

Phase 2 Engagement Summary

2/22/2021

Overview

The purpose of the second phase of community engagement for the Hwy 60 Windom Corridor Study was to share the design concepts by subarea and technical analysis, and to collect feedback on the draft design highway concepts. This phase of engagement occurred between October 2020 and January 2021. Figure 1 shows the engagement strategies used.



Figure 1: Summary of Phase Two Engagement Strategies

Date	Strategy	Description	Participants
Oct 8, 2020	Listening sessions	Two listening sessions with business and community groups	5
Nov 9, 2020 - Jan 11, 2021	Virtual open house	Website with survey and interactive map	33
Nov 9, 2020	Online presentation	Live Zoom videoconferencing public meeting	14
Nov 2020	Call-in office hours	Designated office hours to call project staff	-
Nov 9 – Nov 23, 2020	In-person, self-guided review	Physical displays in the community to review project materials	2
Nov 2020 – Jan 2021	Individual meeting, direct email, or phone calls	Meetings with or emails and phone calls to community members and businesses	18

Listening sessions

Two listening sessions or focus groups were held on October 8, 2020 to share the design concepts and collect feedback from targeted stakeholders. One session was held with Windom businesses and trucking companies in the area and the other session was held with community groups, elected officials, and school representatives. Five people participated in the listening sessions.

Virtual open house

The [virtual open house website](#) was launched in November 2020 to share the design concepts and technical analysis, and collect feedback from the community through a survey, interactive map, and ideas wall. There were 33 completed surveys, 39 comments on the interactive map, and seven comments on the ideas wall.

Online presentation

A live online presentation was held on November 9, 2020 at 6:00 p.m. and included fourteen participants from the community. During the online meeting, staff gave a presentation with a project

overview and showed the design concepts, and then provided an opportunity for participants to ask questions and comment on the concepts. The meeting was held with Zoom videoconferencing and was promoted through the project website, local paid media ads, social media posts published on MnDOT's Facebook and Twitter accounts, a MnDOT news release, and postcards mailed to properties near the project area.

The online presentation was recorded and the [video](#) was posted on the project website.

Call-in office hours

Designated office hours were held four times in November at various times and days of the week for people to call project staff with questions and comments on the concepts. No one participated in the call-in office hours.

In-person, self-guided review

Pop-up displays with printed project materials were placed in local gathering centers for people to review design comments and submit completed surveys. Two people mailed completed surveys from the pop-up displays.



Pop-up display materials

Individual meeting, direct email, or phone call

In addition, City staff conducted outreach to Windom businesses and community members through direct email, phone call, and on-sight meetings. Eighteen comments through meetings, emails, and phone calls were submitted with feedback on the corridor study.

Feedback Highlights

The key highlights from comments on the Hwy 60 design concepts include:

1. People stated improving safety is their top priority for design concepts in all subareas. Improve traffic flow at intersections, provide better pedestrian and bicyclist accommodations, and minimize delay and congestion were also common priorities.
2. Many people opposed the design concepts with J-turns at the Hwy 60/Hwy 71 North and South intersections. People said J-turns are confusing for drivers and can be challenging for commercial trucks and farm equipment.
3. People shared mixed support and opposition for roundabouts. While many people were not in favor of design concepts in the Urban Core with mini-roundabouts, some stated roundabouts could help slow traffic entering town and improve traffic flow at the Hwy 60/Hwy 71 North and South intersections.
4. While there was opposition to design concepts with a center median in the Urban Core because of limited business and neighborhood access, there was some support for a three-lane section with a center turn-lane, or two travel lanes and a center median to ease left turns at intersections. Some were concerned that reducing travel lanes from four to two will increase congestion.

5. Many opposed design concepts that would reduce four travel lanes to two in the Hwy 60 South and North segments. There was opposition to a center median limiting business access, but support for a center turn lane in the Hwy 60 North segment.
6. Businesses in all segments shared concerns for design concepts limiting their access. Some said access changes would mean fewer customers, require challenging vehicle movements in tight parking lots, or would affect their regular business services or operations.
7. Many supported design concepts with a traffic light at the 16th St intersection to improve intersection safety and provide a safe crossing for pedestrians and bicyclists. Some said there should be additional pedestrian and bicyclist facilities crossing Hwy 60/12 St and Hwy 71/Hospital Dr, and along the Des Moines River bridge.

