
To:	Chad Hanson, PE, Project Manager MnDOT D6	From:	Kevin Hoglund, PE Stantec
File:	193804339	Date:	August 1, 2019

**Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments**

The following is a summary of the comments received related to the TH 43 (Mankato Ave.) reconstruction in the City of Winona, MN. These comments were collected as part of the TH 43 Public Participation Plan dated May 23, 2019. The comments were collected between May 8, 2019 and June 21, 2019. This summary of comments is to be shared with the public on the project website for the purposes of information sharing.

EXPERIENCES FROM PEOPLE ALONG THE CORRIDOR

Over a two-day period in May, Stantec, City of Winona and MnDOT staff hosted numerous engagement events focused on a half-mile stretch of TH 43 leading into the City of Winona. By hosting events that varied in location and format, staff gained diverse perspective of the corridor from the people who use it.

FROM PEOPLE DRIVING

In a car, people have trouble with the variability of speed, heavy traffic volumes, and unpredictable nature of many access points. Because this corridor passes through a busy part of town – including retailers, a large hospital, and new and under-construction housing – there are people moving from a stop, entering and exiting parking lots, and making turns. In general, drivers expressed frustration with having to accelerate and quickly merge, only to decelerate at the next available turn lane. Drivers also expressed frustration with having to quickly decelerate ('slam on their brakes') in order to accommodate other vehicles who are turning or merging. These dangerous maneuvers are further enhanced at driveways or uncontrolled intersections where a driver needs to make a left-hand turn. The large number of approaching vehicles, unpredictability of driver movements, and speed of traffic makes people uneasy about turning left and cutting traffic. Many drivers noted that they go out of their way to find an intersection with a stoplight because they simply do not feel safe with left-hand turns for this reason.

Railroad delays due to the blocking of Mankato Ave. during train switching operations were a great source of frustration from people who left comments. People weren't only frustrated with the length of delay as a result of stopped trains – but with the uncertainty in not knowing how long they would be waiting. As a result of such delays and congestion the left hand turns from Sarnia onto NB Mankato were also noted as extremely difficult to make, as were concerns with ambulances impacted by the delays. Some commented on a need for an advanced warning system.

Drivers commented on poor signal timing and broken signal system loop detectors, especially at the TH 43/Riverbend intersection. People noted long wait times for a green-light and witnessing a green left turn arrow when no cars were present.

There were also requests for double left-turn lanes at the TH43 and TH 61 intersection. This is due to the volume of vehicles turning left onto TH 61 and the traffic variability with commercial trucks mixed with cars.

It should be noted that no comments were received that suggest drivers expect to move through this half-mile stretch at fast speeds – but they want to move at consistent rates and without significant delays.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 2 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

FROM PEOPLE BIKING

People said that biking along the corridor feels dangerous and that there's often no clear expectations on where one should bike. Some bike on the road, others on the sidewalk. People did comment on the high-quality multi-use trail on the west side of the corridor but noted that it ends at Bruski, doesn't cross TH 61 and is on the opposite side of the street from the retail outlets.

People commented on the danger, or perceived danger, of crossing the corridor on bike at Sarnia and at TH 61 (among other intersections). People noted that a safe bicycle crossing of TH 61 is necessary for students to get between the middle school and other areas of town.

It appears that people want or need to bike along the route but don't see it as a safe option with the current roadway design.

FROM PEOPLE WALKING

People expressed similar levels of discomfort with walking along the corridor as they did with biking. Though there is a sidewalk or trail along both sides of the street, a lack of separation from high-speed automotive traffic and deteriorated or nonexistent crosswalks made people feel uneasy about walking.

The poor or deteriorating quality of the sidewalk was mentioned in comments but overshadowed by the many comments related to unsafe or at least stressful crosswalk conditions. Participants noted feeling vulnerable and at the mercy of distracted or speeding drivers.

One emerging element to consider with regards to pedestrian safety is the existing and planned senior housing directly adjacent to the corridor. This means additional pedestrians are expected to be travelling along and across the corridor on foot. Discussions with the Winona Senior Advocacy group identified that the elderly population has trouble getting across Mankato Ave with the standard amount of cross time. They identified the east/west crosswalks at Frontenac Drive and Riverbend Road as the two most heavily utilized crosswalks for seniors to get to appointments. Below is a summary of the senior facilities nearly adjacent to the corridor and the number of units served.

Senior Facilities

- Lake Winona Manor – Nursing home with 146 units located in Winona Health
- Sugar Loaf Senior Living – Assisted living with 79 units located south of Frontenac Drive
- Bluffview Estates (in construction to be completed late 2019) – Independent senior living with 76 units located south of the existing Sugar Loaf Senior Living.
- Brookdale – Assisted living with 20 units located just north of the Mankato Ave/Sarnia Street intersection

August 2, 2019

Chad Hanson, PE, Project Manager

Page 3 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

Events where input was solicited

Engagement events included pop-up exhibits at nearby establishments, listening sessions with local advocacy groups, a corridor walk audit, a bike ride audit, a traditional open house meeting, and concurrent online platforms that asked the same general questions online as at the in-person events – What do you like about the corridor? What do you dislike? How would you like to see the corridor improved in the future?

Pop-ups: Tables were placed at different establishments where people were already stuck in line – at a pharmacy check-out, at a service station, and in a hospital lobby. This gave staff a great opportunity to engage with people, introduce the project, and solicit feedback. The table was set attractively with project information, an aerial map for marking-up, and comment cards to provide input. Most participants gave their feedback vocally as staff made written notes.

Listening Sessions: Separate groups who advocate for local businesses and senior citizens were engaged to cohost meetings to hear from those specialized audiences. Staff gave a short presentation that introduced the project before asking participants about their observations and experiences along the corridor.

Open House: In a large event space, a series of interactive activities were arranged around the room with a presentation screen and chairs at the center. Attendees were welcomed at the entrance and encouraged to visit each of the activity areas – which included an area to write a six-word story about the corridor, an area to create a custom street-section, a children's coloring area, multiple tables with aerial maps to discuss with project staff, and boards that showed potential roadway concepts. Attendees were also encouraged to stay for a formal presentation given by staff mid-way through the program.

Walk and Bike Audits: A group walk, and separate bike ride were undertaken to discuss conditions along the corridor. Participants were provided worksheet that included a route map and questions to consider along the way. Each group stopped three times at varied locations on the corridor to discuss the conditions they had observed along the way.

Online Concurrency: A project website, online survey, Facebook campaign, and online mapping tool were launched to advertise for, and run concurrently with the engagement activities listed above. The online platforms were used as virtual versions of the in-person events listed above – people were introduced to the project, asked to share their experiences – good and bad, and encouraged to mark-up an aerial map of the corridor. As of July 1, 2019 1,013 people had visited the website.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 4 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

All Input Received

Input received during this first phase of engagement could be divided into location-based comments (those that point to an issue at a specific location), and thematic comments (issues related to the corridor as a whole) but the sentiments were often similar: people have trouble navigating the corridor, no matter if they're in a car, on a bike, or walking on foot.

6 WORD STORIES

From website and in-person events

- *Easy to access to Winona Health always!*
- *Safe crossings, thriving businesses, happy residents*
- *Easy access with safety to both sides!!*
- *Pedestrian and bikes want to be more comfortable here*
- *No more waiting for playing trains*
- *Too many scary crossings=total nightmare*
- *Heavy traffic, poor road surface, and confusing lane designation or separation.*
- *Turning and merging are trying activities.*
- *It's a very vital transportation route*
- *Right turn lanes needed, DQ, park*
- *Not bike, pedestrian, car compatible corridor.*
- *I'm scared to ride my bike*
- *Characterless mass of asphalt and concrete*

GENERAL COMMENTS

From comment cards and the website comment field

- Right turn lanes into hospital (Frontenac) and road by Dairy Queen. Roundabout or something feasible at Sarnia/Mankato intersection.
- Ensure Winona Health ambulance is 24/7 access throughout project. Put a ¾ access intersection from Mankato to Parks Ave. Improve crosswalks for safety reason.
- Please keep open access to businesses.
- Add emergency vehicle detection to stop lights for ambulance coming in/out of hospital
- Improvements I think would be helpful are a roundabout at Sarnia; a right turn lane at Parks Avenue, and at the Parks Avenue by Dairy Queen; eliminating cross traffic at Bruski (similar to Jct at US1 and Orrin) and a second left turn lane in all directions at the Jct of MN43 and US61.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 5 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- Concrete roads, adding shoulders, add roundabouts – especially Sarnia/Mankato, expand left turn lanes at 61, sidewalks/pedestrian access at 61/43 intersection on all sides, explore 43 reroute to Louisa Street to relieve traffic. Consider expanding 43 to create “beltway” around Winona.
- Snow drifting Lake Winona across Hwy 43 to Walgreens
- My biggest issue is the train problem. I cross the tracks a minimum of 4 times a day and spend endless wasted time while trains “play”. I lose chunks of my lunch, late for work or appts. We need an overpass or move the “switching” to a less congested rd. We also need a turning access lane at Wohletz. Very dangerous as cars slam on their brakes for turning cars.
- It’s disheartening that this planning completely ignores the travesty of railroad interruption of traffic on Mankato Ave. It’s likely that the issue (trains) were never part of this smaller undertaking. Too bad. Many Winonans, especially those who use the length of Mankato Ave, view the trains insensitive interruption of traffic, 5-6 days a week every week, as primary, avoidable and a callous intrusion. Local will likely have to take alternative actions to affect some improvement. So be it.
- Currently a challenge to turn left onto Mankato from Winona Health. Will also be a concern with the new YMCA next year. Sidewalks and crosswalks are intermittent.
- Intersected in roundabout at Sarnia but concerned about size required for semis [Lives off TH43]
- YMCA nice but not want more traffic to 61/Mankato. Have YMCA main entrance off 61 at Dental Office Only. Next build overpass over railroad tracks on Mankato.
- Nightmare on Sarnia – backed up people turn on Mark and Bellevue to avoid trains
- Bike lanes of course. Overpass over railroad tracks
- Been driving four 40+ years – haven’t been in accident – has heard of accidents including with pedestrian and a lot of traffic. Has read of accidents. The left to 61 wait is 2 to 3 minutes which feels long.
- Sarnia – roundabout makes sense – left turns (consider semi-trucks) eastbound to northbound impossible (shortcut thru Merchants Bank) left from Bruski Dr hard to do after 3:30pm. Resurfacing – yes (especially either side of Frontenac Dr.)
- Lucky I don’t have to drive this every day because traffic is awful – good to avoid from 2 to 5.
- Bruski Dr intersection is ridiculous after 3pm – wait 5 minutes to get out to Mankato
- Terrible. N of 61 from Bruski is Hard.
- Disaster – getting out of hospital even with left, there is too much traffic. Left on Sarnia. (takes left out of hospital, left on Sarnia). So much traffic in general.
- Towns growing, roads are busy. Biggest issue with trains – thought there was going to be an overpass – waits for trains.
- Lefts at Bruski are difficult – especially at 5pm. Sometimes people on TH43 stop to “let you in” – sometimes going to Parks Ave to get into 14/61 – wondering if a roundabout is possible.
- Is there anything you can do about the railroad track? Happy with this segment (Sarnia to 61)
- Can be difficult to “get out” from Bruski. Haven’t notices any issues elsewhere along the corridor.
- Sometimes the stop lights are too close together (stopping at multiple).

