

Hwy 371 (Nisswa to Baxter) Corridor Study

Nisswa City Council – Work Session

Tuesday, October 15, 2024

Study Partners



Study Overview

MnDOT, in partnership with Baxter, Nisswa, Crow Wing County, and Region 5 Development Commission, is conducting a Highway 371 corridor study to identify transportation needs and potential improvements to develop an ultimate vision for the future.

- Study Limits

- Hwy 371/Mississippi River Bridge Crossing in Baxter – southern limit
- Hwy 371/County Road 18 intersection in Nisswa – northern limit

* Study will also consider improvements to the local County and City supporting roadways (frontage/backage roads)



Hwy 371 Corridor Study Goals and Schedule

Study Goals:

- ✓ Understand Multimodal Corridor Needs
- ✓ Identify Future Concept Improvements
- ✓ Develop Recommendations for the Corridor
- ✓ Inform Upcoming Interchange Project & Corridor Pavement Improvements



Phase 1: Project Introduction and Existing Conditions Analysis

Completion Date: fall 2023



Phase 2: Develop and Evaluate Design Alternatives

Completion Date: Summer 2024



Phase 3: Implementation Plan and Corridor Study Report

Completion Date: winter 2024/2025

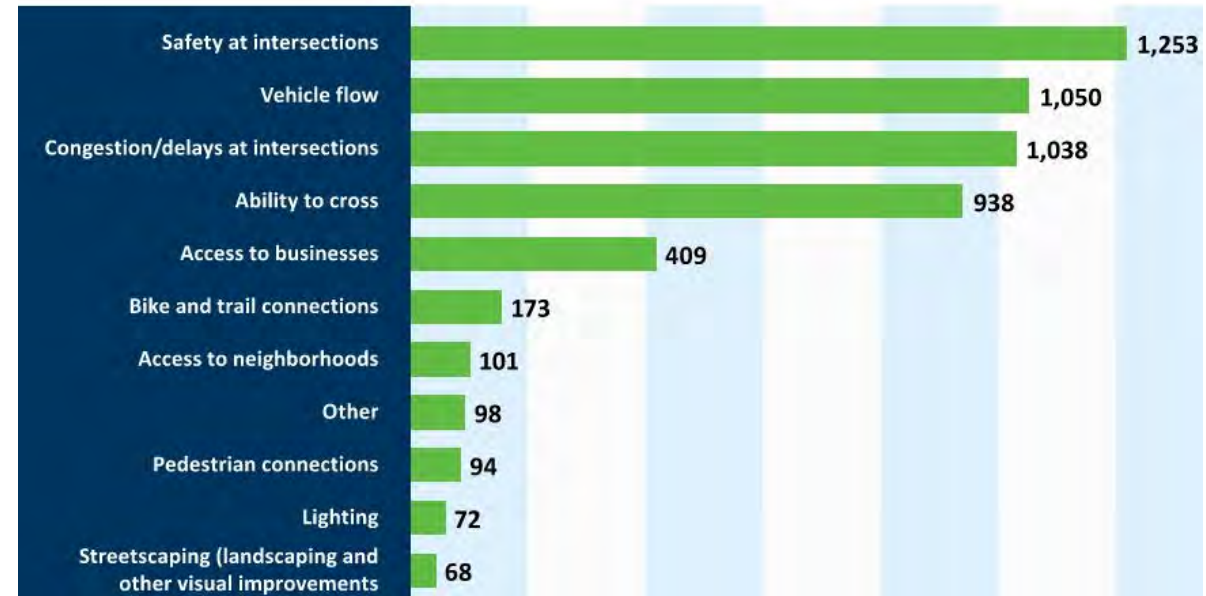
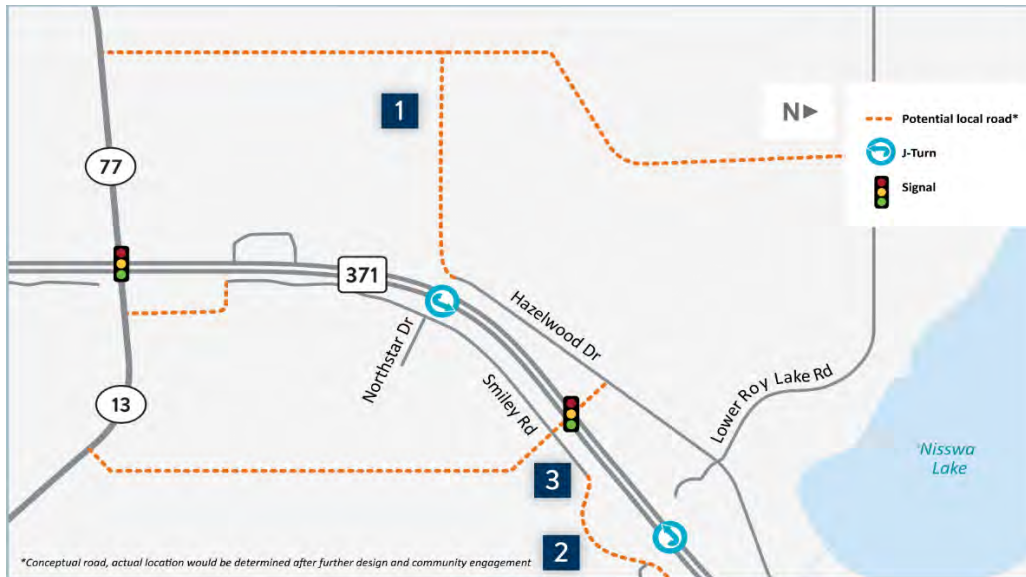
Transportation Needs

- Safety
 - 614 crashes between 2018-2022, 90% occurred in Baxter
 - Rear end crashes were most common (72%) followed by angle crashes (11%)
- Mobility
 - Traffic volumes range from 13,000 to 30,000 daily trips through Baxter. Forecasted traffic growth is expected to increase by 0.5% to 2%, annually
 - During a typical day, all intersections operate at acceptable levels of service (LOS). However, AM and PM peak conditions do result in reduced operations at multiple side street approaches. Seasonal peaks result in additional congestion and corridor delays
- Access Management
 - Helps to preserving mobility and reduce delay; minimizing crashes by reducing conflict points; provides guidance to future land use development

Stakeholder Engagement: What We Heard

Phase 1 Engagement (Summer/Fall 2023)

- Focused on existing Highway 371 corridor conditions and public concerns
 - Intersection safety, traffic flow/congestion, access to businesses
 - Over 1,800 on-line surveys completed



Phase 2 Engagement (Summer/Fall 2024)

- Focused on concept improvements
 - 60% of survey responses support intersection concepts that improve safety conditions
 - 90+% of responses support expanding the local frontage/backage road systems

North Segment Concept Alternatives

Concept Alternatives

- New Hazelwood/Smiley Intersection – two design options
- County Road 13/77 Intersection – signalized J-Turn option
- New Southern Intersection – two design options
- Nashway Road Intersection – four design options
- Gull Lake Dr., Tall Timbers Rd., Mission Rd., St. Columbo Rd. options

Supporting Local Roadway Alternatives

- Hazelwood Rd. Extension
- Smiley Road Extensions
- Hole-in-the-Day/Gull Lake Dr. Connection
- Other east & west side frontage/backage roads



Layout Discussion/Work Session

Hwy 371 – Nisswa to Baxter

Phase 2 Public Engagement Summary

September 30, 2024

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Overview

The Minnesota Department of Transportation (MnDOT) is studying Hwy 371 from the Mississippi River bridge in Baxter to County Road 18 (Colonel Thorpe Lane) in Nisswa, in Crow Wing County. This state highway segment is critical for the local communities and the greater region. The corridor planning study aims to understand the multi-modal transportation needs, identify future roadway improvements, and determine how and when these improvements should be implemented. The corridor study goals are to:

- Understand Hwy 371 needs
- Identify future improvements
- Develop recommendations for Hwy 371
- Inform upcoming pavement and safety improvements

This document summarizes what we heard during the phase two engagement for the Hwy 371 Corridor Study.

Communication Strategies

The following is a summary of the communication strategies used to inform people about the project's status and how to provide input on potential improvements.

Social media

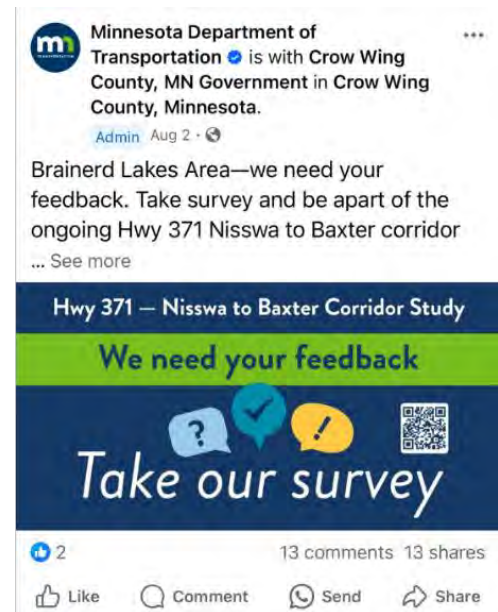
MnDOT used organic and paid social media to generate initial interest in the survey in early August when phase two was launched and in late August to get input from people visiting the area over the Labor Day Holiday.

Newsletter

A newsletter was sent to project subscribers on August 6, 2024. The newsletter directed recipients to take the survey, noting that it would remain open through September 9, 2024.

Articles

In early August, the Brainerd Dispatch featured an article about the project and how to provide input on the potential options. On September 12, 2024, the Highway 371 (Nisswa to Baxter) study was also mentioned in an article about the Highway 210/371 interchange open house meeting.



MnDOT logo with construction of a road, road closed sign

D3 - Hwy 371 Baxter to Nisswa: 2023–2024 corridor study



We need your feedback – take our survey!

We need your feedback! The Minnesota Department of Transportation is currently evaluating potential travel and safety improvements to Hwy 371 between Nisswa and Baxter. We invite you to take our survey and provide input on potential changes. Information collected will help guide future construction. The Survey will remain open through Sept. 9, 2024.

To learn more about the project, sign up for email updates, and share your input, [visit the project website.](#)

[Take our survey](#)

WJY interview

MnDOT Project Manager Tom Cruikshank and Lead Transportation Planner Bob Rogers from Bolton & Menk sat for an interview with WJY on August 13, 2024. The interview included a summary of the project until the second engagement phase. It ended with clear instructions on providing input on the options identified from the study process thus far. A recording of the interview was posted on the WJY website as a podcast for people to listen to if they did not hear the interview when it was initially aired.

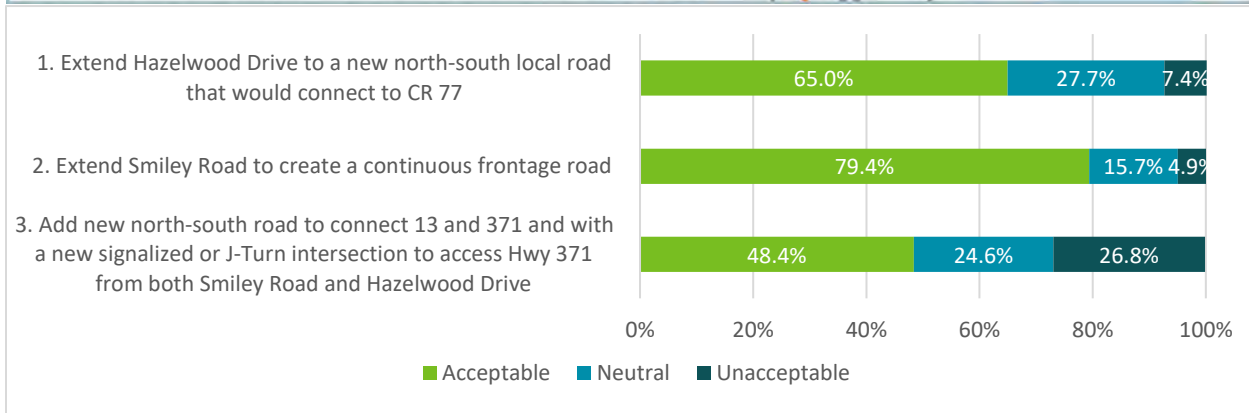


What We Heard

Nisswa CR 13/77 to RC 18 (Colonel Thorpe Lane)



*Conceptual road, actual location would be determined after further design and community engagement



The most acceptable option from CR 13/77 to RC 18 (Colonel Thorpe Lane) was extending Smiley Rd. to create a continuous frontage road connecting to County Road 77. This option was viewed as acceptable by 79.4% of respondents. An extension of Hazelwood Drive to connect Hwy 371 to County Road 77 to the west of the highway received a response of acceptable from 65% of respondents and a response of unacceptable from 7.4%. The only option with less than 50% responding acceptable was adding a connection between County Road 13 and Hwy 371 with a signalized J-turn to facilitate public access at Smiley Rd and Hazelwood Dr. This option also included 24.6% of respondents answering that they were neutral on the matter.

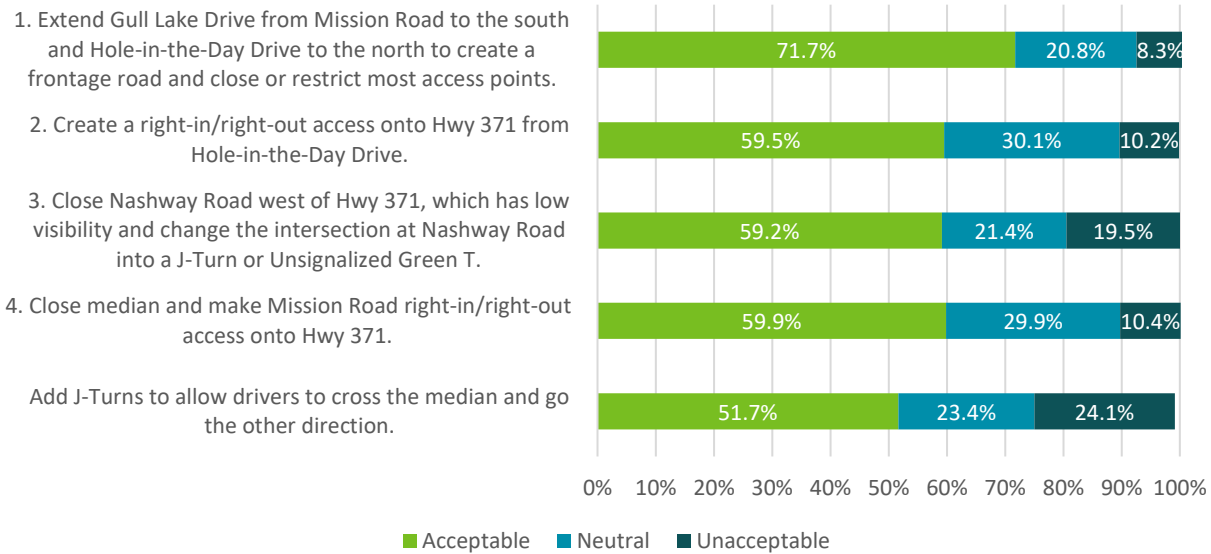
Open Ended Responses: Nisswa CR 13/77 to RC 18 (Colonel Thorpe Lane)

The comments included the following themes:

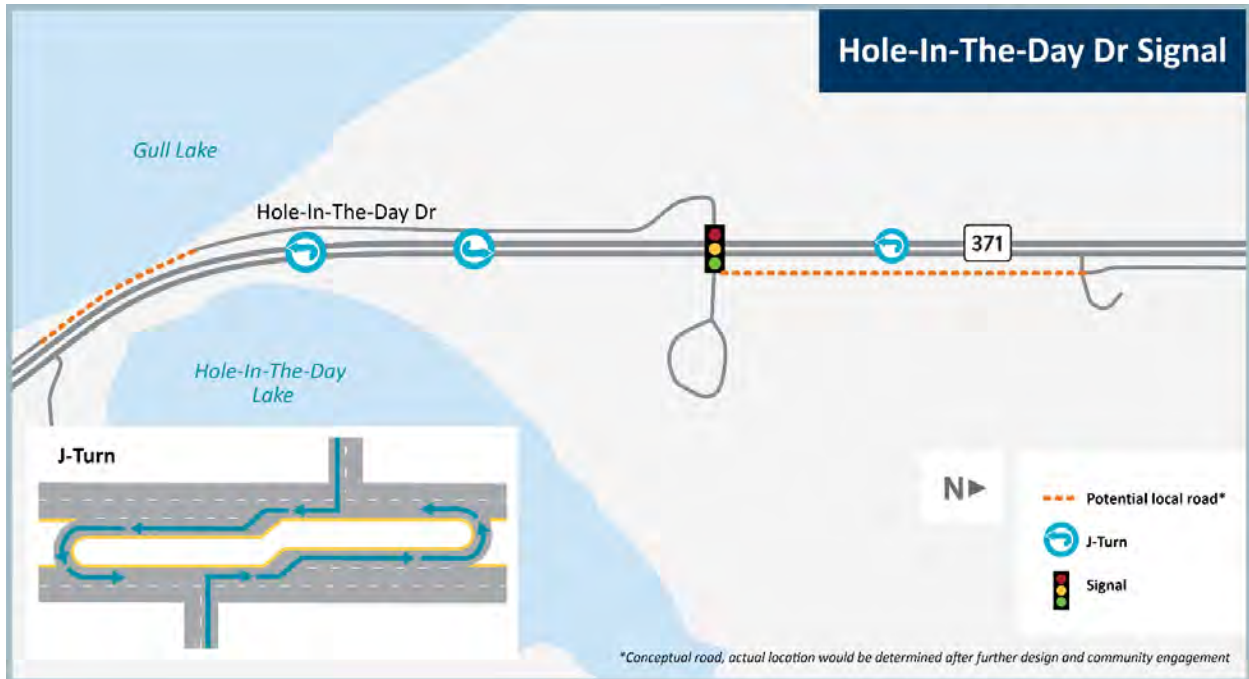
Theme	Frequency	Sub-Themes
J-Turns	35	- Safety concerns - Acceleration lanes - Preference for J-Turns - Criticism of j-turns
No new stoplights	32	- Safety concerns - Traffic flow - Preference for no new lights
Reduce or remove existing stoplights	20	- Safety concerns - Traffic flow improvement - Specific intersections
Need for service roads/frontage roads	13	- Traffic flow improvement - Connection to major roads - Safety improvement
Safety concerns	12	- General safety - Specific intersections - Accidents and close calls
Traffic speed/speed limits	10	- Speed limit enforcement - Reducing speed limits - traffic safety
Preference for existing road conditions	9	- Satisfaction with the current setup - Resistance to major changes
General traffic flow improvement	8	- Overall flow enhancement - Traffic management solutions
Support for various road Improvements	7	- Specific road extensions - Improvements to existing roads
Accidents at specific intersections	6	- Notable accident spots - Need for specific improvements
Need for acceleration lanes at J-turns	6	- Safety at high-speed entries - Improved merging conditions
Install traffic cameras	5	- Enforcement of traffic laws - Reducing accidents - Monitoring violations

While these public comments provide qualitative input, the above table demonstrates that some responders strongly disagree with adding J-Turns or signals. The number of respondents who answered the open-answer question was 232 out of 732, or 31.7% of all respondents. Respondents choosing to comment for J-Turns tended to comment against signals and vice versa. From this, the public who chose to comment prioritized means of keeping traffic speeds high on Hwy 371 instead of providing access control or ensuring the safety of entrants to the corridor. The J-Turns in the Brainerd International Raceway area were often cited as an example of why J-Turns are not preferred and viewed as an impediment to traffic flow. The comments against either traffic control option were less than 10% of all respondents, aligning with the number that found it unacceptable.

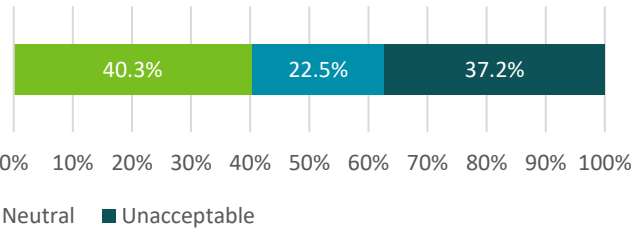
Tall Timbers Road, Nashway Road, and Hole-In-The-Day Drive



The most acceptable option was the extension of Gull Lake Drive between Mission Road and Hole-in-the-Day Drive. While options 2, 3, and 4 acceptability are between 59.2% and 59.9%, the second option, creating a RIRO at Hole-in-the-Day Drive, is the least unacceptable of the three options, with 10.2% of respondents considering it unacceptable. While most respondents, 51.7%, indicated adding a median crossing J-Turns was acceptable on this map, the greatest number of respondents disapproved of this option, at 24.1%.



