



# Hwy 60 Windom Corridor Study Survey

## Phase 1 Summary

Last revised 4/16/2020

### Introduction

The Hwy 60 Windom Corridor Study staff administer an online survey to better understand how Hwy 60 travelers use corridor, existing issues and opportunities, and community priorities for improvements. The survey was open from January 23, 2020 through March 31, 2020 and had 1,008 responses.

The survey was promoted on social media with a boosted Facebook ad and posts on the MnDOT South Central Facebook group and Twitter account. The survey was also promoted through GovDelivery email updates to the corridor study email subscribers and direct emails to agency partners with requests to promote the survey in upcoming newsletters and on agency social media platforms. The survey was promoted at in-person events, including Windom Winter Wonderland Craft Show, community listening sessions, and an open house. An open house flyer in the city's utility bill mailing also encouraged community members to take the online survey.

### Highlights

The highlights from the survey include:

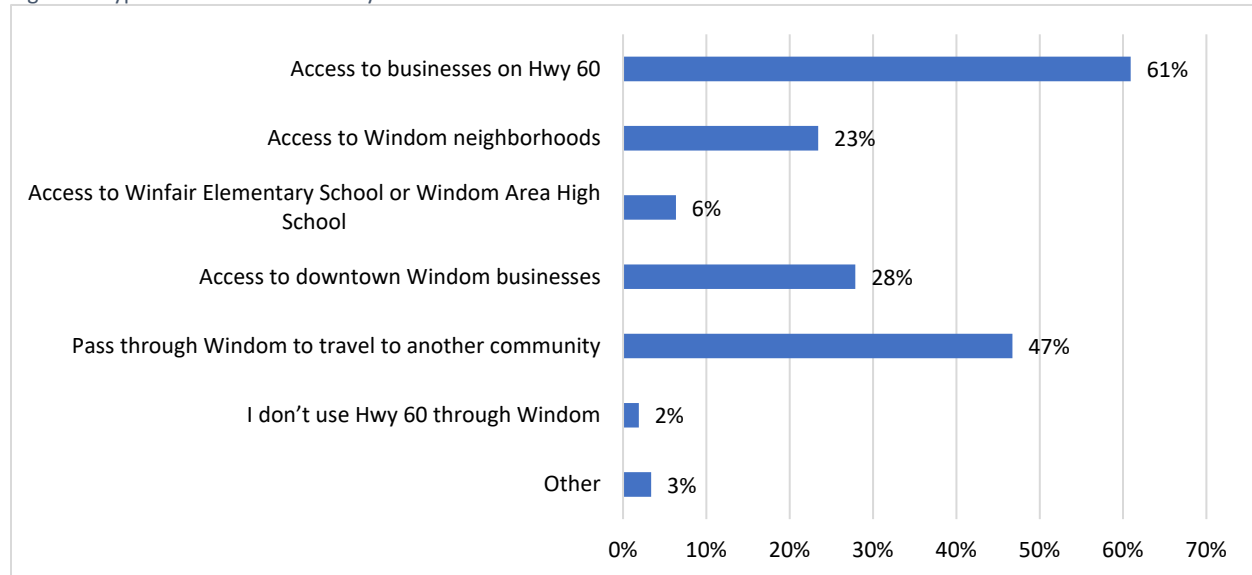
1. Most Hwy 60 users do not walk or bike on or across Hwy 60, but many expressed interest in walking or biking if there were improvements to the pedestrian and bicyclist environment.
2. Those who currently walk or bike on Hwy 60 do so regularly. Those who reported they walk or bike commonly stated they do so once or twice a week.
3. Pedestrians and bicyclists most commonly cross Hwy 60 at the traffic lights on 10th St and 6th St (Hwy 62); however, some reported they cross at unmarked crossings at 16th St and 12th St (CR 13).
4. Better separation between sidewalks and traffic, better crosswalks, and an off-road bicycle trail are the top community priorities for bicyclist and pedestrian improvements on Hwy 60.
5. Traffic flow, speed management, and business and neighborhood access are the top community priorities for general Hwy 60 improvements.
6. Easy access to businesses and neighborhoods and that the highway travels through the city of Windom were the most commonly reported features about Hwy 60 that people like and would not like to see changed.
7. Unsafe intersections, poor traffic flow, and lack of pedestrian and bicyclist infrastructure were commonly reported Hwy 60 features that people dislike and would want to see changed. The north and south Hwy 71 and 16th St intersections on Hwy 60 were frequently reported as intersections people dislike.