August 2, 2019

Chad Hanson, PE, Project Manager

Page 6 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- Traffic sucks 8-10, 3-5 – surface is fine. Moped ain't bad because I can weave between but in a car – something has to be done about the traffic.
- The railroad really sucks, would be nice with an overpass – used to drive 80k truck and would wait quite a bit.
- Need roundabout by Merchants Bank, Sarnia/Mankato Ave. Need something to help walkers and bike riders
- Mother ducks cross the road – duck crossing? Concerned with traffic on Louisa during construction – cutting through Fleet Farm and exiting. Getting from one lane to the other is difficult – people don't let you in
- Sarnia Street – no lights. And Bruski –
- Turning left out of Walgreens parking lot can be difficult with nearby stoplight
- Sarnia is terrible. Close your eyes and go. Trains make it worse. Coming out of Bruski is difficult too. Otherwise no issues. Roundabout at Hyvee is difficult because people don't take turns.
- Interested in duck crossing. Lots of ducks that cross w/Lake
- Turning left out of any intersection without a stoplight is difficult. Railroad track to hospital is a concern.
- 50/50 bikers on sidewalk versus road. Sometimes on road to avoid pedestrians. Maintaining ped access during construction is a concern. Sidewalks on Park along TH43 would be nice.
- People driving like they're out of their minds.
- Traffic gets really bad at times. Backed up – at times to Target. Worried about left turns at 61 – people think it's double left lane. Fatalities. Left from Sarnia – north on Mankato a big issue. Roundabout w/2 lanes? Difficult to get green out of hospital. Would not allow kids to bike to Lake because of intersection with 61.
- Have not seen too many crashes on corridor. Difficult to make turns.
- The wide intersection takes forever for the light to change.
- I hope they put stuff in for bikes. It's difficult to bike here. I take the path but if I need to get to target, it's hell.
- It's one of the most dangerous places to bike in the City (Mankato Ave)
- A lot of potholes at Frontenac / entrance to hospital
- Put a roundabout at Mankato and Sarnia
- Are you going to put overpass? Ambulance waits are a concern
- Parks traffic is very heavy. Local roads not good for peds and wheelchairs.
- Trains suck for me personally
- Safety concerns for senior housing residents crossing the street. Wheelchair and wide scooter access is a concern
- Sarnia- left turns are really difficult. Noise levels are high.
- Bus service is changing. Winona Transit.
- Something wrong w/signal at Target, doesn't switch for a long time. Being able to cross from senior housing.
- Freight-rerouted off of TH43. Enter at Perkins – go around Menards. Need advanced signing for train switching.
- Edwards and Kelcey – Winona Study 2000 – 2001. Bundy Blvd. Overpass at 8th St. Get Study from City
- 1,100 staff at hospital, constant flow of patients – how many? Deliveries. Sarnia new development.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 7 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- Crosswalk area concern for hospital. Walgreen intersection – can't bike across really across, really bad in the winter. Would like a pedestrian overpass.
- Crosswalk at Sarnia is very dangerous. Possible hawk signal system. Kids going to school – dangerous across TH61.
- Age of drivers varies greatly. Senior housing. Vo Tech.
- Sugar loaf trip is happening more often.
- Add signal to roundabout for when railroad crossing is blocked.
- Add lane to roundabout to prevent blocking the roundabout.
- Add roundabout to Sarnia and Mankato. Install advanced warning lights about trains switching and anticipated time delay. Bury all above ground electrical with this fix.
- Critical to have access to hospital, emergency, clinic, senior living, etc. for patients, staff, and visitors.
- Winona residents should be encouraged to use East 8th street to Louisa Street to the East Shoe time. I use it all the time. Needs repair
- I'd like to know more about the Mankato Avenue project. I would like to request the access on Bruski Dr to Mankato southbound remain open.
- I plan on participating. Our biggest issue is to try to serve customers during the shutdown. And get back the ones we lose because of it.
- Our biggest challenge is not being able to serve customers due to the construction. Will the median go beyond the Bruski Drive intersection?

HOW WOULD YOU REDESIGN MANKATO AVENUE?

Received at in-person events

- Support on street bike lanes. Need to be cleaned and paved. Like Sarnia or Main. Support boulevard with plantings – boulevard gives perspective when biking. Need sharper lines. Could use better lighting.
- 12' driving lanes – lots of trucks. Supports a multi-use path off the road. Doesn't want the roadway narrowed to accommodate multi-modal. Safe walking sidewalk are important. Concentrate on safety. In favor of roundabout at Sarnia, would be in favor of multiple. People cut through Merchants Bank because Sarnia is so bad
- Not safe to bike on – will go out of the way to not bike on Mankato. Do walk on it but tries to avoid it on Louisa – worried about being t-boned. In areas with no boulevard, sidewalk gets filled with ice from the road plow. Really busy, not safe with any modes.
- Sarnia – Wolitzlaw office. No turning lane – need a turning lane. Dairy Queen needs a turning lane. Too dangerous for bikes on street – a lot of semis - would support a shared use path. Don't care either way about boulevards – more about safety than beauty. Would be willing to go down to Louisa if it meant an overpass.
- Turn lanes. Doesn't support on street bike lanes, would support a shared use trail.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 8 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- Crossing at Mankato Ave and TH61 is a big deterrent for bikes. I would feel safer on Mankato biking with designated bike lanes. Look at Park trail system. People do use Mankato Ave to connect into system.
- Not easy access to on and off. Too much traffic for street. A lot of truck traffic – could trucks be rerouted? Train is a big issue. Would support bike lane – Winona is not very bikeable.

August 2, 2019

Chad Hanson, PE, Project Manager

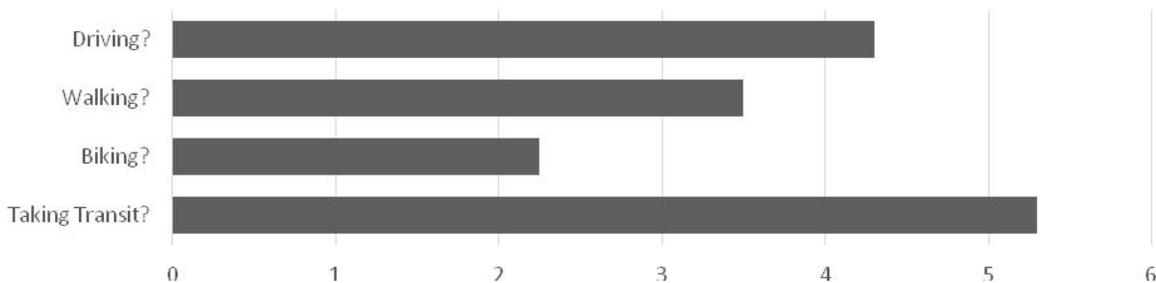
Page 9 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

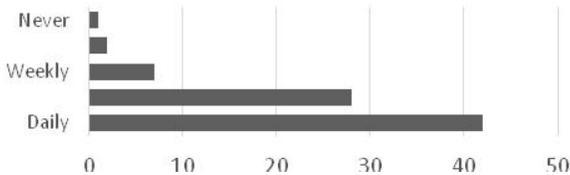
Survey

Online and in-person at Open House

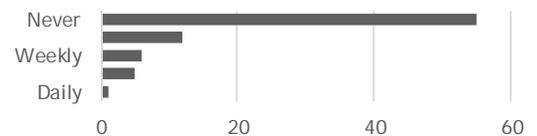
How **comfortable** do you feel along Mankato Avenue when...



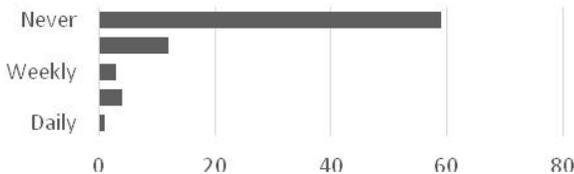
How often do you **drive** along Mankato Avenue



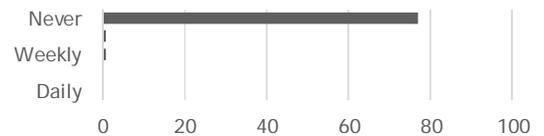
How often do you **walk** along Mankato Avenue



How often do you **ride a bike** along Mankato Avenue



How often do you **take transit** along Mankato Avenue



If you ever feel unsafe traveling along Mankato Avenue, tell us why below:

- I drive multiple drives per day. I bike on the sidewalk only. The roadway is too dangerous. I will eventually use the bus transit (comfort does not apply to me at this time).
- Bike and walk from Frontenac Drive to Mark (11th Street)
- Worst area turning off Sarnia onto Mankato and attempting to turn toward Menards area. Is there any way to reroute some of the traffic that is headed for the interstate bridge?