An alternative is to make Hole-in-the-Day Drive signalized J-Turn intersection and extending a frontage road along the east side of Hwy 371 that would support closing driveways directly onto the highway.



Survey results for signalized J-turn at Hole-in-the-Day Drive show a difference between acceptable and unacceptable of 3.1%. While acceptable is the higher value, this option has the highest proportion of respondents deeming it unacceptable out of the six scenarios proposed between Hole-in-the-Day Drive and Tall Timbers Road

Open Ended Responses: Tall Timbers Road, Nashway Road, and Hole-In-The-Day Drive

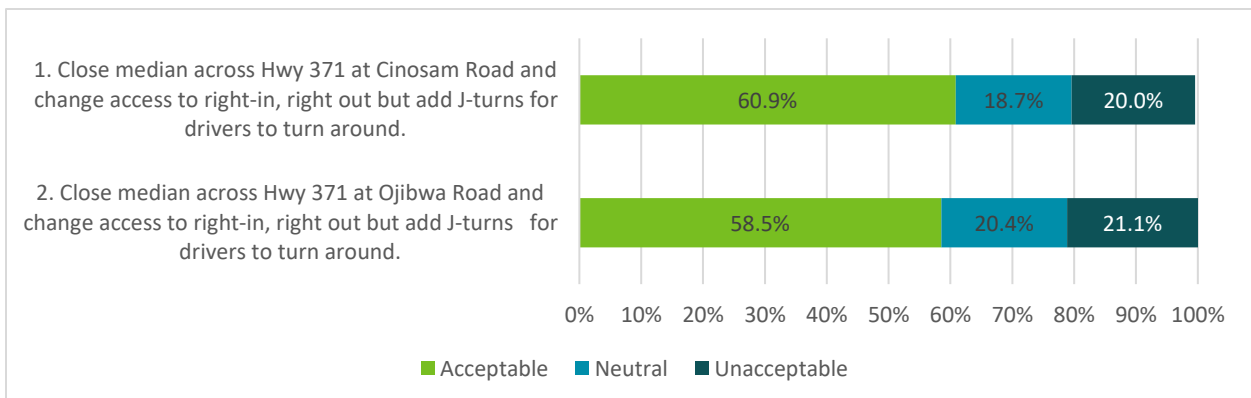
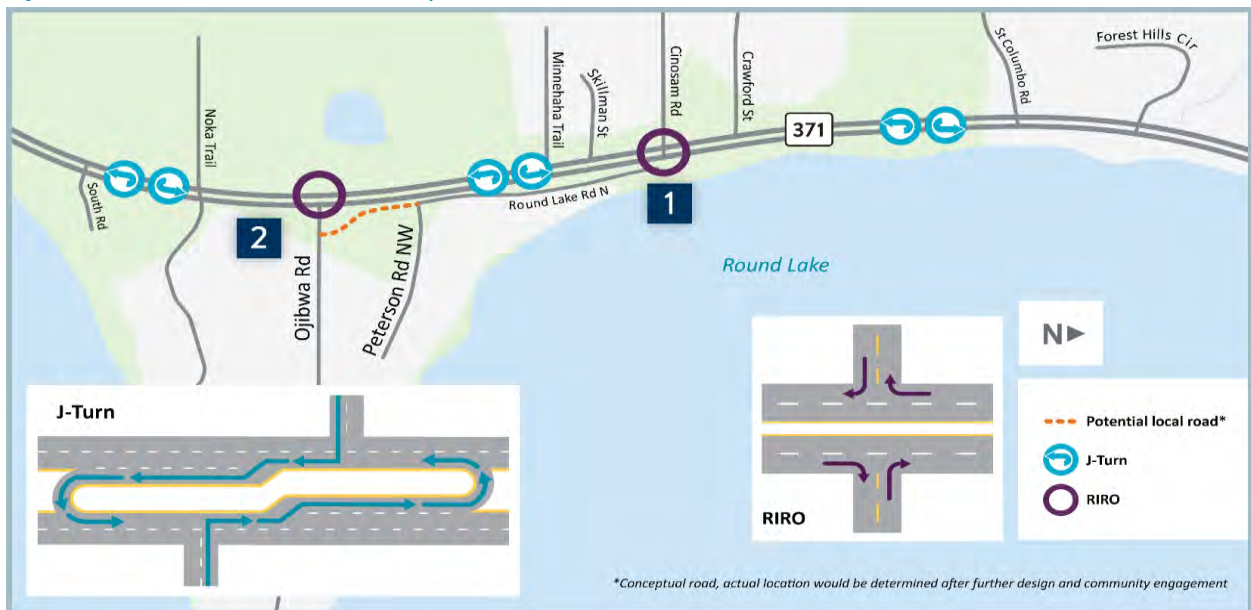
The following themes were present:

Theme	Frequency	Sub-Themes
J-Turns	24	- Dangerous for large vehicles
	18	- Causes slower traffic
	12	- Increases accident risk
	6	- Ineffective without acceleration lanes
Stoplights	12	- Causes traffic backups
	6	- Should not be added
	2	- Existing ones are problematic
Right-In/Right-Out Access	6	- Preferred over J-Turns
	4	- Seen as a simpler solution
Frontage Roads	6	- Safer for access and turning
	2	- Should be extended

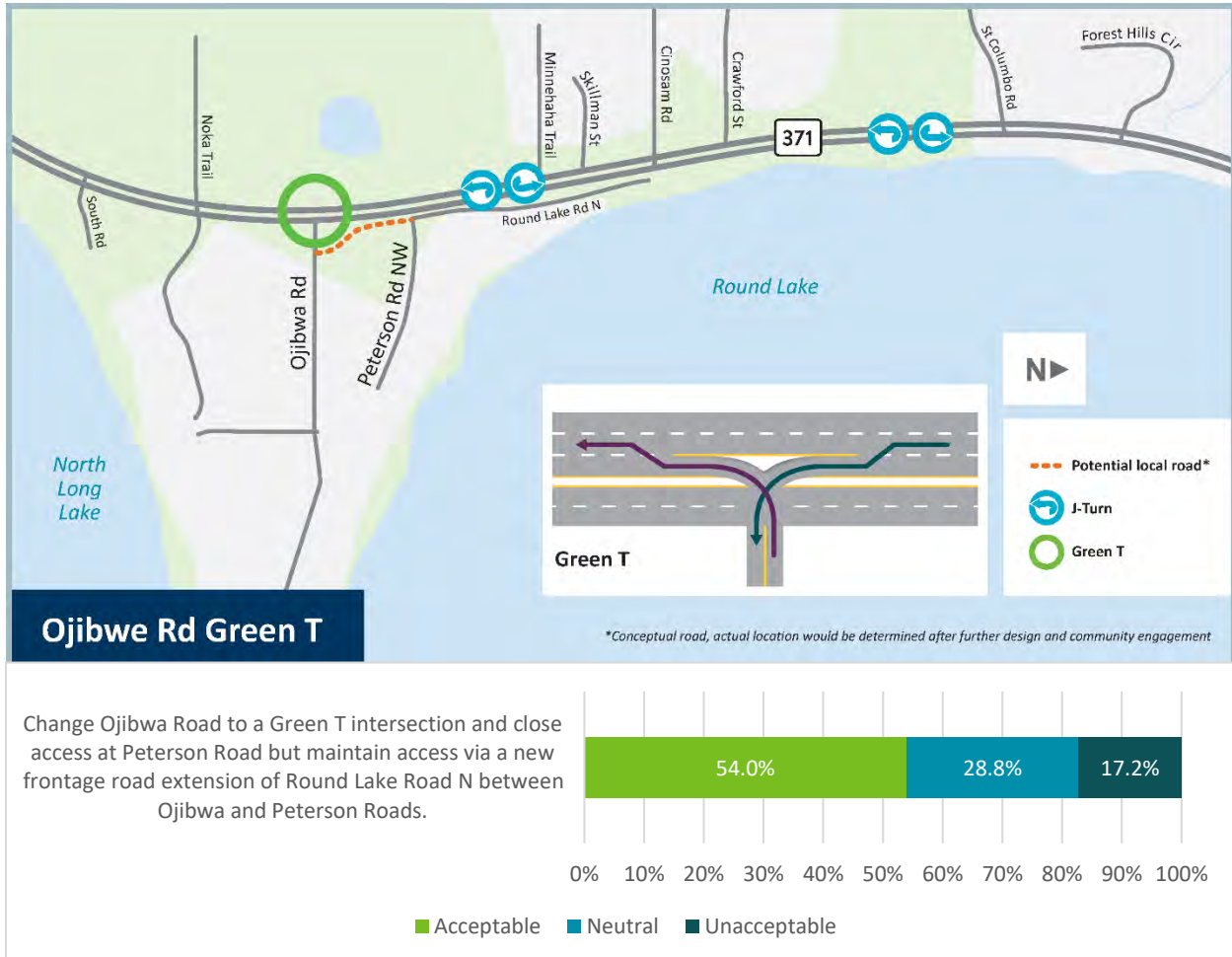
Speed Limits/Speed Control	4	- Need for reduced speed zones
	3	- Enforcement of existing speed limits
Road Closures/Modifications	3	- Closing Nashway Road
	3	- Modifications to existing intersections
Safety Concerns	2	- Issues with visibility
	3	- Concerns with high-speed traffic

The comments on these options reflect prior concerns about signals and J-Turns on Highway 371; this still accounts for less than 5% of total respondents. The responses contain other concerns, such as environmental impacts on the lake due to the potential extension of a frontage road along Gull Lake. Concerns about the loss of public lake access from the current area between Gull Lake and Hwy 371 were also present. One commenter said losing this area on Gull Lake would prevent year-round residents from accessing the lake as part-time residents own all non-public access. The comments regarding signals on the corridor claim signals increase traffic backups, and some noted that signals encourage high speeds to beat the light cycles or make time lost to traffic backups. The number of comments that treat presented options as unacceptable match the rate of the survey responses, with 8 to 10% of respondents marking options as unacceptable.

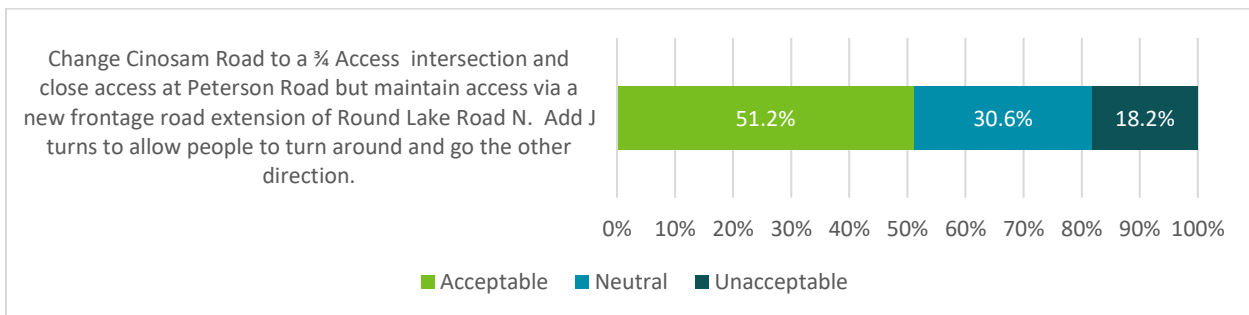
Ojibwe Road to Cinosam Road Options



Both options are considered acceptable at similar rates, with a difference of 2.4%. The Cinosam Road option was slightly more acceptable, with a higher acceptance rate and lower unacceptability than the Ojibwa Road option. The comments in the open-ended question followed the same trend throughout the responses regarding J-Turns. Those who consider the options unacceptable make up 20% of respondents. This is consistent with the other options in this study on similar proposed scenarios.



The Green T option featured at Ojibwa Road generates more neutral votes from respondents than most options in the survey. This option is acceptable to 54% of respondents, with 17.2% rating it unacceptable. While this roadway improvement does not feature a J-Turn in the question, they are shown on the map. The unacceptable response by less than 20% of respondents is common among the responses across all presented options.



A 3/4 access at Cinosam Road is acceptable to 51.2% of survey respondents. At the same time, the 51% acceptance is a majority of respondents, with a high neutrality response rate of 30.6%. In this presented option, the proportion of respondents deeming the improvement unacceptable is consistent with the other scenarios, where traffic design features that are new to the area are suggested.

Open Ended Responses: Ojibwa Road to Cinosam Road

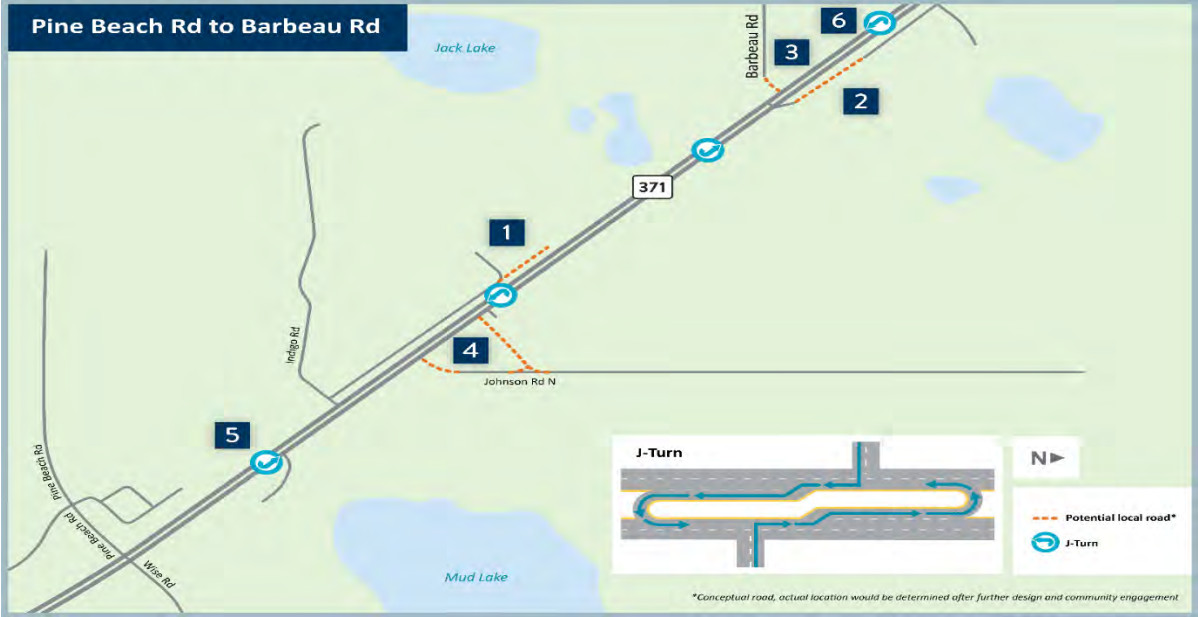
The following themes were present:

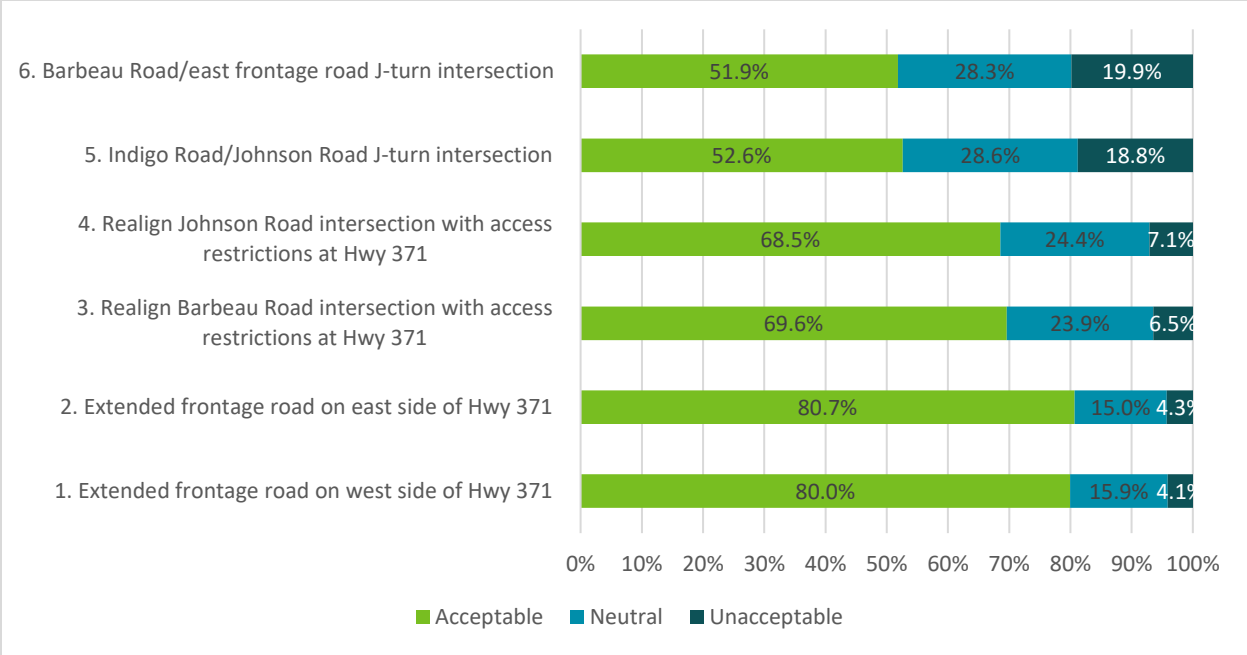
Theme	Frequency	Sub-Themes
J-Turns	50	<ul style="list-style-type: none"> - Unsafe for large vehicles - Confusing and impractical - Requires longer acceleration lanes
Roundabouts	30	<ul style="list-style-type: none"> - Preferred over J-Turns - Safer and easier to navigate - Slows down traffic effectively
Merge and Turn Lanes	25	<ul style="list-style-type: none"> - Longer right-hand turn lanes - Better merging space - Improves safety at high-speed entries
Continuous Frontage Roads	20	<ul style="list-style-type: none"> - Reduces the number of intersections

		<ul style="list-style-type: none"> - Smoothens traffic flow - Limits access points onto Hwy 371
Consolidation of Access Points	18	<ul style="list-style-type: none"> - Fewer, more efficient intersections - Reduces confusion - Improves traffic management
Traffic Lights	15	<ul style="list-style-type: none"> - Manage high-traffic areas - Preferred in some intersections - Easier for locals and tourists to navigate
Dangerous Intersections	12	<ul style="list-style-type: none"> - Specific concerns at intersections like Ojibwa Road - Personal experiences of accidents
Complex Intersections	10	<ul style="list-style-type: none"> - Frustration with Green T and 3/4 access - Preference for simpler designs
Seasonal Traffic Peaks	8	<ul style="list-style-type: none"> - High traffic during peak seasons - Need for designs to handle surges - J-Turns not effective in high traffic
Speed and Volume Issues	7	<ul style="list-style-type: none"> - High speeds create safety concerns - Traffic volume impacts the effectiveness of designs
Opposition to J-Turns	50	<ul style="list-style-type: none"> - Strong consensus against J-Turns - Seen as a negative impact on safety and traffic flow

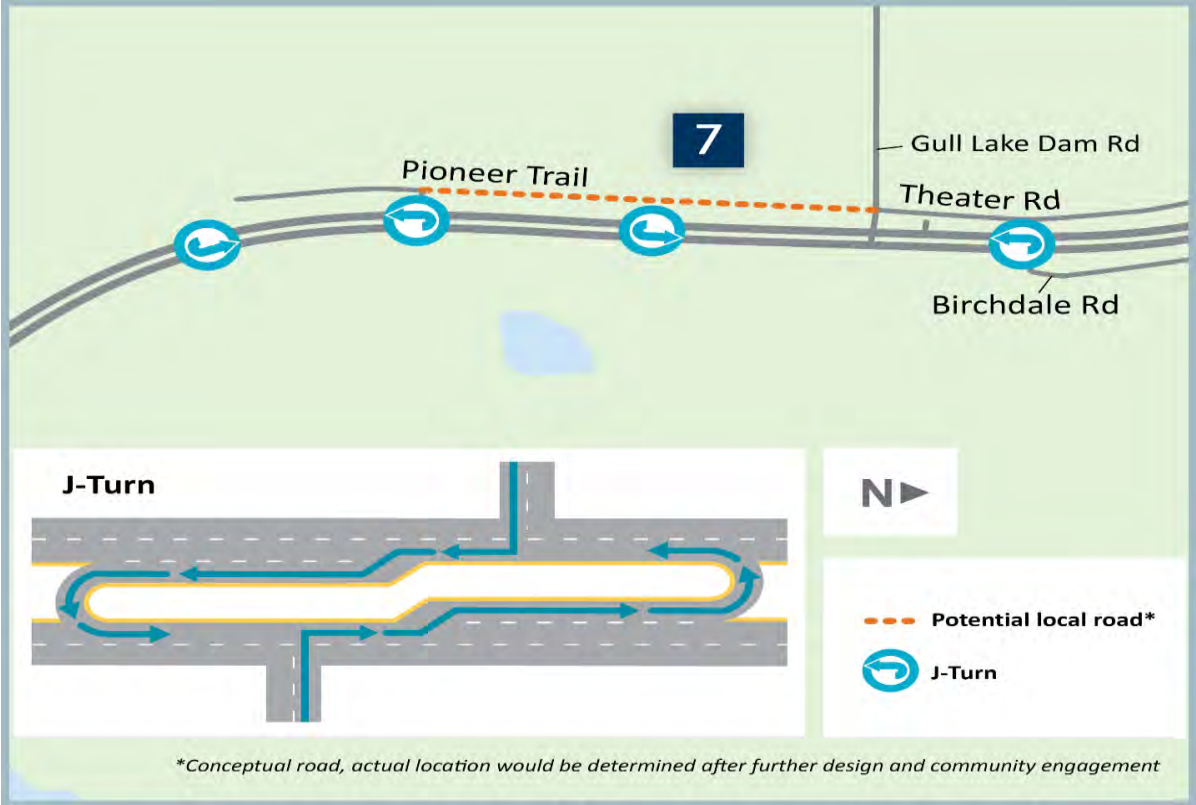
In this question, which referred to all the presented improvements for this segment of Hwy 371, 5% of all respondents commented on adding roundabouts, which is not a suggestion the project team is promoting. Commenters noted frontage and backage road linkages throughout these options could be added to the designs, although one scenario features a frontage road as an element of improvement. The public comments also expressed acceptance of the J-Turn in this area if designed with a lengthy acceleration lane and space for large vehicles to stop. The scenarios on the map received a maximum unacceptable rate of 21%, about double the number of comments opposed to these design scenarios.

