



TH 60 CORRIDOR STUDY

Corridor Issues Summary

April 2021



KEY ISSUES SUMMARY

The purpose of this document is to summarize the existing issues that will inform the development of alternatives for the Trunk Highway (TH) 60 and US Highway 71 corridors within the project study area. Four main issue areas emerged through the process of documenting the existing conditions and engaging with a range of stakeholders. This document summarizes each of these issue areas and provides a table of actionable items to be addressed by the alternatives analysis.

Safety

Between 2008 and 2018, 243 crashes were recorded, 74 of which resulted in an injury. Using the critical crash rate methodology, four locations were identified with an observed crash rate higher than the critical rate for similar intersections:

- » TH 60 and US 71 S/Cindy Street
- » TH 60 and 9th Street
- » TH 60 and US 71 N
- » TH 62 between TH 60 and 4th Avenue

During the same ten-year period, three pedestrian crashes and no bicycle crashes were reported. All pedestrian crashes were on TH 62 and caused by a driver failing to see a crossing pedestrian at 3rd Avenue or 4th Avenue. In addition to the crash history, speeding drivers was mentioned as a concern by a number of Windom community members. Traffic data show speeds significantly higher than posted limits in several locations on TH 60, listed below.

- » At 1st Avenue N, the southbound posted speed limit is 40 miles per hour. The 85th percentile speed was 47 miles per hour or 18 percent higher.
- » Between 13th Street and 14th Street, speeds are posted at 30 miles per hour. The southbound 85th percentile speed was 35 miles per hour, or 17 percent higher.
- » South of TH 62, posted speeds are 30 miles per hour for the northbound direction and the 85th percentile speed was 39 miles per hour, or 30 percent higher.
- » South of US 71 S, posted speed limits are 45 miles per hour for both directions. The northbound 85th percentile speed was 50 miles per hour (11 percent higher) and southbound 85th percentile speed was 54 miles per hour (20 percent higher). The transition point from a 45 mph to a 65 mph speed limit was recently shifted north, but speeds near US 71 are not expected to change.

Multimodal Connectivity

The TH 60 Corridor study area is missing sidewalks or trails along the majority of the TH 60, as well as many adjacent corridors such as US 71, and many of the existing sidewalks are not ADA compliant. Pedestrian Level of Service was calculated and showed eight study intersections to have failing existing operations. Several major employers such as Toro and Windom Area Health sit at the intersection of TH 60 and US 71 and remain challenging and unsafe to reach on foot. Missing sidewalks make it both difficult to reach destinations along the TH 60 corridor and also to cross east-west over the corridor. Kastle Kingdom Park, the Windom Community Center, Winfair Elementary School, and Cottonwood Lake would all be more easily reached with stronger east-west pedestrian facilities. Along the corridor,

numerous employers such as Heinold Hog and the HyLife Foods have insufficient or no facilities to serve pedestrians or bicycles, who are currently forced to use shoulders.

An *Active Living Plan* was developed in conjunction with the City of Windom's 2018 Comprehensive Plan. This plan identified gaps and improvements that would improve connectivity and safety for pedestrians and bicyclists, including:

- » An unspecified midblock crossing of TH 60
- » Crossing safety improvements at Highway 62 and 4th Avenue
- » Improvements at the 3rd Avenue to Cindy Street sidewalk.

Access Spacing

Determining the appropriate number of access points involves understanding the needs of local businesses, addressing safety concerns, and ensuring that traffic can flow smoothly. Windom community members have voiced the importance of supporting existing businesses by maintaining enough vehicle access points on TH 60 and US 71. This must be balanced with expected safety outcomes: according to an NCHRP report, every unsignalized driveway increases the corridor crash rate by about two percent. While increased access point density is expected to decrease safety, it could help calm traffic speeds. Research referenced in the Highway Capacity Manual shows that roadway speeds were reduced an average of 2.5 miles per hour for every ten access points per mile. Balancing these three factors will be critical to determining the future access spacing on the study corridor.

In the Existing Conditions report, MnDOT access spacing guidelines were used to identify access spacing deficiencies along the corridor and found that the existing number of access points far exceeds the recommended number of access points. For example, there are 59 access points per mile on TH 60 between 3rd Avenue South and John Caldwell Drive, while only 12 per mile are recommended. No segment within the study area meets MnDOT access spacing guidelines.

Traffic Control

Enhanced traffic control types could promote orderly access to TH 60 and facilitate east-west crossings for both motorized and non-motorized users. Enhanced traffic control on the corridor has been identified as desirable by multiple stakeholders. Currently, all intersections within the study area are side-stop controlled, with the exception of the intersection of TH 60/TH 62 (6th Street) and the intersection of TH 60/10th Street, which are signalized intersections. Three intersections are currently two-way stop controlled but meet Warrant 1A and/or Warrant 1B:

- » TH 60 and US 71 N meets multiple warrants using the 100% hourly volume values.
- » TH 60 and 16th Street meets warrant 1B using the 100% hourly volume values.
- » TH 60 and 9th Street only meets warrant 1B with the 70 percent factor applied.

Installation of a traffic signal or enhancements at these three intersections should be considered, however it is not required.

Summary Table

The recommended action items listed below were developed from the existing conditions report and stakeholder meetings.

Issue	Action Items
Safety	<ul style="list-style-type: none"> » Revise the intersection of TH 60 and US 71 S to address the frequency of angle crashes. » Consider altering the lane configuration at the intersection of TH 60 and TH 62 to decrease rear-end crash potential. » Changing context and variable vehicle speeds may be causing a high crash rate of southbound vehicles at the intersection of TH 60 and US 71 N. Consider improvements at the intersection and the approach. » Implement traffic calming measures to reduce speeds on TH 60 between US 71 S and US 71 N. » Reduce the number of lanes throughout the study area.
Multimodal Connectivity	<ul style="list-style-type: none"> » Add ADA compliant sidewalks on TH 60. » Improve pedestrian crossings at: <ul style="list-style-type: none"> ▪ US 71 N and 19th St / Hospital Dr ▪ US 71 N and 4th Ave ▪ US 60 and 6th St ▪ US 60 and 16th St ▪ US 62 and 4th Ave » Create safe pedestrian routes from all directions to major employers such as Toro, Windom Area Health, Heinold Hog, and HyLife Foods.
Access Spacing	<ul style="list-style-type: none"> » Determine alternatives that improve safety but do not sacrifice business access along the corridor. Potential safety measures include: <ul style="list-style-type: none"> ▪ Dedicated left turn lanes at access points. This could be achieved with a 3-lane section and TWLTL. ▪ Center medians where appropriate ▪ Traffic calming measures to slow vehicle speeds on TH 60, such as a narrower cross-section.
Traffic Control	<ul style="list-style-type: none"> » Consider installing enhanced traffic control at multiple intersections on TH 60 (US 71 N, US 71 S, 16th St, 12th St, and 9th St).