August 2, 2019

Chad Hanson, PE, Project Manager

Page 10 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- The railroad holds up traffic and it can back up very close into Sarnia intersection. We need an overpass! Between Sarnia and Frontenac the need to cross over lanes makes this very dangerous. Please do not put in a roundabout at Mankato and Sarnia intersection! Some drivers are way too impatient and seeing around would be hard! It is also hard to see the signals over big semi trucks lighting at night is too dim and can be hard to see. There is poor pedestrian safety crossing at the Sarnia/Mankato intersection. Not even striping for a crosswalk. Intersections can feel challenging when traffic is heavy and walking on the east side. Drivers wanting to make right turns going from Mankato to Walnut cut you off. It is noisy and the traffic is threatening! I mentioned on our 2:30 walk audit that there were three young adults on bikes riding the sidewalk on Sarnia - too uncomfortable. If I did take a bus, I would want to have a shelter from rain and cold. I would also appreciate benches and route maps/schedules. Pull overs and curb cuts are good too.
- Dangerous and close traffic driving between Sarnia and Frontenac. Please no roundabout at Sarnia Mankato Intersection!!! Biking dangerous if it did.
- No bike lane and heavy traffic at high speeds all contribute to unsafe bike conditions. I got hit by a car while crossing Parks Ave. in the vine trail by the hospital. The bike trail is as dangerous as the road
- The sidewalk connectivity on the west side of the road is poor/nonexistent in some places. Difficult to reach Sugarloaf Road recreation areas on bike or foot, due to the lack of pedestrian signals on the west side of the intersection with 61. Limited pedestrian/bike signage and pathways at intersection with Sarnia St., especially on the west side. Cars are frequently parked on the shoulder, and there is no designated bike lane.
- Avoiding bad potholes causes traffic to swerve
- The stop sign (one way) and non-stop sign the other three directions is so unique it throws many people off.
- Traffic is too fast and they don't watch for pedestrians. Sugar Loaf Senior Living residents utilize light to get to clinic daily and it is not safe. Need overpass or tunnel to accommodate these individuals.
- Drivers often exceed the speed limit. There is no margin for bicyclists. The combination of these two makes for a dangerous environment.
- Driving/Cycling: quality of the road is poor due to high volume of traffic combined with erosion from winter elements; traffic congestion at the Hwy 43/Frontenac intersection or at the railroad crossing impacts other intersections, as well as prompts some drivers to make dangerous choices in their impatience. Accidents are a regular occurrence. Walking: Shives Road through Belleview Street has no boulevard or shoulder. It is a very vulnerable area for a pedestrian. One slip up from an inattentive driver would put them fully on the sidewalk with half of their vehicle. That is most worrisome during the winter. The snowplows' wake can also make that same area unusable. Winter elements can often render many, like myself, unable to use vehicles to get to work, so we rely on walking to still make it there.
- Mankato Avenue from hwy. 61 to Sarnia is a mass of concrete and asphalt with poor markings and lighting. A center median would improve safety and aesthetics and give pedestrians a safe zone while crossing. Crossing markings and activated signals will contribute to the feeling the pedestrian can comfortable cross Mankato, especially the elderly.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 11 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- I have almost been hit many times on Mankato from 2nd Street all the way to the 43 turn off - where I live. I run, walk, bike as well as drive this route to often. The traffic will be deadly once the new YMCA is built.
- From Hwy 43 coming down from I90 there is not a shoulder wide enough for riding or biking making it extremely difficult to do either. The left turn lane to go north on 61 is backed up past the light on 43 most mornings. Dangerous.
- The intersection at Sarnia is not well organized.
- From sarnia, trying to take a left-hand turn almost anytime of day.during times when businesses are at a shift change.....nightmare
- I would love to ride my bike across the Hwy 61/Mankato intersection, but there is no safe way to get across all of the lanes. With turning lanes, there are 8 lanes of traffic and no good sidewalks, bike paths, or bike lanes to use. Even if there were a bike lane, I would hesitate to use it because it would likely be a shared lane and vehicles own that intersection. Only the hard core cyclists use that intersection. Also, the intersection at Mankato and Sarnia is scary. It's difficult to make either of the left turns available there.
- Taking right turn from Sarnia onto Mankato going South, cars behind impatient, many wanting to go to left turn lane. Need two left turn lanes at 43/61 stop lights turing onto HWY 61 to LaCrosse. At peak times traffic can be backed up to Winona Health.
- I've had so many friends who have been involved in near fatal accidents that I honestly don't go to that area if at all possible on week days or after 10am on weekends. I think the businesses need to hear that we'd shop there more often if it were safer to do so. I would NEVER walk or bike in that area... no place to do so safely. I don't take public transportation, but I can't imagine it's easy for buses to navigate that area easily. The Bruski Dr crossing Mankato, the crossing of 61 by Fleet Farm/Arby's & Rogan's and the Sarnia coming into Mankato absolutely need to be addressed (or ideally closed). I'd love real frontage roads and a train overpass at Louisa. Anything to ease congestion at the 61/Mankato crossing would be awesome. A safe way for pedestrians/bikers to cross at 61/Mankato (or even channeling pedestrians/bikers up onto E Lake Blvd where there are fewer cars) would be great. Thank you for doing what you can to make this a safer place!!!
- In heavy traffic especially with large trucks it is hard to see around big vehicles or to change lanes to see signals at intersections. If I need to cross the street, the traffic is usually dense and they do not seem to observe pedestrians closely, so I am very reluctant to cross Mankato Ave. or Bruski or other connector legs.
- Traffic is too much and they don't slow down and most go through the stop lights even when its red
- It is difficult to walk/bike along Mankato Ave because of a lack of sidewalks and cross walks. When walking we typically take the park's bike path because of this. If we are walking towards the river we walk a block off of Mankato that is parallel because there is less traffic - Mankato in its current state was not meant to be traveled without a vehicle.
- Walking and biking I am so close to the moving automobiles leaves a person feeling nervous. A small to no shoulder. The crosswalk between Merchants bank to the east side of Mankato. Scary.
- Mankato is not bike friendly. More room, lanes, and responsive lights would help walkers and bikers.
- No bike lane so I ride bike trail.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 12 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- Lots of traffic with many turns to the east commercial area (Walmart/Menards/Target).
- When turning left or crossing at any intersection.
- It is difficult to cross from Merchants bank area to the other side of Mankato ave. Often times there is so much traffic, it takes a very long time to wait. Also drivers don't pay attention of cyclists sharing the roadway with them.
- There is no bike lane for me to get from E Lake blvd or the middle school to downtown. So if Mankato looks too busy, I risk crossing 61 near the dentist instead. If I ride on the road on Mankato between 61 and Broadway, I get honked at and people dangerously speed around me, making a point to get right in front of me again. I use hand signals, but I don't think most motorists know what they mean.
- Because there are so many trucks and stop lights people in cars speed and weave in and out so they don't get stuck behind a truck. Way too many speeders and people will run lights or cut them very close. Turn lanes are needed on the main road in front of Wal-Mart/Menards because people drive all over the place out there.
- The stoplights by target and on Frontenac are terrible. No one will be in the turn lane and the light will stay green. Trying to take a left from sarnia to Mankato is impossible at times.
- In some places the sidewalks are very close to the road making both drivers and pedestrians uncomfortable. The merge from Sarnia to Mankato is a hairy experience. There is little time to get from the merge lane to the left lane if needed, and often times is very congested. Turning onto Sarnia at that same location can be tricky when there is a lot of traffic coming from the North, especially after a train.
- Yes. The intersection with Sarnia should have lights.
- The intersection of sarnia and Mankato is ridiculous. Many people that are merging from Sarnia feel they have the right of way and just push their way in...the visibility is terrible as a merger. And the mergers from sarnia cross over to the left turn light, crossing 3 lanes of traffic. I would like to see a solid white lane for merging until the light. It is a mess at that intersection
- The stop light at the intersection by Walgreens is kind of a free for all the traffic merging off of Sarnia, people just do what they want with no regard for the cars that come from the north. Same with the people turning left onto Sarnia.
- The bumps and the pot holes are taking a toll on everyone's cars. The daily use of semi's on this street everyday and night, I would suggest using something other than black top. It just doesn't stand up to all the traffic that is constantly stopping and moving. Sure hope it is going to be fixed sooner than later. Everyone will need to get alignments this summer from the horrible roads.
- I have never walked it, but have always been concerned for the pedestrians that I have seen trying to navigate that area.
- The road had ruts from the semi traffic. Coming onto Mankato from Sarnia is a nightmare. If there is a train, traffic is all backed up. Making a left hand turn onto Sarnia from Mankato is risky if traffic is heavy. It is difficult to make a left hand turn into Merchants Bank from Mankato -- where is the turn lane? Do people

August 2, 2019

Chad Hanson, PE, Project Manager

Page 13 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

need to yield when merging onto Mankato from Sarnia? -- this seems to be a problem area. Some people pull out and some people yield.

- Coming off Sarnia on to Mankato Ave is very scary. Maybe a roundabout would work at that intersection.
- Turning left from Sarnia onto Mankato is nerve-wrecking. Also, when I used to live near Mankato, there were cars who would keep driving even when I was walking across the street in the crosswalk. Finally, when we bike along Mankato on the road, there isn't much room between parked cars and ongoing traffic
- Lane marking lines are often faded, very hard to see in bad weather. Very hard to see left turn lanes such as from Walgreens onto Mankato, especially bad weather
- Main issue with perception of safety is the short swings and tight quarters for getting to other points across or along the street. Examples: the right turn from Sarnia to Mankato to then turn left towards Walgreens. I have had multiple issues with merging traffic or trying to merge into traffic at this bottleneck spot. No accidents but just close call situations. Trying to left turn from either side of Sinclair gas station to S43 to access W14/N61 left turn from DQ, to N43 (head towards Walgreens). Turning left from Mankato onto Sarnia is also a problem, more due to traffic issues than design of the road itself but traffic can back up from the turn lane into the left northbound lane frequently. turning left onto Mankato at this same intersection is also a significant challenge.
- The intersection at Mankato Ave and Sarnia St is very dangerous for anyone trying to turn left from Sarnia St on to Mankato Ave. The timing of the stop lights in both directions on Mankato Ave should be better to minimize the traffic congestion at rush times. Cars do not always get a green arrow for left turns from Mankato Ave to Frontenac Dr or Mankato Ave to Riverbend Rd; especially if there is only one car turning. It makes it very dangerous to make those turns during rush times. An overpass on Mankato Ave is long overdue to alleviate the long traffic delays due to switching trains.

What would you do to improve travel along Mankato Avenue?

