

U.S. Highway 169 Corridor Coalition

Members:

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 bicycle, pedestrian and recreational trail connections 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.



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

Other Agencies:

Region 9 Development Commission

Affiliate Members:

Gold Level

- ◇ Bolton & Menk, Inc.
- ◇ Shakopee Mdewakanton Sioux Community
- ◇ WSB & Associates, Inc.

Silver Level

- ◇ Canterbury Park
- ◇ Greater Mankato Growth
- ◇ HDR Engineering, Inc.
- ◇ Land to Air Express

Individual Level

- ◇ Senator Kathy Sheran (District 19)
- ◇ Elizabeth Thelemann, Jordan Dental Care

Project Priorities Include:

- ◇ TH 14/Lind/Webster Interchange (Mankato)
- ◇ Floodproofing measures on TH 169 between Mankato and St. Peter
- ◇ TH 169 Managed Lane in Twin Cities Metro Area (from CSAH 17 north)
- ◇ TH 169 Bloomington Ferry Bridge (add Capacity)
- ◇ TH 101 Flood Mitigation-replace with 4-lane (Shakopee/Chanhassen)
- ◇ TH 41/CSAH78 Interchange (Jackson Township, Scott County)
- ◇ TH 282/CR 9 Interchange (Jordan)
- ◇ CSAH 3 Overpass (Belle Plaine)
- ◇ LeSueur Hill Interchange

Cities:

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

Counties:

Blue Earth
Hennepin
Le Sueur
Nicollet
Scott

Townships:

Louisville
Spring Lake
Sand Creek



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



2013 Legislative Platform

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 (including transit and rail) 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 programs like TED, SaM, CIMS.

- 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.