique visitors on the site. There 69 comments on the interactive map, and 11 comments submitted through the comment form.

Pop-up events

Project staff tabled at Songs on the Lawn in Mankato on June 24, 2021, and North Mankato Farmers Market on June 28, 2021. Pop-up participants reviewed the draft design concepts on boards and provided feedback directly to project staff. Staff spoke to approximately 45 at Songs on the Lawn and 35 people at North Mankato Farmers Market.

Email, phone call, or letter

Between June and July 2021, eight people provided feedback to project staff through the website comment form, email, or phone call.

Online interactive map

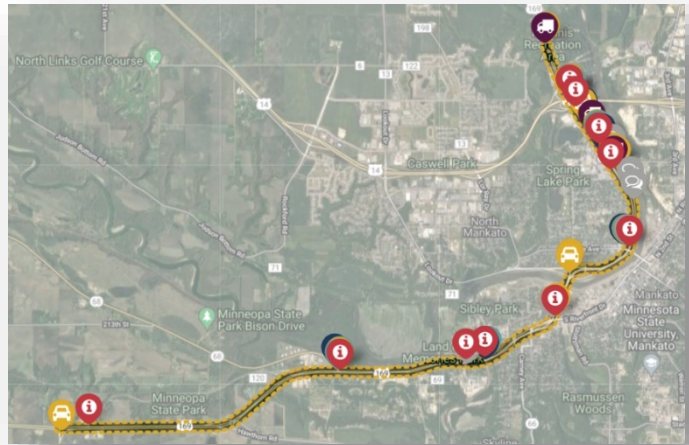


Photo from North Mankato Farmers Market



Highlights

The key highlights from comments are summarized below:

- **North segment** (Lake St to Belgrade in North Mankato and Mankato)
 - Many supported constructing a full cloverleaf interchange at Hwy 14, and some supported constructing a diverging diamond interchange.
 - Mixed support for roundabouts at N River Ln and Webster Ave and interchanges at Hwy 14 and Webster Ave.

- Most people supported the Range St concept that keeps the intersection open to Webster Ave.
- Some businesses expressed concerns for their economic viability with the proposed concepts that close Lind St and N River Ln.
- Many people supported the proposed pedestrian and bicyclist crossing improvements in the north segment, and most people preferred the crossing north of Lind St.
- **Middle segment** (Belgrade Ave/Veterans Memorial Bridge to Blue Earth River crossing in North Mankato and Mankato)
 - Many supported the pedestrian improvements concept at Belgrade Ave/Veterans Memorial Bridge compared to the roundabout concept.
 - Some support for the Riverfront Dr signalized corridor and right turn lane concepts; however, few people provided comments on Riverfront Dr.
 - Some people said that merging at Lookout Dr and Sherman St before getting on southbound Hwy 169 is unsafe because there is no clear indication of which road has right-of-way and which should yield.
- **South segment** (Blue Earth River crossing to Hwy 60 in Mankato and South Bend Township)
 - Many people supported the proposed pedestrian and bicyclist improvements in the south segment and most people preferred the Hawley St pedestrian bridge concept.
 - Some people supported the proposed County Rd 33 Green T design concept compared to the Hawley St Green T design.
 - Many people expressed support for the proposed acceleration lane from Hawley St to eastbound Hwy 169.
 - Many people said that they like the proposed High T at Hwy 68.
 - Some concerns that the proposed Reduced Conflict U-Turn (RCUT) at County Rd 120 will not address the acceleration challenges for trucks turning onto Hwy 169 from County Rd 120.
 - Some support for the County Rd 69 RCUT concept if turns are wide enough for truck and trailer turning movements.

Comment Summary

The following sections include summaries of the public comments collected during phase two engagement, by segment and intersection. For a table showing all comments, see Figure 3.

North Segment

The north segment is between Lake St and Belgrade Ave in North Mankato and Mankato.

Hwy 14

Many people supported the draft design concept with a full cloverleaf interchange at Hwy 14. People said the Hwy 14/Hwy 169 interchange has a lot of traffic from residents driving between home and work in Mankato and North Mankato and regional traffic that is looking to get through the corridor quickly. Many stated that a full cloverleaf would ease traffic flow the best out the proposed design concepts. However, businesses expressed concerns for their economic viability if access is removed at N River Ln and Lind St for the full cloverleaf concept. Some people supported constructing a diverging diamond interchange because

it had the highest evaluation score. People who did not support the diverging diamond interchange were concerned about the traffic lights restricting traffic flow and increasing risk of collisions.

N River Ln and Webster Ave

There was mixed support for the proposed concepts with roundabouts at N River Ln and Webster Ave and interchanges at Hwy 14 and Webster Ave. People who supported the interchange concept said the design would allow through traffic to get through the area quickly, and people who supported the roundabouts concept said roundabouts would maintain easy business access while also improving traffic flow in the area. Many people opposed the traffic signals and RCUT concepts at N River Ln and Webster Ave. People said the traffic signals concept would have the same congestion issues as the existing traffic lights at Lind St and Webster Ave, and the RCUT concept is confusing for drivers and challenging for a truck and trailer to make the turning movements. Additionally, some businesses expressed concerns for removing access at Lind St with the proposed N River Ln and Webster Ave concepts because they could lose customers.

Range St

While few people provided feedback on the Range St concepts, most said that they like the concept that keeps the intersection open to Webster Ave since this design would maintain direct connections to Range St businesses and be easier for people unfamiliar with the area to navigate.

Pedestrian and bicyclist connections

People who provided feedback on the proposed pedestrian connections in the north segment commonly supported a crossing north of Lind St to provide a direct connection from North Mankato neighborhoods to the trail adjacent to the Minnesota River.

Some people expressed concerns for pedestrian and bicyclist safety crossing at roundabouts and some people said they support constructing a pedestrian bridge in the north segment so pedestrians and bicyclists can safely cross Hwy 169 without crossing in front of car traffic.

North segment



Middle segment

The middle segment is the area between Belgrade Ave/Veterans Memorial Bridge and the Blue Earth River crossing in North Mankato and Mankato.

Middle segment

Belgrade Ave

Many people supported the pedestrian improvements concept at Belgrade Ave/Veterans Memorial Bridge compared to the roundabout concept. People who did not support the roundabout concept said the existing traffic lights on Belgrade Ave already work well, roundabouts can be perceived by pedestrians as dangerous to cross, and construction is too costly for the roundabout.



Riverfront Dr

While few people provided feedback on the Riverfront Dr concepts, there was some support for the signalized corridor concept and the right turn lane concept.

Most people who commented on the Riverfront Dr concepts opposed the design concept east of Hwy 169 because of the property acquisition impacts and cost for construction.

Other

Several said that there are safety issues for cars merging at Lookout Dr and Sherman St before getting on southbound Hwy 169 at the North Star Bridge. People said that there is no clear indication of which road has right-of-way and which should yield, so people slam on their brakes or speed up when two cars approach the merge at the same time. Some people suggested signage could help with the confusions and clarify which road takes right-of-way.

South segment

The south segment is between Blue Earth River crossing and Hwy 60 in Mankato and South Bend Township.

Pedestrian and bicyclist connections

Many people supported the proposed pedestrian and bicyclist improvements crossing Hwy 169 in the south segment. Most people preferred the proposed Hawley St pedestrian bridge compared to the Blue Earth River Bridge pedestrian underpass. People said that there is an existing underpass and stairway at the Blue Earth River Bridge, so a new pedestrian connection near Hawley St would be better.

Hawley St and County Rd 33

Although few people provided feedback on the Hawley St and County Rd 33 Green T concepts, more people supported the County Rd 33 Green T than the Hawley St Green T design. People said it is difficult for cars at Hawley St to see westbound Hwy 169 traffic because of the curve after the Blue Earth River crossing, and there were concerns that this could cause issues with cars from Hawley St merging onto westbound Hwy 169.

In addition, many people expressed support for the proposed acceleration lane from Hawley St to eastbound Hwy 169. The proposed lane would be longer than the existing acceleration lane, providing more time for Hawley St traffic to get up to speed with cars on Hwy 169.

Hwy 68 to County Rd 90

Many people said that they like the proposed High T design at the Hwy 68/Hwy 169 intersection. People said the design would be safer and reduce the risk of severe collisions because drivers going to and from Hwy 68 from westbound Hwy 169 would not cross in front of eastbound Hwy 169 traffic.

However, some businesses expressed concerns that the proposed RCUT at County Rd 120 will not address the acceleration challenges for commercial trucks turning onto Hwy 169 from County Rd 120. They suggested adding acceleration lanes in the proposed design.

County Rd 90 to Hwy 60

There was some support for the County Rd 69 RCUT concept; however, few people provided feedback on the proposed concepts between County Rd 90 and Hwy 60. There were some comments from businesses about ensuring turns are wide enough for a truck and trailer to make the movement.

South segment



Figure 2: Phase 2 engagement comments

Some of the following comments are paraphrased because they were provided verbally. The location indicates which area of the corridor the comment addresses. Some people provided comments on more than one location or on the entire corridor. Comments are organized by their primary location addressed or it is noted if location is not applicable.