- Crosswalk with signal at existing light.
- Would not like to see any transit amenities.
- With big trucks on Mankato and Sarnia I would not feel safe biking on the street or right of way. High elevated signal is best to see over large semi trucks. Benches along the corridor would be very welcome so pedestrians can meet or take a break from walking. Ramps are important for handicap people. Crosswalks with special markings not only aesthetically but they call attention to the crosswalk and not like striping. Wider sidewalks or multi use trails would be nice for bikes and peds.
- A protected bike lane and better signage alerting motorists of cyclists would help a lot. In addition, I think both sides of the road, not just the east side, need good pedestrian walkways and crossings. The lake, Winona Health, and the Sugarloaf bluff trail, are all on the west side of Mankato Avenue, and people need to be able to access those on foot/bike.
- Resurface the road; implement very clear painted road lines; eliminate the multiple entrances to the hospital and park area.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 14 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- Overpass or tunnel to cross Mankato Avenue. Bike lanes for bikers.
- bike lanes!
- Right turn lanes at Parks Ave.
- Find some way to allow for the best continuous, safe flow of traffic to cross east or west from Mankato (Sarnia, Frontenac, etc). Perhaps roundabouts that can still accommodate semi trailer traffic?
- Dedicated bike lanes, completed sidewalks. There needs to be better control of the traffic flow during peak times or after a train delay, both sides of HWY 61 are backed up making it dangerous.
- Walking path that is easily accessible from both sides of Homer Road. To walk down 43 and try and walk across Homer Rd when the lights change is extremely dangerous.
- Traffic light or traffic circle at Sarnia and Mankato.
- Consider better wheelchair/pedestrian coming from Senior Living to Winona Health. With new apartment building going up with 70 apartments, MORE traffic will create problems. Would a round about manage the Sarnia/Mankato traffic. It is very dangerous turning right onto Mankato ave from Sarnia. I would much rather see better vehicle improvements than bicycle. There is a bike path already near Mankato Ave. I don't think I have ever seen a bike on Mankato ave when I travel daily. Impossible to turn left coming out of Walgreens on to Frontenac Road. Bruski drive road between Freedom and Sinclair should be a right turn only onto Mankato going north. More concern about pedestrians than bikes. I feel there is too much emphasis on bicycle amenities than pedestrian.
- I would NEVER walk or bike in that area... no place to do so safely. I don't take public transportation, but I can't imagine it's easy for buses to navigate that area easily. The Bruski Dr crossing Mankato, the crossing of 61 by Fleet Farm/Arby's & Rogan's and the Sarnia coming into Mankato absolutely need to be addressed (or ideally closed for the 1st two mentioned). I'd love real frontage roads and a train overpass at Louisa. Anything to ease congestion at the 61/Mankato crossing would be awesome. A safe way for pedestrians/bikers to cross at 61/Mankato (or even channeling pedestrians/bikers up onto E Lake Blvd where there are fewer cars) would be great. Thank you for doing what you can to make this a safer place!!!
- Put an overpass overnight there existing Mankato Ave and everything beneath would be bike, walking, picnic area, etc... As a far as getting to the business, service roads on the outside.
- Have another roadway access for larger trucks or designated lanes for trucks. Have more elevated signals to see signals better. Have pedestrian cross walk islands perhaps if the signal starts to change and vehicles try to run the lights or get through the intersections on yellow. Lane separations or channeling would help to improve lane designation. There could be a designated bike lane adjacent to the sidewalk and separated from the traffic lanes with raised channeling for greater safety from large trucks. More visible crosswalks and striping or materials. More benches to rest on while walking or biking. Trees for shade at the bench locations or where you catch a transit bus would be helpful. If you do have a bus stop, make sure that it is out of the traffic lanes and that they have a designated indented pull over location. Bus shelters are also important in our climate with a route map and signage.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 15 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

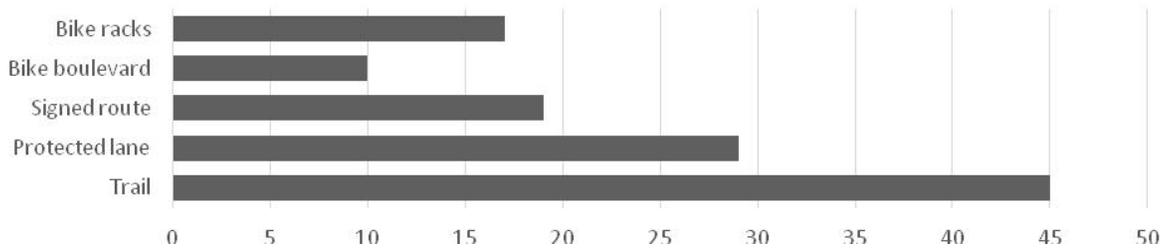
- one thing would be to have the turn signals by target and Walgreens have sensors. Many times the turn signal is green with no one there but it holds the traffic going straight for no reason.
- Traffic speed slower because of how busy it is. And a time delay on the stop lights because of so many people that will still go through the red ones. And No turn on Reds!
- A train overpass. Drivers do dangerous things to not have to wait for a train – dangerous maneuvers to turn around, trying to beat it to a different crossing, going the wrong way on one way streets/wrong side of street. An overpass on the east side of Winona would be a huge deal and from a traffic pattern standpoint, a perfect place to have an overpass.
- Fix the lights so when there's no one in the left turn lane, the left turn light does not go on and the opposing traffic can proceed.
- More responsive lights. Wider lanes.
- Put a right turn lane at hospital north entrance and a right turn lane at DQ.
- Some type of roundabout at Sarnia and Mankato. Over/Under pass at train tracks.
- Make it so that the trains CANNOT block the Mankato intersection for more than 5mins at a time!
- That is a major roadway and people have to get to jobs, the hospital, school, etc and are expected to be ON TIME!
- Have police run traffic once in awhile. Our police never run traffic on any of our busy streets. No bike route on the street.
- Make a large roundabout at Sarnia and an overpass over the train tracks
- Perhaps some improved pedestrian crosswalks, a bike lane.
- 1. going north on Mankato and turning on to Sarnia street. 2. merging onto Mankato from Sarnia and people stopping in merge lane to find window to cut all the way over to make a left at the next light.
- Make a pedway or protected bike lane and a clear crossing for pedestrians and cyclists across 61, turning off and onto 61, turning off and onto Sarnia, and turning off and onto Broadway – Ideally the bike lane would extend all the way to 2nd St, but I know this project only goes to Broadway.
- Reduce the speed limit or add barriers. Rethinking the intersections seems prudent as well.
- Newer featured signals like they used on 61 by Hyvee. A roundabout for Sarnia but it has to be big enough to accommodate the trucks and amount of traffic. So far Winona has failed on the 2 they have built.
- Overpass for rail crossing, protected intersection at Sarnia, easier access for pedestrians and cyclists.
- Train wait times
- Overpass for trains. Stoplights only turn green if someone is there enforcing the law when people turn into wrong lane. Synching the stoplights.
- Roundabout at the merge of Sarnia and Mankato Ave. Buffer between sidewalks and road. Designated pedestrian crossings.
- roundabout at Mankato and Sarnia. The large neon sign at the stop light/bank is annoying...especially at night.
- Fix roads and come up with a different alternative than black top. Too many stop lights in a row

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

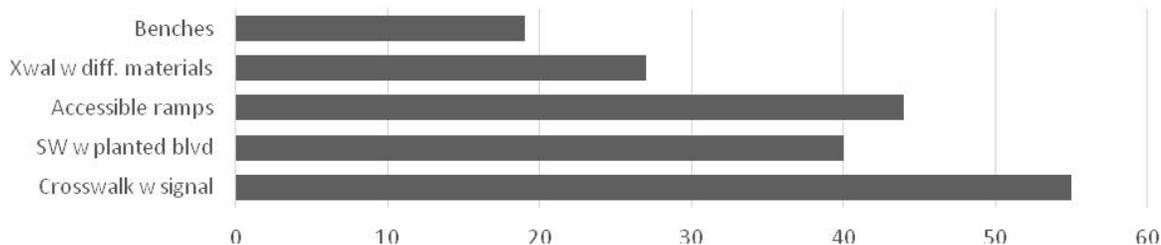
and definitely fix the crossing on Sarnia and Mankato, you can never get across there.

- Designated bike lane that is not also where cars park.
- Possible overpass to avoid the train delays Stop light or other traffic signal at Sarnia and Mankato Ave.
- A roundabout would be safer. There would have to be a bypass lane for semi truck traffic. Good luck -- I have not idea what would work.
- Bridge over or underpass at the railroad. Traffic light on Sarnia and Mankato more signage, better road lines, another stop light at the southern entrance to the Clinic
- Concrete the entire stretch to be much more durable to truck traffic, and as possible widen the lanes some. Add a short duration stop light at DQ intersection say 2 minute Mankato green, to a 30 second green for crossing/left turns. Maybe have this intersection restricted to only left and right turns. widen street between Sinclair and Freedom for designated left only, right only lanes. Again no straight across.
- Traffic lights that change due to traffic flow, not just a set cycle every three minutes. Consistent green arrow lights for left turns. Fix the Mankato Ave and Sarnia St intersection to make left turns safer.
- Traffic lights at Mankato and Sarnia. It is impossible to make a left turn from Sarnia onto Mankato. And better lights at the other two intersections. The left turn signals never seem to work right.

Which of the following bicycle amenities would you like to see along the corridor?



Which of the following pedestrian amenities would you like to see along the corridor?



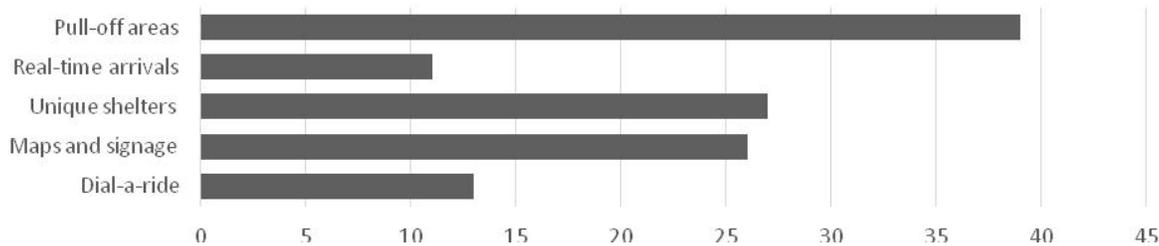
August 2, 2019

Chad Hanson, PE, Project Manager

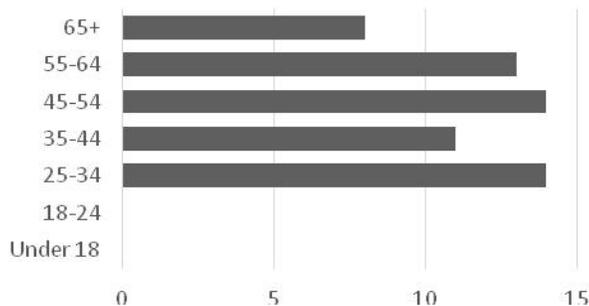
Page 17 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

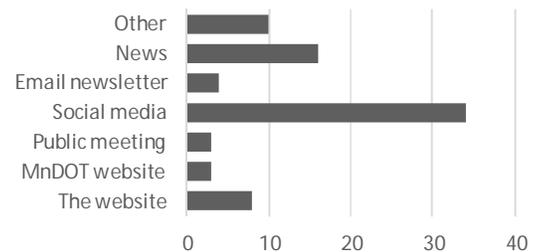
Which of the following transit amenities would you like to see along the corridor?



Age of survey participants



How they heard of project



FACEBOOK COMMENTS

Responses have been omitted and are available on request. Staff responses generally included a thank you for the comment, a reiteration of the Open House date and time, and link to the project website.