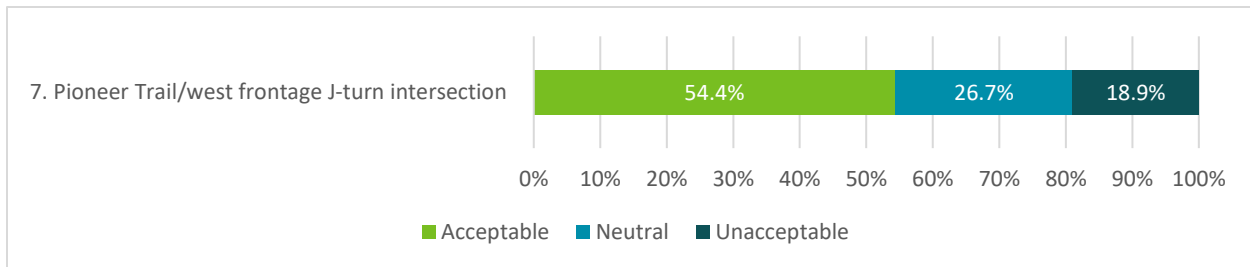
Pine Beach Road to Barbeau Road





From the data collected on the Pine Beach to Barbeau Road area, the extended frontage roads on both sides of Hwy 371 are acceptable to over 80% of respondents. The J-turn intersections (particularly Barbeau Road) received the lowest acceptable votes from respondents. Respondents claiming this was unacceptable in both instances were 19.9% and 18.8% of the total, respectively. While the realignments at Johnson and Barbeau Road to correct the skewed intersection design are marginally less acceptable, their unacceptability rates are below 8% of respondents.





While 54.4% of respondents consider the Pioneer Trail/ West frontage with J-turn intersections acceptable, a portion consider it unacceptable. Thus far, 18% to 37.5% of respondents vote unacceptable in every scenario with a J-turn in the design. This trend continues to demonstrate improvement as well.

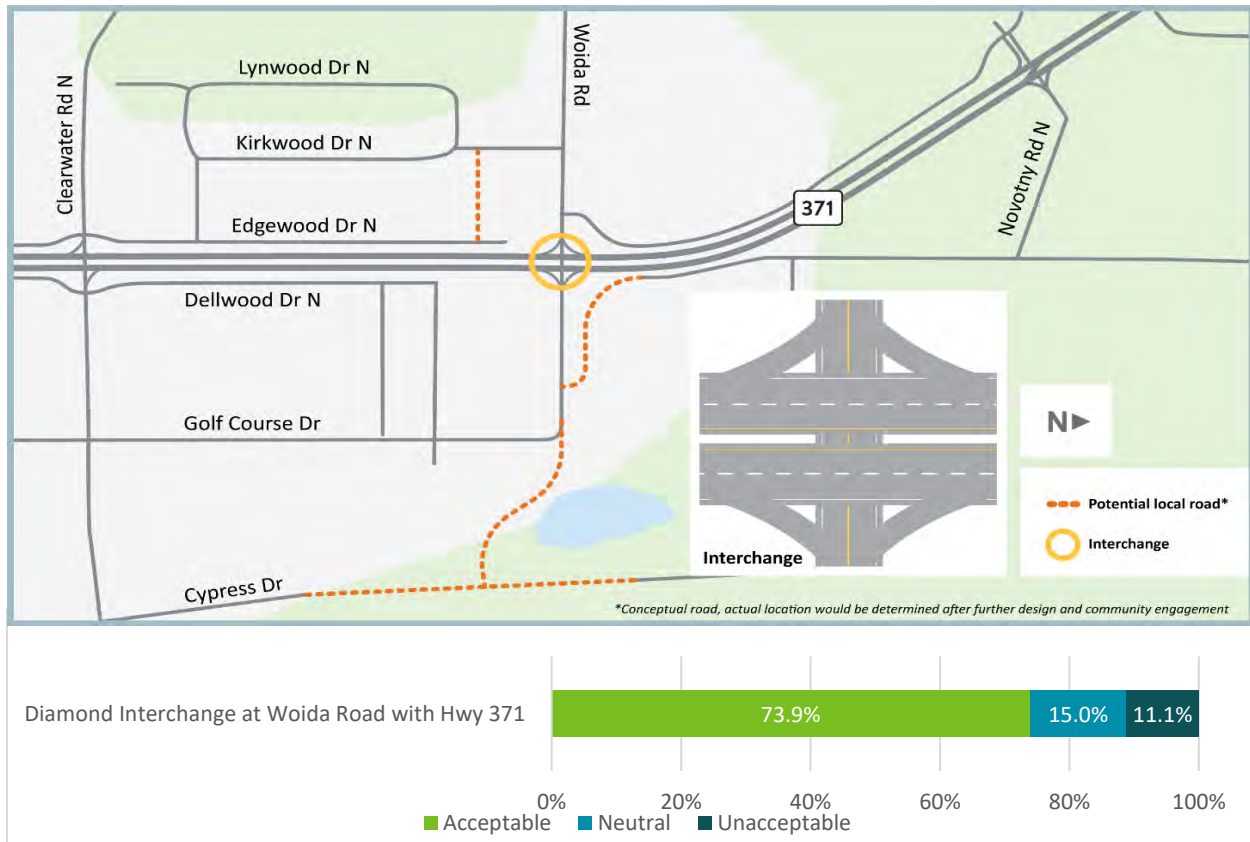
Open Ended Responses: Pine Beach Road to Barbeau Road

The following themes emerged from the public comments. :

Theme	Frequency	Sub-Themes
J-Turns	56	<ul style="list-style-type: none"> - Dangerous - Ineffective - Confusing - Bad for large vehicles - Needs acceleration lanes - Not acceptable for all areas - Causes backups - Needs redesign
Traffic Lights	8	<ul style="list-style-type: none"> - Safer - More effective than J-Turns - Needed at specific locations - Specific intersections like Gull Dam Road and Bir intersection
Frontage Roads	8	<ul style="list-style-type: none"> - Preferred over J-Turns - Need to be extended - Should be designed to preserve the natural landscape - Should not recreate problematic designs
Road Realignment	4	<ul style="list-style-type: none"> - Easier access - Improve visibility of oncoming traffic

A review of the comments on improvements between Pine Beach Road and Barbeau Road shows that a minority of respondents oppose J-Turns. Additionally, several respondents do not prefer traffic signal control on the highway as this reduces travel speed. Commenters express that they perceive frontage roads decrease congestion along Highway 371. These options and the comments aligned with the data, showing that the two frontage roads were the most acceptable option for all the scenarios.

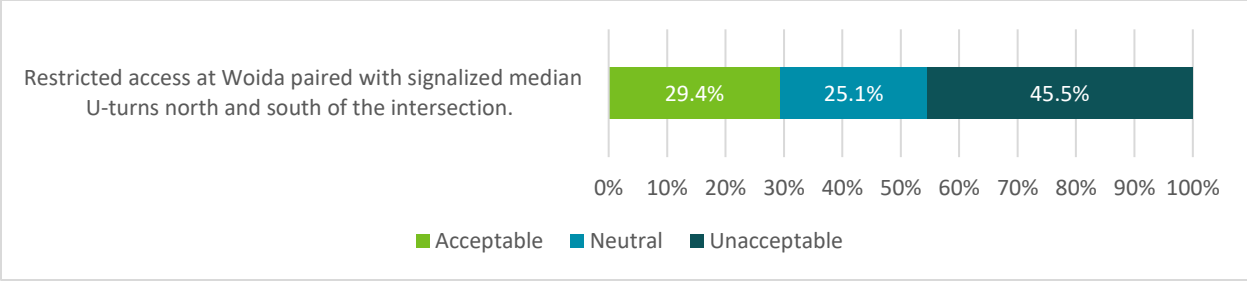
Woida Road Intersection: Diamond Interchange



At Woida Road, 73.9% of respondents view the interchange option as acceptable, and 11.1% find it unacceptable. This considers the user experience preferences but does not consider cost or property impacts. If this option moves forward, this should be communicated in future engagement processes. This response reflects the trend that improvements not featuring a J-Turn tend to have less than 12% votes, which is unacceptable, especially in the heavily traveled segment of 371. An interchange is a familiar design, and throughout the comments, respondents claim simple designs are preferred. This is reflected in the neutral response, which is 15%, while in less common traffic control designs, the neutrality is usually 20% to 30% of respondents.

Woida Road Intersection: Restricted Access with U-Turns





This option is the only one presented with a greater proportion of respondents expressing it is unacceptable than acceptable. The J-Turn with a direct left at Woida Road was unacceptable to 45.5% of respondents. It also has the lowest proportion of respondents considering it acceptable, at 29.4% of any option presented. While there is a trend that J-Turns receive unacceptable responses at a higher rate than other presented scenarios, none have had this high a response rate of unacceptable.

Open Ended Responses: Woida Road

The following themes were present:

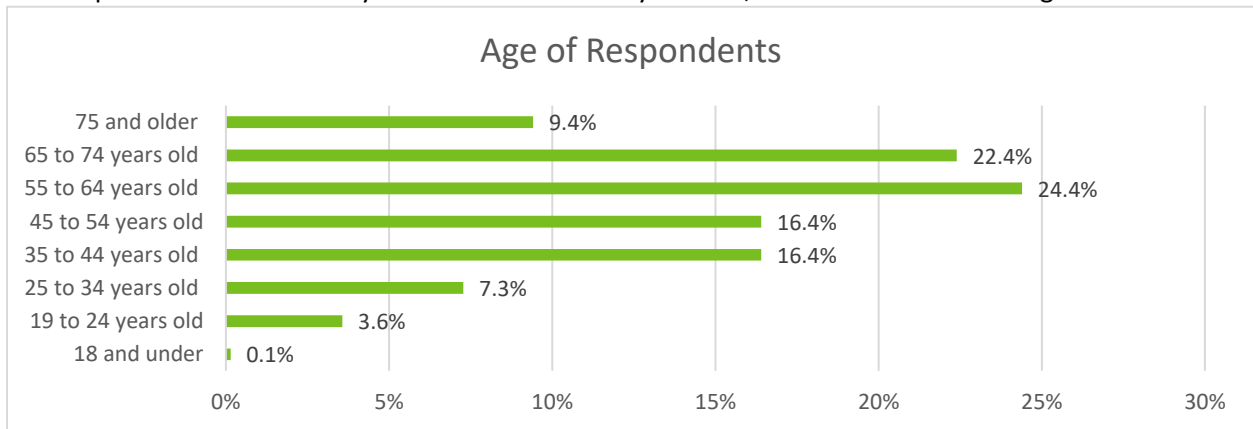
Theme	Frequency	Sub-Theme
Traffic Flow and Congestion	27	- General congestion issues
	13	- Need for additional turn lanes
	22	- Overpasses and interchanges
	7	- Roundabouts
	11	- J-Turns
	16	- Issues with traffic signals
Interchange and Road Design	22	- Diamond interchange
	13	- Opposition to J-Turns
	6	- Roundabouts and other designs
	4	- Concerns about design complexity
Safety Concerns	21	- Visibility and accidents
	8	- Pedestrian and cyclist safety
	9	- Speed limits and enforcement
Frontage Roads and Local Access	15	- Issues with proximity to 371
	10	- Need for better integration
	6	- Extension of local roads

The proposed options for the Woida Rd and Highway 371 intersection were acceptable to a majority, with the exception of the J-Turn. Commenters often cited the underlying and existing congestion and speed issues as concerns for this intersection and future improvements. They also cited these areas as needing greater pedestrian accessibility and the safety of crossers attempting to get from one side of Highway 371 to the other. The general preference in these comments was using the overpass to decrease the conflict at Woida Road.

Who we heard from

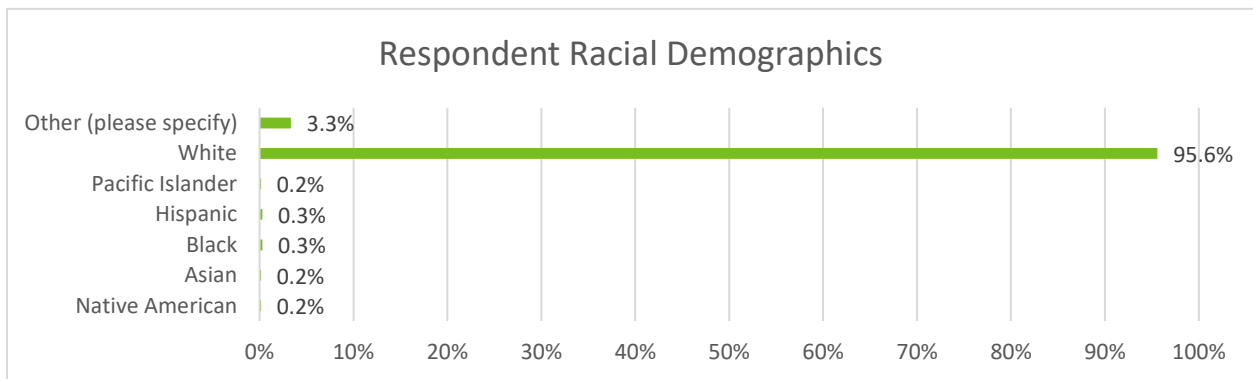
Age

The respondents of this survey tended to be over 55 years old, with less than 12% being under 35.



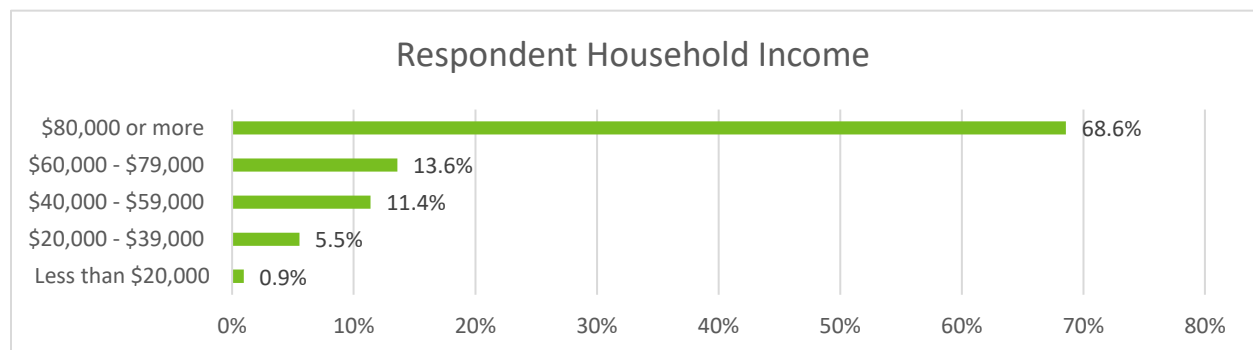
Racial Identity

The respondents were predominantly white, with less than 5% representing all other ethnicities combined.



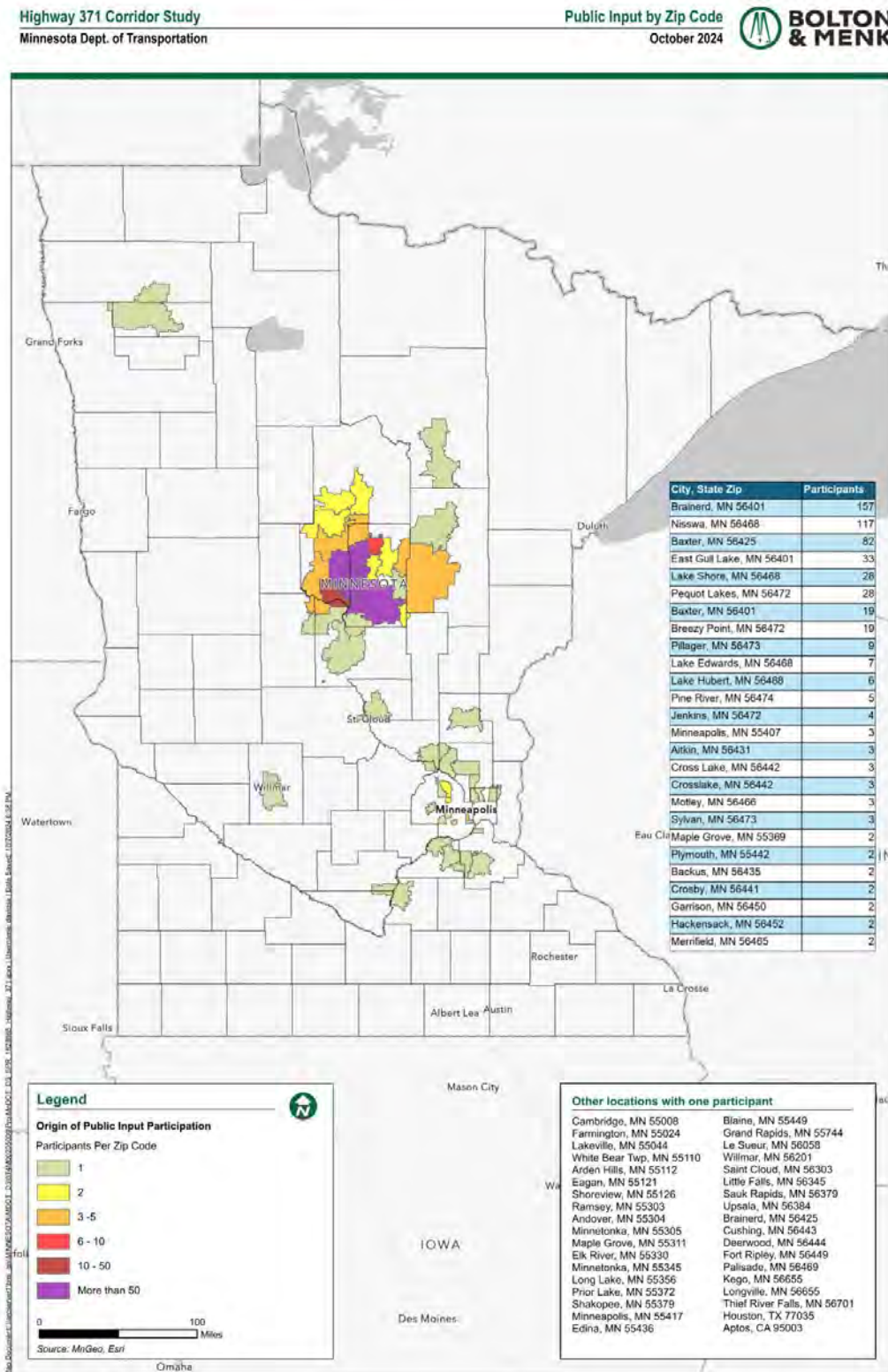
Income

The respondents tended to come from higher-earning households, with the majority earning over \$80,000 annually.