## Question Summary

### Question 1: Why do you primarily use Hwy 60 through Windom?

Survey respondents reported they most frequently use Hwy 60 to access businesses on Hwy 60 (61%). Others reported they pass through Windom to travel to another community (47%), or travel to downtown Windom businesses (28%) and Windom neighborhoods (23%). Those who selected other reported they travel on Hwy 60 to go to work in Windom, places of religious worship, and health centers.

Figure 1: Typical destinations for Hwy 60 travelers\*

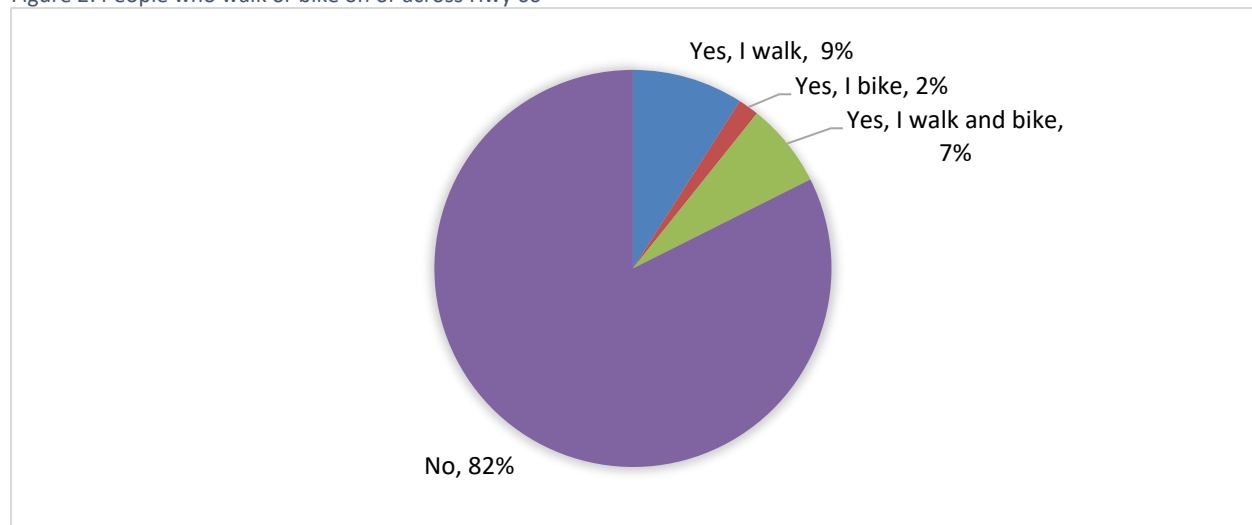


\*Survey respondents could select more than one response. Results do not equal a 1:1 response.

### Question 2: Do you walk or bike along or across Hwy 60 in Windom?

Most survey respondents reported they don't walk or bike on or across Hwy 60 in Windom (82%). Sixteen percent stated they walk and 9% stated that they bike on or across Hwy 60.