- Are they going to get rid of the long waits for trains?
- About time!
- Overpass
- The stop lights are horrible. The turn arrows are green even when no one is there. Please fix this!
- The merging traffic to get to the Walgreens, Mugby, Walmart and others is an absurdity. I've been in many many cities in the US and this creation is one of the worse I've seen.
- You really need to fix this road...this year. It's highly traveled on. Repave it!!
- Hopefully they will make crossing Mankato less of a gamble on your life. Like crossing over from DQ and trying to go left off of Sarnia. And sure, maybe a few roundabouts like the one by Goodwill that you can't even see.

August 2, 2019

Chad Hanson, PE, Project Manager

Page 18 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

- 3 years is a long wait when a state highway is in need of repair now.
- The next time it is paved, please take into consideration the lighting. When the road is wet at night, the glare is unbelievably bad.
- It really needs lots of work done
- If they don't do anything about the railroad crossing delay, it's not worth it. That is what needs the most attention In my opinion.
- Do not Do roundabouts look at the mess by Hyvee
- Redirect Sarnia to the Walgreens intersection and remove the old intersection altogether. ...make it a park
- If roundabouts are an option, please consider your truck routes currently in Winona, namely along Mankato Ave. Make them large and wide enough for semi-trucks to safely enter and maneuver.
- We need an overpass like at Pelzer St the wait is horrific some days.
- I hope they are looking for a over bridge by the tracks. Make emergency vehicles to get to the hospital easier.
- Put a right turn lane into park/ hospital road and DQ
- No roundabouts and put a over pass in we are all tired of waiting over 30 minutes for a train
- Thanks to all that are planning and will be presenting at this meeting. I appreciate the opportunity to put in my 2cents. I travel Mankato every day, multiple times. There are a lot of dangerous parts to the route and frankly it is amazing that there are not daily accidents there.
- Winona needs to clean up some of those HORRIBLE streets ALL over town. I can't believe how BAD it is!!!
- I will be gone and unable to make it but highly suggest bringing back to the table the over pass-Mankato NEEDS it!!!! traffic held up for such a long time by trains and if held up sometimes a matter of life or death trying to make it to the hospital and can't turn around and still go to another crossing which is quite a ways away and it also could be blocked by a train-time restraint
- I hope they consider all the way down to Broadway as well. I have actually ridden my bike to work and the blocks nearest the tracks are especially scary. Getting onto Mankato using a left turn is a nightmare too even in a car. And of course, if there's been a train, the traffic is impossible immediately after. Someone suggested a roundabout at Sarnia/Mankato.
- On a bike, it's scary any time of day.
- I like to ride my bike on the sidewalks. Much safer to yield to traffic at every block, than to navigate the parked cars, dumb drivers and pot holes so-called bike routes! For me, my safety comes before the law!!
- Too much to ask for frontage road and railroad overpass??? Ending the ability to cross Mankato at Bruski Drive??? Getting a light at Sarnia and Mankato??? I honestly don't go anywhere near that area after 9am because it's such a dangerous nightmare to navigate...

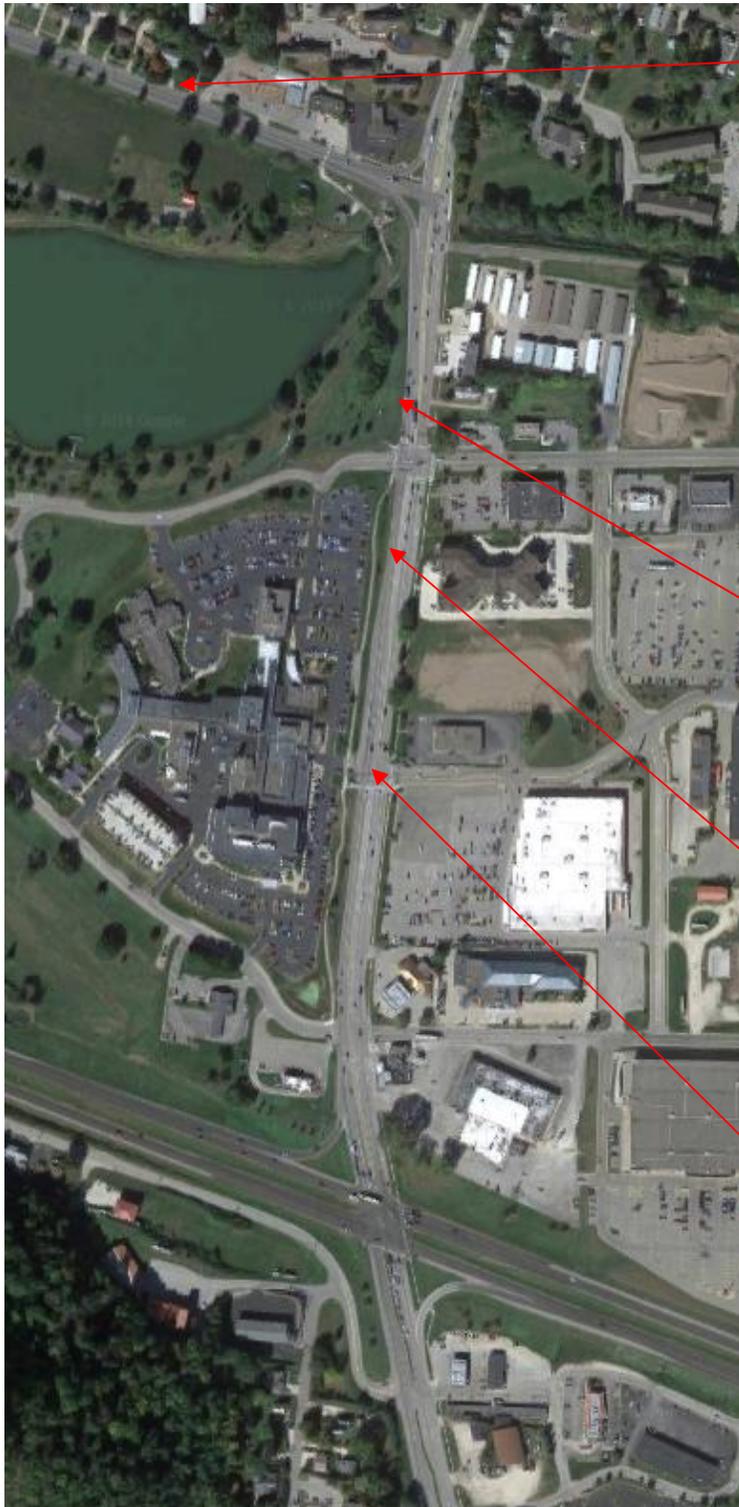
August 2, 2019

Chad Hanson, PE, Project Manager

Page 19 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

COMMENTS FROM WALK AUDIT



- Less loud
- More curb-cuts
- Wide boulevard and separation from traffic
- Not enough lighting [2 people]
- Equally narrow sidewalk but feels wider with context [2 people]
- Narrow sidewalk but nice wide blvd
- Bikers on sidewalk - consider what kind of intersection may be constructed and how it will handle pedestrian/bike traffic [via walk audit]
- Bikes on sidewalk [2 people]
- Sidewalks still pretty narrow
- Sidewalk narrow except in front of the bank
- No sidewalk markings at Carimona St
- Drivers don't stop at crosswalks
- Could not see a crosswalk except from park at Franklin?
- Not very pleasant
- Less traffic than on Mankato but still somewhat loud

- Pleasant set-back
- Hard to plow curves?
- Hospital maintains
- Bushes are nice
- May need sidewalk on west at Sarnia
- Ped lights and buttons, cars pull into crosswalk
- There is room to walk - like wider walk/bikeway

- Pleasant set-back
- More pleasant walk
- Hard to plow curves?
- Hospital maintains
- Bushes are nice
- Few bushes and trees along road
- Feels safer due to wider path
- Park-like setting
- Like being set back a ways from road

- Cross walk lights
- Long crossing

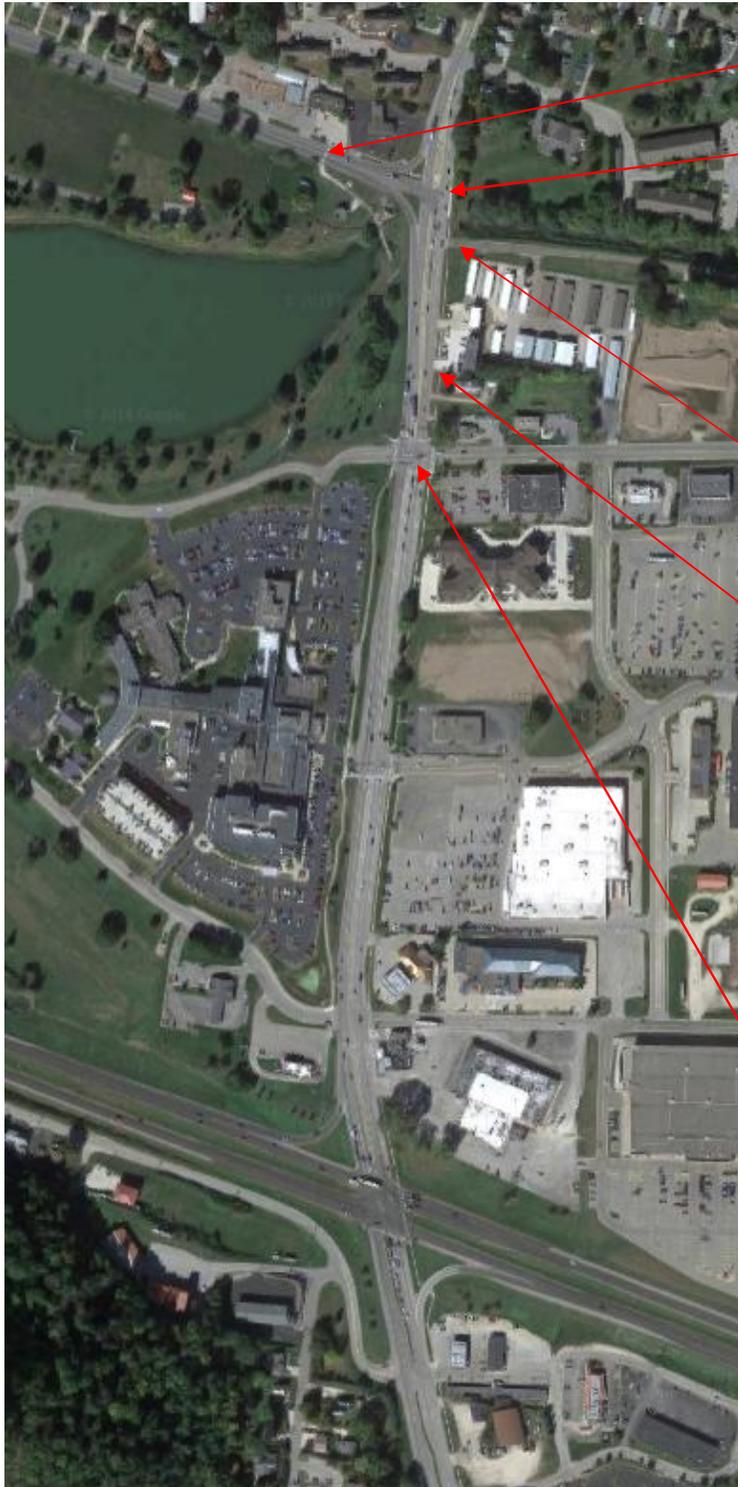
August 2, 2019

Chad Hanson, PE, Project Manager

Page 20 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

COMMENTS FROM WALK AUDIT (CONTINUED)