Home Location

The survey respondents were both local as well as residents from other areas, as shown in the following



Appendix: Survey Data

Segment One Comments

Q2 (Please share any other comments you have regarding this section of Hwy 371:)
These graphics are pretty easy to follow.
I like these road connections. I wouldn't have to get onto 371 to get to downtown Nisswa
I like the idea of J-Turns over stop lights
New local roads would be the best, but if that is not workable, then would rather have Rt in & Rt out onto 371 with a couple of "J" turns. No new signals please.
Remove all stoplights and create overpasses
The fewer signals and local accesses the better.
Please do not add a signal light. They slow traffic flow. J-Turns are incredible at keeping traffic flowing, while still allowing access to the highway.
Slower speed limits
All of these attempts appear to be focusing on making it easier for Nisswa to become a suburban-metro-like built up area around Sportland Corners. That is what Baxter is for. What makes Nisswa great is its rural character and dense downtown- expanding roads into golf courses and swamps is not a good path forward. That being said, I do completely agree that Hazlewood/371 is an awful little intersection. It used to be much better before more traffic was forced into it by changes made at the Clark Lake Rd intersection when 371 bypasses downtown. Perhaps undo those to more widely disperse the traffic? As a final note, I find it incredibly funny that MNDOT is so happy to use eminent domain all over the place in projects except in this proposed Smiley Road extension to the north, which conspicuously deviates around a certain wealthy individual's private boat museum, which provides no value to the public and which I have never seen more than a single car parked at.
Absolutely NO MORE TURNING CIRCLES
Don't listen to Pudge. He's a grump
J turns don't work in an area with many vehicles hauling, especially campers with trailers. BIR is an utter mess! I've had numerous campers block the entire highway to get on. We need overpasses
Avoid J-Turns in this stretch of the highway. There are too many vehicles traveling in both directions during most parts of the day to safely travel across lanes to get into what would be a J-turn lane. Every time I drive through the J-Turns near BIR, my heart rate increases as I watch cars, trucks, trailers, campers, etc. exit BIR or the Gull Dam Rd and dart across lanes of traffic to get to the turning lanes. Maybe actual accidents have been reduced, but "near misses" are definitely on the rise.
Use frontage roads with access only at the current stoplights to cross. Exits only to same direction, none crossing the median. Do not add an additional stoplight as that stretch is short enough to go to the existing stoplights
A controlled light is the only option that makes it a safe intersection as the curve and high speed of heavy traffic make the crossing unsafe. Rerouting the Hazlewood and Smiley volumes to 77 only creates a new location for traffic conflict.
371 needs a minimum speed limit, say 55. Also, people like to camp in the left lane and not actually pass the vehicle on the right. This leads to tons of congestion. Especially during events at BIR or weekends when the vacationers come up Friday and leave Sunday. I've personally had it take me almost 2 hours to get from 13 to 210. I now use back roads even if the distance is longer.

I was a visitor to the area and around late morning or early afternoon we drove from Pequat Lakes to Baxter and it took forever until we got to the Menards area of Baxter because the signalized road caused such a backup. Any chance you would consider building a few frontage roads maybe several four lane concept roundabouts or interchanges through the Nisswa/Baxter area, so traffic flows more smoothly.
Make sure that any traffic signals that are installed have bicycle and motorcycle sensitive detectors.
Don't add stoplight
Option 2, building a new road there, would make little to no sense. There is very rarely traffic in that part of town. Also, unless absolutely necessary, not building no roads is preferable. I understand making intersections safer for the summer traffic influx, but during the rest of the year, locals don't need these new roads, it's a waste of environmental damage (and prime spots for teens to drive fast on a empty straightaway).
close as many side entrances as possible
J turns are the worst solution to traffic just take them out and put in a stop light it gives everyone access to a road without people jumping out in front of you and trying to cut over 2 lanes to get into a j turn lane right away. With a trailer on it is almost impossible with that amount of traffic in the tourist seasons
J turns aren't as great of a design as you want us to believe. BIR is a mess...cars are pulling out from the track and having go to cross traffic to get to the left turn lane...371 traffic is traveling at a high rate of speed and then you have truck and trailers pulling out in front of you and then over to the left. Such a hazard. Travel this are daily and it's more dangerous now than the past.
#2 above is totally unacceptable since the easement needed to accomplish this road would severely impact the already challenged parking space for the Lutheran Church of the Cross and eliminate the vision screening afforded the Church and it's activities (ie: funerals, weddings, etc.) from the passing traffic on MN Hwy 371.
As many options that allow for easier traffic movement as possible.
Another light there I think would cause backups, especially in the summer as that section already gets pretty backed up between the lights. I think full frontage roads and giving more access to 77 would help tremendously.
Do not add more stoplights to this section of 371.
No more signals! They cause more delay and are never timed well with others nearby
If the post office is moved to North Star Dr/Smiley Rd this highway crossing will be even worse- especially with the aging population that frequently drives to the post office.
Add as many roads as you want. There are alot of drivers that don't respect the speed limits and cannot pay attention to the surrounding. The frontage road is a food idea.
My question would be "Does this part of 371 really NEED another stoplight when there's one just a short way before it and another just after it?" It seems like that will slow traffic too much, especially on busy weekends in the BLA.
No more signal intersections! More stops mean impatient drivers. Make sure frontage roads are far enough away from 371 that backups on the frontage roads are avoided. So NOT like Baxter frontage roads.
Why is it MNDOT can fill in wetlands? Is it the motto "we can do what the he'll we want"?
Signalized intersection at Hazelwood not a good idea
Less J turns or space them out like the ones in the Pequot Area. There are too many in the section of 371 from Baxter to nisswa.

Leave it the fuck alone. It's already a mess up by BIR. Go back to the cities if you have the urge to destroy our way of life.
Don't want another signal but j turn would be acceptable
Please avoid adding any new signals as this will just create additional challenges.
I like the removal of extra access, but hate the idea of another signal, J turn may be okay.
hazelwood entrance is a disaster
Additional lights on 371 seems counterproductive
J turns are absolutely unsafe!! People making a u turn in front of traffic and semi trailers going 60 to 79 mph! Just plain stupidity!
More people move to our lakes from the MSP metro than any other region. Make them pay for it.
Signal on 3rd option, not J turn
I like the idea of a Stoplight at Hazelwood drive. Currently a dangerous crossing. Frontage roads and additional road would help with traffic flow.
Leave the road as is. No need to change anything.
A north /south road between cr77 and Hazelwood Dr would be a safer road instead of accessing Hazelwood Dr off 371
Adding a second traffic light at this time would be a local traffic inconvenience that is not necessary if J-Turns are strategically placed as indicated.
I believe another light will create more traffic back ups/congestion and create a "beat the light" mentality asking for running yellow and red.
The start/stop of traffic in this stretch is very loud for Hazelwood Dr. residents
Open up the turn lane gaps so people can use them correctly
Speeders along 371 during busy times make even a J-turn seem hazardous
With the post office potentially moving to this area, it will create additional traffic. The 371 crossing at Hazelwood should be closed as a short term solution while other improvements are considered and constructed.
PUT map conveniently with North up!!!! J turns are just as dangerous when you must immediately cross both lanes of high speed traffic to make the turn. 371 stop lights are needed to enable people to get onto the highway during heavy traffic flow. People take chances after waiting a significant time for a break to get onto the highway.
J turns are a real inconvenience and I feel the ones installed buy BIR are dangerous.
We believe this is a major improvement and good use of tax dollars
really like the idea #3. makes perfect sense . the 371 light at 77/13 is crowded now. weneed to move future traffic to alternate routes
I don't feel that I travel this section of 371 often enough to contribute any meaningful opinion. Thank you for allowing me to take the survey!
Please slow traffic down as speed is always a huge factor to every one of these fatal crashes through this stretch of road.
Why not a roundabout instead? Slow traffic down!
no additional stoplights

What about 371 and Roy lake rd and Roy lake connection. It's a death trap. Whe MNDOT HAD MEETINGS BEFORE 371 WENT 4 LANE. Our neighborhood was told 3x there was going to be a stop light there. Now we have a death trap. State cut the budget and never installed stop lights
The work that has already been completed in this area is sufficient and safe.
Current stoplight configuration is acceptable. No further stoplights on 371 are necessary.
Would be a lot easier to read if you have both maps orientated with north up. Why add another stop light? If anything force all the traffic to the 371 and 77 /13 Intersection. Seems a lot safer to make people enter 371 at a light but we do not need another light to stop traffic on that stretch.
No signaling, about a bridge with on/off ramps.
Eliminate some of the intersections
All good concepts. I have seen several accidents or close calls as drivers attempt to cross 371 to go south from the Subway store located at Northstar Drive.
I use the j turns daily as I live off county rd 125. It makes entering the road easier with making a right and a u turn but the curve on 371 makes it trickier to make the u turn . The frontage road is helpful on both sides of the road by BIR.
Don't add another stop light at Hazelwood Dr and Smiley Road. Do like us locals do and take the current frontage road to 13 and use the stop light there.
Fewer intersections and stop signs/lights seem to be a good thing.
I have not seen issues.
Hwy 371 has seen a big increase in through traffic
More stop lights are not the answer. You will just come back in 5-10 years and take them out.
Fewer stop lights on 371 should be the goal.
Do not add another stop light. During busy times these lights congest traffic and are not beneficial to the the traffic flow. Current lights create congestion and accidents. 77 needs to have J turns installed and the light removed to improve traffic flow or a roundabout installed.
This doesn't affect us since we never use the side roads in this area.
They really need to do something about the speeding in general on the roads, I have noticed that even with the J turns, with traffic traveling at a minimum of 70 mph it's still too . I recently had several people from out of state that remarked at how insane the speeding is on 371 in particular
The additional roads will be useful but the stop light will cause major traffic congestion.
j turns are useless and will cause more accidents with drivers having to cross lanes of traffic or merge while not at highway speeds when they are just trying to get across 371.
Reduce speed!
Not enough space for all the traffic especially by Raceway
J turns only put someone on the highway to accelerate as fast as they can, try to get in the other lane so they can then turn again into traffic to get the direction they are going. There is just to much traffic to safely get on the highway and then have to quickly get in the other lane.
Crazy drivers unfamiliar with crossings or just too impatient are a real problem. Extended frontage roads would keep them off 361 and through traffic.
J turns are unacceptable.
No more lights on 371. Southbound in a Sunday in the middle of summer is the worst! I do everything to avoid by taking backroads. Don't add more lights to add more traffic.
No J-Turns in high traffic areas, if you are going to put in a new intersection just put a signal in. They are smart enough now to only stop the flow of traffic on 371 when needed. And please add repair to stop signals at all traffic lights
No converging diamonds please

J turns are horrid. They are hard to use. Have more stop lights. Then people would have to slow down rather than drive over the speed limit.
Longer acceleration lanes from turns needed.
More enforcement of posted speed.
Stop with the J-Turns. I have almost been in horrible accidents multiple times since these stupid turns have been put in. Waste more money please.
Too many stoplights
I feel J turns are a hazard when trying to come out of a business on the Northbound side of 371 and have to cross 2 lanes of heavy traffic to get to the J turn to head back South. Roundabouts feel so much safer. At least they force people to slow down a bit and pay attention. Speeds on 371 can get pretty high regardless of posted limits when traffic is heavy
Bir intersection is the worst and wilderness rd / 29 is a death trap. They need stop lights not randomly making u turns everywhere.
North of Nisswa - guard rails should be on the south lane at west twin lake. A young man went into the lake and died a few years ago. The water is immediately deep at the bank so if a person goes in, the car is sinking. There are only shrubs there now. I drive it every day and worry about myself or someone else accidentally ending up in the lake.
I have to use a J turn to get to work off of Gull a lake Dam Rd every day and it is difficult to cross 2 lanes of traffic! Down right dangerous in heavy traffic. A signal is better.
I think the bigger safety concern is highway 210 between Baxter and Motley, hope that gets state attention soon before more people die
Crossing 371 is not acceptable. Right turns only accept at lights. It is a mess on the side roads with oncoming traffic, some stopping and some not.
No j turn
At some point in time, possibly now does it make sense to lighten the volume load on hwy 371 by creating a new route to the west of Gull lake as a bi-pass? it would seem that the development on hwy 371 along with the narrow width between the north and south bound lanes will forever be the biggest 2 concerns. development will prohibit going to 6 lanes, and narrow width between lanes creates serious problems for crossing and turn arounds. J lane turn arounds aren't all that good as they are still very dangerous.
These h turns are awful!!!!!! Hate them! There has been a lot of accidents because you have to shoot out- cross traffic to get into the j turn lane then merge into oncoming traffic . During summer months it is awful and downright dangerous . Traffic is heavy and travel around 70 miles an hour or greater! I have had j turn cars pull in front of me as I was going 60 and then not put their foot and the gas to blend!!! Had to slam on brakes because I could not get over. Put a couple of traffic lights in- it will help slow down traffic.
J turns suck for campers and commercial vehicles
I am AGAINST ANY J-TURNS. Making a right turn to then cross three lanes of traffic to make a left turn is ridiculous idea. And medians in this area are not wide enough to make a turn--see Green Gables and S&W Bait area.
No more signaled intersections. Most drivers try to blow through yellow signal lights to avoid the 2 minute wait for the signal light to turn green again. During the warm months on Sundays, traffic tends to back up during people's exfil from the area, due to signal lights. Side/local roads are a more acceptable way to get around the area to avoid large traffic congestions. And come in handy during road closures or traffic accidents.
No j turns lights yed
There should be as many "service roads/frontage roads as possible all along the corridor. Thus way traffic can continue moving north without people trying to turn off so often.

Extending the frontage road would make it safer
If there is access to the intersections at 13 and 18, then I don't see the need for another light or crossing.
This area really needs a contiguous frontage/backage road on both sides of the highway. I frequent a business on the west side and it's really dicey trying to take a left turn without a signal.
Don't add a third signal on 371 in that area, the existing ones already cause backup during peak times
Do it! Too many serious crashes due to poor or no sight-lines now.
Adding new road from 13 to 77 is ok but a signal light should not be added. In the summer season this would create a traffic back up for driver going north and south.
Those new "J" turns need acceleration lanes extended. Trucks with trailers don't have a chance to speed up from a dead stop.
That intersection has always been dangerous. Anything you can do to improve safety is welcome.
J turns are ok but I am surprised we haven't seen more accidents due to people cutting across two lanes to make the U turn
Stop with the j turns - people don't know how to use them We have a business on 371 that USE to have access to the highway both north and south and now they put a j turn and my husband has seen more close calls and actual accidents there. And now WE have to use a j turn to go north whereas we used to be able to go through our intersection and head north. They are so dangerous. I've honked at so many people pulling out in front of me when I'm going 65 and they are coming from a stop ...so so so dangerous.
People on 371 drive way too fast. ^o
Intersection 371 and Nashway Road needs improvement.
Eliminate all crossings. Create a freeway with on and off ramps only.
Slow the speed limit down. Watched a truck turn left at a stop light when it was red.
Please leave it alone.
What are the EIS impacts of these road plans? High wetland areas close to lakes. A private party would t be able to build in these areas, why should the state?
Stop with u turns, or j turns. The road has way too many. Make an intersection or Fource the road to a current one
No new stop lights
J-Turn intersection is dangerous as well, cars travelling at high speed in left hand lane approaching you most often do not move to the right-hand lane to allow you access onto 371.
J turns are dangerous! Push people to a light
J turns are worse than the typical intersection. The traffic is in the fast lane (to make a u turn) at slow rates of speed. They do not merge well into oncoming traffic. Wider intersections and longer turn lanes work better. J turns might work somewhere, but not on 371.
Adding stoplights onto 371 seem very important as so many accidents happen at these merging intersections. I don't think a road next to the church and bank would be helpful, I would be more dangerous with more cars where people are walking. Also something needs to be at upper Roy lake road/371 intersection - that is so dangerous
Speed is a concern on 371. There is no safe way to get back out on the highway to go South or North from either the East or West sides. Safety, not comfort, should be the biggest priority. Ease of use when traveling based on safe speeds, lights, flow of traffic should be priority over "how to get there faster". I personally avoid Baxter as much as possible. I will take back roads. I still don't know where half of the new businesses are at because of the unsafe travel conditions and getting out of the frontage roads in Baxter. It's a shame that Baxter is such a mess

<p>371 does not need any additional stop lights. The flow of traffic gets held up enough coming through Baxter. More stoplights will only make it worse.</p>
<p>Personally, I feel J-Turns are dangerous. First you have to change lanes in to a faster flow of traffic, then have to merge in to the faster lane of traffic with no acceleration lane and people are not willing to move over. Traditional exits and on ramps would be most appropriate. They are safe and keep the flow of traffic moving.</p>
<p>Restricting access to 371 could help make it safer.</p>
<p>Having that new additional signal light just north of the signal light at 371/77 would make traffic flow so oddly, and slowly. Imagine summer traffic! Ugh ugh ugh. Too many signal lights in too short of a distance.</p>
<p>J turns don't seem to work well around here.</p>
<p>When you're done with this mess, please continue north to 371, 29 & 107!</p>
<p>Add adaptive timing on the stoplights to keep the traffic moving on 371. Forcing cars to stop at every stoplight on 371 is just stupid!!!</p>
<p>These J turns aren't always great people are darting across two lanes of traffic to get there. Also we are on Tall Timbers and would have to almost go to Nisswa to come back south to turn in? Please do not do this.</p>
<p>The J-Turns are accidents waiting to happen.</p>
<p>One concern I have with this is the service drives and the access to 371. If they are similar to how they are set up in the city of Baxter near Target, Fleet Farm, Cub and Best Buy: Those were great for getting on and off 371, but if you are staying on the service drive, there is a lot to look ensuring no traffic from North or Southbound lanes are entering the service drive, while operating as a "4 way stop for the other three lanes (1 lane from 371 is continuous traffic no stop.) Even entering the service drive from 371 can be challenging because you have to ensure people are staying at the stop signs and not pulling out in front of you. I do what I can to avoid these intersections i possible because there is so much to be watching for. J turns are great options for some places like in Baxter or up near Pequot, but in heavy traffic areas, they are not a great option (BIR entrance and exit - so many people pull out in front of everyone and try to pull to the turn lane right away. I have slammed on my brakes MULTIPLE TIMES!)</p>
<p>Need to have more frontage, roads and limited access to 371</p>
<p>Put in lights! J turns are TERRIBLE!!! It hurts businesses. Lights are cheaper. Less construction.</p>
<p>The intersection of Smiley Road / Northstar Lane and 371 and Hazelwood Drive is a death trap. Too many people unfamiliar with this area and there will continue to be serious accidents with injuries until it gets fixed. Please fix it.</p>
<p>The intersection of 13/77 and the frontage roads along that stretch become a race to get on the main highway. The summer months are extremely busy and there a lot of accidents because people have because people have become impatient.</p>
<p>The 371 road noise from 13/77 north past Nisswa is absolutely terrible. We have had friends/family visit for the past 11 years and they can't believe how much we hear 371 from our deck on the southwest side of the lake. Please take this into consideration in your road changes. Thx</p>
<p>The 371 and co rd 77/13 stoplight should never have a flashing yellow arrow. Maybe at night when there is light traffic. During the daytime with heavy traffic the flashing yellow is dangerous. Solid red turn arrow or green arrow only.</p>
<p>J turns on 371 make no sense. They actually cause issues. I drive this everyday. The yield lane at menards people don't stop they just go. The timing on 371 and 210 needs to be fixed. Tracfic doesn't flow. Causes more accidents. Can't have 1 light green then next red makes no sense. A light by bir would make alot of sense. J turns are stupid with all the traffic coming out of there. The big rigs don't have enough turn let alone getting over. Go sit out there and look at it. Flow traffic not make it worse.</p>