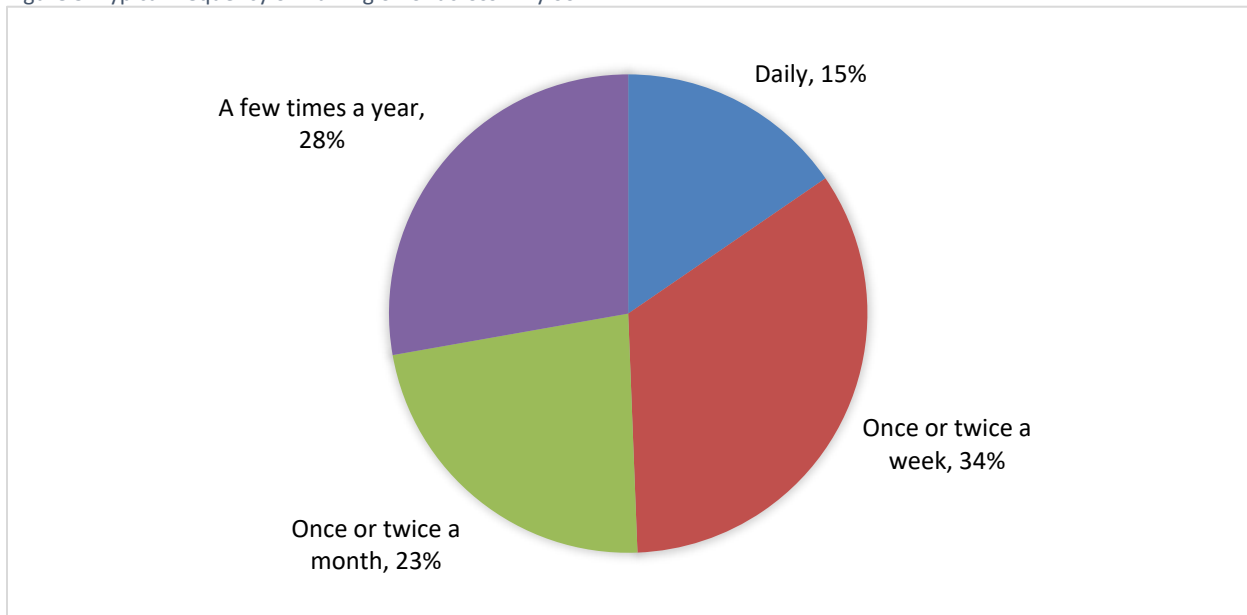
Figure 2: People who walk or bike on or across Hwy 60



Question 3: If you walk, how often do you typically walk along or across Hwy 60?

Of the people who reported they walk along or across Hwy 60, most stated that they do so once or twice a week (34%). Twenty-eight percent stated they walk a few times a year, 23% walk once or twice a month, and 15% walk Hwy 60 daily.

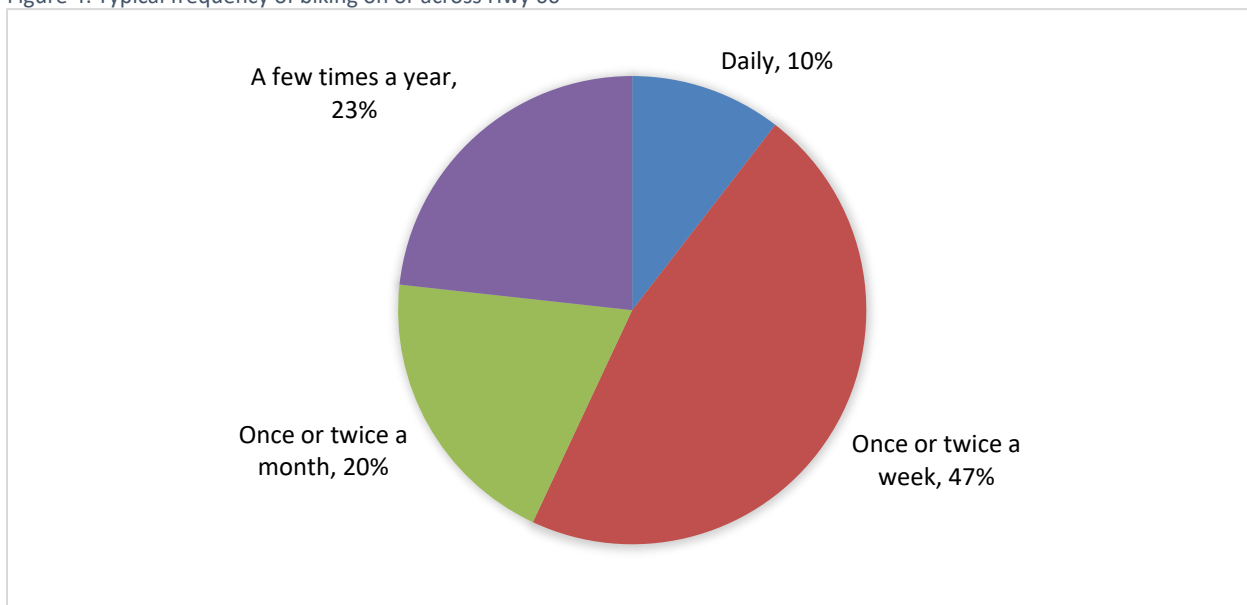
Figure 3: Typical frequency of walking on or across Hwy 60



Question 4: If you bike, how often do you typically bike along or across Hwy 60?