- Wide crosswalk and sidewalks connecting two crossings
- Used walkway across from Bronk's easier to cross

- Not pedestrian oriented
- No x-walk striping or signage present
- Terrible crossing
- No easy way to cross
- Sandy
- Refuge necessary
- Wide crossing distance
- Too noisy [2 people]
- Lighting is inadequate
- Needs grass, flowers, trees
- Unpleasant

- No lights at Shives Rd
- Consider making Shives Rd a ped way only
- No grass blvd north of Shives Rd

- Narrow sidewalk [5 people]
- Broken, cracked sidewalk [2 people]
- Uneven sidewalk
- Boulevard helps
- Gravel/tripping hazards
- ADA ramps good, smooth [2 people]
- Drivers speed up to get around corners or make lights, run red lights [2 people]
- No human-scale lighting
- Very little lighting
- Not very many pedestrians
- Consider light pollution with lighting improvements
- Not sure visually impaired would have comfortable crossing
- Route pleasant where there is a grassy boulevard
- Pretty noisy, Hard to converse with Mankato traffic

- ADA ramps good, smooth [2 people]
- Drivers speed up to get around corners or make lights, run red lights [3 people]
- Drivers are fast, whiz by [2 people]
- Long crossing distance, even with pedestrian islands
- Those coming out of hospital don't have must time to see peds
- Seems easier to cross at "don't walk" at rough street
- Crosswalk lights "walk"
- Crosswalk on west-side rough - potholes

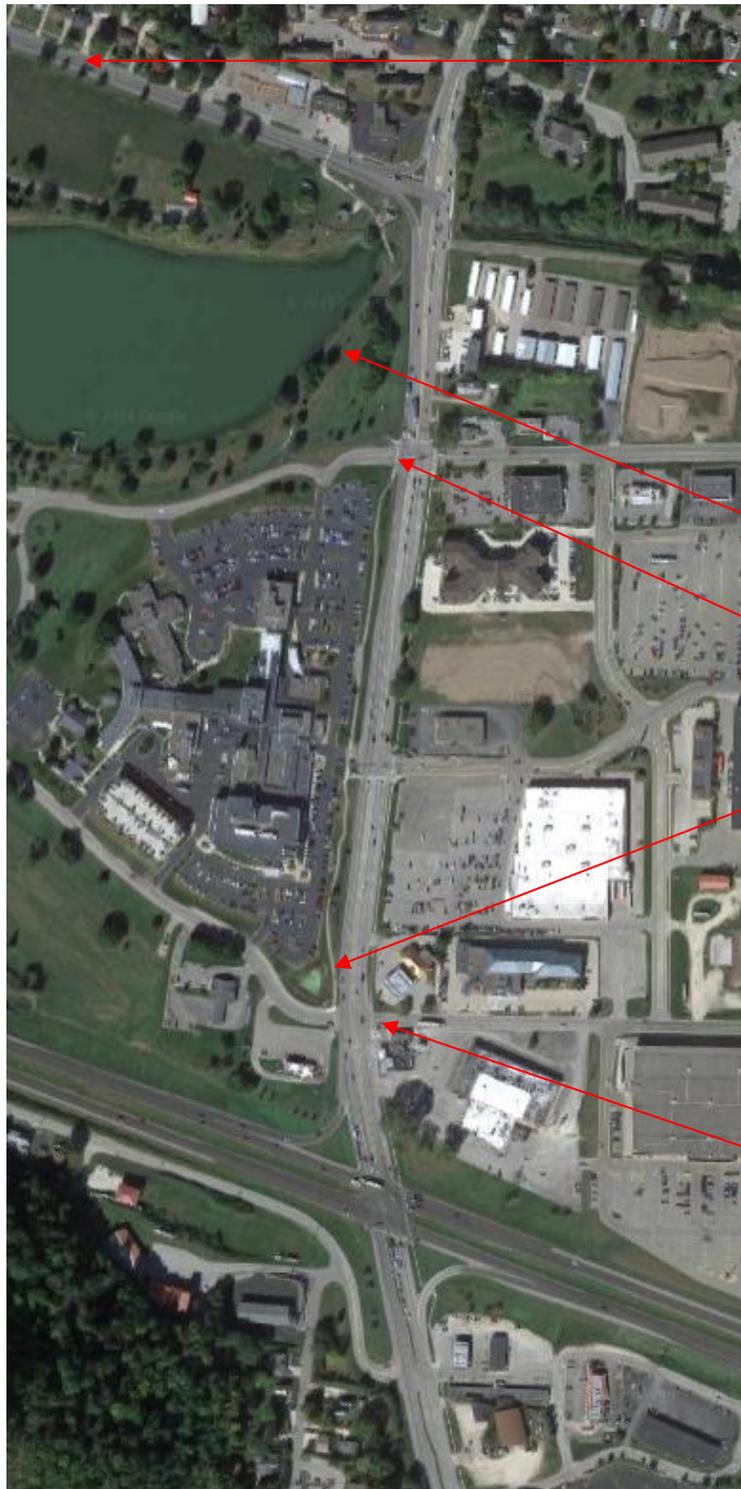
August 2, 2019

Chad Hanson, PE, Project Manager

Page 21 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

COMMENTS FROM BIKE AUDIT



- The Sarnia portion is quiet nice, very easy, pleasant [2 people]
- No clear way to cross intersection
- It does not feel that drivers expect bikers
- Didn't see other bikers, not many encouraging spots
- Sarnia portion was pleasant - perhaps better on the other side of parking
- Room to bike - good sized lane, good road diet
- Intersections are easy except for Sarnia/Mankato which is almost impossible to cross with traffic
- Drivers behave safely on Sarnia
- Bikers behave safely on Sarnia
- I want protected bike lanes on Sarnia
- The "bike lane" on Sarnia was nice and open tonight
- Ok place to bike except worried about being doored
- Wide on-road lane but shared with parking
- Bike route needs lighting and landscaping

- Biking along lake is great
- No lights at the lake

- Bikers may not be seen by drivers
- Red light w/buttons at Mankato intersections
- Someone had quite the emergency and needed to turn into the ER lot
- Frontenac Dr intersection is OK

- Room to bike on nice, wide shared use path, nice 8' wide trail [3 people]
- Very nice path by Winona Health
- Not great pavement, no clear markers for drivers to expect bikers
- Doesn't feel like bikers are expected
- Didn't see other bikers
- Shared use path is pleasant
- Safe driving for most part
- Low bike traffic
- Peds and bikes both use this pedway
- Better than the other side

- Drivers are often distracted
- No waiting space at intersections available for bikers
- Bikers often don't stop at stop signs
- Bikers bike on sidewalks
- Bikers may weave through traffic in driving lane

August 2, 2019

Chad Hanson, PE, Project Manager

Page 22 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

COMMENTS FROM BIKE AUDIT (CONTINUED)



- Left turn onto Sarnia from Mankato was terrible, scary, complicated [2 people]
- Drivers do not behave safely
- Drivers hate bikers at the Mankato and Sarnia intersection
- Awful intersection

- No space on road, no real space off-road either
- No room to bike - only a small sidewalk
- Better signals needed, not clearly visible in a predictable location
- Cars speedup to make small gaps in traffic
- No other bikers present (surprise!)
- No predictable place for bikes to be
- Route is clearly not designed to accommodate bikes
- Not well lit
- Not room to bike - 4 to 5 ft sidewalks don't leave room for pedestrians
- Bikers hidden from intersections that are difficult to exit while driving
- Sidewalks are often too close to intersections
- Afraid to be unseen
- Very crowded sidewalk
- I know drivers don't usually see bikes on the road - I check and double check
- Please don't forget about light pollution
- Sidewalk not great for biking
- Bikers don't know if they should be on sidewalk or road
- Bleak conditions for bikers north of 61

Area south of TH61

- Route poorly lit for bikers especially south of 61
- Nice 8' trail on south side of 61 on east side - narrows to 5', low muddy section
- Pleasant south of 61 for biking