Source	Location	Comment
Email	Belgrade Ave	I have been involved and all that happens is you're asking for my opinion on what changes to be made. Why am I hearing comments that talk about a roundabout at the bridge and not closing Webster when it sounds like something has been shown to some of the people that would arouse such comments? Should I be submitting things like a roundabout in LeHillier or an overpass for Why 68 to cross the hay above ground so collisions would be eliminated at ground level? If you have some ideas of what could be done, why are you not telling us what they are so I can base my thoughts on what you think is possible and might have in the works. My thoughts for a stop signal in LeHillier have long been debunked because it would be at the base of a slope and would make many people have added wait time. They put County 90 through the homestead on my farm and if you think that I have not gotten involved in roads and what's happening, you are wrong. When it was decided that drainage along the County 90 would only be a 10 year-24 hour storm event, there is no way that a 24 inch culvert is going to carry all of the water that comes out of the long ravine that the road destroyed. What I want to see is the ideas that city people seem to be talking about at your meetings. Sharon
Focus Group	Hwy 68/CR 120	Proposed RCUT at CR 120 wouldn't really help with the issue at the intersection. Issue is that employees, customers, and deliveries need an acceleration lane on eastbound Hwy 169 heading toward Mankato. Support the High T at Hwy 68. Would it be possible to do that at CR 120?
Focus Group	Hwy 68/CR 120	Most employees live in Madelia and Lake Crystal. Crossing speeding westbound Hwy 169 traffic to CR 120 is challenging and unsafe.
Focus Group	Hawley St/CR 33	Left turns from Hawley St onto Hwy 169 are unsafe because it's a blind curve. Westbound Hwy 169 traffic can't see cars at Hawley St. The Green T at CR 33 would be safer than at Hawley St, but what would be best is a High T at Hawley St.
Focus Group	CR 69	Make sure the RCUT at CR 69 is wide enough for a tractor trailer to make the turns
Focus Group	CR 69	Would like design to include flashing yellow signs to signal to drivers that trucks are getting onto Hwy 169 at intersections. Don't like traffic circles, but J-turns seem to work.
Focus Group	N River Ln/Webster Ave	Concerned that semis won't be able to easily make a left turn at the N River Dr/Nr River Ln intersection. Was a roundabout at Lind St considered? Would the diverging diamond interchange keep the Lind St intersection open? McDonalds is a convenience destination. Closing Lind St will hurt the business.
Focus Group	Lake St	Do any of the Hwy 14 interchange options close off access at Lake St?
Focus Group	N River Ln/Webster Ave	Prefer the roundabout concept at River Ln and Webster Ave. Traffic lights are bad for through traffic.
Focus Group	Hwy 14	Prefer to keep the Hwy 14 interchange as is
Focus Group	Range St	Keep Range St open to traffic because it'll be easier for drivers to see how to access businesses
Focus Group	N River Ln/Webster Ave	Pedestrians are mostly likely to cross Hwy 169 at Lind St. Prefer the crossing at Lind option
Focus Group	N River Ln/Webster Ave	It's really hard for truck traffic to make the "s" turn on N River Dr near the Harley Davidson.
Focus Group	N River Ln/Webster Ave	Make sure the acceleration lane from N River Ln to northbound Hwy 169 is long enough for trucks to get up to speed with traffic.
Focus Group	N River Ln/Webster Ave	Add signage for businesses losing direct access from Lind St, like McDonalds and Kwik Trip.

Source	Location	Comment
Comment form	Hawley St/CR 33	I live by the Clark station. When my husband and I try to get on 169 it is hard because we have to wait for the cars to get by before we can get on. This does cause a back up on this. There is also 4 way intersection and I've almost had an accident there several times because the ones coming from the Big Gain area and they have a stop sign. I need to turn to the far left. I turn on my signal and the one at the stop sign pulls through and I get cut off.
Phone call	Hwy 68/CR 120	<ul style="list-style-type: none"> • Benco is very concerned about existing safety concerns at the CR 120 and Hwy 68 intersections. They have multiple trucks entering/exiting Hwy 169 daily and their business requires quick response to customers. • They witness many close calls daily as traffic entering Hwy 169 misjudges the gap available and oncoming traffic has to quickly merge and/or quickly brake to accommodate. He said this is exacerbated by Benco's trucks (some with trailers pulling heavy equipment) which are slow moving and take time to accelerate. • Benco would like to see acceleration lanes in both directions at CR 120 in the short-term and is willing to discuss providing land to accommodate this (at least on their side of the highway where they own multiple parcels and the farm field adjacent to their building). • Benco is not supportive of an RCUT since it doesn't address their primary concern of space to safely accelerate. • Tim said Benco fought hard several years ago to keep the CR 120 intersection open as there was apparently talk of a closure at that time. Benco would oppose any type of closure at this intersection. Note: we do not have a concept that shows a full closure. This was something Tim brought up. • I talked to Tim about the potential to reroute their trucks/employees to the Hwy 68 intersection if it were improved to something like the High-T intersection which would greatly improve safety and operations. He likes the High-T design but is concerned about additional travel time and railroad delays impacting their response time to customers. • Tim stated there are issues at the existing Hwy 68 intersection since people do not use the median/acceleration lane properly. He said many yield in the median when they really should keep going since they have a dedicated northbound acceleration lane. This causes confusion with drivers also wanting to cross the southbound 169 lanes and enter the median and then find out the vehicle in front of them stopped and is taking up the space in the median.
Open house	Riverfront Dr	Taking access off of Riverfront Drive may be problematic. Where will businesses have their second access? Burger King might not like it.
Open house	Riverfront Dr	What is the staking problem at the Riverview Drive with the signalized concept? Stoltzmann Rd experiences long delays.
Open house	Riverfront Dr	With new through lane at Riverfront Drive, how much foundation impact for bridge? Bridge deck width will be a challenge.
Open house	Riverfront Dr	For Riverfront Dr fly over concept, access to the title company will be problematic.
Open house	Riverfront Dr	Will access at small street serving the Leatherworks be maintained?
Open house	Hawley St/CR 33	Will the Amos Owen RCUT, need to adjust road elevation? People are not slowing down going up the hill to make the U-Turn
Open house	Hawley St/CR 33	Is it pretty sure that Hwy 169 will have extra lane over the Blue Earth River? It's a great idea. A lot of vehicles don't follow the yield sign.
Open house	N River Ln/Webster Ave	Has there been Pedestrian crashes?
Open house	N River Ln/Webster Ave	Considering the destinations at Lind and Webster, would we consider more than one Grade separated crossing?
Open house	N River Ln/Webster Ave	Do the roundabouts have more longevity than the traffic lights concept?
Open house	N River Ln/Webster Ave	What is the level of service off Webster and Lind for roundabouts?

Source	Location	Comment
Open house	N River Ln/Webster Ave	What is the cost to society for the crashes at Lind and Webster?
Open house	Range St	To reduce conflicts at Range and Webster, close the north side entrance to Speedway and move driveway entrance further south so it's not impeding on cars piling up at Range/Webster.
Open house	N River Ln/Webster Ave	How would the ramps work with the Webster interchange option?
Open house	N River Ln/Webster Ave	There are lots of places stopping traffic on Hwy 169 in the existing layout. Want to reduce the number of traffic signals when the road is reconstructed.
Open house	Hwy 14	Is there a difference in crash rate for diverging diamond interchange compared to roundabout or traffic lights option?
Open house	N River Ln/Webster Ave	By pedestrian grade separation, does that mean a pedestrian bridge or underpass?
Open house	N River Ln/Webster Ave	A future trail on Hwy 14 is already planned. Prefer the other concepts.
Open house	N River Ln/Webster Ave	Kwik Trip prefers the traffic signals concept or roundabouts concept.
Comment form	N River Ln/Webster Ave	Why can't you lower 169 10 to 13 feet and put an overpass above at both intersections 6 to 10 feet above existing grade that will give you a minimum of 16 feet clearance, also you would not need to detour traffic just lane shifts throughout the entire project. The Lind and Webster streets wouldn't need signal lights either. Construct just like the Veterans Memorial Bridge. If space is limited construct retaining walls to bring exit and on ramps closer to 169.
Comment form	Hwy 68/CR 120	We definitely do NOT need another round about!! By the time vehicles leave Lehillier they are going 80 MPH when they reach Hwy. 68. It is a death trap.
Email	N River Ln/Webster Ave	What are the alternatives to RoundABOUTs on 169? This honestly seems like the absolute worst option, how does it rank so high? Is it due to federal funding? What is the best way to keep 169 free of roundabouts and get it to being a high speed exit for Mankato? We just bought a house in Mankato and I really don't want to have to move if this plan goes through in the next couple of years.
Songs on the Lawn	N River Ln/Webster Ave	Prefer roundabouts at Webster vs. signals
Songs on the Lawn	N River Ln/Webster Ave	No J turn, no R cut. Both are dangerous
Songs on the Lawn	N River Ln/Webster Ave	Safety problems for pedestrians crossing 169 at Webster. Put in a bridge?
Songs on the Lawn	Belgrade Ave	Pedestrian safety and comfort need to be improved along Belgrade to the bridge
Songs on the Lawn	Hwy 14	Best option 1. 14/169: complete cloverleaf. 2. Concept 1B 3. Agree with Belgrade/Vets Bridge roundabout 4. Agree with Riverfront Dr East of 169 concept
Songs on the Lawn	Hawley St/CR 33	Needs to be improved bike trail connectivity from Le Hillier to Williams Nature Center
Songs on the Lawn	N River Ln/Webster Ave	I am concerned about the safety of roundabouts
Songs on the Lawn	Hawley St/CR 33	Drivers do not slow down in Southern Segment to match the speed limit decrease

