

# 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.

*Online interactive map*



### 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.

*Photo from 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.

## 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



## 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.



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"> <li>• 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.</li> <li>• 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.</li> <li>• 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).</li> <li>• Benco is not supportive of an RCUT since it doesn't address their primary concern of space to safely accelerate.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
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 Round Abouts 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 round abouts 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 thrupt 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