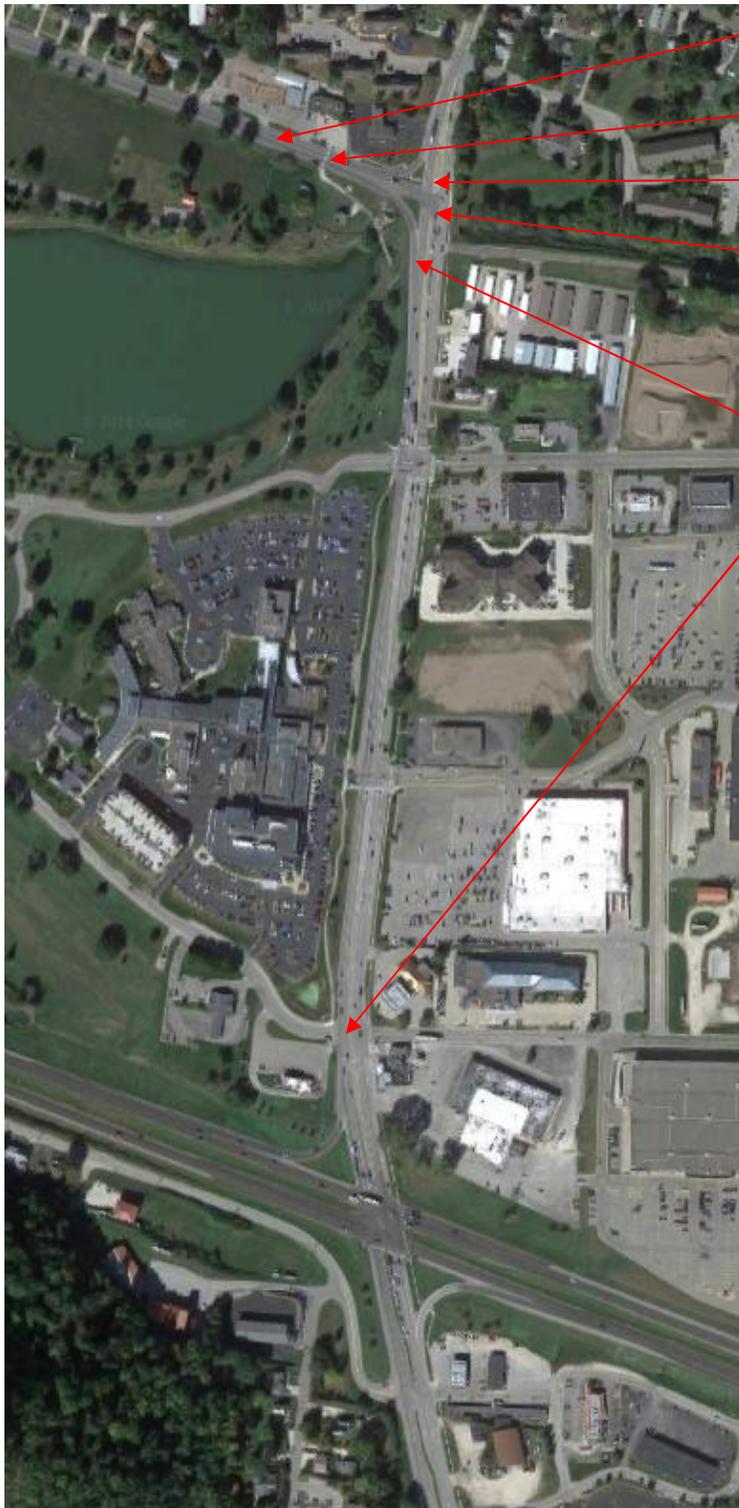
August 2, 2019

Chad Hanson, PE, Project Manager

Page 23 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

MARKUPS FROM POP-UP EVENTS



• Backs up with train - or backs up to root beer stand

• Heavily used x-walk at bus stop

• Has enough time to cross but uses median

• Impossible to turn left at Sarnia
• Be sure to keep in mind semi usage
• Roundabout a good option here. People cut through bank parking lot
• I don't like roundabouts - the one at Hyvee didn't help

• People need to cross 3 lanes of traffic to turn left. Hard to see

• Has trouble turning at unsignalized intersection
• 5pm worst time of day for congestion
• When leaving Winona Health, some use Parks Ave to go to TH61 because congestion is so bad at 5pm on Mankato Ave

Area north of Sarnia

• Long waits at RR crossing
• When a train comes people take Mark St to Belleview to avoid train, now road in bad shape



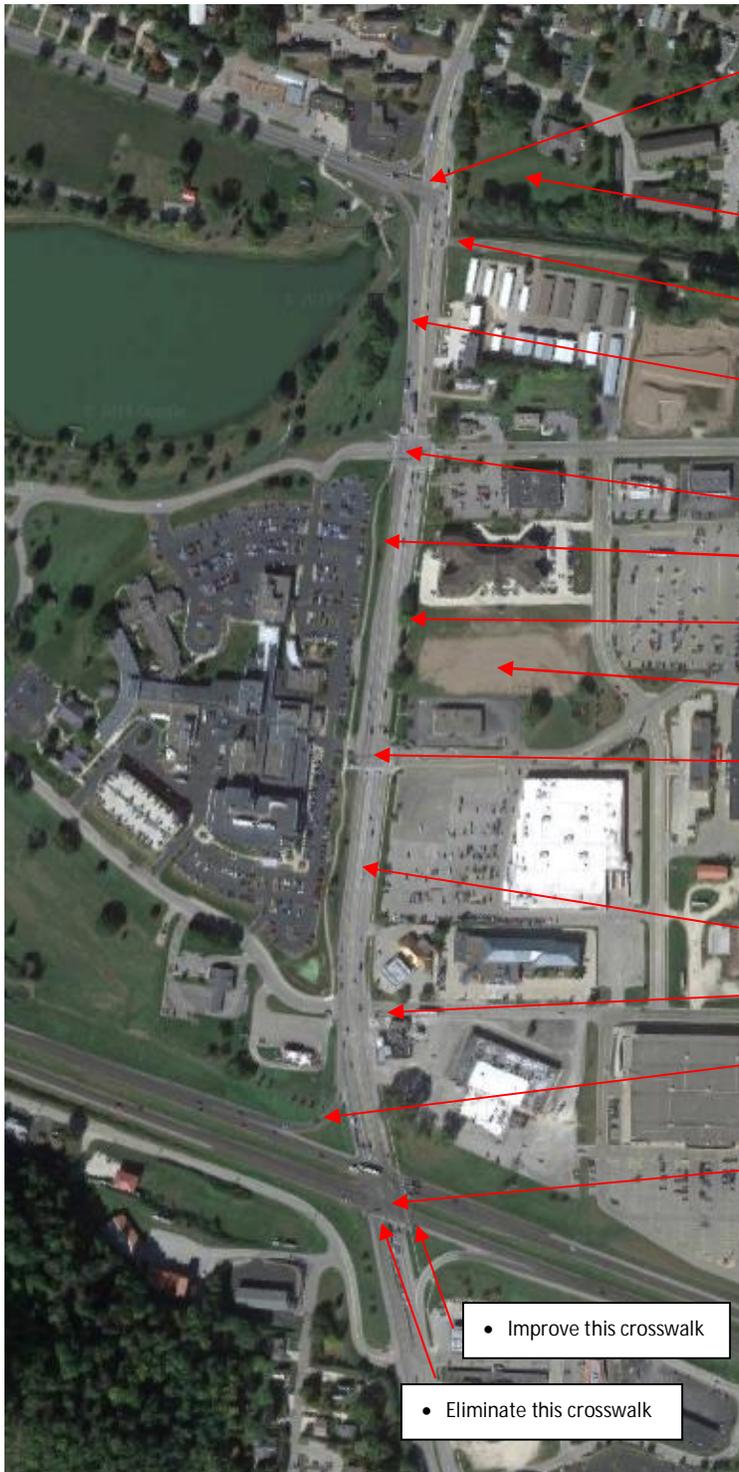
August 2, 2019

Chad Hanson, PE, Project Manager

Page 24 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

MARKUPS FROM OPEN HOUSE



- A lot of traffic cuts through bank parking lot
- Some used striped median as left-turn lane into bank
- Roundabout
- No roundabout - put in a traffic light here
- Terrible, dangerous intersection, something needs to change
- Bad backups

- Proposed area for low income housing

- Close some of the exits off Mankato - route traffic in the shopping areas - less entrances off Mankato

- U turns
- Weave southbound from Sarnia to left turn at Frontenac
- Concrete preferred
- Better lighting

- Trucks turn from SB TH43 to Frontenac

- Shoulders needed along here

- Wider walk/bike path on east side

- New senior housing

- Look at signal timing
- Detector loop broken, check on [2 people]
- Longer ped timing needed
- Ped access to hospital
- Add crosswalk on fourth side of intersection

- Eliminate "suicide lane"

- No left turn here or not between 3-6pm [2 people]

- Double turn
- Meter
- Add lane

- Pedestrian / bike connection needed. Serves 500+ homes
- Crashes

Area south of TH61

- Possibility of sidewalk/bikepath? [west side of street]

- Roundabout [2 people]
- No roundabout



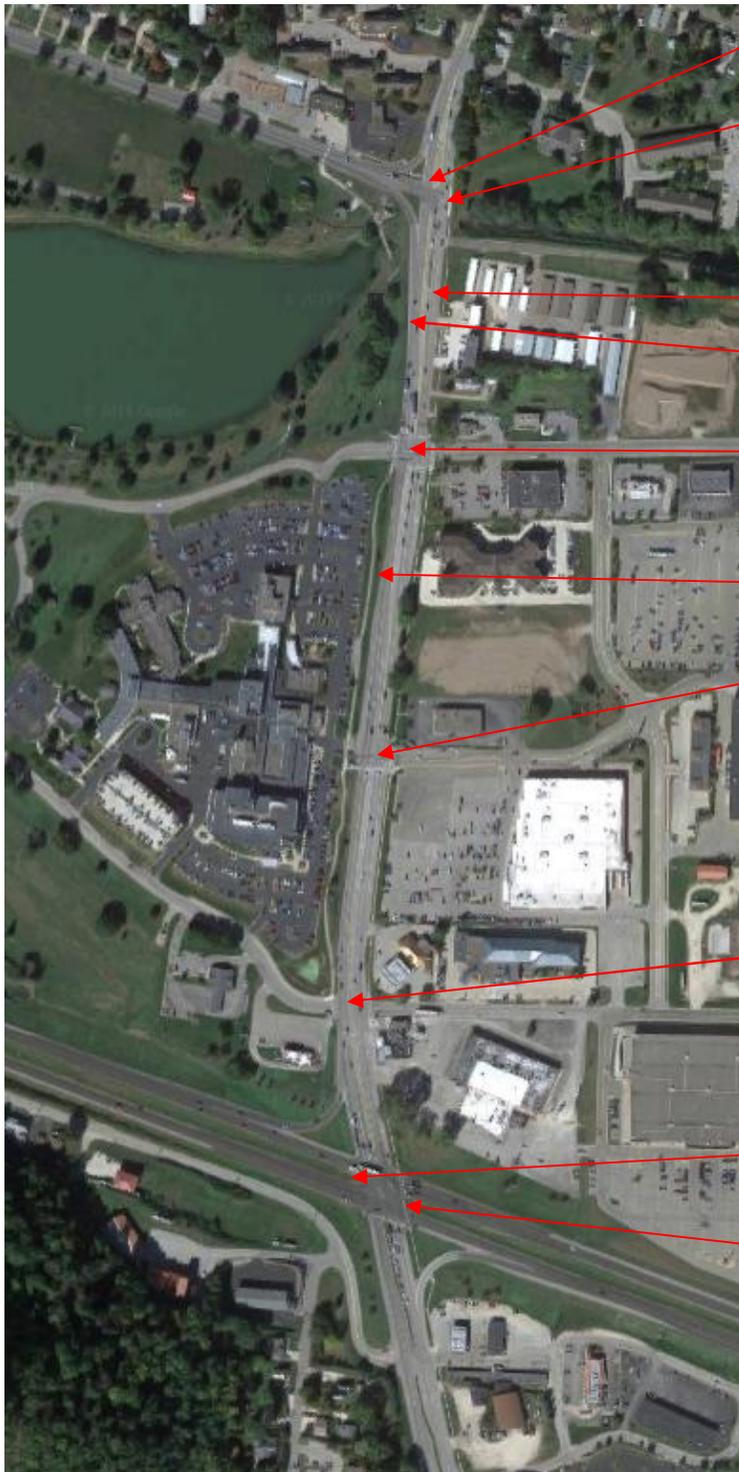
August 2, 2019

Chad Hanson, PE, Project Manager

Page 25 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

MARKUPS FROM ONLINE MAPPING TOOL



• Difficult pedestrian crossing, no sidewalk SW of intersection

• Would like advanced warning signal for railroad crossing
• Difficult to turn left from Sarnia to NB Mankato Ave, long wait [3 people]
• Difficult to turn from Sarnia to Mankato
• Needs improvement, not comfortable with roundabout
• Dangerous bike crossing