Like walkers, most survey respondents who stated they bike on or across Hwy 60 reported that they bike once or twice a week (47%). Twenty-three percent bike a few times a year, 20% bike once or twice a month and 10% bike daily.

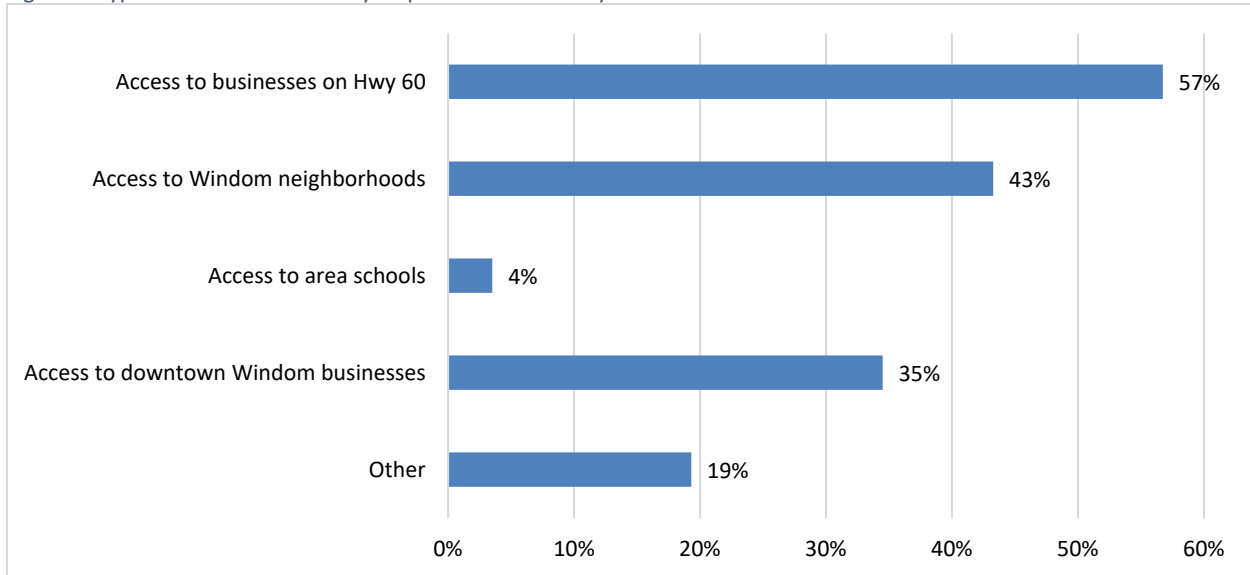
Figure 4: Typical frequency of biking on or across Hwy 60



Question 5: If you walk or bike along Hwy 60, where are you going?

Most survey respondents who walk or bike along Hwy 60 reported they travel to businesses on Hwy 60 (57%). Forty-three percent stated they walk or bike to Windom neighborhoods, 35% to downtown Windom businesses, and 4% to area schools. Other commonly reported destinations include walking and biking for exercise and leisure, Island Park, Cottonwood Lake, and ball fields near the recreation center.

Figure 5: Typical destinations for Hwy 60 pedestrians and bicyclists\*



\*Survey respondents could select more than one response. Results do not equal a 1:1 response.

Question 6: If you walk or bike along Hwy 60, where do you cross?

The top Hwy 60 crossings reported by survey respondents are listed in Figure 6 below. The count shows the number of survey respondents who reported crossing at the corresponding street. Most people who walk or bike along Hwy 60 reported they cross at the traffic lights at 10th St (80) and 6th St (73). Other commonly reported crossings include 16th St (36) and 12th St (15).