Source	Location	Comment
Songs on the Lawn	Belgrade Ave	Right now there is concern for bike and vehicle conflicts on Vets Memorial Bridge
Songs on the Lawn	N River Ln/Webster Ave	Prefer roundabout at Webster. I drive north on Webster and cross 169 every day. I cannot tell if opposing traffic is going to go straight or turn left. A roundabout would fix this.
Songs on the Lawn	N River Ln/Webster Ave	Go with the two roundabouts
Songs on the Lawn	Hwy 14	After seeing Hwy 14 interchange concept 2C, I believe this would be a great benefit to drivers' safety
Songs on the Lawn	N River Ln/Webster Ave	J turns are the WORST idea - EVER!
Songs on the Lawn	Belgrade Ave	The stoplights at Belgrade are too fast for pedestrians to cross with enough time.
Songs on the Lawn	Hawley St/CR 33	In the Southern Segment, the pedestrian crossing by the gas station is dangerous for pedestrians.
Email	Belgrade Ave	I was wondering if replacement of the barrier wall between the Veterans Bridge and the North Star Bridge. was part of this project or on MnDOT's schedule. The wooden wall has deteriorated and there are larger gaps between the boards. I believe the noise from the highway has increased in recent years, but of course that's subjective. I'm not sure if MnDOT has checked the sound coming through the wall, or has any plans for replacing it. If there is someone at MnDOT you can point me to, or if you know anything about that issue, I'd appreciate it.
North Mankato Farmers Market	N River Ln/Webster Ave	R-CUT not supported. Opt to move past this type of intersection for more accessible business. [in Northern Segment]
North Mankato Farmers Market	N River Ln/Webster Ave	The traffic lights at Webster don't read my motorcycle. I have to pull into the gas station parking lot and wait for a car to come to trip the green light.
North Mankato Farmers Market	N River Ln/Webster Ave	[in Northern Segment] I support concept 1B. No on 1C.
North Mankato Farmers Market	Hwy 14	The diverging diamond makes sense.
North Mankato Farmers Market	N River Ln/Webster Ave	No to RCUT at Webster
North Mankato Farmers Market	N River Ln/Webster Ave	Recommend a dedicated left turn light at Webster.
North Mankato Farmers Market	N River Ln/Webster Ave	North: River lane: Roundabout. Hwy 14: Add signal, eliminate S. loop. Middle: Belgrade: Roundabout. Riverfront: Signalized corridor
North Mankato Farmers Market	N River Ln/Webster Ave	Important to balance business access in North Segment
North Mankato Farmers Market	N River Ln/Webster Ave	The Northern Area needs to be redone (invest in new buildings)
North Mankato Farmers Market	N River Ln/Webster Ave	People will not like RCUTS

Source	Location	Comment
North Mankato Farmers Market	N River Ln/Webster Ave	Prefer roundabouts to signals in Northern area.
North Mankato Farmers Market	Hawley St/CR 33	Flooding on 169 in Southern Segment during rain. Big problem.
North Mankato Farmers Market	Hawley St/CR 33	Driving north on Hawley to turn on to 169 is very dangerous, you can't see oncoming vehicles. Even if they let the grass grow a little bit, can't see over the grass. Also bad with snow.
North Mankato Farmers Market	N River Ln/Webster Ave	Better education to people on how to use roundabouts
North Mankato Farmers Market	N River Ln/Webster Ave	Roundabouts work well in Europe and should work here too.
North Mankato Farmers Market	N River Ln/Webster Ave	No more roundabouts. They are dangerous to our roads.
North Mankato Farmers Market	N River Ln/Webster Ave	Any roundabouts on 169 must be accommodating to large commercial truck traffic.
Email	Hwy 14	<p>I viewed the presentation and I think for the Hwy 14 interchange, eliminating the existing loop is definitely the wrong option.</p> <p>The main goals of 169 corridor, from memory, is to improve safety and streamline traffic flow from within the Twin Cities through Mankato. So eliminating the traffic signals and reducing the number of vehicles that have to cross the opposing lane of traffic to get onto or off of hwy 14 is improving traffic flow and positioning the interchange for the future. By going backwards and making more traffic cross 169 is making the situation worse. Additionally, when crashes and deaths increase, this interchange will be at the back of the line to correct the problem created by saving some money.</p> <p>The double-diamond intersection is also very poor for this part of the state. Drivers in Mankato and passing through struggle with traffic circles and even, especially, center turn lanes (they turn from the traffic lanes now - very often). Plus this will also result in delays because of the traffic signals and the confusion drivers will have, and some will even stop with no reason because of the confusion.</p> <p>A full cloverleaf is the best option for the intersection of the two major highways in Southern Minnesota. If limited funds are available, constructing the northeast part of the cloverleaf will reduce the amount of traffic crossing 169 by a half I'm guessing. But MNDOT has not balked at cost for other counties along 169 in the past. The additional money with aesthetics in St. Peter like fencing, flower pots, Christmas lights and trees were quite indulgent. Extra aesthetics for Bloomington interchanges are also generous.</p> <p>Closing off the Lind Street exit will put the McDonald's largely out of business. I think that MNDOT will need to move that business - which is fair for cutting off access to a vibrant business that relies on easy access. MAPO needs to support that. Kwik Trip also will be impacted and should be compensated or rebuilt. So the idea of not making a full interchange and not moving the McDonald's is unthinkable. If that is the case, nothing should be done and Lind Street should remain open.</p> <p>Traffic circles would be good for the other locations. Access to Monroe should be blocked. Cars coming from North Mankato onto 169 have resulted in a lot of close calls that I witnessed. I know North Mankato wants to keep that and said that this will back up the Bellgrade exit, but there just isn't enough use of Monroe to cause that.</p>

Source	Location	Comment
Comment form	N River Ln/Webster Ave	Roundabouts need semi truck thruput design to be feasible. Ped crossings at the Webster and midpoint intersections will have to be at grade—no one will use overhead or tunnel designs. Adding the ped connection at TH 14 to the bridge, both river trail connections and the north Mankato hill trail will be used and is a good concept adopted when the bridges are updated. The frontage roads concepts are very workable. The Hwy 68 layouts are difficult to justify since the present lane and bridge and trail meet present demands safely at present and likely future traffic volumes. Good concept that should be advanced with the infrastructure legislation making it sooner than current funding anticipates.
Comment form	N River Ln/Webster Ave	i think that the process would be easier if all the areas with a boundary of the west side of the Minnesota river and to the North of Belgrade avenue and to the South of Hwy 14 were part of North Mankato. Can North Mankato and Mankato work together to make that happen? Then we would need just 1 diamond interchange in the "area of Perkins" to get access into both sides of Hwy 169. Easy!!! Get it done!
Comment form	Hawley St/CR 33	Please baffle sound from Sibley to past LeHillier. River now amplifies traffic noise. Industrial plants —Honeymead could be hidden, too
Comment form	N River Ln/Webster Ave	Don't be swayed by commercial interests with the corridor study. "We will go out of business". "You are anti- business". This is THE major North/south route thru the Mankato area. It is meant to move traffic fast, efficient and safely. Economics adapt or die- if current commercial businesses suffer an economic downturn go ahead and re-tool, sell etc.- there are always other or smaller businesses that can take over. Keep only Webster, Belgrade, Lookout, S Riverfront intersections open. Also, address the need of more lanes eastbound from Hawley, by the Gas station. A yield sign is currently ignored by most drivers as they merge onto 169. Either bad planning in the '60's, lack of driver KSA's of lcal drivers or more traffic but after fifty yrs of traveling this route the tire screeching near misses and swerving due to ignoring the yield sign is frightening. Finally- don't forget county road 50, just west of the 60/169 junction. This has seen higher semitruck traffic coming from the north and I have witnessed many near misses and complete stops of 169 vehicles as these big rigs hang over into the Hwy 60 westbound lanes as they wait to turn east in the median. Not sure if the increased usage is due to the improvements on #50 or is a shortcut to 169 south or if truckers are avoiding the 68/169 intersection.
Comment form	Hwy 14	The cloverleaf design is the already well proven best investment for the future of this (or any) growing city. Installing roundabouts on major highways isn't the best choice for a huge number of reasons. I don't know what kind of huge grant money or brag the city is after with all the trail work, but putting some of that money towards this project and doing one thing at a time is a way better approach. Do more by funding one large thing at a time.
Comment form	N River Ln/Webster Ave	If they put in roundabouts for giant corporations like Kwiktrip, they really don't care about the citizens. NO ROUNDABOUTS!!
Comment form	N River Ln/Webster Ave	Do not put roundabouts in. Make it an actual freeway like it is in the cities.
Comment form	N/A	As a part of the next generation please spend the money now so we don't have to spend it when the problems get worse.
Comment form	N River Ln/Webster Ave	The main purpose of the corridor should be to get through traffic through the city with as few stops as possible. Traffic lights should be limited and roundabouts on this highway should not be put in.
Comment form	Hwy 68/CR 120	I don't see any changes for Hwy. 68 intersection where are they on the Map?? Vehicles are going 80 MPH by the time they get to the Hwy. 68 intersection.
Comment form	N River Ln/Webster Ave	More roundabouts? I avoid the roundabouts on highway 22 in Mankato. They are poorly designed and people don't know how to drive through roundabouts correctly. Try turning left to go to HyVee when your traveling south on Hwy 22 in Mankato. Which lane are you supposed to be in? Are the signs correct? Are the pavement markings correct? I don't know so I try to shop elsewhere.
Interactive map	Belgrade Ave	Why is this split here. It seems that once this would have been the spot for future bridge crossing. I don't see it being much use anymore. Consider making more room for the houses nearby.
Interactive map	Belgrade Ave	Roundabout provides little benefit for the substantial cost. A traffic signal adequately addresses bike/ped needs while reasonably balancing delays experienced by drivers.