Start patrolling it more, people fly on this road every day.
Wider turn points at J-Turns for semis
Do not need yet another stoplight on 371
j-turn are nothing but accident problems, just look at hwy 65 and 22 in ham lake there as been 30+ accidents there since they put that one in there. and a couple fatalities
J turns are not acceptable.
For turn riro would help maintain the character of nisswa and create a predictable flow of traffic for pedestrians
Like the new road from 13
Slow traffic to 50 MPH through the area.
That intersection was just replaced , the southern traffic need the light at 77 to create gaps during busy times .
Please think ahead, Smiley frontage road should run all the way north to roundabout at 18 and entrance to downtown Nisswa. A back road from county rd.18 to 13 . Hazel wood should run to county rd 77. Should have never let the bank build on corner of 13 and 371.
Generally does not affect where I drive.
The new J turns have caused more accidents. Witnessed horrible accident in July across from Dunmires.
Need wider medians. Especially between nisswa and BIR
Not clear on if the J turn will need a signal to take a left. If no signal is required to make the left, i don't see how this is better than a RIRO.
J-Turns can be a hazard. It turns stopped traffic into the passing/fast lane of traffic. .
I'm against another stoplight on 371, especially in this case since it would be so close to the stoplights at 77/13 and 18.
The road system currently works without safety issued as there is minimal traffic. It's possible that traffic increases for the few peek summer weekends, but that is not the norm.
Don't like the prospect of another traffic light; seems like the purpose of other projects was to reduce lights; J turn would be better for option 3.
Posted speed limit on 371 is 60 mph but most traffic runs 70 MPH. Summer travel is horrific with NO regards for other drivers!!! Plus very few vehicles are ever stopped by State HWY Patrol & Nisswa Police department.
Would prefer to see less signal lights installed onto an already busy highway during the busy summer seasons.
No signal light,there are better option. Thought you wanted smother traffic flow.
Keep traffic flowing quickly and smoothly, less intersections for everyone's safety
J turns promote accidents. From personal experience, drivers cut two lanes of traffic off in order to get into the turn lane for the J turn.
We would to be able to ride bikes safely on frontage roads between Nisswa and Round Lake/ Gull Lake. also crossing this highway on bikes or walking is extremely dangerous. Thank you.
At 13 and 371: j-turn at Pequot always seems dangerous as cars are not turning into closest lane. If this would be implemented , it MUST have adequate space for turn into right hand lane before changing to left hand (turn) lane. RIRO seems best option.
No more lights on 371. I don't like the J-Turns, they are OK when not busy, but it results in a lot of merging and that disrupts traffic flow when busy
Fix highway 210 before you do anything on 371, 210 is falli g apart from baxter to west of staples. The condition of that highway and alot of the intersections are dangerous and in terrible condition. Also a

<p>stop light or speed zone needs to be in place by hengel constructionthe semis pulling out of that intersection at 210 and hengels do not care i have seen it numerous times and have almost gotten into many accidents because of the impatience of the truckers. Again the damn tourists can wait tjere turn. The condition of 371 is great. 210 is a damn deathtrap</p>
<p>The J - Turn installation in front of BIR (Brainerd International Raceway) was an insignificant test for research. Not only is it inadequate for the long term goal of the corridor. It was an expensive experiment, that in time will not be integrated with the long term construction project. I see this to be a waste of limited resources within the larger project design goal. For fulltime residents that have to navigate the J - Turn installation near the racetrack, it is an abomination to navigate travel for a resident. Do not be fearful of delaying the project for any internal departmental politics, and budgetary pressure from funding sources. Please study, and over plan before any kinetic construction begins. Our tax dollars that are being spent are finite. Exhaust every possible solution before before any soil is disturbed.</p>
<p>Please don't use J-Turns. You've got traffic entering and exiting from both left and right lanes which just increases the potential for problems. There are a lot of older drivers in this area who pull out into traffic and don't step on it. The traffic is so heavy at times that it is difficult to find a break to pull out. Then people take chances. Speed in this area needs to be reduced.</p>
<p>I can't emphasize this enough NO J- TURNS!!!!!!! They are DANGEROUS. They are a glorified U-TURN. Most SUVs and trucks can NOT make those turns and stay in the issue lane. Having vehicles cross multiple lanes of traffic with incoming traffic is STUPID. DANGEROUS, IDIOTIC. You wasted tax payer money and our Put all of us in danger with your J turns and u- turns on hwy 371. PERIOD .</p>
<p>The J turns seem to cause much confusion to those not local to the area. I have heard witness of cars going the wrong way on the J turns recently added near BIR</p>
<p>#3 J turns where there is ample time and distance to make the turn are a good thing when there they are shorter and immediately after an intersection IMO they are possibly more dangerous. Green Gable is an example if a bad J turn use.</p>
<p>For # 3 , we do not agree with a j turn, only a controlled intersection.</p>
<p>I would like to see the elimination of crossovers in this area - make access on to hwy 371 right turn only. It would be beneficial to extend frontage roads on both sides of Hwy 371 to help with traffic flow.</p>
<p>Bringing more traffic intersecting with HWY 77 is just moving the problem to 77 which is going to create accidents on 77</p>
<p>No more J Turns and yellow flashing lights.</p>
<p>Install traffic lights</p>
<p>3. Indicated acceptable but only with J-Turns added not a stop light.</p>
<p>J turns are the worst!!!!</p>
<p>I feel the J-Turns dangerous.</p>
<p>put in left turn lanes for driveways.The shoulders are already wide enough. All you need is white paint and set mail boxes back.</p>
<p>Sometimes I think it makes driving more difficult when you start limiting the access to a major road. Like having to drive miles down a service road to get to a access point.</p>
<p>Not necessary to add all of this work. There is not enough traffic to warrant the cost of the proposed projects</p>
<p>Stoptlights are preferable to a j turn</p>
<p>No new stoplights please on 371 . Traffic needs to keep moving on the highway</p>
<p>WHY did you not make NORTH UP, that just makes this question more confusing... ?!?! </p>

<p>How about we require all High School kids to take a 9 or 12 week drivers ed course like we used to have in MN so people that are getting their drivers license actually know how to drive and know the rules of the road. And then once people turn 60 make everyone have to pass a behind the wheel drivers test ever 4 years when they renew their license so they too will understand all of the new road designs, laws, etc. I can't believe the number of drivers that can't figure out how a round-a-bout works!! The roads aren't safe because too many drivers either don't know what they're doing or think they are way more important than anyone else on the road and can do whatever and whenever they want. THAT is what is causing the majority of accidents - Conceited, Inconsiderate drivers not bad road designs - with way more traffic on the them.</p>
<p>Hwy 371 is the most dangerous road I drive on and I travel around 40,000 miles per year. There is no enforcement and the new j turns have created a frenzy of trying to get on the highway. This survey talks about walking or being a pedestrian but you would have to have a death wish to be a pedestrian anywhere near 371 from the old 37 (brainerd business 371) all the way into Pequot. Please come up with something safer or have more enforcement on the roads. People traveling north on 371 seem to have no regard for the laws and locals avoid it.</p>
<p>A signal at Smiley/Hazelwood is too close to 13/77. Traffic speed would need to be reduced in this area to accommodate.</p> <p>J turns on a corner are never acceptable. They are designed for straight stretches of roadway at lower speeds. Utiluzing them here would increase crashes abd injuries. J turns should be removed from any further discussion on this stretch of roadway.</p>
<p>I think extending Hazlewood Dr so that there's another rd to exit and enter 77 so close to the 371 intersection would cause more accidents than prevent them.</p>
<p>Question #3. J turns are a terrible idea in vacation land. Huge trucks with larger trailers turning in a J Turn is just ridiculous. Put in a light.</p>
<p>I feel Smiley road and hazelwood should connect to CR13 and CR 77 as backage roads. Right in and right outs at some intersections should be preserved if possible. Will the state assist tbe city in buliding new roads?</p>
<p>House on Nisswa Lake prefer continued access to Hazelwood from 371 at or before Lower Roy Lake road.</p>
<p>I grew up there.cty rd 13. Mom lives on that road still. Home</p>
<p>J turns are worse than signals</p>
<p>Eliminate tje flashing yellow going south for taking a left to 13</p>
<p>No more signals</p>
<p>J-Turns are a pain during high traffic volumes. Drivers are trying to cross 2 lanes of traffic immediately and are not considering speeds. Even if data sows a reduction in accidents, I have personally seen very close calls because of this design.</p>
<p>All would really help</p>
<p>Would like to see minimal number of stop lights added</p>
<p>Should have 4 lanes at each side the way people pass in the ditch sides and your going 65 mph and people ate riding your ass all the way to baxyer soooo scary in the Ams and Pms coming going to work and coming home from work !</p>
<p>Please enforce left lane for passing, too many slow drivers in the left lane creates most accidents on 371</p>
<p>Everything J turn you install needs an acceleration lane to get on the highway. It is very unsafe to pull onto a busy highway with traffic going 60 miles an hour. B</p>

No more stoplights. They are just dangerous. J-Turns slightly better, but those are also scary. Traffic volumes are too high already.
I don't have a strong opinion on the solution, I'm just glad you're looking for better options. I hope Upper Roy Lake Road and 371 is on your radar. Pedestrians heavily use the cross sections in the summer and it seems like a danger zone. I wish they would have a tunnel or bridge.
Install traffic cameras to catch the people running red lights and causing accidents.
Hazelwood need access to 371
I prefer J turn intersection style
I don't have anything specific about this particular section but I drive frequently from the area of BIR and Green Gable Road (that were redone in the last year) In my opinion these and all J turns are dangerous because there isn't enough distance to get over into the turn lane and then when you do there isn't a merge lane so you are turning into the inside lane of traffic and the cars on this lane are going pretty fast.
Feel there is too much traffic for J turns. They are not safe
good idea to extend Smiley Road. J turns should work well to connect both roads.
J-Turns are the worst solution you could possibly come up with!
Safer is better
Please make every effort to reduce the number of stoplights for through traffic.
A turn lane with a flashing yellow has caused more problems then just putting in a green arrow for the city people to understand
I would not want any more stoplights added to this stretch of 371
A traffic signal on 371 at Smiley and Hazelwood would be pretty disruptive. Is it possible to try the J-Turn option first and see how it works for a couple years?
I am fine with leaving everything just like it is...no more construction
I rarely am impacted by this, so I will defer to Nisswa residents.
J turn okay for option 3. Signal not okay.
Please do not add more lights in this corridor. Baxter is a mess and I don't go there and support the businesses there over the weekend because of it.
Only a j turn, don't add more stoplights
The roads are fine without having to make more roads in wetlands. People need to slow down and follow the speed limit.
How about reducing the speed limit through this area instead of spending this exorbitant amount of money for a traffic problem that only occurs 3 months out of the year.
Please consider the following: HAZELWOOD DRIVE: 1. If Hazelwood is extended to connect at CR77, then either eliminate exit/entrance of Lazy Brook Dr onto 371, or only allow right turn EXIT from 371 onto Lazy Brook Drive, but no entrance onto 371. This would eliminate an entrance onto 371 that is not a stoplight, which should improve safety. 2. Eliminate exit/entrance of Hazelwood Drive onto 371 across from Northstar Drive or allow right turn EXIT from 371 onto Hazelwood Drive, but no entrance from Hazelwood Drive onto 371. 3. Do NOT allow cars to go straight across southbound 371 lanes of traffic from Hazelwood Drive across from Northstar Drive. This is a major hazard. If this entrance onto 371 remains, it should be right turn only. SMILEY ROAD:

1. Eliminate the entrance/exit from 371 to Smiley Road that is right in front of MarineMax (24238 Smiley Rd). There is another entrance/exit close by at Northstar Drive. Make the Northstar Drive entrance such that the boats being hauled into Marine Max can accommodate a right turn from Northstar onto Smiley, or have Marine Max access their property by going straight on NorthStar Drive and then turning right farther east.
2. Close off the driveway entrance/exit in front of the Anderson Classic Boats, or extend Smiley Road to enter/exit onto 371 at that point.
3. Do NOT extend Smiley Road past Clark Lake Rd.

COUNTY ROAD 13 CONNECTOR

1. NO to this option. Just NO. It looks like it will add another stoplight on 371, which is the last thing you want to do. Have you seen the traffic back up in the summer at the stoplight of 13/77 and 371? Adding another light would make things worse. And you would be putting in a new road through marsh/wetland, which needs more protection as the population grows, not less.
2. A much safer option for the traffic around 13/77, Smiley Road, and 371 would be to move the Smiley Road entrance that is in front of Schaefer's Grocery Store (23962 Smiley Rd) farther east from the intersection, so you would enter Schaefer's from the east side, not the west side. This part of Smiley Road is the most dangerous of any segment. It winds around to get into Shaefer's.
3. Close off the exit from 371 onto Shaefer's just south of the traffic light at 13/77. I do not use this exit off of 371 onto Smiley Road any longer because on 4 different occasions, the traffic heading south on Smiley Road past Shaefer's did not stop at the stop sign, and I had to slam on my brakes turning off from 371 so that they wouldn't T-bone me. Get rid of this entrance/exit from 371 onto Smiley Road.
4. I know that MNDOT focuses on moving traffic, but the amount of turtle mortality just south of the Nisswa traffic light is horrendous. The turtles migrate back and forth from Clark Lake into Lazy Brook. They are getting decimated. HUGE turtles, some probably more than 50 years old, dead by the side of the road. This is unconscionable. There must be road design that provides them an underpass, with some kind of fencing that prevents them from becoming road kill. Surely MNDOT has designs that preserves wildlife while also moving traffic. This is another reason to not extend Smiley Road north of Clark Lake Rd.

Having another major intersection, either signalized or J-turn, at this location seems like too many along this stretch between two existing stoplights. I'm also not keen on having a major intersection so close to the curved area of 371. Redirecting frontage roads so users get funneled back to an existing intersection is better and puts vehicles on/off at a single point. It seems this would be far safer.

Segment Two Comments

Q5 (Please share any other comments you have regarding this section of Hwy 371:)
I like the idea of adding a traffic signal
Green T intersections are new to me and make me nervous
Please dont add any additional stop lights!
No new signals. Would rather have a Rt In Rt out with J turns. Extending the frontage road is a good idea.
371 corridor already has too many stoplights starting at CR 48 to CR 49. Already creates a speedway effect once drivers get through the last one at CR 49. Result is increased speeds and aggressive driving as drivers have had to deal w/stop and start for the last 4+ miles.
Don't understand green T - please no signal. Has snow white-outs been considered at Hole in the Day bay in winter season?
No more stoplights/signals
Stoplight not necessary at this location, but the J turns will be nice with extended acceleration lanes, but Nisswa lumber & roads south of there.
Consider winter conditions on hole in the day section. Prevent winter whiteouts and snow blowing on roads.
More though needs to be put into the identity of 371. Planners repeatedly have tried to treat it like an urban stroad which it only currently is in the little disaster that is Baxter.
I live on northome ln,I need a turn lane into Northome ln ,and be able to get out to south 371 safely,now it's a hazard to go either way,I have almost been rear ended trying to turn onto northome ln from the south
When I come out of Nashway and cross into the median to turn south to Brainerd, I'm afraid my car is sticking out in the lane for northbound 371 traffic.
Pudge is still an idiot
Please make the right-hand turn lanes longer. The increased speeds (and speeding) makes it difficult not to get rear-ended while slowing down to make a right turn. I'd appreciate not having to stand on the brakes to safely make the turn and avoid hitting cars waiting to cross.
No additional stop lights please.
Has a study been done to determine the direction most traffic exits Nashway onto 371? Do most turn left to travel south onto 371? Is there a way to move the entrance to Nashway farther south? Any thought on adding a signal light somewhere along this stretch of the highway? I'm in favor of minimal disturbance to the shores of the lakes and any trees that remain.
Do not add more signals! If using J turns, have the J turn lane start right at the intersection so vehicles can jump all the way across to that slow lane rather than having to come onto the highway going slow and causing more issues trying to get over. Otherwise, put the J turns down quite a bit further
Do not add more lights to 371
Include frontage road on west side of 371 to option 4 for the inevitable business expansion on that side of the highway. In effect, create two parallel frontage roads which connect to the 371/77 intersection giving drivers multiple opportunities to access businesses on 371.
We definitely don't need anymore lights on 371.
I ;like J turns on roads such as 169 between Princeton and where the four lane ends but to me on extremely busy four lanes such as currently and future between 210 and Baxter area I don't like them its hard to get over, we tried using one along 371 and we barely were able to get over the road was so congested, to go from one side of the highway to the other. I love continuous frontage roads as long as they are built to withstand the traffic volumes.
Make sure that any traffic signals that are installed have bicycle sensitive detectors.

I don't like the idea of more lights. Going to back up like 210/371. If j turns, need to give them more room than by bir. Lots of boats and trailers and they need more room for lane changes etc
Don't think a signal is needed around there, but I like the idea of connecting Gull and Hole-in-the-Day drives and limiting the number of accesses. An unsignalized j-turn as needed also makes sense.
eliminate all driveway access, add frontage roads. Close Nashway- it's very dangerous
The hole in the day dnr lake access would be inaccessible due to traffic and a turns. A stoplight at an intersection that has virtually no traffic would be a complete waste of everyones time!
Please avoid making it difficult to access the Gull Lake Boat launch
The curves on 371 make it difficult to use green T and J turns. However, if the speed were reduced to 45 thru here, it might be doable. This whole stretch, Nisswa to Baxter, is dangerous on account of the current speed limit.
Do not add more stoplights to 371 please.
Not excited about more signals in high speed areas
This stoplight has the potential to create backups on busy weekends. The J-Turns may be difficult to navigate during high traffic times.
Again, I say putting in more stoplights along this 371 corridor is only going to frustrate drivers and slow down the traffic flow.
Extend Hole in the Day Drive up to Co. road 77/13.
The length of the j turns should be longer due to volume of traffic
See first comments.
Completing frontage to Mission makes a ton of sense. Not sure how I feel about frontage connection along lake. Please close the road to the west to the access, scary intersection. I don't like the light, completing the frontage on East side makes sense.
"With the boat access by hole in the day ,it is very hard to do a j turn. To get to the access road.
Why not reduce the speed in that area and write more tickets for violaters?"
Nashway is a disaster
No lights on 371. Repaving the road with clear road markers would help. More lights in dark curves in the road.
J TURNS ARE NOT SAFE!!!@
The J turns are not viable in a high traffic area, because it's too hard to merge left in heavy traffic
I live on East Nashway road and work in Brainerd. Any improvement to safety of median crossover would be appreciated. I support frontage road expansions.
No need to change, Not that many vehicles entering or exiting. Take a traffic survey before hand.
Too busy for a J turn to work during busy times.
With the amount of traffic through that section (being on a curve) I think closing the road accessing government trail and extending hole in the day drive to that place would make sense
Closing mission road is unacceptable. Traffic goes North to Nisswa frequently that is horrible to remove that.
Using a light to control traffic is unnecessary and would prefer J Turns.
I'm not an engineer but I drive this road a lot and I think adding J turns will be difficult unless spaced well enough down the road to allow safe crossing of 2 lanes to make your turn around to go in the desired direction. Lake traffic is fast and at times unforgiving

An added signal on Hwy 371 will just cause additional traffic congestion during peak usage times. (read summer) Additionally, I frequently bicycle north on Hwy 371, turning left from Tall Timbers Rd to Hillcrest Dr. to then access Nashway Rd. Would I still be able to do this safely with the proposed J-Turns?
I don't believe adding a stoplight here would be a good idea. I see many running the red light and causing major accidents.
RIRO are unacceptable b/c they often require driving a mile (half mile right and a half mile back) simply to cross the highway.
J turns create dangerous driving situation as has been demonstrated by BIR. A stoplight should have been installed at hole in the day. This would better facilitate race traffic. Closing access on Nashway to boat launch is unacceptable. We get to launch that way most get back onto 371 using frontage road. A simple sign at launch directing new-be's to do the same or make that portion of Nashway a one way.
MAKE your maps with the standadized North up. Get a new map maker!! Another light might help slowing traffic for those wanting to access the highway
I live on Nashway Rd. Summer time the traffic is a little busy. BUT, the other 9 months of the year it is easy to get out on to 371 going south. DO NOT change this intersection. Mt wife works in Brainerd and this would add mileage and a real inconvenience for her. And I also feel the J turns are dangerous.
do all of it!
I don't feel that I travel this section of 371 often enough to contribute any meaningful opinion. Thank you for allowing me to take the survey!
This area gets bad for blowing snow in the winter. Reducing speeds and controlling access points would be huge for this area.
J turns should not be used, they are dangerous with all the boat and fish house hauling and trailer hauling in the area. Create RAB's
Roundabouts!
"is there significant pedestrian or bicycle traffic here?
no additional signals please"
These j turns are as dangerous as it gets just do al frontage rds
"Green T is preferable at Hole In the Day, Stop light on 371 is unnecessary.
Green T is preferable at Nashway.
Acceleration lanes in median is preferable to J Turns which do not have acceleration lanes to join high speed lanes."
Why more traffic lights? Look at Baxter on a Thursday/Friday afternoon, traffic is backed up for miles. The people proposing this must not live in the area.
The problem with J turns, the vehicles turn right into the right lane and now "try" to get in the left turn lane to enter the J turn. BIR activity is crazy when larger vehicles leave the track and then access to J turn. The J turns are not wide or long enough for larger vehicles (motor homes, trucks w trailers.
We do not need any more signals along this corridor.
Only comment would be to consider a round-about at Nashway Road, Hwy 371 and Gull Lake Drive. Drivers seem to exceed the speed limit in this area and a round-about or light might work to decrease the average speed.
Maybe a round about at hole in day drive or Nash way road . Close access to 371 off Nash way. Wicked curve and boats on trailers entering road way on a curve is way too dangerous.
J-Turns add more confusion and danger when vehicles pull out onto 371 in front of traffic that has the right of way. They're crazy
Fewer access points or adding J turns seems most logical