Figure 6: Top Hwy 60 pedestrian and bicyclist crossings

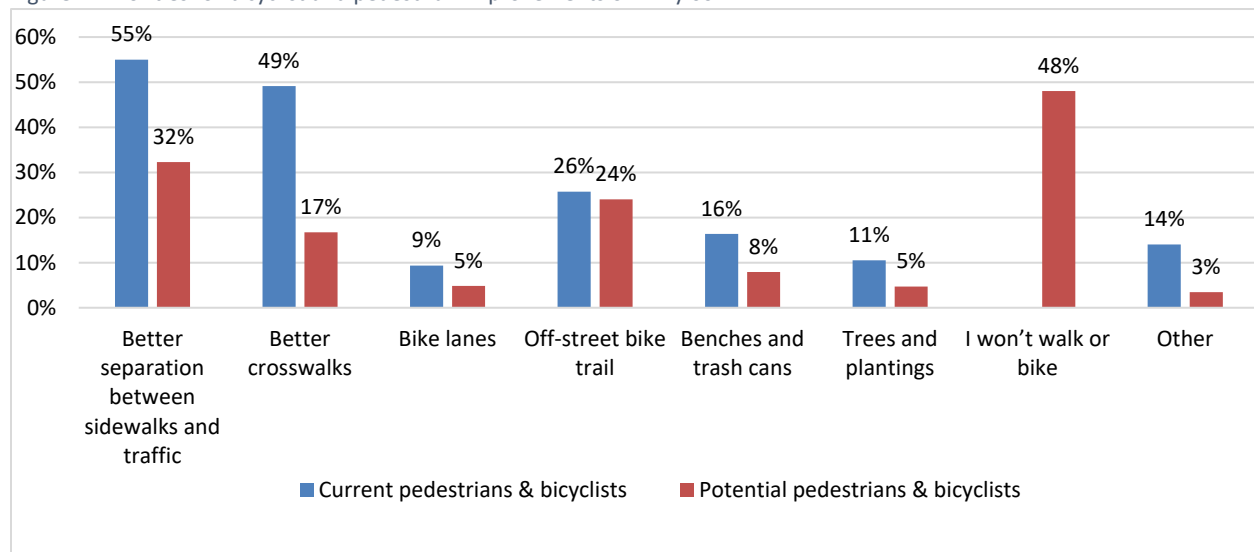
Hwy 60 intersection	Count
10th St	80
6th St (Hwy 62)	73
16th St	36
12th St (CR 13)	14
9th St	9
13th St	8
N Hwy 71	6
15th St	2
14th St	1

Question 7: What Hwy 60 pedestrian and bicyclist improvements would make your trip better or would encourage you to walk or bike?

Survey respondents who reported they walk and/or bike on Hwy 60 (current pedestrians and bicyclists) and respondents who stated they do not walk or bike on Hwy 60 (potential pedestrians and bicyclists) were asked to select corridor improvements that would make their trip better or would encourage them to walk and/or bike. The most frequently selected improvement by current and potential pedestrians and bicyclists is better separation between sidewalks and traffic (i.e. add boulevard space). Many also selected better crosswalks and off-street bike trail to improve the pedestrian and bicyclist environment in the corridor.

Nearly half (48%) of potential pedestrians and bicyclists stated they still wouldn't walk or bike with corridor improvements and those who selected other commonly wrote-in reduce Hwy 60 traffic by bypassing commuter and truck traffic around Windom and construct pedestrian bridges.