Source	Location	Comment
Interactive map	Hawley St/CR 33	Can access be reduced, traveler safety improved, and pedestrian crossings be more safely accommodated with an interchange here?
Interactive map	Hawley St/CR 33	Like the idea of providing pedestrian/vehicle grade separation in this area.
Interactive map	N River Ln/Webster Ave	Adding more traffic signals on US 169 is the wrong answer. Construct an interchange (or two) on this busy roadway to balance all competing needs (local access, separation of cars and bikes/peds, and reduced delay for traffic on US 169.
Interactive map	Hwy 14	This is the junction of two of the area's busiest roads. Build the full interchange and don't even think about adding traffic signals.
Interactive map	Hwy 68/CR 120	Like the idea of a "High-Tee" for the intersection with MN 68.
Interactive map	Hawley St/CR 33	There is already a stair way under the bridge here so bicyclists could just go to the new elevated bridge instead of spending extra money here.
Interactive map	Hwy 14	If a diverging diamond is considered a sigle-point interchange should also be considered to limit the number of lights at this interchange.
Interactive map	Belgrade Ave	Roundabouts are too difficult to cross as a pedestrian and impossible to cross at high traffic times.
Interactive map	Hwy 68/CR 120	Option 2C would take too much work to change the trail around the new roads.
Interactive map	N River Ln/Webster Ave	Just spend the money to make it nice and fast. NO ROUNDABOUTS. Have an exit and a frontage road if people want to get to the businesses. It can be combined with the overpass for bikers/peds.
Interactive map	N/A	When is the city going to address the seemingly unregulated LED signs everyone has up? They're all animated (don't stay on a static image for 10 seconds) and don't follow LED billboard rules for how bright they're allowed to be vs ambient lighting.
Interactive map	N River Ln/Webster Ave	This is the answer, making it a proper highway with NO ROUNDABOUTS. It's bad enough St. Peter slows you down on the way to the cities, Mankato doesn't need to be a second problem area.
Interactive map	Belgrade Ave	These signals never seem to delay me in getting home. A roundabout is an ugly eyesore that is unnecessary. Is it being considered because federal dollars subsidize it or what? Keep it how it is.
Interactive map	N River Ln/Webster Ave	Do these light currently have sensors? When I'm there at 1:15 in the morning, it doesn't seem like they do. They're poorly constructed. You could fix that, OR just get rid of them and have a frontage road. NO ROUNDABOUTS
Interactive map	CR 69	Turning southbound to continue on 169 towards Vernon Center is not safe, nor is 169 northbound to 60 westbound. An interchange is needed.
Interactive map	N River Ln/Webster Ave	Roundabouts and tight turns should be avoided on this section of road due to the high levels of truck traffic turning off here.
Interactive map	N/A	They've already started to ruin this area with roundabouts. They'll take 50 years to get rid of now.
Interactive map	N River Ln/Webster Ave	It appears as though the pedestrian crossing for this roundabout go under the road and then come back up. The crossings at grade are outside of the roundabout, presumably after vehicles have been forced to reduce speed by the roundabout.
Interactive map	Hwy 14	2D - I like that one the best.
Interactive map	N River Ln/Webster Ave	Roundabouts keep traffic flowing and provide easier access to businesses on both sides of the highway. They also keep traffic going slower through this busy area. I do agree with another comment that a pedestrian bridge would be much safer for pedestrian traffic.
Interactive map	Belgrade Ave	The pedestrian crossing for the roundabout appear to go under the roundabout, like a pedestrian tunnel, and then along the bridge like it is now. If that's the case, the roundabout option seems like a great solution to reducing speed coming into town while also protecting pedestrian traffic across the bridge. The crossings at grade are after the roundabout, presumably after vehicles have been forced to reduce speed.
Interactive map	N River Ln/Webster Ave	DO NOT use roundabouts and say that pedestrians can get across easily. The roundabouts on 22 show the problem clearly with traffic already too interested in crossing the roundabout they don't stop for pedestrians. This causes pedestrians to either not use the intersection or avoid it entirely. Which in the future would make it more costly when the city is forced to put in elevated crosswalks.

Source	Location	Comment
Interactive map	Sherman St/Lookout Dr	There is awkward merging from Lookout Dr/outbound Sherman Ave. onto 169. No clear right of way. Potential for accidents.
Interactive map	N/A	Talk to city leaders. They're currently refusing any decrease in access, even to make roads better.
Interactive map	N River Ln/Webster Ave	Multilane roundabouts don't make sense on this corridor. If there's an overwhelming amount of traffic turning onto and off a road, okay they make sense. That's not the case on this portion of US 169. Construct interchanges.
Interactive map	N River Ln/Webster Ave	Add an interchange exit and bridge at Webster. This is too busy of an area for a roundabout. Most of the businesses in this area are destination businesses--cars and trucks would benefit from the better access of an exit.
Interactive map	Hwy 14	Definitely!! Keep the traffic moving. I'm very surprised a traffic signal is even being considered here. Build a cloverleaf or flyover.
Interactive map	Hwy 14	Your cost analysis is flawed. Your lower cost alternatives (roundabout/more stop lights) don't include the true cost of needing to subsequently build a 169 bypass around Mankato. If you slowdown traffic more with lights, a bypass is what we'll need to build in 5-10 years for \$100M+.
Interactive map	Hwy 14	169 is our region's 'Interstate' connection to the South and West. It provides truck and commerce connections to I-90, I-29, and I-80 (Sioux Falls, Sioux City, Omaha and points south and West). Increased mobility (i.e. no stoplights) provides better opportunities for truckers and cars to connect to interstates. This will bring our community more hotels, restaurants and businesses.
Interactive map	N River Ln/Webster Ave	I agree with getting rid of traffic lights at both intersections and adding at least one overpass style intersection mid point of Lind and Webster as long as there is frontage roads. This would be safer for foot traffic and improve traffic delays
Interactive map	N River Ln/Webster Ave	Local and long distance travelers on 169 don't want more stoplights. We are so close to having a multistate 4 lane without stops. We need to get these interchanges built right or we'll be stuck with stoplights in town for another 40 years.
Interactive map	Hwy 14	Adding traffic lights to this intersection would be a bad idea keep it a full intersection.
Interactive map	N River Ln/Webster Ave	1D
Interactive map	N River Ln/Webster Ave	If the Mankato city leaders won't listen because businesses like Kwiktrip and bullying them into "access," perhaps we need to bring bigger guns in so this corridor can benefit the state as a whole? Maybe we should be reaching out to our state representatives for help.
Interactive map	Hwy 14	To accompany the full cloverleaf interchange at US14 and US169, consider building a half-interchange (NB on-ramp, SB off-ramp) to access the frontage road businesses north of US14.
Interactive map	N/A	The two groups that love to place roundabouts at every possible intersection...engineering consultants and concrete companies! ;)
Interactive map	N River Ln/Webster Ave	I can't believe that after 40+ years of waiting for this section of highway 169 to be improved that more stoplights and RCUT intersections are the consultants preferred concepts. The State has spent \$100's of millions expanding 169/60 to 4 lane from the Twin cities to the Iowa border. Now this is pushing us back in time to stoplights. There's very few lights left on this entire corridor from the metro to Sioux City and this study needs to view 169 from the multi state connection perspective.
Interactive map	N River Ln/Webster Ave	As a driver I find roundabouts/traffic circles easy and smooth to use, but as a pedestrian or cyclist I find they are too tricky to cross. Maybe I'm not used to them as a pedestrian, but I don't see it being convenient on 169.
Interactive map	Hwy 14	Please consider building out a full interchange here to improve traffic safety and reduce congestion. If necessary to reduce delays with a potential Webster Avenue interchange, consider adding auxiliary lanes to accommodate the merge/diverge motions. Then, the Webster Avenue interchange could serve as the business access for both sides of 169 while increasing safety and mobility. A good example of this is in Belle Plaine.
Interactive map	Hwy 14	I trust the evaluation scores given, so I would agree, 2D is the best option provided.
Interactive map	Riverfront Dr	Is that last option really the only thing the city could come up with. It seems silly and not feasible.
Interactive map	N River Ln/Webster Ave	Someone needs to actually speak to someone on the planning board in North Mankato because whoever said this shouldn't be a multi-level crossing deserves to be fired. The one at Belgrade shows just how effective a multi-layer interchange is and how it would help future