• Makes mid-block crossing on bicycle

• Difficult to merge from Sarnia to left at Frontenac [2 people]

• A roundabout may work nicely here
• Problems with sensors - signal with no cars. Would like advanced warning signal for railroad crossing
• Difficult to turn left from Sarnia to NB Mankato Ave, long wait [3 people]

• Good trail but lack connection, doesn't cross 61 [2 people]

• A roundabout may work nicely here
• Need improved crosswalk, crosswalk between senior housing and hospital [2 people]
• Problems with sensors - signal with no cars present and long red lights when cars are present [3 people]
• High-speed traffic not obeying/noticing red lights
• Private signage distracting
• Traffic flows well, stoplight functions [2 people]
• Crosswalk is safe for peds and bikes

• Improve pedestrian access to lakes from hotels
• Difficult to turn onto Mankato with multiple lanes, need signal [3 people]
• Left turns block traffic, wants left-turns prohibited [2 people]
• Drivers confused if and where to turn from NB TH43 to hospital
• Need better visibility for ped and bikes
• Left turn lanes scary - oncoming traffic

• Lengthen and duplicate left turn lane. A roundabout may

• Need better pedestrian crossing, bike crossing, bike access between school and downtown is not an option [5 people]

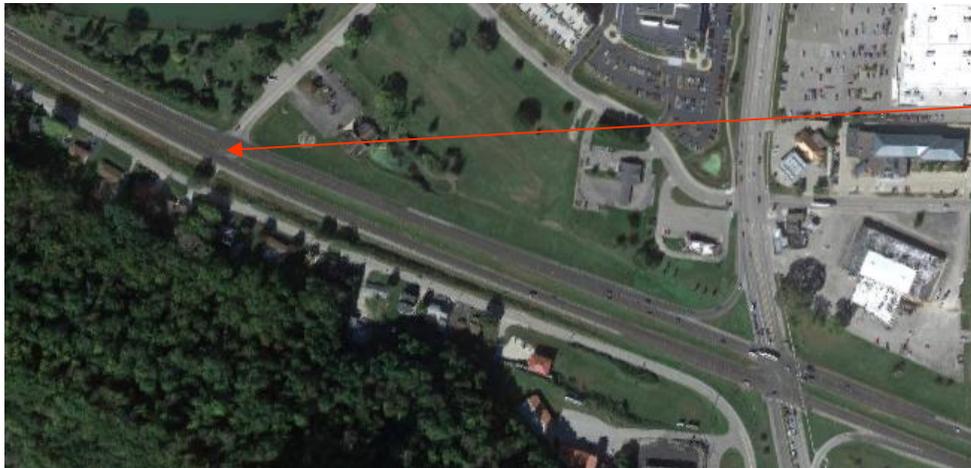
August 2, 2019

Chad Hanson, PE, Project Manager

Page 26 of 28

Reference: Preliminary and Detail Design for Reconstruction of TH 43 in City of Winona, MN
Public Participation, Project Website and Public Open House May 28, 2019
Public Involvement Overview and Summary of Comments

MARKUPS FROM ONLINE MAPPING TOOL (CONTINUED)



Area west of TH43 on TH61

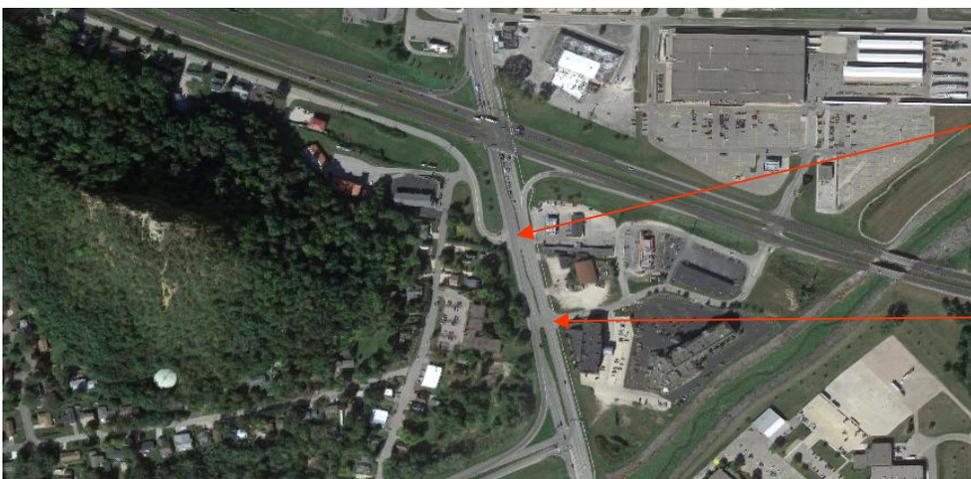
- Safest bike crossing of 61



Area east at Fleet Farm

- Dangerous entrance/exit, needs closure or signal

- Extend Louisa Ave to here



Area south of TH61

- Difficulty entering/exiting Kwik Trip over multiple lanes of cross traffic, from E Lake Blvd [2 people]
- Pedestrians cross here, need facility
- Scary to access E Lake Blvd on bike, or for ped [2 people]

- Difficult intersection

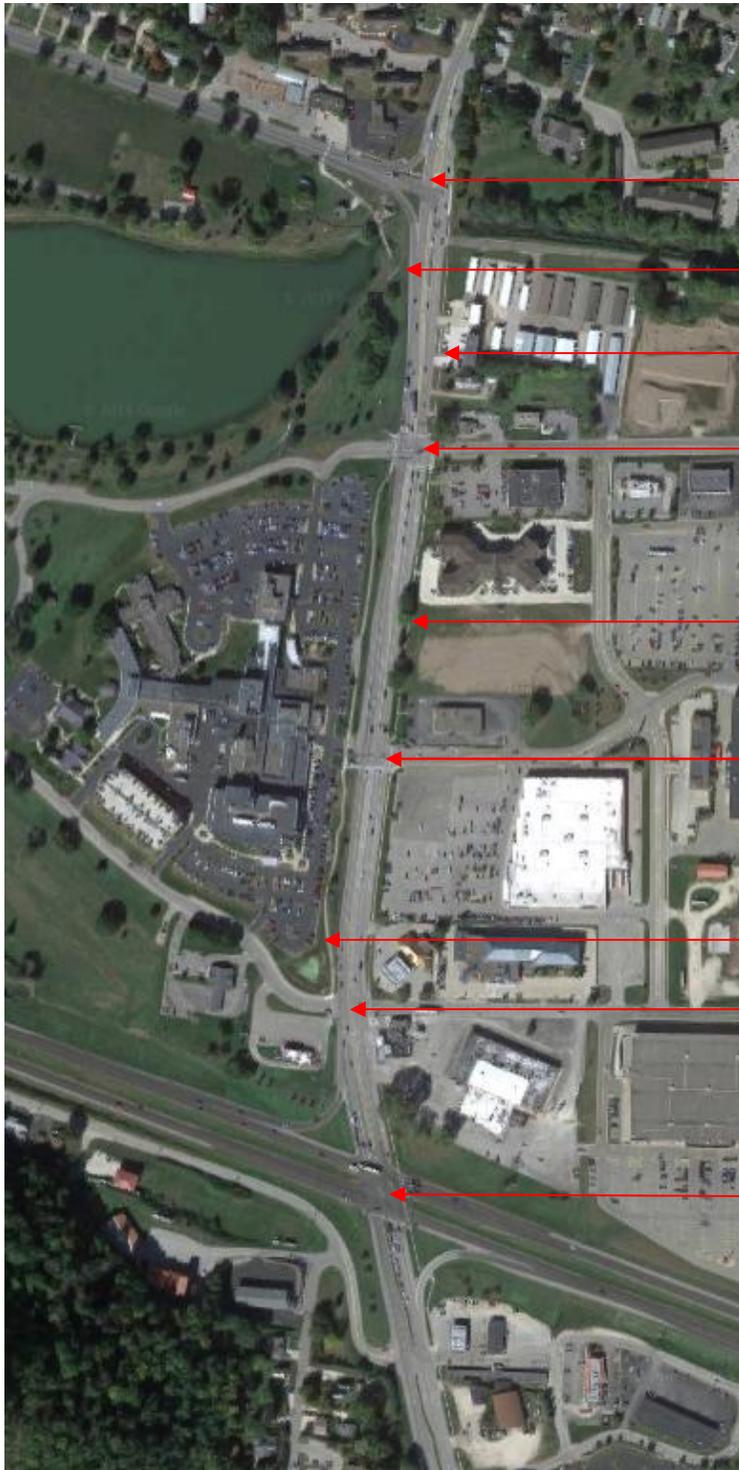
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Chad Hanson, PE, Project Manager

Page 27 of 28

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Public Involvement Overview and Summary of Comments

SYNTHESIS



- Difficult to cross as a pedestrian or bicyclist
- Difficult to cross as a driver

- Difficult to merge from Sarnia to left-turn lane at Frontenac

- Need better lighting throughout for peds, bikes, drivers

- Drivers speed through intersections, around corners

- Needs separated ped, bike facilities on east side of street

- Safe crossing needed between senior housing and hospital
- Issues with signal, sensors

- Nice trail but is disconnected from services, connections

- Difficulty crossing multiple lanes of high-speed traffic

- Consider double left-turn lanes
- Need safe ped, bike crossing at 61 to connect homes, school

August 2, 2019

Chad Hanson, PE, Project Manager

Page 28 of 28

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Public Involvement Overview and Summary of Comments

Stantec Consulting Services Inc.

A handwritten signature in black ink, appearing to read "Kevin Hoglund". The signature is written in a cursive, flowing style.

Kevin Hoglund, PE

Principal

Phone: 612 712 2061

Kevin.Hoglund@stantec.com

Attachments:

C.C. Brian DeFrang, Dale Grove, Project File