Figure 7: Priorities for bicyclist and pedestrian improvements on Hwy 60\*

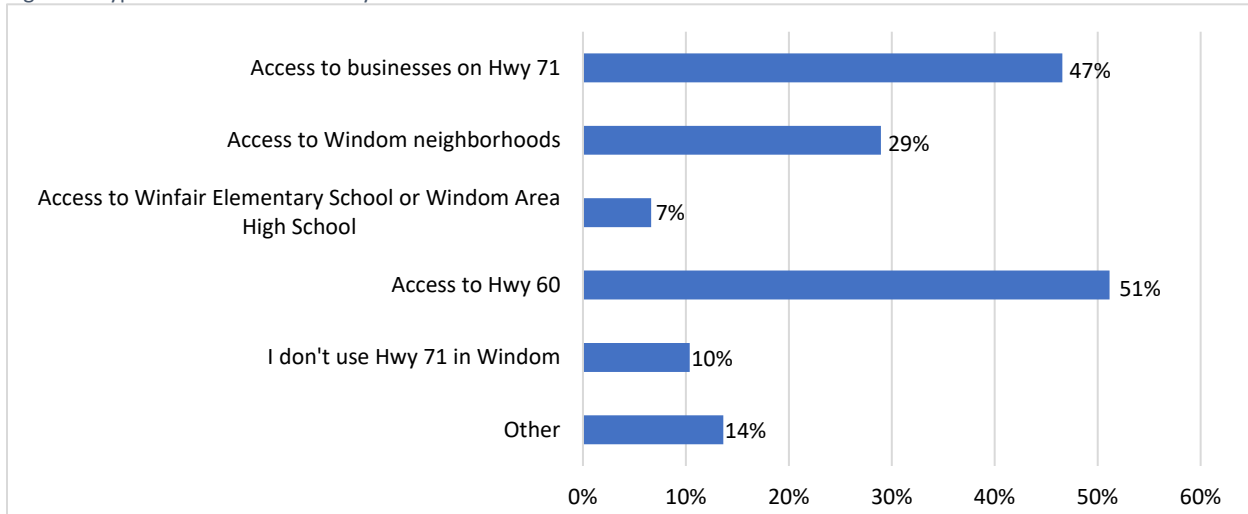


\*Survey respondents could select more than one response. Results do not equal a 1:1 response.

Question 8: Why do you primarily use Hwy 71 in Windom?

Survey respondents commonly reported they use Hwy 71 to access Hwy 60 (51%). Access to Hwy 71 businesses (47%), Windom neighborhoods (29%), and access to Windom schools (7%) were also reported. Ten percent of survey respondents reported they don't use Hwy 71 in Windom. Those who selected other commonly wrote-in they use Hwy 71 to travel to other communities or access the Windom Area Hospital.

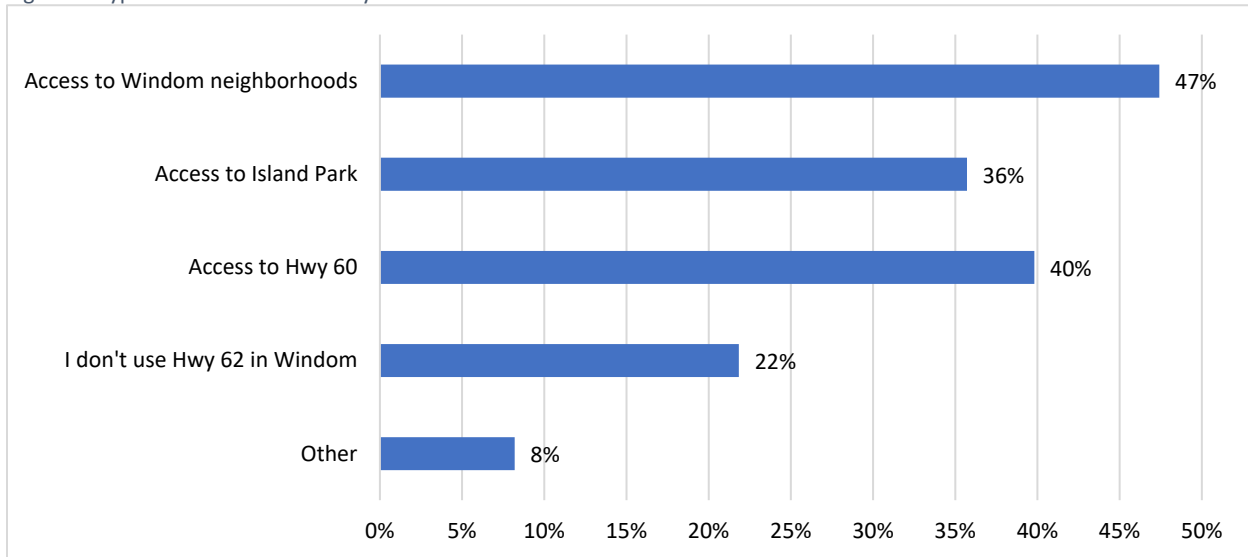
Figure 8: Typical destinations for Hwy 71 travelers\*



\*Survey respondents could select more than one response. Results do not equal a 1:1 response.