Source	Location	Comment
		proof. It would also make it cheaper in the future if Mankato wanted to connect Madison Ave to 169.
Interactive map	N River Ln/Webster Ave	Roundabouts to help slow down traffic is a good thing. Too many dangerous accidents on this stretch of road over the years. Thank you
Interactive map	Belgrade Ave	Traffic signals work great at this intersection. Never more than a short delay. There is no need for a wasteful roundabout.
Interactive map	N River Ln/Webster Ave	This [Lind St] is a perfect spot for a pedestrian/bike tunnel or bridge. It connects the North Mankato city trail/bike lanes to the Minnesota River trail in a safe manner. The lights do not pick up bikers trying to cross on the road and people dont cross 169 because its feels dangerous.
Interactive map	Belgrade Ave	Please don't put a roundabout here The traffic signals seem to work fine!
Interactive map	Sherman St/Lookout Dr	I agree that Sherman St and Lookout Dr seem like they don't have enough length here to merge comfortably.
Interactive map	Lake St	It would be Great if traffic going to northbound 169 had a dedicated on-ramp from the frontage road or the ramp could start in front of the business. Additionally at this intersection and at the intersection between the gas station and Happy chef it would be nice if these locations had acceleration lanes for going south on 169. Another thought on the two intersections; make one of them a designated southbound route with an acceleration lane and then eliminate the other southbound access.
Interactive map	N River Ln/Webster Ave	Many businesses in this area would actually benefit from a full interchange. Myself and many others avoid traveling through this area because of the stoplights and congestion.
Interactive map	Hawley St/CR 33	The on-ramp to northbound 169 is a joke. Even if it wasn't full of potholes it still provides almost no adequate time to accelerate.
Interactive map	Hwy 68/CR 120	It would be great if this intersection could be designed to be "lower pressure". As it is, it seems like traffic turning east from 68 is forced to turn before having time to evaluation the eastbound traffic. It would be great if there was a stop sign in the middle or more defined lanes so that traffic would not try to cut around you if they think you're taking too much time.
Interactive map	Belgrade Ave	Please don't waste your money on this intersection.
Interactive map	Hwy 68/CR 120	Seems safe as is
Interactive map	Sherman St/Lookout Dr	It would be nice if a yield sign could be added to traffic from Sherman Street. A simple easy solution to this conundrum.
Interactive map	Lake St	It would be great if traffic going to northbound 169 had a dedicated on-ramp from the frontage road, Additionally at this intersection and at the intersection between the gas station and Happy chef it would be nice if these locations had acceleration lanes for going south on 169. Another thought on the above two locations is to make one of the intersection a designated southbound route, with an acceleration lane, and then eliminate the other southbound access.
Interactive map	N River Ln/Webster Ave	Not sure what cost implications would be but making this a tunnel under the highway rather than over would be something to consider.
Interactive map	N River Ln/Webster Ave	Is there any way to eliminate both intersections, and do one major interchange somewhere along this stretch that accesses frontage roads on both sides of 169?!
Interactive map	Belgrade Ave	We routinely take this route for the art walk via walking and an older gentleman on scooter. Additionally we take this route when we ride our bikes with our child, neither instance provides us with any fear or discontent when crossing the intersection on either side.
Interactive map	Riverfront Dr	Option two looks quite desirable. Could you maybe add a blinking light above a yield sign for traffic going from riverfront drive West to northbound 169.
Interactive map	Riverfront Dr	Is there any chance we can do a similar interchange to what they did near Shakopee at MN 41 and US169? It's a crossover under the bridge. SEE THE PICTURE

Source	Location	Comment
Interactive map	Hawley St/CR 33	Extending the acceleration lane east all the way over the bridge is a great idea to reduce lane conflicts because so many vehicles that turn east from Hawley street try to merge too quickly.
Interactive map	Belgrade Ave	This area is already really nice, I don't get why they want to change it. I've never experienced delays, nor have I had a hard time crossing the bridge on my bike. Seems like a complete waste of money.
Interactive map	N River Ln/Webster Ave	For years I have often wondered why there wasn't a direct connection between 169 and Madison Avenue. It would seem an no brainer to alleviate traffic concerns from 169 and Belgrade, and the 3rd Ave/Riverfront Dr. intersection; you could run a road tied into a Madison Avenue bridge/road (behind the Pizza Hut, etc.). I realize bridge projects aren't cheap, but this would improve the viability, visibility and business access (from Highway 169) of Riverfront, Third Avenue and Madison Avenue.
Interactive map	Belgrade Ave	They are normal crosswalks just not drawn in, so no a roundabout would be terrible. The city would never spend that much money to get pedestrians around the roundabout
Interactive map	Hwy 14	Please consider completing the full interchange here. This is the intersection of two major interregional 4 lane highways. Adding stoplights is a major impediment to mobility, safety and regional commerce.
Interactive map	N River Ln/Webster Ave	I always avoid round abouts when biking/walking. Makes it impossible. They should just have an overpass with exits and add in a bike/walking lane to that. Maybe they should pay attention to what the cities have, rather than what the federal government will give them money for.
Interactive map	N River Ln/Webster Ave	Agreed. I think full frontage roads for the businesses off of 169 is the best answer

Hwy 169 Corridor Study Phase 3 Engagement Summary

11/4/2021

Overview

The purpose of the final phase of public engagement for the Hwy 169 Corridor Study was to share the preliminary recommended vision and draft implementation plan and to collect feedback from the community before the recommendations are finalized. This engagement occurred between July 2021 and October 28, 2021. Figure 1 includes a summary of the engagement strategies used.



Figure 1: Phase 3 engagement activities

Date	Strategy	Description	Participants
September 28, 2021	Community presentation	Presentation at a City Center Partnership meeting	12
October 14, 2021	Online meeting	Public meeting via videoconference	42
October 15 – October 28, 2021	Virtual open house	Website with a comment form	15
July – October 2021	Email, phone call, or letter	Comments submitted via website comment form, email, or phone call	11

Community presentation

Project staff presented on the Hwy 169 Corridor Study at a City Center Partnership board meeting on September 28, 2021. Board members were encouraged to attend the October 14 online meeting to learn about the preliminary recommended vision and draft implementation plan and provide feedback. Approximately 12 people attended the presentation.

Online meeting

An online meeting was held with Zoom videoconferencing on October 14, 2021, at 5:00 p.m. During the online meeting, project staff gave a presentation on the preliminary recommended vision and draft implementation plan. The presentation included showing an animated video of the proposed improvements in the Northern Subarea and the Hawley St. intersection. After the presentation, participants were divided into two breakout rooms based on which subarea they were most interested in, and they asked questions and provided feedback on the preliminary recommended vision and draft implementation plan in their subarea. The Middle and Southern subareas were combined into one breakout room. Sixty-eight people registered for the online meeting and 42 people attended.

The meeting was promoted through a variety of methods including:

- [Project website](#) was updated with online meeting information and other engagement activities
- **Social media posts and ad** published on MAPO's Twitter account and MnDOT's Facebook account

- **Email blasts** were sent to project email subscriber list, freight stakeholders, and business focus group participants from the study's phase 1 and 2 engagement
- **News release** was sent to local media outlets
- **Project partners** (i.e., cities and counties) shared information with their networks

Online open house website

The [online open house website](#) was active between October 15 and October 28, 2021. The website shared the preliminary recommended vision and draft implementation plan, and participants could provide feedback by submitting comments in a guided comment form. The website was promoted through the same communications methods listed above for the online meeting. Fifteen comments forms were submitted.

Email, phone call, or letter

Between July and October 2021, 11 people provided feedback to project staff through the website comment form, email, or phone call.

Highlights

The following are highlights from the comments collected:

- **Northern Subarea** (Lake St. to Webster Ave. in North Mankato and Mankato)
 - Some people expressed concern that the preliminary recommended vision does not include a full cloverleaf interchange at Hwy 14. Some said that the north segment should be converted to a freeway to accommodate increased traffic in the future.
 - There were mixed opinions on proposed roundabouts at the N River Ln. and Webster Ave. Some said they like roundabouts because they slow vehicle speeds and cars have a shorter delay at intersections compared to traffic lights. Others said they dislike roundabouts because they can be confusing for drivers or that the segment should be converted to a freeway and there should be no at-grade intersections at N River Ln. or Webster Ave.
 - Some expressed concerns that removing access at Lind St. could affect businesses whose customers use this intersection.
 - There was support for maintaining full access at the Range St./Webster Ave. intersection for better local connections and development opportunities.
 - Some business expressed concerns on the timeline for future roadwork and that uncertainty could cause developers to delay any work in the area until there is more information about future highway improvements or construction.
 - There was support for the proposed pedestrian improvements and some feedback on giving higher priority to walking and biking improvements in the implementation plan.
- **Middle Subarea** (Belgrade Ave./Veterans Memorial Bridge to Riverfront Dr. in North Mankato and Mankato)
 - Some people expressed concerns that the preliminary recommended vision proposed to move forward the Belgrade Ave. roundabout concept. Some said roundabouts are confusing for drivers and the cost to construct the roundabout is too high when traffic flows well through the existing road design.