The traffic signals cause a major delay on busy weekends.
Hwy 371 tends to be treacherous with all the curves and stoplights
Would be nice if 371 were moved away from this lake bottleneck such as was done in the Pequot Lakes area.
Adding stop lights increases congestion. do not add any more stop lights to hwy 371.
"Regarding Close Nashway Road west of Hwy 371, which has low visibility and change the intersection at Nashway Road into a J-Turn or Unsignalized Green T...
The J turn option does not add additional safety when turning from SB 371 to Nashway. The speeds along that stretch are very high, and making a U turn, and then immediately moving over to turn on Nashway seems hazardous. The green T is a slightly better option, but would prefer a signal controlled intersection. "
For these to work, drivers need to be abiding by the posted speeds. Many of us need to make left turns to get to our homes and the excessive speeding causes problems for those that need to get in the supposed fast lane. It's a free for all on this road
No stop light!
j turns are useless and will cause more accidents with drivers having to cross lanes of traffic or merge while not at highway speeds when they are just trying to get across 371.
I do not like J turn intersections. Cars have to cross two lanes of heavy traffic to get into the j turn lane. I've seen too many close calls.
I go to timberwood church so I know this intersection well. To be honest I think that 6 lanes from 77 N to 77 S for all these j turns is for the best. Nobody can get on to 371 in a Timely or safely kind of fashion. I see truck hauling rvs just sit their because I can get over there are too many cars.
A signal in this location seems unnecessary. Strongly prefer no additional signals stopping 371 traffic through this corridor.
Signaled I tersections are good. J turns are evil
Entrance or exit nashway road change to different area with frontage road
Need more speed enforcement.
Too many stoplights
"Make turn lane from 371 to Nashway longer. Shorten the
distance from Nashway to the j turn the heading back south from j turn."
J turns are a joke for campers, fish houses, boats, semis, etc.
It is very scary driving on this section of the highway because inexperienced drivers are pulling out onto the road in front of traffic
No j turn
A signal at hole in the day and the church might be ok after church services but a major detriment to traffic flow and back ups the rest of the time. a bi pass to lower the volume of traffic on hwy 371 is more important.
Please read my comments above. This is a really hazard for older drivers. There are a lot of senior drivers in this area. It is easier to just do what we have been. We can cross one section at a time and wait in center for a clear lane.
Those j turns make you have to cross 2 lanes of traffic in a very short period of time. Plus they suck for campers and commercial vehicles

"refer to the numbers on the map for easy reference"???? This only number on my map is 371.
Turn signal lights will cause people to speed through yellow lights to avoid having to wait for the green light. It'll back up traffic. Any intersection traffic should have it's own lane to increase or decrease speeds, as most traffic flows slow due to incoming and outgoing vehicles. Normal highway traffic is to allow faster-moving vehicles to use the Left lane. On 371, this practice is not readily conducted.
Keep traffic moving. No lights.
Using frontage roads and J turns are safer. Using the right in and right out needs to be longer to make it safer, especially when entering hwy 371.
For us an improvement would be a longer right turn off lane to Nashway Road when traveling north on 371. Nashway on the east side of 371 is at a curve and the right turn off comes up fast and a longer right turn lane would give you more time to get over.
Please no signal at Hole in the Day, would cause backup
J turns are stupid
I dislike J turns very much, so am against any modification that incorporates those
A signal light should not be added. this would create large back up of traffic north and south in the summer time.
"J" turns are dangerous without acceleration lanes to merge.
I grew up in that area and don't recall there being many issues. Perhaps that's changed? Schaeffers intersection still much scarier.
A slower speed zone where there are J turns would be good. I would think the several mile stretch near south of BIR to north of Hole In the Day should have a reduced speed limit .
Let's try to do this without more signals
We live on these specific roads. They currently function well. Please leave it alone.
Eis needed
T
I do not believe that the j turns have minimized crashes. They cause much slower traffic and braking as large slower vehicles pull out and cut over 2 lanes of traffic. Not to mention how long they wait to pull out, causing impatience in themselves and other drivers.
J turns are dangerous! Especially with many trailers and large campers! Push everything to a light
J turns are not easy and sometimes not possible in certain tractor trailers
J turns are just stupid engineering. The traffic crosses two lanes (anyway), moving slow in the fast lane, etc.....
Seriously? With all the freaking tourons that come through this area? Keep it simple stupid
As stated prior, J-Turns are not safe as you are crossing multiple lanes of traffic into a faster moving lane only to have also merge into higher speed of traffic with no acceleration lanes.
Regarding: 3. Close Nashway Road west of Hwy 371, which has low visibility and change the intersection at Nashway Road into a J-Turn or Unsignalized Green T.
I agree with a j turn or an unsignalized green T, but I definitely do not think that you should close Nashway Rd west of 371. That allows vehicles access to the boat launch. Trying to do one, or even multiple j turns to launch a boat is absurd and too difficult to manage even during slow traffic.
I agree that one should not be able to drive from Nashway, coming from the East, and cross 371 and go

down the hill to the boat launch. But one should be able to access that road, leading directly to the boat launch, when going down 371 southbound
Extending hole in the day immediately next to gull lake seems counter productive to everything our community does to try to keep the lake clean and beautiful. No one would be allowed to build that close to the water, why allow a busy new road to be constructed?
This makes it very hard on everyone to keep adding these j turns.
J-Turns are unacceptable to me. They are accidents waiting to happen especially with boats, trailers, RV's, campers, semitrucks trying to use them. I have seen too many close calls.
I think the best thing for 371 is to add the J turns along the way to reduce the number of people trying to completely cross the Hwy, but putting them in locations where people do not pullout and pull that left lane right away (like BIR area. The one right there should be removed and it should just be the one by Green Gables road.) Hole in the Day Bay and Timberwood Church intersection is a tough one on a Sunday with many people departing church and traffic heading south on Sundays. I think something needs to be done here... but I think this would be a great location for a J turn but located between Hole in the day bay Rd. and Holiday gas station... give plenty of space so people do not jut pull out.
Extend frontage roads & limit access to 372
Anything that makes this stretch safer is acceptable. I'm tired of seeing constant accidents with people not paying attention who are unfamiliar with the area. Way too dangerous. Please fix.
That is a dangerous stretch of road with turns and limited visibility. There be no crossings in that stretch of road unless there are entry points to get in the highway with acceleration lanes. 371 has become a high speed racetrack.
J turns make no sense. Stop putting them on the most busiest road. Go sit on the rd and watch traffic. See the flow.
No more signals on 371.
j turns only cause accidents , people dont know how to use them
J turns are unacceptable
Lights cause restrictions and make impatient tourist traffic more impatient, restricting direct crossings if the highway is a better option
Hole inn the day signals looks ok but frontage rd. Should be a back age road.
The stop light will slow traffic down especially in the summer time. I wouldn't add another stoplight
I do not like the new J turns. Too often traffic turns right onto the highway and immediately crosses over both lanes to access a J turn to go left. I typically encounter this when traveling south on 371 from Cinosam Rd, so traffic entering the highway have to go south first to go north. I move to the left lane to allow them to turn onto the highway and they are crossing in front of me. Too many access points from side roads.
My only concern for this section is that the j turns have enough space to accelerate into traffic and visibility of traffic turning on the J turns to oncoming traffic.
Stop light
<ol style="list-style-type: none"> 1. That gravel area on the west side of 371 is a great place for o o roller to fish from shore and just pull over and look over the lake that most of us can't afford. Don't extend a frontage road there. 2. Widen the medians where Nashway and Ojibwa roads intersect 371. It's sketchy crossing there, and if pulling a trailer, there is not enough room to cross one side of 371 at a time. 3. Adding stoplights only skirts down traffic. Need to find ways to channel traffic to other roads and minimize access

J-Turns are too close together. Putting less J-Turns, makes it safer. Closing access is great. Look at what was done at Green Gables. Accessing traffic from GG road can go south. The J-turn is too close. Cars turning onto the hwy are turning into both of the hwy lanes, some are accelerating into traffic. Others are turning into the J-lane slowly from the passing lane. Also you shortened the turning lane coming from the south.
I'm against additional stoplights.
Controlling the height of snow banks at these intersections would improve visibility.
Don't want another signalized light; need to move the traffic vs various stops. Feel strongly that Nashway should be a Unsignalized Green T vs a J turn.
very dangerous area with several accidents. major safety concerns. enforcing the speed limit would help greatly!!!!!!
Less signal lights on hwy 371, traffic becomes unbearable during high traffic volume times.
No signal,better options, Thought you wanted smother traffic flow?
No additional signals on 371, need to keep it flowing
371 and Nashway east of 371 needs to close. Nothing else there. Gull Lake drive provides all the road needed. Can go north or south to get on 371. Most of us in the neighborhood already do that. This simple fix would solve the accident problem and leave our neighborhood in tact. Save the \$\$\$ for something else!
We would to be able to ride bikes safely on frontage roads between Nisswa and Round Lake/ Gull Lake (the area above specifically). also crossing 371 on bikes or walking is extremely dangerous. Is there any way with such a highly populated area that a safe crossing overpass could be added maybe near the channel. the frontage and extension of Gull Lake Drive to Mission and Hole in the Day will allow the ability to NOT bike or walk on 371 and use the frontage instead. Thank you.
Prefer green T at 371 and Nashway
No more stop lights, ick
Fix 210
No J-Turns
See comments from first section. Right in and right out is the same thing you did in baxter. So people have to drive out of their way to get where they are going. It is ridiculous that you have to go so far out of your way to turn strong and go back to something across the street.
Prefer Green T option, not a J Turn in number 3 Round about may be better in number 4 than a stop light. Stop light would cause backups during weekend traffic
need to understand the j turns better. there are several. again if the j turn allows too short of a distance to get into the next lane and make your turn to the opposite direction they seem even more dangerous than the original set up.
Do not support J turns in any capacity at Hole in the Day. An intersection attached to a frontage road is acceptable.
Install traffic lights
3. J-Turns only.
J turns are the WORST!
put in left turn lanes for driveways. the shoulder is already wide enough. All you need is white paint and mail box set backs.
Again, not enough traffic or backups to warrant this type of work. JTurns have made it less safe since you must cross two lanes of traffic on the right hand turn and again when you make the u turn.

Once again no new stoplights . Traffic needs to flow on the highway
The J-Turn is awful... we all hate it.
DO NOT connect Gull Lake Dr and Hole in the Day! You will wreck Gull lake more than it already is because of Nisswa being STUPID when it comes to zoning and building. South make both of them Enter only from the North and Exit only from the south. Get rid of Nashway on the west side of 371 and put a J turn in down by Mission and at the turn by Mattson Lumber. Make the East side of Nashway right exit only too and they can turn to go south by Mattson Lumber as well. If we have to make our roads "Stupid, Inconsiderate driver proof" don't make the main flow of traffic suffer by putting in a bunch more stoplights.
I do not believe it is the roads, it is the enforcement of laws. Put 8-10 troopers ever day on 371 until people slow down and abide the laws and are scared to drive that way and there I'll be less accidents.
J turns were not intended to be utilized on corners. This is a very poor concept design. The signal would not be a bad idea, but adding J turns to the mix is an awful plan.
J turns in an area loaded with trucks pulling trailers is a bad idea. Terrible idea. Please, no J turns. Put in a light.
I think right in and out for personal driveways would still work. A better option for thr hole in the day signal is buliding a backage road that that could connect to 13.
I like the idea of adding a traffic light to potentially reduce the speed and flow of traffic. People are going way too fast!!
This should save lives. It is horrible when someone pulls out on the highway and don't see me on my motorcycle and I have to break hard.twice.
This section of the road always ices first and drifts with snow. I would not build anything that is harder for the snow plows. These intersection types are not easy with boat trailers and there is a boat access near by
Remove the trees at nashway
No more signals
No more J-Turns! Figure out something else. They are a pain!!
No stop light
is it really going to help ?
J turns need acceleration lanes.
No more stoplights!! Dangerous intersections and opportunity for tragic crashes. We do NOT need more signals—there are better options.
Do not want more stop lights on 371
Do not like right in right out type traffic controls at all
Too much traffic and j turns are not safe given the speed of traffic.
J turns are ridiculous! Having people turn right into 371 and go across 3 lanes to make a u turn is more of a hazard than existing road.
The last thing we need is another stop light please don't.
No J-Turns!
371 is a major north south corridor that must flow freely. I do not support any plan that adds stoplights.
Hole in the day road is not a problem The problems are at Bir where a stop light needs to go with all the traffic and at the Gull Lake dam road where another stop light should be rather then cutting across 3 lanes to merge into heavy traffic
Overall, this section of HWY 371 is working well as is, and we and our family, friends and guests have never had any issue safely accessing 371 or exiting 371 in this section. We would absolutely not want any traffic signals/intersections added.

<p>Creating a right-in/right-out access onto Hwy 371 from Hole-in-the-Day Drive seems sensible, but that is the only change we would support at this time. All other options would create significant inconvenience for our neighborhood and would not be enough of an upgrade to safety to justify the hassle and cost and long term inconvenience. Thanks for your consideration.</p>
<p>Leave as is</p>
<p>No new signals for traffic on 371</p>
<p>Please do not add more lights in this corridor. Baxter is a mess and I don't go there and support the businesses there over the weekend because of it.</p>
<p>Don't add green t's. Unsafe in the dark. J turns or consolidate intersections</p>
<p>Don't add more signals</p>
<p>Please maintain east access to the Gull Lake boat launch as people need to navigate driving their boats too. Please maintain access to Timberwoid Chuch without requiring a U-turn.</p>
<p>Wetlands would be destroyed. Run off would be bad for gull lake. To</p>
<p>Please consider the following comments:</p> <p>CONNECTING HOLE-IN-THE-DAY-To GULL LAKE DRIVE using a frontage road is a bad idea for the following reasons:</p> <ol style="list-style-type: none"> 1. I am pretty sure this is an area that people park on to access Gull Lake. For example, in the winter, I see trucks parked there when guys go out to their fish houses on the lake. I can't remember if they drive onto the lake from this access point. So, if you put a frontage road in here, what you are effectively doing is cutting off lake access for year-round residents who don't live on a lake. Want to piss people up here off? Yeah, this would do it, because lakeshore homes are so expensive here that regular folks who live here year-round can't afford to live on the lake anymore. This option should be a non-starter. 2. I don't know where people who access Gull Lake from here turn, but it is probably at the access point at the end of Gull Lake Drive, right across from Mattson Lumber (22386 MN-371). YIKES! Mattson has big trucks going in and out frequently. Close off the entrance from Gull Lake Drive onto 371 here, and make it a turnaround on this end of Gull Lake Drive, but with access to pull in and park to get out onto the lake. Keep the right turn in and out from Hole-in-the-Day south end, 3. You can roll your eyes again at another turtle comment, but I will tell you that this is also an area of high turtle mortality. This is another location I have seen huge turtles, and smaller turtles, lots of turtles, that have been smashed by cars and killed because they frequently migrate between Gull Lake and Hole-in-the-Day Lake here. Please fix this issue. 4. None of your safety options fix what has been the biggest problem. When the wind is just blowing from the northwest in the winter, even if it isn't snowing, the highway can be just fine until you hit this area, and then there are whiteout conditions. See below as an example https://www.reddit.com/r/weather/comments/swmwc8/21822_this_is_371_between_brainerd_and_nisswa/?rdt=44604 5. No more stoplights on 371 in this area. They create more problems than they solve. During slow season, I see people running through the red lights because there isn't as much traffic and they don't want to wait. Figure out a different solution that is only needed 3 months out of the year. <p>All of the non-signalized options are better in my mind than adding another signalized intersection. My only concern with option 1 (extending Gull Lake Drive) is the potential impact on the Gull Lake by having yet another stretch of paved road so close to the lake. Keeping this segment of the frontage road along Gull open and safe to travel in the winter could pose challenges.</p> <p>The west side of Nashway is VERY dangerous, especially with that being the point where most boats enter/leave to 371. Closing that road to 371 would be a very good idea!</p>

Segment Three Comments:

Q9 (Please share any other comments you have regarding this section of Hwy 371:)
Graphic 8 is difficult to understand but then again, I may be unfamiliar with the area,
Explain 3/4 access at the beginning
To many J Turns with to many tourists that don't know how to navigate the area. It's already one J Turn after another creating issues with drivers pulling in front of people, etc
The fewer intersections the better. Please consolidate and manage access.
I don't think Pudge even drives
Please make right-hand turn off lanes longer. (see above comment) The intersections of 371/Ojibwa and 371/Peterson Rd. are extremely confusing because they are so close together. Consider attaching Peterson to Ojibwa east of the intersection.
Please please please update this this corridor for safety. Very grateful that this is being looked at.
Continuous frontage roads that are built large enough for current and future traffic volumes with limited access points onto 371 with more four lane roundabouts and or several interchanges would be the best for this highway, every time I drive it if it's Thursday through Sunday especially during May-MEA weekend or during deer hunting 3 weekends or Snowmobile/ice fishing weather the road is just too busy and traffic flows too fast for J turns.
Just put in a stop light at Ojibwa road or do nothing don't make this intersection even worse with j turns.
Question is unclear. Are 7 & 8 an option to 6? Or are there three options being presented here? I'm not familiar with how much traffic each of these side roads have. Knowing that might influence my feedback.
Too much traffic on Ojibwa for any of these to really work. I could see this as more dangerous, cutting across lanes of traffic especially if pulling trailer. A modified diamond intersection would be better
Close intersection (Cinosam) and make frontage road to Ojibiwa intersection for all roads on the west side of 371. Make a j turn for those wanting to go opposite direction.
371 has a afternoon rush hour and crossing traffic is difficult
If they do anything to this stretch of road I think it is VERY IMPORTANT to make bishops creek below 371 better navigation between round and gull
Seemingly the Green T would have a high point of potential impact when cars are crossing, I'm not seeing out it would lessen accidents. The 3/4 access seems like a better compromise
Again, piss off.
Install a larger roundabout Ojibwa to allow access to 371 while slowing traffic at the intersection and also further down the road.
My family and I already make our own J turn at busy times on Ojibwa. It's a very congested area and consolidating makes sense. Why leave Noka on it's own though, connect that too somehow
J TURNS OR U TURNS ON A 60 TO 70 MPH ROAD WITH TRACTOR TRAILERS, BOATS, RV AND ALL KINDS OF VEHICLES ARE NOT SAFE!!
You need a magnifying glass to read your little maps!
Add long lanes on either side of 371 for longer merge opportunities to turn right off Cinosam Road to head south or heading north, turn right in a longer lane to merge in going north
No changes needed. Think of the people who live here permanently, not just people visiting.
Looks good!
Put signs up that show the proper way to use a turn lane intersection
Again J turns are dangerous. Service road addition and extensions to reduce access to lights or traditional crossings. Like circles new concept may not be the right way to go.
Do NOT ADD j TUNRNS AS I THINK THEY ARE AS DANGEROUS AS CURRENT ACCESS. rEDUCING THE NUMBER OF ACCESSES WOULD HELP. PUT IN MORE MERGE LANES FOR PEOPLE TRYING TO MERGE.