Question 9: Why do you primarily use Hwy 62 between Hwy 60 and the river bridge in Windom? Most survey respondents reported they use Hwy 62 to access Windom neighborhoods (47%). Forty percent stated they use Hwy 62 to access Hwy 60 and 36% use it to access Island Park. Twenty-two percent said they don't use Hwy 62 in Windom and those who selected another travel destination commonly wrote-in they use Hwy 62 to travel to other communities and to access downtown Windom businesses.

Figure 9: Typical destinations for Hwy 62 travelers\*

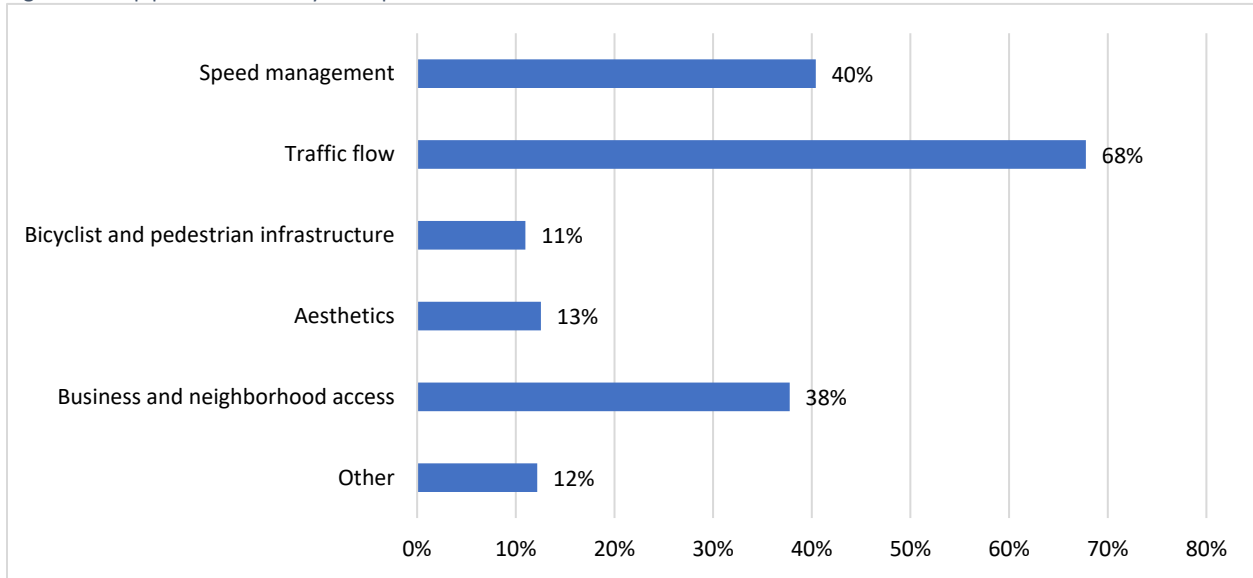


\*Survey respondents could select more than one response. Results do not equal a 1:1 response.

Question 10: What are your top priorities for improvements on Hwy 60 through Windom? Most survey respondents selected improve traffic flow (68%) as their top priority for Hwy 60 corridor improvements. Speed management (40%) and business and neighborhood access (38%) were also commonly selected. Thirteen percent selected aesthetics (i.e. landscaping, decorative lighting, etc.) and

11% selected bicyclist and pedestrian improvements as their corridor priorities. Those who selected other commonly wrote-in intersection safety and bypass commuter and truck traffic around Windom.

Figure 10: Top priorities for Hwy 60 improvements\*



\*Survey respondents could select more than one response. Results do not equal a 1:1 response.

#### Question 11: What do you like about the corridor?

There were 905 write-in comments about things people like about Hwy 60 through Windom. The top ten comment themes are provided in Figure 11 below.

