

**LEGISLATIVE POLICY  
MULTIMODAL:**

**Support the evaluation of all transit options along the 169 corridor.**

- Designate the 169 corridor as a "transitway."
- Explore the possibility of a rail corridor or a bus rapid transit corridor along 169.
- Review opportunities for long haul bus service on the corridor.

**Support the evaluation of all bicycle and pedestrian options along the 169 corridor.**

- Work with Mn/DOT, the Department of Natural Resources, and local advocates to continue the development of the Minnesota Valley Trail and the Minnesota River Trail.
- Provide a safe and efficient transportation system for all users that encourages economic prosperity, and protects and enhances the area's unique natural and cultural resources.
- Implement *Complete Streets* planning so that streets are planned to be safe and accessible for pedestrians, transit riders, bicyclists and drivers -- all users, regardless of age or ability.



*The Minnesota Valley and Minnesota River Trails are critical to the health and vitality of our community.*

**U.S. Highway 169 Corridor Coalition**

Members:

**Cities:**

- Belle Plaine
- Bloomington
- Edina
- Jordan
- Le Sueur
- Mankato
- North Mankato
- Prior Lake
- Savage
- Shakopee
- St. Peter

**Counties:**

- Blue Earth
- Le Sueur
- Nicollet
- Scott

**Townships:**

- Louisville
- Spring Lake
- Sand Creek

**Other Agencies:**

- Region 9 Development Commission

**Affiliate Members:**

- Gold Level*
- Bolton & Menk, Inc.
- Shakopee Mdewakanton Sioux Community
- WSB & Associates, Inc.



Working together to enhance safety, reduce congestion, and maximize economic development along the US Highway 169 inter-regional corridor.



**2012 Legislative Platform**

[www.us169corridorcoalition.com](http://www.us169corridorcoalition.com)



## CORRIDOR STUDIES

The U.S. 169 Interregional Corridor Study (IRC) re-evaluation is in need of completion with input from the stakeholders along the corridor.



There is a need to evaluate the opportunities for transit in the Highway 169 corridor,

including rail transit, bus rapid transit (BRT), long haul bus service, and express service.

There is a need to designate Highway 169 in the Metropolitan Area as a transitway in order to be able to plan for transit in the corridor, and compete for funding for transit related services in the Highway 169 corridor.

## TRANSPORTATION FUNDING

There is a need for continued, ongoing, and new funding sources for the variety of projects identified by the Corridor Coalition for the Highway 169 corridor.

## LEGISLATIVE POLICY: CORRIDOR STUDIES

Support re-evaluation of the Highway 169 IRC, and support funding for such IRC re-evaluations.



- Include study of transit feasibility for the corridor.

## LEGISLATIVE POLICY: TRANSPORTATION FUNDING

Funding should be continued for the TED and SaM programs.

- These funds should recognize the need to fund both interchange and intersection improvements on important corridors, including Highway 169.
- Funding under these programs should target both safety and economic development.



*The 169/494 interchange project is just one of many that affect the vitality of the entire metropolitan region.*

## LEGISLATIVE POLICY: TRANSPORTATION FUNDING

Local bridge and/or flood mitigation bonding is critical to reducing the impacts of flooding along the Minnesota River Valley, and by extension of the Highway 169 corridor.

- More Trunk Highway bonds should be directed to this effort for projects on TH 41, 101, and the Bloomington Ferry Bridge.
- Funding for improvements on Highway 169 between Mankato and St. Peter.



Right-of-Way Acquisition Loan Fund (RALF) should be continued, and perhaps expanded for use in the Metropolitan area.

- A way should be found to allow RALF funds to be used to preserve ROW for future interchange opportunities.
- Find a way to create a similar ROW preservation program outside of the Metro area.