- Many people said they support the Riverfront Dr. concept that extends the southbound Hwy 169 exit ramp to Hubbell Ave. over Riverfront Dr. People were concerned that the right turn lane and signalized corridor concepts, which add lanes on Riverfront Dr., could create safety challenges.
- Some people said that improvements on Riverfront Dr. should be prioritized because of the schools and safety issues in this area.
- **Southern Subarea** (Blue Earth River crossing to Hwy 60 in Mankato and South Bend Township)
 - There was support for the Co. Rd. 33 signalized “Green T.” Some said restricting left turns at the Hawley St. intersection will increase safety and reduce the risk of collisions.
 - Many expressed support for the Hawley St. improvements, including the eastbound Hwy 169 acceleration lane and pedestrian bridge.
 - There was support for the proposed “High T” design at the Hwy 68/Hwy 169 intersection. Participants said the design would be safer and reduce the risk of severe collisions.
 - Businesses were supportive of the proposed acceleration lanes at the Co. Rd. 120/Hwy 169 intersection; however, some were concerned that the proposed “RCUT” at Co. Rd. 120 could create challenges for trucks with wider turning movements.
 - Businesses expressed support for the proposed “RCUT” at the Hwy 60/Hwy 169 intersection; however, some commented that the medians should be wide enough to accommodate trucks.
 - Some businesses suggested considering acceleration lanes or a flashing beacon to indicate when cross traffic is approaching the 208th Ln./Hwy 169.
 - Some residents raised concerns about Hwy 169 noise increasing due to higher traffic volumes in the future and that the preliminary recommended vision does not address noise pollution.

Comment Summary

The following sections include summaries of the public comments collected during phase 3 engagement, by subarea and intersection. For a table showing all comments, see Figure 3.

North Subarea

The Northern Subarea is between Lake St. and Webster Ave. in North Mankato and Mankato.

Hwy 14 interchange

People expressed concerns that a full cloverleaf interchange was not proposed in the preliminary recommended vision. People said the Hwy 14/Hwy 169 interchange has a lot of regional traffic that is looking to get through the corridor quickly and the traffic volume will likely grow in the future. Some stated that a full cloverleaf would ease traffic flow better than the proposed diverging diamond interchange, which could be confusing for drivers.

N River Ln. and Webster Ave.

There were mixed opinions on the proposed roundabouts or traffic lights at N River Ln. and Webster Ave. People who supported the roundabouts concept said roundabouts would maintain business access while reducing delay in the area compared to traffic lights, and people who were concerned about roundabouts said that they can be confusing for drivers. Some said the traffic signals alternative would have the same congestion issues as the existing traffic lights at Lind St. and Webster Ave.

Some people did not support at-grade intersections at N River Ln. and Webster Ave. and said that this segment should be turned into a freeway to allow traffic to get through the area quickly. Additionally, some expressed concerns for businesses losing access at Lind St., making it a longer trip for customers to access their location.

Range St.

Many people were supportive of the proposed Range St./Webster Ave. intersection modernization. People said keeping the intersection full access would help maintain local connections and be better for future development opportunities on Range St.

Implementation Plan

Some people expressed concerns on the proposed timeline in the draft implementation plan and that improvements aren't proposed to occur until a long time. Some businesses expressed concerns that uncertainty on funding or the proposed vision could cause developers to delay any work in the area until there is more information about future highway improvements or construction.

Many people supported the proposed pedestrian improvements at Lind St. and Webster Ave.; however, some people said that pedestrian and bicyclist improvements should occur earlier than the proposed timeframe in the draft implementation plan.

Middle Subarea

The Middle Subarea is the area between Belgrade Ave./Veterans Memorial Bridge and Riverfront Dr. in North Mankato and Mankato.



The intersection of Hwy 14 and 169 should be a full cloverleaf interchange. Don't add stoplights or eliminate any existing leaves of the interchange. This all will cause congestion, slow down traffic flow, increase crashes since traffic will continue to cross over 169, and will later require the full cloverleaf interchange to be built as traffic flows continue to increase.

Virtual open house comment



Speeding up the implementation could be considered with the current State budget planning and should be explored. The North and Mid concepts that focus on trails and pedestrian connectivity are more in alignment with greater Mankato being a regional hub and attracting talent, business and residents while maintaining and creating new opportunities now and in the future for a more livable and vital city center and its extensions.

Virtual open house comment

Belgrade Ave./Veterans Memorial Bridge

Some people expressed concern for the Belgrade Ave. roundabout concept. Some people said that roundabouts can be confusing for drivers and others said that traffic moves easily through the existing westbound Hwy 169 ramp/Belgrade Ave. intersection, so a roundabout is an unnecessary improvement considering the cost.

Riverfront Dr.

Many people said they support the Riverfront Dr. concept that extends the westbound Hwy 169 exit ramp over Riverfront Dr. People said this concept would provide more safety benefits than the signalized corridor concept or the right turn lane concept, which add lanes on Riverfront Dr.

Some said that improvements on Riverfront Dr. should be prioritized in the draft implementation plan because of the safety issues on Riverfront Dr. near the Mankato Area High School and Roosevelt Elementary School. People said that there are students walking and young drivers regularly using Riverfront Dr.

Southern Subarea

The Southern Subarea is between Blue Earth River crossing and Hwy 60 in Mankato and South Bend Township.

Blue Earth River crossing to Co. Rd. 33

Some people expressed support for the signalized “Green T” at Co. Rd. 33 and “RCUT” at Amos Owen Ln. People said restricting left turns at Hawley St. will improve safety and reduce collisions. Many said they support the additional proposed improvements at Hawley St., including an acceleration lane on eastbound Hwy 169 and the pedestrian bridge.

Some noted that they were supportive of the short-term timeframes given to the Co. Rd. 33 signalized “Green T” and pedestrian bridge over Hawley St. in the draft implementation plan because they could result in increased safety and reduced collisions at the Hawley St./Hwy 169 intersection.

Hwy 68 to Co. Rd. 90

Some people said that they like the proposed “High T” design at the Hwy 68/Hwy 169 intersection. They said the design would be safer and reduce the risk of severe collisions because drivers going to and from Hwy 68 from eastbound Hwy 169 would not cross in front of westbound Hwy 169 traffic.

Some businesses expressed support for the proposed acceleration lanes at the Co. Rd. 120/Hwy 169 intersection to help trucks get up to speed with Hwy 169 traffic. However, they said that the proposed “RCUT” at Co. Rd. 120 could create challenges for trucks with wider turning movements.

Co. Rd. 90 to Hwy 60

Some businesses expressed support for the proposed “RCUT” at the Hwy 60/Hwy 169 intersection; however, there were some comments that the medians should be wide enough to accommodate the wide turns of a truck and trailer. Some said that the Hwy 60 “RCUT” construction should occur sooner than what is proposed in the draft implementation plan because it could reduce the risk of serious collisions.

Some businesses said the study should consider acceleration lanes or a flashing beacon to indicate when cross traffic is approaching the 208th Ln./Hwy 169.

Some said that it is difficult for trucks to pull onto Hwy 169 during rush hour and acceleration lanes could help trucks get up to speed or the flashing beacon could indicate to Hwy 169 drivers to slow down.

Noise

Some people said that Hwy 169 Southern Subarea improvements should address increased noise pollution for residents. They said that the existing truck traffic creates a lot of noise and increased traffic volumes in the future could worsen it. A commitment from the study to address noise issues during future Hwy 60 construction could alleviate concerns.



We are most concerned about the truck traffic access for our customers and the high speed highway traffic congestion that affects all of our team to get to work and leave work at the end of their day. I suggested that there be some kind of westbound entrance from 208th Ln. onto the highway.

Email comment

Figure 2: Phase 3 comments

When comments are not about a specific subarea, N/A is used in the subarea column.