Need LONGER DISTANCE ON J turns between entering and making left turn. You need a BIG break in the traffic to cross both lanes
The road doesn't need changing, 9 months of the year there isn't a issue at all with getting out on to 371.
Stop with the j turns
I don't feel that I travel this section of 371 often enough to contribute any meaningful opinion. Thank you for allowing me to take the survey!
J-Turns are not popular, but they can work. I think if there is other options that work better, but may be more costly, we need to consider them. Making improvements to these intersections needs to be a long-term fix and not just a short-term band aid.
3/4 access is fine but not J turns
Roundabouts
J turns are ok, however getting to the j turn will be challenging.
Leave Ojibwa Road alone. J-Turns won't work because most of the northbound traffic on 371 won't allow northbound turns during busy summer months. I use patience when crossing 371 to go south on 371. Locals know how to cross 371 or get on northbound 371 during busy traffic times. J-Turns are too confusing and don' help (like near BIR). That BIR area made things worse because drivers just pull into traffic thinking they have an acceleration lane and find out too late it's not an acceleration lane (that comes from drivers who have stated that).
Speeding is a problem on Hwy 371. A roundabout here and there might slow traffic down
j turns are useless and will cause more accidents with drivers having to cross lanes of traffic or merge while not at highway speeds when they are just trying to get across 371.
You want people to do these u turns I just don't see how this is better. Again you need to think about accelerating lanes or six lanes of traffic so people can stay in the middle if they're going all the way to Baxter. It is constant that you have to switch lanes because someone's doing a U-turn into the left lane but you gotta get back into the left lane because there's people trying to take a right onto the highway. This isn't gonna work.
Add acceleration lanes to all access points on 371
J turns are a bad idea
Ojibwa road again is a bad area like nashway road Frontage road to a better area to see not on curve to enter 371
More speed enforcement.
Leave it alone!
J turns do not work during busy / high traffic times if you are trying to cross 2 lanes of traffic. I use one every day and there are times I can not cross, I have to drive to the next turn around to cross the highway. Also the one by BIR is a mess on race/ busy weekends.
To have that many different types of intersections is confusing. Pick one type of entrance for the entire section
No j turn
most of these proposed changes seem to be band aid fixes, which may help some, but a south of baxter to pine river bypass is whats needed.
All the locals I have talked to HATE the areas that have been done! It is a mess down by BIR it is an accident waiting to happen. We have drag week coming up- I wonder how many incidents will arise
No j turns!
If I understand a J turn is what was installed on 371 last year in the BIR area, they suck!! There is so much traffic changing multiple lanes in heavy traffic. People trying to get from a 371 access point to the then to the direction change turn lane especially when pulling camper, boats, pontoon, equipment trailer heavy equipment it's too dangerous for that type of road design IMO.

Vehicles in the median areas waiting to cross, may pile up and slow traffic overall. Less paths to cross the median, the better overall.
J turns cause accidents
I feel that the J turns at Ojibwa will be much more hazardous than the Green T method.
I dislike right in right out or closing intersections to require u-turns, but this section has way too much traffic to allow the current open access.
Slower speed limits throughout!! The j turns by BIR get very backed up so more j turns might nit be what is needed... traffic lights? Overplassed? Definitely slower speeds!!
This is a very dangerous intersection
No J turns
"J" turns are dangerous without acceleration lanes to merge.
Correct the spelling of Ojibwa...it's not Ojibway!
Extend length of stacking lanes along 371 so that turning cars can escape super speeders tailgating so close.
The J turns in areas of high speed and corners are a hazard. The current J turns south of this area were poorly designed and placed on curved sections of road not allowing for appropriate visualization of risk.
Eis
Stop with j turns and u turns. These are busy roads and it's not safe to do thia
J turns are dangerous especially with large trucks campers and trailers! Push to a light
See my previous comments. J turns are poor engineering and traffic control. Makes crossing the road to make a turn worse, especially with trailers, etc. Instead of being patient for traffic, the larger equipment pulls into the fast lane, etc..... Now you have a large slow moving vehicle in the fast lane . . . Any brains? The speed limit is 60, but most of the traffic is moving faster.
Again the locals should of have a sense of not losing themselves because of the tourons. Keep it simple stupid
I have seen many accidents at Ojibwa Rd. I think that closing median access across 371 at Ojibwa is a very good idea.
I have seen VERY FEW, if any, accidents at Cinosam/371. I think that the elevation and straight road at this intersection provides an excellent view in any direction. I do not agree with changing the median access at this point for those vehicles coming from the west on Cinosam Rd. However, I do think that closing access to the Round lake Rd from Cinosam Rd, when coming from the west, is a good idea.
My family and I have regularly used the Ojibwa intersection for 60+ years. The median access needs to be closed but I do not support the use of J-Turns. Local people going south, appear to use the median access to turn onto Ojibwa and then turn it into a speedway to go to 127, turn right and then use it as a cut off to get to Merrifield. People wanting to turn left off of Ogibwa and go south on 371 take their life in their hands.
Ensuring there is enough space for people to pull onto 371 get their speed up and then access to J Turn to reduce the number of people pulling out on HWY 371 when people are going 65+ MPH.
The green T may be really confusing. J turns will cause rear end crashes. Lights would be cheaper
This may help but I've seen many trucks with trailers that are impatient and block part of the main highway which creates a dangerous situation. The speed and traffic on 371 needs to be put under control. All the traffic congestion creates a hazard for people that live here year around.
Try driving the rds and shutting access how to people get turned around. Shutting them down makes it worse.

B i r will only be safe with a stoplight a lot of times the end of the trailer intersects the fast lane going north and you have to either stop on the highway or swing into the other lane
J turns are unacceptable.
See above where I commented on J turns.
J turns cause as much slow down and very dangerous to cross to head the opposite direction.
Stoplight
Green T intersections are horrible as they have slow traffic merging into the fast lane.
I'm confused by the 3/4 with a J turn on crimson
Limit the number of J turns. People do not need immediate access to go the opposite direction. J turns are in themselves a safety hazard.
Altering the Cinosam crossing and Peterson access will make things difficult for those who have to cross to access their docks or land area. Will also make things harder for those who live in the area year round, not just seasonal.
We would to be able to ride bikes safely on frontage roads between Nisswa and Round Lake/ Gull Lake. also crossing this highway on bikes or walking is extremely dangerous. The extension of Round Lake Round will help us walk/bike NOT on 371 as we can use the frontage especially since the large investment to adding biking/walking lanes around Round. Could you please extend Gull Lake Drive past Mission to Cinosam for safe riding and walking? thank you
Fix 210
No J-Turns
I'm not even going to bother answering these. Your solution to everything is a J-turn. So they are still turning out in front of on coming traffic, but having to make a 180 degree turn to do it rather than a 45 degree turn. How is that better? And what is the difference in going straight across to the middle to turn left vs going across both lane to hurry up and get over to the J-turn lane? Ummm NOTHING
J turns will NEVER work if you don't police left lane drivers!!! Speed on 371 is also not unforced. People will continue to die or be injured.
J turns are causing drivers confusion, would rather avoid adding them
Number 8 concept for Ojibwa.
Add traffic lights
J turns are NOT the answer!!
We don't see enough traffic to warrant all of these changes.
The 3/4 access is fine as long as it is engineered like those in BAXTER. "BY TARGET and CTC" The above graphic is just like those by the ""Baxter village" where vision of on coming traffic is often blocked when there is summer traffic because when you look right all you is those waiting to cross the road the other direction. Please stop making intersections where we can't see oncoming traffic! Why those are like that makes ZERO sense!
Closing the roads will ultimately affect the homes and businesses in those roads. Enforce the laws and roadways we have and that will solve the issues. Speed kills.
J turns should not be considered where there are turns in the road. The limited visibility increases the risk of crashes.
Again, J turns are not a good idea. A person driving a pickup pulling a huge camper with a boat or ATV trailer behind that can't make it. Traffic is too busy. Stop with the J turns in vacationland.
My parents live off of Ojibwa Rd. Traffic is coming way too fast in the north bound lane to make a left turn safely on to 371 south. We currently use a J turn system. I don't think this would be a good intersection for the green t based on speeds of the traffic north bound.
Green T's are the worst
Smart

No more J-Turns!! Drive 371 on a weekend in the summer and see what a pain it is.
? Don't know if its going to help 😊
J turns must have acceleration lanes to get back on the highway.
Acceptable.
J turns suck
I drive garbage truck around this area .. and I would like access to Cinosam rd from round lake rd. I like the idea about adding a side rd from Ojibwa rd to Patterson rd
J turns don't give you enough distance to get across road at the speed of traffic. Therefore not safe
J turns are more of a hazard than current situation.
No J-Turns!
Maybe slow it down? It's fast right around full access and that's not helping
Frequently people come north out of Baxter staying in the left lane until their left turn. Many times they drive well below the speed limit and create bottlenecks for through traffic. Fewer left turn opportunities would benefit traffic flow.
put in stop light at Gull Dam Road and at Bir for larger events to move traffic out
All these options seem sensible. I would suggest going with the lowest cost and least disruptive option(s).
No complex intersections like green t or 3/4, especially for traffic unfamiliar with the area and night driving
The Green T Option best serves those of us on Round Lake. Extra J turns along the road are confusing to the drivers just passing through the area and sporadically slow the flow of traffic (as seen further south) and adds to distractedness and creates a hazard. Especially for drivers from the Cities who are not at all accustomed to all the random striping on the road. There are still backups on the side roads even with the J turns and people cutting across all the lanes unsafely is a regular occurrence closer to the speedway.
Green t's are too confusing to most people

Segment Four Comments:

Q12 (Please share any other comments you have regarding this section of Hwy 371:)
This makes what the MNDOT is trying to do clear.
realigning the roads would make it easier to turn onto the road and see oncoming traffic.
Are all alignments subject to further engagement/community discussion or just for item 11 above?
It appears you are doing nothing to correct the death trap in front of Crow Wing Power. And intersection with Large Commercial Motor Vehicles pulling long trailers with equipment and/or utility poles entering and exiting daily. Along with Travel Trailers from Pleasureland RV across the road.
Please do even more consolidation than this.
The problems here are none of the things being fixed. Yes, frontage roads here could be nicer, but the issues are Pine Beach Road (which will only get WORSE with the completion of the new segment and bridge, but you folks would never consider those implications because that project is in Cass County) and BIR traffic. 371 should be bypassed around the west of the businesses on the road, ideally. A cheaper option too would be to signalize the BIR Birchdale Rd, but such that the signals only operate to stop 371 traffic on weekends and race days.
Exiting Johnson road onto 371 is very dangerous and problematic. Straightening the intersection and adding J turns works help tremendously
Not sure Pudge can even read
J turns are not safe and slow traffic. Semi trucks have a difficult time with them. Bad idea
I'm in favor of lessening the number of access points onto 371 and connecting the current homes/businesses via frontage roads with minimal disturbance to trees that remain along the stretch of highway. Having travelled in GA and TN recently, I was impressed by how roads were constructed with attention to maintaining the natural landscape. Please do not continue to clear cut wooded areas so that when roads are complete our only view is of weed filled ditches. The charm of MN is the beauty of the natural landscape in which we live. I hope the transportation department can work to maintain that charm as they improve the busy roads on which we drive. Can trees be planted between highways and frontage roads?
Too fast and volume of traffic for J turns to work properly along this highway.
Would like a traffic light here.
You should be getting the hint by now..
I have thought the extension of the frontage road near Power Lodge to the gas station made sense before. Good with realigning Barbeau, just make sure the old road goes back into wetland...like actually dig a hole.
I believe the j turn when traffic is high creates a dangerous potentially accident area
I live on Johnson Rd, I do not want j turns anywhere near here, I constantly see drivers accessing them incorrectly when I drive up towards nisswa
J turns are awful
The more roads change, the more confusing it makes for drivers, very hazardous.
Making 90 degree accesses would be a great improvement
Looks good!
have landsburg nersey move their driveway further north
J turn are dangerous
Current design of J turn is unacceptable due to short distance between entering the highway and having to cross the center lane to make a left turn
Dunp the J TRUNS!!!! They are dangerous, turning right from any of the roads one has to cross ALL the LANES OF TRAFFIC to make a left trun. Thar is dangerous!!!! I don't like the one already installed!!!!

Trying to take a left turn from Barbeau to go north on 371 is dangerous and difficult. It is often impossible if you're pulling a trailer or boat. 371 traffic at peak times is so heavy that I don't think a J-turn would provide much improvement as you would still need to wait for a large enough gap in traffic to merge and then cross both lanes quick enough to get into the left U-turn lane. Personally, I think a stop light is safer and more effective solution with less expense than creating all new frontage roads and intersections.
No j turns
I think any options for johnson road would be an improvement, it's a dangerous crossing and many people pull out in oncoming traffic and also stack up in the median area because they don't want to wait
I don't feel that I travel this section of 371 often enough to contribute any meaningful opinion. Thank you for allowing me to take the survey!
J-Turns are not popular, but they can work. I think if there is other options that work better, but may be more costly, we need to consider them. Making improvements to these intersections needs to be a long-term fix and not just a short-term band aid.
Roundabouts instead of J-Turns
Green T at Barbeau and johnson would be preferable.
Why are the diagrams not all north up
Seems ridiculous after putting in a j turn at the gull dam lake road 2 years ago. Extending pioneer trail is a waste .
Anything to make this section of road less of the cluster fuck it already is. Oh, and as you may have already heard, J-Turns suck and are deadly around BIR when it is busy. Thank you for those as a resident of the area.
J-Turns are not acceptable.
Weekend traffic on Hwy 371 is a big problem for tourists and residents alike. The day is coming to limit access options much like Hwy 169 at Elk River.
Anything that would eliminate the multitude of personal driveway accesses.
j turns are useless and will cause more accidents with drivers having to cross lanes of traffic or merge while not at highway speeds when they are just trying to get across 371.
J turns do not work with the amount of traffic. Between Nisswa and Baxter the only thing to slow the traffic and give a break in traffic would be stoplights. This would make a break in traffic to get on 371. We live on Pioneer Trail and can sit for 10 minutes trying to get on the highway on weekends due to the amount of traffic
What is cost difference- frontage road vs J turn?
If a J turn is used an Excelleration lane should be used
I'm sorry but J turns do not work and for how many you want to do.
Add acceleration lanes, with the number of RVs, campers, boats and car trailers they need more room to get up to speed
More speed enforcement.
Stop wasting money!
J turns are crap
On weekends it is impossible to enter 371 even with a turn. Enter only at controlled intersections with lights. Traffic needs to slow down around the business area
No j turns, this change on barbeau would effect me greatly. I agree with alignment so not at an angle, but no j turns
Bi Pass is needed
Once again refer to earlier comments up above also want to add we have a lot of campers and trailers with boats on them that are trying to basically make a U-turn. It's ridiculous.
Absolutely no j turns

You've already screwed up the area enough with the BIR and Gull Dam Road J turn mess.
NO more J turns. I saw a motorhome pulling a pontoon trying to get turned around in a J turn, 371 traffic had to stop so they could maneuver around! Too dangerous for such a busy vacationer laden road
The process here is the slowing of traffic due to all the incoming and outgoing cars upon 371. Perhaps lane extensions are needed for such vehicles entering and leaving 371. Your J-Turns end up slowing down the left lane of traffic, where most drivers consider that to be the lane used by faster-moving vehicles.
J turns everywhere not good
Since the J turns been add on 371 it has been safer for us.
Again, way too much traffic for the current configuration. We need safer options. Make sure that there are long acceleration lanes or turn lanes.
BIR too close. Lucas Oil race weekend must be considered, of course
No j turns
Only concern with J turns is they place turning vehicles in left lane, ie "FAST" lane where the "occasional?" aggressive drivers reside, who are perhaps exceeding the speed limit by a good bit to suddenly have someone bop out of a J turn in front might create the same issue you are trying to prevent so you will need a good acceleration lane for the J turn PLEASE.
"J" turns are dangerous without acceleration lanes to merge.
Again , slower speed zones along the route would be safer
We live off of Barbeau road and the increase of new traffic turning on this road is becoming increasingly problematic. Weekend traffic in the summer is a real problem and dangerous. Looking forward to an improvement to this intersection very soon!
I live on Johnson Rd. The problem is safety and the level of traffic from Landsburgs and traffic already making u-turns at that intersection. Put a frontage road back to Wise Road to easily accept the traffic from Landsburg's and 2 churches. Your U-Turn program has been more hindering to traffic than productive, though I would suspect the reasoning was safety.
Thanks for considering safety along 371. The sections closer to Baxter are actually safer since the super speeders cannot jump lanes and zip into small spaces between cars. The congestion makes them slow down , too.
J turns on curves are a hazard. The corner just south of Pioneer Trail is already dangerous enough without adding merging traffic from J turns. These should only be installed on lower speed roadways or with areas of greater visibility stretches of roadway.
Eis
We as drivers don't feel j turns are safe, especially with the amount of traffic in that stretch, with bir right there trying to leave with trailers is not easy and more dangerous
Stop with j turns and u turns
I absolutely do not believe that the j turns have minimized crashes. They cause much slower traffic and braking as large or slower vehicles pull out and cut over 2 lanes of traffic. Not to mention how long they wait to pull out, causing impatience in themselves and other drivers. Johnson needs a right turn lane to go north on 371. That will help Johnson flow better. The changes made to the lights on 49/77 and 371 have not helped a thing. Change for change's sake is a waste of money, time and a frustration for residents.
J turns are dangerous here especially with Large campers and trailers!
J turns are idiotic and you want to install them all they way up 371..... See my previous comments.
Oh if they only had a brain!
Wrong intersection! The crow wing power, pleasureland and morons at the gym need a controlled intersection, that one is deadly!
In my opinion, wherever possible, new or extended frontage roads should be used.

Ensuring there is enough space for people to pull onto 371 get their speed up and then access to J Turn to reduce the number of people pulling out on HWY 371 when people are going 65+ MPH.
I live in this area and 100% behind fixing things to make it safer in the future.
Any access having to cross the highway will still be a hazard. Traffic travels beyond posted speed and people take chances from waiting to access the highway.
J turns do not improve safety. Especially on 371
Make J-Turns wider for semi trucks
j turns should be banned
J turns are not acceptable.
No more J turns.
Just keep in mind traffic flow. I live off gull dam and every time I go to Nisswa it feels like a game of roulette having to get to the j turn, the cross median was quicker and safer with the traffic flow. Merge lines should be built with j intersections along with signs reminding people to stay right. Or add no pass lines coming up to a j-int.
Longer turn lanes to allow for more room to slow before turning, particularly when pulling trailers/boats/campers
Yes please do
There must be stop light at gull lake dam road. There's way to much traffic from the races and the increased traffic from the cities, the j turn made it worse. This intersection right now is very unsafe and must be addressed very soon with a stoplight.
Widen the medians.
Limit the j turns!!
At barbou rd need a different style than the j style. With Sunday church traffic front All Saints church. Trying to get out over 2 lanes to a j style would be very hard with Sunday traffic. Maybe tha X style intersection?
Please work on keeping 371 through traffic flowing smoothly
Realigning Barbeau to Hwy 371 at right angle is a necessary safety improvement for left turns from Barbeau Rd to Hwy 371.
Fix 210
No J-Turns
See previous
Squaring Johnson rd up to 371 is very important to me. It very hard to see north traffic if you are turning south and very hard to go north with a trailer on
Entering and exiting Barbeau road is terribly dangerous.
No more j turns by busy areas.
Add traffic lights
Please consider extending any service/frontage roads for future development. One and done concept.
J turns suck
J turns are not the answer. People will still pull out in front of oncoming vehicles and it won't reduce the accidents.
The J turns have not been successful and have been terrifying for peoples
J turns on corners are never acceptable. The J turns just north of this area are already an issue with the race track. They are not an acceptable solution for this section of roadway.
Moving Pioneer to Gull Dam creates too shallow of an access point to 371. The J turns south of Gull Dam are already too short of a turn and an issue trying to access with the corner immediately to the north reducing visibility. A signal light at Gull Dam makes more sense than the current J turns (and a signal here