Figure 11: Top ten features people like about Hwy 60

Like	Count
The easy access to businesses and neighborhoods	153
The highway travels through Windom (no bypass)	148
Like nothing about the corridor	92
The existing stoplights	72
The four travel lanes	43
The slower speed limit through town	40
The ease of traffic flow through town	39
The existing businesses and opportunities for economic development	36
There are no roundabouts	28
Like it the way it is	8

Many survey respondents (153) reported that they that it is easy to access businesses and neighborhoods from the highway because of the number of business driveways and local street accesses. Many respondents (148) also reported that they like that the highway is routed through town and there is no bypass.

Some respondents reported they like the existing stoplights at 6th St and 10th St (72), the four travel lanes (43), and that the speed limit is lower in town than it is in other parts of Hwy 60 (40). Thirty-nine

respondents reported that they like that it is quick and efficient to travel on Hwy 60 from one end of town to the other, primarily because there are only two stop lights on Hwy 60 in Windom. Thirty-six people stated that they like that Hwy 60 supports the existing businesses in town, Windom’s economy, and economic development. Twenty-eight respondents reported they like that there are no roundabouts on Hwy 60 in Windom.

Ninety-two respondents reported there is nothing about the corridor that they like, and eight respondents stated that they like the highway the way it is. Other comment themes not listed in Figure 11 include people like the river and parks along Hwy 60, the existing sidewalks and crosswalks, and the smoothness of the road from the recent resurfacing project.

**Question 12: What do you dislike about the corridor?**

There were 1,631 comments about what people dislike about Hwy 60 in Windom. The top ten reappearing comments appear in Figure 12 below. Some of the common recommendations for improvements from people are listed for unsafe intersections and poor traffic flow.

Figure 12: Top ten features people dislike about Hwy 60

Dislike	Common recommendations*	Count
Unsafe intersections		522
	Add turn lanes	176
	Construct more stop lights	105
	Construct roundabouts	91
	Construct four-way stops	6
Poor traffic flow		422
	Construct a bypass	220
	Reduce accesses	54
	Ease congestion	30
	Add more or wider travel lanes	10
Lack of pedestrian and bicyclist infrastructure		150
Traffic travels too fast		100
Poor maintenance		86
Poor corridor lighting		71
Poor corridor aesthetics		50
Lack of traffic law enforcement		19
Poor visibility		15
Noise		7

\*The sum of the listed common recommendations do not equal the total count for the corresponding dislike.

There were 522 comments addressing concerns with unsafe intersections. Many of those comments (176) were specifically about the lack of left and right turn lanes through the corridors. Some people provided specific recommendations for traffic control at intersections, including construct more stop lights (105), construct roundabouts (91), and construct four-way stops (6).

Comments were also categorized by what Hwy 60 intersections people dislike in Figure 13. The intersection(s) that people most frequently reported they dislike is north and south Hwy 71, but



particularly north Hwy 71. 16th St just south of N Hwy 71 was also commonly reported (125). People also stated they dislike the two intersections with traffic lights, 6th St (57) and 10th St (31).

Figure 13: Top disliked Hwy 60 intersections

Hwy 60 intersection	Count
N/S Hwy 71	162
16th St	125
6th St (Hwy 62)	57
10th St	31
14th St	6
12th St (CR 13)	4
9th St	4
13th St	1

The second most frequently reported Hwy 60 dislike is poor traffic flow (422). The top recommendation people wrote in is construct a bypass (220). Other common recommendations were reduce accesses (54) and add more travel lanes or widen the road (10). Some people also recommended removing the existing stop lights, rerouting truck traffic, and raising the speed limit through town.

One hundred fifty comments stated they dislike the lack of pedestrian and bicyclist infrastructure in the corridor, particularly the lack of sidewalks and safe crossings. Many people reported that they would like a safe pedestrian crossing at 16th St.

One hundred comments reported that traffic travels too fast or the speed limit is too high in some sections of Hwy 60. People also reported they dislike the poor maintenance like potholes and slow plowing (86), the poor lighting in the corridor (71), and the poor corridor aesthetics like trees, planters, etc. (50).

Some people also stated there is poor enforcement of traffic laws, including speeding and running red lights (19), poor visibility in the corridor, particularly at 9th St and 10th St (15), and noise, but primarily truck traffic noise (7).