Source	Subarea	Comment
Email	Middle	<p>After reading today's article in the Free Press regarding the corridor study at South Riverfront as it relates to the Hwy 169 Corridor study as a whole the following thoughts:</p> <p>In my retirement I have the opportunity to navigate this city free of time restraints. I take the Riverfront exit often, at different times of the day, to travel to our farm south on Highway 1 (66). Having not witnessed any delays that are unsettling leads me to believe that much of the issue (if not all) has to do with, the school year which has its own historic time restraints. Being that either option, the \$1.5 or the \$4.5 million, are very long term investments; shouldn't the discussion for needs assessment involve ISD 77 and their long term planning for a new school in North Mankato? Most of the additional increase in traffic at this intersection involves students traveling from North Mankato to West High School.</p> <p>Secondly, does the Hwy 169 corridor study, investigate the design traffic levels on the North Star Bridge? Are we nearing the capacity of traffic volume on this bridge without jeopardizing the structural integrity ie. that which the bridge was designed for?</p> <p>Thirdly, if you peer into the Electric Vehicle (EV) crystal ball, Americans will be making more trips than they are now because of the philosophy ..." we are not polluting nor adding to the carbon footprint..." which any educated person that has not turned a blind eye to the polarized political assault on science would observe, this is a falsehood of historic proportion. Back to the case in point, EV's carry an average (additional) battery weight of 1200 lbs. per vehicle. The future EV's simply weigh more than their predecessor. The public will be taking more trips with heavier vehicles and will need to increase the number of trips because of travel capacity (time verses miles verses charging availability). How do these facts play into the future integrity of transportation systems? Heavier cars and trucks with increasing frequency of trips, increased infrastructure needs to supply an energy system (charging stations) that does not exist today but only in infinitesimal status. How do EV cars and commercial trucks impact roadway engineering and design standards? If the current political tendencies and assumptions are proven to be true, we will be collecting less than half of the "gas tax" we currently generate for things such as Corridor studies and consequential improvements.</p> <p>Anyway "soap box" over but take one thing away from this rant ... long term planning must include the long term planning of every potential and every factor that is inconsistent and non-congruent without this, we have done as we have been led and will not have learned a thing.</p>
Email	Middle	<p>Read the article on the exit onto South Riverfront with interest.</p> <p>Will any of these options have an affect on the access to Owatonna Street?</p> <p>Is this something that needs to be decided before the decision is made on the Whistle Free zone. If Owatonna is effected or closed,</p> <p>It would certainly impact what needs to be done on Hubbell Ave,</p> <p>It would certainly have a big impact on what could go on our lots</p>
Email	Middle	<p>The exit ramp loop extension, Owatonna would remain, looks like a good option. How are you rating its chances of being implemented?</p>

Source	Subarea	Comment
Phone	Southern	Two Southbend township issues relating to 169/60. First- major problems with semitrucks going south on BE co rd 50 and trying to cross 60 westbound and ultimately going eastbound. LOTS of incidents of semi truck drivers getting impatient, pulling out and blocking 60 westbound. I have stopped with either one or two lanes of west bound 60 traffic as the trailer blocks traffic. Anhydrous trucks going to Vernon Center, farmers w their grain semi's and gravel trucks. I think they turn here to avoid 68/169 intersection. Secondly- major problem at the Clark gas station/169/60 intersection. BE co rd 33. East bound 33 drivers merging onto 169/60 ignore the yield sign. Lots of near misses etc. New bridge w an acceleration lane needed?
Comment form	N/A	does the design provide for future incorporation of a passenger rail system through the 169 corridor from Mankato to the Metro area?
Email	Southern	<p>208th Ln and Hwy 169 is a very busy intersection & from 4-p.m. is the worst. The traffic coming out of Mankato is bumper to bumper both lanes, everyone trying to pass each other. It is frustrating even with a car waiting for a clearing to pull out into first lane heading west, no one gets over, and you end up just pulling out making them get over. Should tell them to come observe some time.</p> <p>Tractor/trailers have a tough time going west anytime because they have to cut so wide because you are making a "U" turn. They have to get way to left on service road (blocking left lane) and swing over both lanes on Hwy 60 so they don't take out the stop sign like has happened many times.</p> <p>2 different people now didn't turn it wide enough and the trailer duals were deep enough in the ditch it stopped them, tractor/trailer was blocking both west bound lanes of Hwy 60 & traffic stopped waiting for wrecker.</p> <p>Not sure what the best fix is but to fix all but another lane like you say would be a good start as it truly needs attention, been very lucky hasn't seen more accidents</p>
Email	Southern	<p>We are most concerned about the truck traffic access for our customers and the high speed highway traffic congestion that affects all of our team there to get to work and leave work at the end of their day. I suggested that there be some kind of westbound entrance from 208th Lane onto the highway.</p> <p>This would eliminate the need to make a tractor-trailer U turn from our entrance road onto the highway, which takes up both lanes.</p>
Email	Northern	<p>My comments are, where 14 meets 169, the plan seems incredibly backwards. We should be removing intersections from 169, rather than trying to put more signals or roundabouts in. Where are the comments from the previous open house? Why is no one listening to those, rather than the franchises in a dead area of town? There is an opportunity here to abandon the cross roads.</p> <p>Please keep us updated if funding is going to go through/this stays as the plan, as we will definitely be moving out of North Mankato. We thought it would be a nice town far from the city, but it isn't worth living here if those in government aren't willing to do what is right for the many, rather than what a few want. From what I've seen, any city officials will not listen to the home owners and instead, will only care about the businesses who have their own selfish goals.</p>
Comment form	N/A	Please consider residents that live along the highway, natural barriers or man made to hold sound down.
Comment form	Middle	have separate ramp for semis to go back and forth to harvest states honeybees to make road safer for kids to cross for roosevelt school
Community presentation	Northern	Preserving local economic vitality is important
Community presentation	Northern	Lind Street intersection can be danger. One attendee had been rear-ended at Lind.

Source	Subarea	Comment
Open house	Southern	How will noise and pollution increase? Worried that if these issues aren't brought up at the beginning, options that reduce pollution won't be considered.
Open house	Middle	Dislikes the option of adding additional lanes that collect on Riverfront Drive – this option would be hard to navigate for visitors and cause confusion.
Open house	Middle	Is excited about the option with a Riverfront Dr ramp over Hwy 169 – this option seems safer for inexperienced drivers
Open house	Middle	Worried that cost is playing too large of a role in the analysis. If we choose a low cost, low benefit option, we will have to live with that for a long time. Does not want the project team to focus on marginal short-term gains, and instead focus on long term safety benefits.
Open house	Middle	Driver experience will be an issue in the Riverfront Dr area. Wayfinding does not always work when it is raining or at night. Also prefer the bridge looping down to Riverfront Drive over the additional lanes option.
Open house	Southern	TH60/TH169 – Is excited about the J-turn option – it would improve safety and efficiency in the area, especially with the large number of freight trucks that use the intersection
Open house	Southern	How soon can we implement this? Fixing the Hwy 60/Hwy 169 intersection in the short-term is important. The J-turns have worked well in other areas
Open house	Southern	For vehicles wanting to go west, what about adding an entrance lane on 208th Lane that goes to the highway? It would serve as an on ramp onto the highway. We could eliminate a lot of traffic backups with this option.
Open house	Southern	An acceleration lane at 208th Ln intersection would help a lot of the trucks. Drive this road every day and truck traffic would really benefit from this.
Open house	Southern	In the short term , at 208th Ln, can you put up car's entering warning lights so drivers slow down?
Open house	Southern	CR 120 – The hook option is not feasible for trucks. The acceleration lanes would provide more benefit
Open house	Southern	Likes the Green T at CR 33 and RCUT at Amos Owen Ln. Drives Hawley Street every day and believes it is unsafe. Supports closing Hawley due to fatalities in the past.
Open house	Middle	The City could close the Hubball Street intersection as the same time as Hwy 169 improvements.
Open house	Northern	Does option 1D complete the cloverleaf design for all onramps and off ramps of hyw169 / hwy 14?
Open house	Northern	access to Range street gas station has always been problematic
Open house	Northern	The message roundabouts give on a HIGHWAY is “we don't care what you want, stop at our kwiktrip”
Open house	Northern	Looks like I have 4 years to sell my house and move out of North Mankato. You can tell they aren't going to listen to what we want.
Open house	Northern	So we will have at least 4 years before anything happens with roundabouts? Is there a possibility this project would just be scrapped by that time? What about the Belgrade Victory Bridge?
Open house	Northern	Will Range St/Webster Ave be a full access intersection? Difficult to tell in the video animation. Not against roundabouts, but change in this area will be a learning process.
Open house	Northern	Is the plan final then or does it have to go through more studies and review in the future? Concerned about how far out the timeline is for roadwork and how uncertainty about the future could cause developers to delay any work in the area until there is more information about construction.