<p>does not make much sense with the current traffic). J turns were not intended to be utilized on corners. The reduced visibility does not allow a driver to safely enter the flow of traffic, merge across lanes, & safely make the turn on a short distance J turn.</p>
<p>On the Johnson/Barbeau section, removing and changing the direction of the J turns could be acceptable. Make the southern most (closest to Wise) a southbound turning northbound J turn. Make the one just south of Barbeau a northbound to southbound J turn. Remove the one north of Barbeau and the one immediately north of Johnson.</p>
<p>No j turns. None. Ever.</p>
<p>I like the idea</p>
<p>J turns are not the answer for everything</p>
<p>No more J-Turns</p>
<p>?don't know if this is even going to help to many people not paying attention on there phones and running red lights 🙄</p>
<p>J turns need an acceleration lane to get back on highway unless you plan to reduce the speed limit.</p>
<p>J turns suck</p>
<p>J turn access is bad with the amount of traffic on 371</p>
<p>No J-Turns</p>
<p>I'm willing to use frontage roads for local access.</p>
<p>Stop light at the Gull Dam road and Bir intersection for large events</p>
<p>All of these options appear sensible. I would suggest prioritizing the lowest cost and least disruptive modifications.</p>
<p>Since I use the intersection on Johnson Road nearly every day, I find the J-turn would not be any safer than it is now. To go into Baxter, I would need to take a right onto 371 from Johnson Road, then quickly get into the left lane on 371 to get into the turn lane. Then, again, I would take a left onto a busy road. That's a lot of action within a short period. With the amount of traffic on 371, I do not see this as feasible. Residents living on Johnson Road can only get into Baxter or Brainerd by using 371. There are no alternate routes. I would like to see a county road built to hook up with Wise Road, probably off Gould Gray Road, with a roundabout as exits onto Wise Road.</p>
<p>Existing J turns work well on 371, add more</p>
<p>J turns still cause backups on the side roads and have people unsafely cutting across all lanes of traffic once they get onto the highway. I'd prefer frontage roads with a centralized access point onto 371.</p>
<p>Why no Green T options here?</p>
<p>If frontage road are put it, please don't re-create the design like farther south in Baxter where the intersection of the frontage road with cross-roads is so close to 371, that it is a nightmare to look for traffic that may be whizzing down 371 and then turning quickly. It is very hard to be looking over your left shoulder for quickly moving traffic while simultaneously be watching for traffic that doesn't stop from the right. For example, could frontage road on the west of 371 go to the west (back side) of those businesses?</p>
<p>This stretch has substantial use by BIR visitors traveling in RVs or hauling large trailers. J turns are a bit challenging for these users as is already seen at the new BIR stretch. Any new J turns that may be planned for the Pioneer Trail area must better accommodate these rigs. Extending this frontage road to get to Power Lodge and beyond would be a great help so there are fewer on/off sites along this stretch.</p>

Segment Five Comments:

Q16 (Please share any other comments you have regarding this section of Hwy 371:)
These diagrams seem a bit busy
Adding more turn lanes won't solve the problem. the area is too congested.
Diamond interchange would satisfy most everyone.
Entrance ramps onto 371 too short. 371 Traffic entering Woida has the right of way but w/all the traffic entering from all the other roads and the Stop Signs has just added to the confusion. Adding turns just before will not ease that situation. If I have traveled to Subway or Starbucks, I will drive through the motel entrance so I can access 371 by turning at the Vet business to get into the lane to access 371 North. On the west side, I will travel through Holiday parking lot to access Golf Course Drive. Nightmare intersection.
Golf Course Drive or Cypress to Wise Rd. Better frontage roads along both sides of Hwy 371 from Hwy 210 to Wise Rd. - Includes shoulders or trail for walkers.
Don't add more signals; take signals away. Traffic is always backups at signals
If interchange, please do a peanut or barbell to have fewer stoplights. Please close accesses at Clearwater and Design Road, and grade separate Excelsior Road at the same time as the Hwy 210 interchange. Local access is what the frontage and backage network like Cypress Drive and Foley/Elder have been justified and built. You're three spot projects and some access management from a grade-separated facility through the Baxter mess, and a fourth project would allow for full limited access from B371 to Wise Road.
The overpass is acceptable. The double turn lanes don't solve the problem of backed up traffic & frontage road issues on Edgewood & Dellwood. Almost need roundabouts there. Why not do a round about at woida/371 like Hwy 7 in Carver County?
Attaching Cypress Drive to Woida, while a longtime goal of the Baxter land development hegemony seeking to redo the old golf course property, will do naught but make that intersection worse. I understand that it may and possibly should happen, but selling that as an improvement to the Woida intersection is a blatant lie to the public.
Too much traffic to use j turn type concepts.
The frontage roads at Woida are too close to 371 Consider relocating them. Extension of Clearwater will add to congestion not reduce traffic
Pudge hates humans
Adding dual left turn lanes to allow more traffic onto 371 with each signal seems likely to just increase the traffic congestion on 371 as vehicles travel north and south. I'm hesitant about the transportation department making changes on this stretch of the road before knowing if/how/when an overpass at the 371-210 intersection will affect traffic flow north on 371.
Option 13 is the only tenable plan due to the removal of the frontage access for Menards (largest retailer) being so close to the intersection. That intersection is a mess even in the low traffic of winter. Space the traffic flow out so it isn't so congested and give locals easy access to Menards without utilizing 371 to lessen congestion at the intersection.
Love the interchange idea but also love the idea of frontage roads so access with in about a mile or so of the interchange is restricted. Great for current and future development and safety.
Need to have an option that allow bicyclists to ride STRAIGHT ACROSS 371. The j-turn at Clearwater has made it nearly impossible for bicyclists and pedestrians to cross MN 371 in Baxter for 20+ years.
Too much traffic for the j turns in that short span. Needs overpass.
I think any sort of complicated intersection with J-Turns at Woida would be a problem, and an interchange seems excessive. Adding an additional left turn lane would solve a majority of the problems (which again or only seen during brief peak times, mostly in summer).

Hwy 371 is not going to be able to handle the amount of traffic it gets for much longer. All the signal lights in Baxter block up traffic significantly specially in the summer. I think an overpass from 210 all the way to Woider road should be built or a bypass around Baxter to Nisswa should be done. It is harder every day to get on to 371 from Baxter to Nisswa
This is a dangerous intersection right now. A diamond interchange would be best. One thing you should consider along 371, is the left turn lighted arrows from 371 north, at the traffic lights, are not very visible. My husband is slightly color blind to red on black and when you put a red arrow on a black background...in a small area..it is harder to see.
As somebody who crosses 371 on woida a lot I will say the turn lays off the highway I don't think are an issue, it's the combination of stop signs, driveways and lack of room at the lights crossing. People don't understand not to stop when pulling off the highway at the 3 ways stops, and the traffic backs way up sitting at the light to cross or turn onto 371. The left turn lanes pulling off of 371 are not over over filled most of the time.
Non-local drivers already get confused on all the turning/frontage road situations. It would help to spread out the turns rather than making them more complicated
Adding dual left turn lanes make walking so much worse. It's too wide
The connection to Cypress will increase traffic on this road. This is one of the main roads used to cross 371 when traffic is backed up and provides an alterative for 371/210. There isn't enough space between the frontage roads and 371 to make the two-lane left turn option work at this intersection. The frontage road intersections are the main issue when traffic is high at this intersection. I use this intersection to and from work multiple times a day and it's the frontage road intersection that is the main issue. The primary need I see in this intersection is to get both Dellwood and Edgewood intersections with Woida away from the 371 intersection.
Like the diamond idea. If stop lights remain. Have them enforced. There is so much light running in the area.
The frontage roads are WAY to close to the main highway, with businesses on all corners as close to the roads/intersections as they can possibly be. Unless frontage road access is moved significantly off main 371 corridor, problems/congestion will only increase.
You must have access to an awful lot of tax payer money for this crap?
Great idea to do the interchange and get rid of the stoplights! That would be awesome!
Interchange please! More turn lanes will only add to accidents, I want nothing to do with the spaghetti alignment in your third option.
The only acceptable answer for this area is to make it safer to get onto Woida from Dellwood or Edgewood. That's a nightmare!
I don't feel u-turns would be good on this portion of 371 as there is too much traffic to safely do so.
Diamond Interchange seems to be the most logical and hopefully extended to the other major intersections of 371
Place stop sign at holiday to help with flow. Restrict right hand turns to turn only on greens.
Please also address the intersection right before this, it's huge basically un directed and very dangerous
Make a bypass for traffic that comes off of an overpass over 210 for traffic that doesn't stop in Brainerd Baxter
Enough is enough.
How the heck is this helpful? I don't see this improving safety at this intersection.
Double turns off 371 and onto the local roads would cause other back ups as everyone has to then merge on the side roads back to the one lane those side roads actually allow.

Through traffic currently moves much too fast to safely access 371 to make a J-turn. It's difficult enough even making a right turn to access 371 in Baxter. I would prefer a speed zone to slow/calm through traffic on 371 in Baxter. I would also strongly recommend a pedestrian/bike overpass (or other means) to accommodate and encourage travel/access to 371 businesses other than by automobiles.
All these ideas are crazy, making a lot of changes for no reason!!!!
No j turns
I don't feel that I travel this section of 371 often enough to contribute any meaningful opinion. Thank you for allowing me to take the survey!
Baxter needs to get the connection from Woida to Cypress done. This would help out TH 371, but I don't think it would permanently solve the issue.
Current configuration at Woida is acceptable and dual left turns would be a great improvement.
choose an option to accommodate pedestrian and bicycle crossing here
You should also be considering the Intersection of HWY 371 and Co Rd 107/Co Rd 29. Very, very dangerous intersection
Don't close right in right out accesses. Instaturn lane such as access in front of General Rental
Coming off the frontage road from the south to Woida is a mess with current way stop intersection.
I am for anything that lets me go up 371 and avoid the asshats from the cities that clog everything up during the summer months on thursday and friday afternoons.
Anything to improve safety there. I've seen a few traffic accidents (rear end collisions) of vehicles attempting to proceed northbound on 371 from the east side of Woida Road. Vehicles turning suddenly stop in that turn lane and are hit by vehicles looking south and failed to see vehicle in front of them stop suddenly when a northbound vehicle is in the lane to merge into. Inattentive driving causes congestion in that area with the cross traffic on the frontage road trying to get onto Woida Road. Many drivers take a chance crossing Woida to make the short-timed light to cross 371 or turn onto it.
Hwy 371 sees a lot of vehicles pulling campers and boats. This tends to slow down everyone at all the traffic lights. Any effort to keep traffic flowing would be an improvement.
Do not understand # 15
A bridge over/under 371 with ramps in all four directions
j turns are useless and will cause more accidents with drivers having to cross lanes of traffic or merge while not at highway speeds when they are just trying to get across 371. drivers would be crossing 4 lanes of traffic with no signal or stoppage and not at speed to get across the intersection. this will cause more major accidents and frustrate many more drivers in the area
No u turns!! I have seen too many close calls.
The goal should be removal of signals on this section of Highway 371. Any concepts that include signals must provide significant mobility benefits to all movements while also being intuitive to navigate.
#14 but add a roundabout on Woida Rd on the west side of 371 since people do not understand 3 way stop signs
More speed enforcement.
Stop wasting money
The speed limit on 371 needs to be reduced. Most cars heading north are traveling near 70 mph by the time they reach this green light. Put some patrols on the road and reduce the speed on the corridor from Walmart to Niswaga. Speed kills.
Can you close off Clearwater RD or use RIRO from 371
91
Having alternate routes on smaller, local roads would be great!! I avoid the east side Woida exchange as much as possible.
Need the ability to turn left on to 371 from Woida when leaving Menards.

Slow traffic in this area. This commercial area has grown to the point that there needs to be better and safer pedestrian crossings. Drivers are at 60+ miles per hour when they are leaving this area.
No j turn. Love the idea of connecting cypress.
Bi Pass is needed, too much volume to be handled currently
No more stop lights! Start adding diamond or clover leaf interchanges in the Brainerd/Baxter area!!!
Dual left-turn lanes is a fantastic idea!
I moved from a big city to a smaller town and these changes would help the safety of our community.
the current configuration with the stop signs and frontage roads so close to 371 is unacceptable.
Fix the timing on the existing signal before another pedestrian dies. That signal is so quick, that the light will sometimes be red before one car gets across 371.
Maintain trees and natural areas along cypress.
I realize diamond interchanges are expensive but eliminating signals helps on any busy highway. I'm sure you know the driving public feels it is impossible for you to set signals to be green at posted speed limits but instead feel they have to go 5-10 mph faster to get through the next light. At least it seems that way. Then someone is going the speed limit or slower bogs things up and everyone has to stop. Then the jackrabbit starts occur with lane switching and back and forth and so on. So despite all you do to smooth it out, we, the drivers will screw it up so the fewer the lights, the safer it will be as far as smoother flow. Providing oncoming traffic can accelerate and merge.
The biggest question I have is the amount of money MDOT spends each year for projects that aren't necessary or prioritized. So much money is spent each year!
"J" turns are dangerous without acceleration lanes to merge.
I hate that intersection. The cluster of traffic coming off the frontage road to play chicken in traffic to get into a turn lane. It's awful. Did you know if you test drive a car from Mills, they don't want to drive that frontage road (in front of Menard) because driving thru that intersection is so congested. The whole area needs to be redesigned.
Do not extend Cypress Drive
Woida should be a left turn, Straight, right turn design. On 371, the double turn lanes could be justified.
Again, J turns taking place on corners are an extremely poor design idea an a significantly increased risk of serious injury. The identified locations on the map are too close to the intersections and would create an impared traffic flow.
There is currently too much focus on J turn style interchanges. This section of roadway does not support this as a "safety feature." They are hazards! Lower speed, lower volume locations my support, but never in areas of reduced visibility (corners).
Need safer access to cross Woida on the frontage roads. Currently is dangerous due to it being hard to see traffic coming off of 371
Dangerous intersection!
I'm not familiar with the last option, but look: traffic lights, j turns and all the fancy engineering you do means nothing if it's not obvious to all drivers how to use it safely. I don't think your solutions for this intersection will do any good
Traffic from Walmart to here needs to be moved along at a faster pace an over pass would make the most sense
Maybe a roundabout at y edgewood dr N instead of 3 way stop as it is now.
The entrance on to 371 just needs an extra lane for the right turn lane (north) and (south). You need to expand the merge lane, so that people can actually merge (rather than cutting into traffic). The angle of the merge lane is currently bad (can't see the oncoming traffic very well) as the vehicles sitting at the

stoplight block the vision of the merging vehicle. The other ideas will not fix the problem and just create traffic issues somewhere else.
Drop speed limits on 371.
It would be acceptable to build a couple over overpass or underpass intersections to improve the traffic flow and safety.
J turn would be disastrous during high traffic when cars need to immediately move left in congested traffic
No diamond interchange!!
ANYTHING would help this intersection!
Most of this intersection problems are tied to the frontage roads and their close proximity to the stoplight intersection. These ideas do not seem to address very well.
Enhancing and improving intersections with existing signals is always a good thing.
Remove the light and do the Diamond interchange.. .Keep traffic flowing heading North and South on 371 and people take an exit. No lights or confusing U turns. Number 14 and 15 appears to have lots to look in addition to stopping traffic from flowing etc.
Best option for this intersection is a diamond intersection. Traffic backups are terrible at this intersection.
Lights make sense!!!
U turns in this area are unacceptable
Really like the double left turn lanes
Eliminate all stoplights through Baxter
Highway 371 and 210 intersection gets worse every year making traffic back up between intersections creating dangerous situations. The overpass needs to be completed sooner than currently planned.
Plan for year round residents, not summer traffic. Focus on the 210 & excelsior nightmare .
I cross this intersection multiple times a week, either heading into Baxter and needing to turn left onto woida. It is hands down one of the scarier intersections I find myself driving because the frontage road is so much more accessible than going further along 371, but even scarier than that left turn is the opposite maneuver- the merge lane currently in place to turn right off of woida and head north toward nisswa. Poor visibility of the northbound lanes, little to no room to accelerate... As much as there is a focus on the left turns getting traffic off of 371 onto woida, there should be equal focus making the right hand turns equally safe for traffic entering 371.
The light access is close enough, no j turns
Less signal lights on hwy 371.
Need to get the congestion off the east side service drive by mills ford and holiday station intersection.
Like the extension of Cypress Drive to Whispering Woods and Woida.
Fix 210
I think interchange is best option.
2 turn lanes would work but the lights would have to be timed correctly
Number 15 option causes drivers confusion. I have difficulty navigating these types of intersections.
Double turn lanes will not solve the amount of traffic that uses the Woida/Edgewood/371 intersection. There are too many lanes crossing and it is almost impossible to keep track of all the directions cars are moving. Also, no one understands 3 way stop signs. The whole intersection is mass chaos and someone is going to die there.
Traffic backs up during busy times, but the proposal will not improve traffic flow. You cannot engineer out stupidity. People will still pull out in front of oncoming traffic no matter what is done. We don't believe the level of traffic warrants any of these changes
Make a change at the woida / frontage rd interesection so there aren't so many accidents.

This is the worst intersection in Baxter in my opinion. We lived in Woida for years and saw so many accidents. Something has to be fine to prevent the people driving on the frontage road from pulling out into turning traffic. Literallt ANY option is better than what's currently there
The J turns are a completely unacceptable design in this area!
The high crash rate at this intersection comes highly from the southbound traffic coming around a corner into the intersection. It is amplified by the restriction of flow caused by the limited time allowed to access 371 from Woida (short left turn signal time). Compound that with the frontage roads short distance from the highway, so vehicles are backed up on the frontage to turn onto Woida to turn onto 371. Two left turn lanes from Woida to 371 would not be bad, but a stand alone right turn is also needed. Extending the right turns onto 371 as acceleration lanes would also help reduce the conflicts at this intersection.
I think all this monkey business will slow us down and save lives. Like a service drive all the way to nisswa. Good thing tho
Close off side street access at this intersection and put people on a frontage road
have no more say 😞
At what point do you just consider an overpass to handle the volume of traffic much more efficiently without all of the dancing around?
Needs a stop light at this intersection to slow people down before the other u turns
All the dumb J turns from 210 to Woida increase the traffic here, get rid of those, add another light mid way by target and improve the width of the side street
Traffic really guns it past this intersection and with the increased crossing of Pine Beach/Wise, that intersection has become more dangerous. If the speed limit is not decreased, then the diamond interchange just supports people speeding up even sooner through that area.
None of these appear to do anything that will improve the traffic issue on the east side of the intersection. Go back to the drawing board and try again, because these are not good options.
This is a terrible intersection.
The access at the frontage road needs to be changed. There is too much going on at that point. Too many cars, going too fast and you can't see. Make whispering woods lane go through to golf course drive as an option way around
If people see the stop signs that would be better than closing the access
Getting rid of the traffic signal by building an interchange seems most desirable and effective. Obviously expensive -- but probably well worth the money, both for the present and future growth.
Leave alone
An interchange is needed. It is not safe for me in its current form. I have a short neck with limited turning capacity, so taking a right from Woida and merging into traffic is scary, and not fully seeing everything is scary.
Get rid of the signal entirely, go with the interchange
Get rid of the signals
A roundabout at the frontage road and woida is necessary on the west side.
This is a key intersection for accessing businesses. No uturns please
Do you have a number of hours of video data that you can actually look to see where the bottlenecks are, and then conduct some traffic simulation models to run different scenarios of solutions? And, how much worse is the problem in the summer months compared to the other 9 months of the year? What is the most cost-effective solution, recognizing that the traffic volume for 9 months of the year is much lighter than the summer?

My observation is that the biggest problem seems to be when you are on Edgewood Drive (heading south) or Dellwood Drive (heading north) wanting to turn LEFT to get onto Woida Rd so that you can turn onto 371.

Is the following possible?

1. Is there any smarter signal technology than what is there now that could use AI to see if the light needs to be longer for left turns, without having to build more lanes to get the waiting traffic through the lights?
2. Can Edgewood Drive be widened on the south side of Woida Rd to be 3 lanes at the intersection: right turn lane, straight ahead lane, and left turn lane, rather than having the straight ahead lane and right turn lane share the same lane? If not, then can left hand turn and straight share the same lane? (I think there is usually more traffic wanting to turn right than wanting to go straight.)
3. Can left-hand turns be prohibited from Edgewood Drive onto Woida Road on the north side of Woida Road? Instead, cars who want to turn left to get onto Woida, would instead go on a thru road that would be built through the vast parking lot wasteland just north of 15091 Edgewood Drive, then have it curve around to the south and come out just west of the vet clinic (7372 Woida Rd). From there, cars could safely turn left onto Woida Rd.
3. Same concept on Dellwood Drive. Cars heading south on Dellwood would have 3 lanes at the intersections. Right, straight ahead, and left. Cars heading north on Dellwood Drive could not turn left, just right. They would circle back to Golf Course Rd and then turn right onto Clearwater.
4. How expensive would it be to build a land bridge similar to what is done in Canada, so that people and animals can also safely get from one side to the other? I would much rather see \$ put into a land bridge than an interchange.

A dangerous part of this intersection is on both the E or W side of Woida Road trying to get on/off Dellwood and Edgewood. Whatever improvement is made at the light needs to alleviate congestion at these locations also. The #13 diamond interchange seems like an aggressive change, yet also might be the safest in the end. The adjustment of local roads as proposed in this scenario is appealing because it addresses one of the challenging areas (Holiday/Country Inn/Menards intersection). Good to see Cyprus Drive extension in each of these scenarios.