

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.

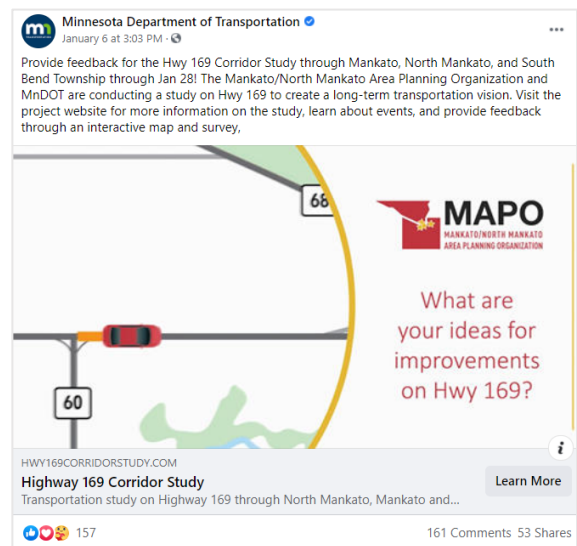
There was a total of 121 unique visitors who provided feedback through the site. There were 71 completed surveys, 107 comments on the interactive map, and 28 comments on the ideas wall.

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 Jake 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 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	[Reconstruction] been a big need for 30 years. Running a road by a river is never conducive.
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 by 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	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
Comment form	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

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	I live on Stewart st in north Mankato. 169 is my neighbor across the street. 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. 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. Just my 2 cents worth I'll be watching the zoom meeting tonight, thanks.

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 sapollose 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	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. 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
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	your going to do something even if it needs nothing but please dont 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 its 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	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.

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	Roundabouts 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 ROUNDABOUTS.
Social media	Semi drivers hate them [Roundabouts]
Social media	Please, no more roundabouts!