Source	Subarea	Comment
Open house	Northern	Do the proposed improvements address the safety issues in this area?
Virtual open house	N/A	<p>I really like the potential for improved pedestrian safety with short crossings at Belgrade and Riverfront.</p> <p>I like the High-T solution at the turn for 68 but wonder if its size and scale will making funding difficult.</p> <p>I wonder if safety improvements slow driving time somewhat on the north section, will that push more traffic toward highway 22?</p>
Virtual open house	N/A	I wonder if increasing re-development along the northern section of 169 will cause short term congestion or safety issues since these projects won't be considered for at least 6 years.
Virtual open house	Northern	<p>I'm disappointed with the proposed alternatives for the North subarea, particularly the US169/14 interchange and Webster Ave. Full interchange connections at both of these locations were discounted early in the study despite support and public comments. Yes, there is a significant cost and some engineering challenges, but these are superior long-term solutions. There are suitable compact interchange designs that would fit at Webster and maintain a nearly 1 mile spacing from US14. Adding stop lights, roundabouts are short term bandaids that don't address the true congestion and development potential of the area. Finally, not enough consideration was given to freight operators, commuters and other regional users of the corridor. These users desire mobility and less congestion, not additional traffic delays brought on by stoplights and roundabouts.</p>
Virtual open house	Northern	Slow down the installation of stoplights and roundabouts in the north study area. If there isn't enough funding to convert the segment to a freeway, then the no-build alternative is better than proposed alternatives.
Virtual open house	Northern	Would like to see an interchange in the northern segment between Lind and Webster. The other alternatives seem like a step backwards for the corridor.
Virtual open house	N/A	The order of work seemed reasonable.
Virtual open house	Northern	Are there any changes/plans for Hwy 14 to South 169? After getting off hwy 14 to get on south 169 always scars me, especially when I plan on going to McDonald's.
Virtual open house	N/A	<p>Please pay attention to sound and air pollution along 169, particularly where it follows the River. Include natural (trees) and sound abatement structures. Mask the industrial scenery along the route. Encourage (with\$\$) industries to do plantings and sound abatement as well.</p> <p>Provide access points, openings to LeHillier which has been significantly isolated by 169.</p>

Source	Subarea	Comment
Virtual open house	N/A	<ul style="list-style-type: none"> North Section <ul style="list-style-type: none"> Hwy 14 interchange Concept 1D is close to being the preferred option GOAL OF 169 CORRIDORE : improve traffic flow by eliminating lights, and improve safety by eliminating or reducing traffic crossing 169. Do not move traffic lights from Lind to the Highway 14 exit ramp. If so, leave Lind Street access. Diverging diamond won't work in So. MN. People just won't get that at all. It's incredibly confusing and will drive more traffic to highway 22. Don't offer any options adding signal lights. The idea is to eliminate the lights. A full interchange is needed now and in the future. Make it safe and build it right the first time. (save money in the long run) Will the State of Minnesota move McDonald's or pay them millions for decimating their business? Full cloverleaf - or at least complete the NE leaf right away. This will cut traffic crossing by ½ Full cloverleaf - find ways that will not close off access to the Truck Stop, Hotel and open land for development. This doesn't have to happen. This will decimate those businesses. Cutting off access to Mankato businesses. § MnDOT will need to relocate the McDonald's since this will decimate their business. Floodwall will need to be modified - and that's OK. Wetlands will be impacted, and that's OK. MnDOT has ways of working with this, otherwise roads would be impossible to build. They have time to work this out. I don't understand the inclusion of a full Webster Ave interchange here. They don't need to be combined in this one option. Full highway through Mankato won't work so don't include a Webster interchange. When you consider traffic going to/from hwy 14, and the few cars that go to/from Webster, don't waste that money In the long run, Concept 1D will save a lot of money since a full cloverleaf will be needed in the future anyway (saving expenses to update now, and then construct a new cloverleaf in the future when construction costs will be many times more than they are in 2024-2025. Pedestrian Bridge - is really needed.. High priority if Lind street is closed. - River LN Is the local road approved by Mankato plan? This local road (required by MnDOT) should be paid for by MnDOT. The roundabout is needed there, but it will take away a lot of land from behind the current mall and hotel. Move road as close to Hiniker pond as possible. North Mankato - close off access to/from Monroe ave. Too many close calls for crashes. Traffic will not back up on Veteran's bridge exit. Middle Area <ul style="list-style-type: none"> Belgrade roundabout not needed. Total waste of money for a problem that doesn't exist. No need to cut off access from Riverfront to Burger King Riverfront signalized - adding lanes - a really bad idea. This is a very expensive big band aid and will be confusing to add a lot of lanes - particularly to visitors to Mankato that don't know Extending the exit to Hubbell avenue is by far the best option. Riverfront drive right turn lane - don't eliminate Burger King right turn into the parking lot. This isn't a problem. Consultants have to come up

Source	Subarea	Comment
		<p>with options that don't unnecessarily hurt Mankato businesses. Or offer an option to have the entrance through the Cub Food truck alley.</p> <ul style="list-style-type: none"> ○ Riverfront Concept: Signalized corridor - is very poor. Adding lanes didn't solve the problem adequately and will continue to backup onto 169 in the future and make it very confusing to guests into Mankato and to MSU trying to navigate that intersection. It's a marginal improvement that will not solve the problem, and then it will add many more years that we have to live with this problem before MNDOT will come up with additional money to fix it again. Fix it right the first time. • South <ul style="list-style-type: none"> ○ Section 2 would be the best. The j-turn options are poor and bad for people using businesses and living in that area. That plan would kill any prospect of development and redevelopment. ○ Section 3 - again the right turn-u-turn concept is really bad. Confusing, difficult to navigate. And will push off really fixing the intersection the correct way. But I think the truck drivers like this option better than exists right now. ○ The pedestrian bridge is really needed near the Clark gas station. Pedestrian Crossing is something that few people try to do.
Virtual open house	N/A	Overall - the options propose really hurt the businesses on Mankato side and benefit businesses on the North Mankato side. You can't cut people off from businesses and businesses from people. You can't cut people off from their homes and making them go blocks out of the way to get onto and off of the freeway.
Virtual open house	N/A	Pedestrian bridges are essential for area by McDonalds and Southbend.
Virtual open house	Middle	For the Riverfront exit, don't add more lanes. This will be even more confusing for visitors and the very young drivers that get their licenses every day and needing to manouver this intersection. Make the exit cross the Riverfront drive bridge and then have it empty out on Riverfront drive. This is actually a brilliant way to solve this problem. Try to do this without closing off some of the roads like Hubbell and Owatonna streets.
Virtual open house	Middle	Riverfront Dr a very high priority.
Virtual open house	Northern	The intersection of highway 14 and 169 should be a full cloverleaf interchange. Don't add stoplights or eliminate any existing leafs of the interchange. This all will cause conjection, slow down traffic flow, increase crashes since traffic will continue to cross over 169, and will later require the full cloverleaf interchange to be built as traffic flows continue to increase. This is the most highly travelled intersection in southern MN. Any other part of the state would justify a full cloverleaf interchange and MNDOT can't take an inexpensive option and kick the can down the road creating a more expensive and disruptive problem down the road (no pun intended).
Virtual open house	Northern	Moving the flood wall and moving the McDonalds. This is something that is owed to McDonalds by closing off Lind street. The State should move the McDonalds, move the flood wall (since it will all be more expensive in the future to do this) and build it the right way. Also, don't close off the inlet and outlet at the gas station and Happy Chef. Find a way to make this work.

Source	Subarea	Comment
Virtual open house	Northern	I like that fact that there is reduced access points off of 169 to the local businesses which make it safer for everyone, especially with the speed of traffic along 169. The business will most likely end up benefitting from this change in the long run since pedestrian and bicycle traffic will be more likely to visit those businesses and people will feel safer. I support the installation of roundabouts rather than traffic signals since they keep traffic moving at slower speeds improving safety and reduce conflict points. They are also cheaper in the long run than traffic signals. I support the installation of a dedicated pedestrian crossing on 169.
Virtual open house	N/A	I agree with the timeline. It appears the most critical safety measures are being addressed early. As an advocate of active transportation, I fully support taking all road users into consideration when roads are being redesigned.
Virtual open house	N/A	Bike and ped safety in 15+ years and maybe think about a bridge or tunnel?! Are you kidding me? This is 2021 not 1951. There are miles between safe crossing of 169 and it will never happen if not with this construction. Come on! Look at Northfield Is tunnels and that's the good standard of when people actually care about peds and bikes not just cars.
Virtual open house	N/A	We must have better pedestrian and bicycle crossings. Right more they are essentially non-existent, completely studying the city sharrow bike route from the river trail just across 169. There are miles between available crossings for pedestrians and bikes which totally divides the city. I would love to see tunnels like Northfield did to maximize flow and safety. They are awesome! At least two more safe points of crossing are needed! This is an 8 lane crossing.
Virtual open house	Northern	SICK OF ROUNDABOUTS INSTEAD OF TRAFFIC LIGHTS!! YOU ARE MAKING IT IMPOSSIBLE FOR THE OLDER PEOPLE TO EVEN COME TO MANKATO TO SHOP!!
Virtual open house	Northern	Speeding up the implementation could be considered with the current State budget planning and should be explored. The North and Mid concepts that focus on trails and pedestrian connectivity are more in alignment with greater Mankato being a regional hub and attracting talent, business and residents while maintaining and creating new opportunities now and in the future for a more Livable and Vital city center and its extensions. The round about on Belgrade to keep traffic flow moving helps with this forward thinking and ideation and should be considered an investment that will pay dividends in the future.
Virtual open house	N/A	Priority should be given to alignment with the key strategies for the greater community, i.e. Livability and Vitality. This priority will help with ideation and development in the private and business sector and may result in improved designs for the balance of the longer term proposed changes.
Virtual open house	Northern	I love the roundabouts, they seem the safest for the amount of traffic on 169. I think moving the traffic along will be a good boost for the area.