

# WELCOME

Hwy 60 Windom Corridor Study

# PROJECT OVERVIEW



## Background

MnDOT in partnership with the City of Windom, is conducting a transportation study which will shape future reconstruction and create a long-term vision for the corridor.

## Schedule

PAST

### Analyze Existing Conditions

November 2019 – March 2020

CURRENT

### Assess Proposed Design Alternatives

April 2020-November 2021

UPCOMING

### Identify a Preferred Design Alternative

December 2021-February 2022

## Project Goals

This study will help MnDOT and the City of Windom create a long-term vision for Hwy 60 which will:



Incorporate community values through meaningful public participation



Support and sustain existing businesses as well as economic development



Safely accommodate all modes of transportation

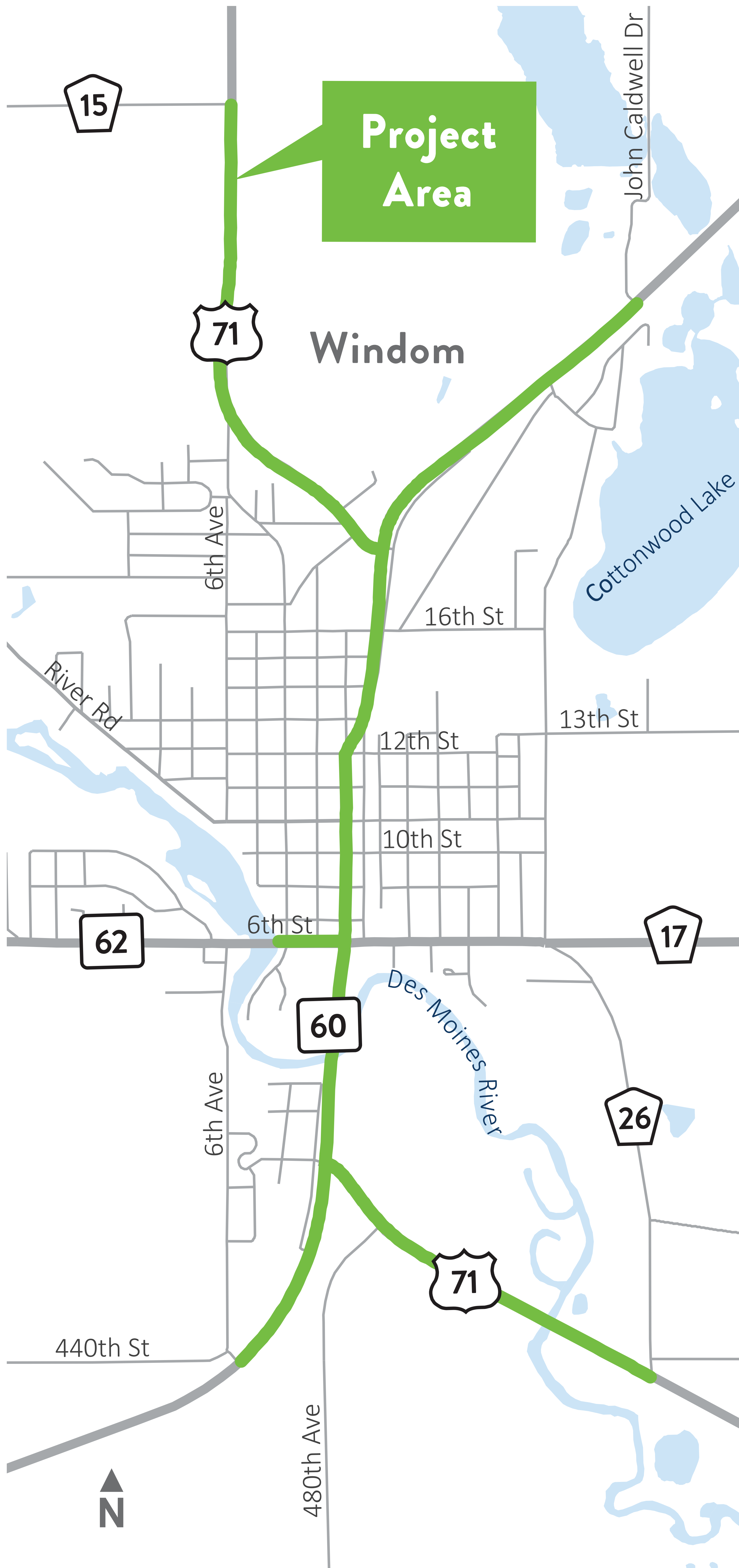


Encourage pedestrian and bicyclist movements



Sustain support of the community

# PROJECT MAP



# WHAT WE HEARD

Between 2019 and 2021, the project team has collected community input on Hwy 60.

The feedback we've heard so far on the draft design concepts:



Many said improving safety is the top priority for Hwy 60 design concepts



Many expressed concerns for concepts with RCUTs because they can be confusing for drivers and challenging for large vehicles



Mixed opinions on roundabouts: some concerns for mini-roundabouts in the urban core and some support for larger roundabouts at the Hwy 60/Hwy 71 intersections



Many expressed support for concepts with a center turn lane in the urban core to ease left turns at intersections



Businesses in all segments shared concerns for design concepts limiting direct access on Hwy 60



# EVALUATION CRITERIA



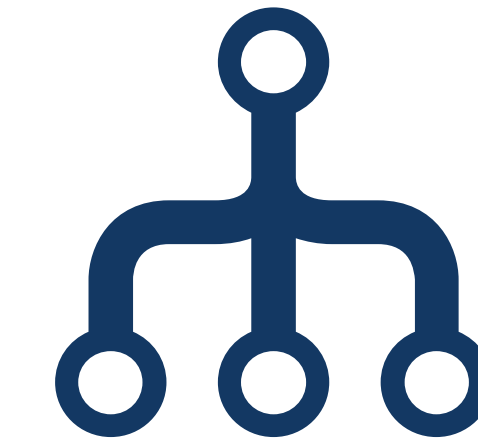
The project team is evaluating the draft design concepts based on the following criteria. Place 1 sticker under the evaluation criteria for the Hwy 60 design concepts that is most important to you.



Improve safety



Reduce travel time



Minimize congestion and delay



Reduce cost



Improve bike and pedestrian accommodations



Improve traffic flow at intersections

# CONCEPT CONSIDERATIONS



## **Bypass**

- No longer being considered due to high cost, low agency and business support, and projected traffic levels do not identify need for a bypass



## **RCUTs**

- No longer being considered due to low agency and public support



## **Roundabouts**

- Handles high levels of traffic with less delay than stop signs or signals
- Studies show collisions at roundabout intersections have reduced risk of injury and fatality compared to signalized intersections



## **Travel lane reduction**

- Traffic calming measure to manage vehicle speeds
- Provides space for center turn lanes, improved pedestrian and bicyclist facilities like boulevards or bike lanes, or for more acceleration or right turn lanes to improve safety for drivers entering and exiting the highway



## **Access consolidation or center medians**

- Reduces risk of collisions by limiting access points to side streets and driveways into fewer areas
- Center turn lanes allow turning traffic to move out of the travel lanes thereby reducing risk of rear end collisions