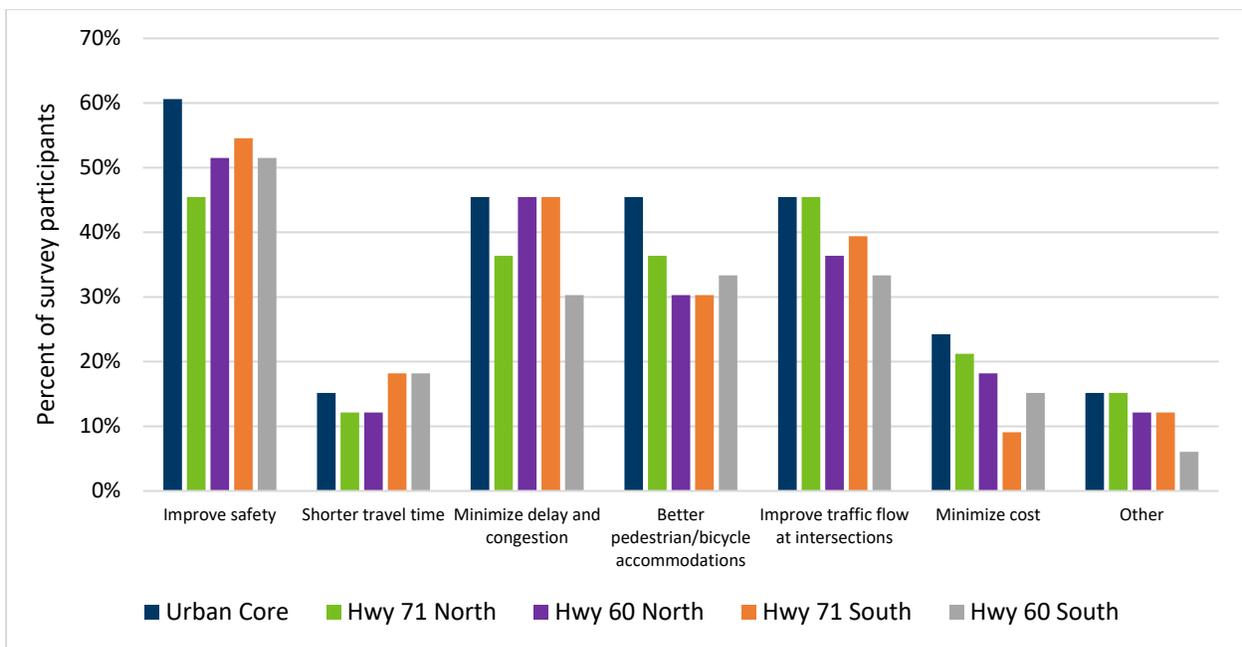
Comment Summary

The following sections include summaries of the community comments collected during phase two engagement, by subarea or theme. For a full tabulation of all comments, see Figure 3.

Survey Priorities

Survey participants identified safety as their top priority for corridor improvements across all subareas. Participants also commonly identified provide better pedestrian and bicyclist accommodations, improve traffic flow at intersections, and minimize delay and congestion as their priorities for improvements. Those who selected “Other” commonly wrote-in slow traffic speeds, maintenance (potholes, snow removal), no J-turns or roundabouts, construct a bypass, or keep the existing layout.

Figure 2: Summary of Phase Two Engagement Strategies



Urban Core

Some people who provided feedback were supportive of reducing four lanes to two to provide center left turn lanes through the Urban Core. However, there was some opposition to reducing lanes because of concerns for increased congestion and that travel lanes would be too narrow for oversize semi-trucks or farm equipment. In addition, people were opposed to the number of intersections with center

medians in the design concepts because of restricted business and neighborhood access, and concern for emergency vehicle delays.

Many were opposed to mini-roundabouts in the Urban Core because they may be challenging for semi-trucks and farm equipment to travel through and pedestrians and bicyclists to cross when there is heavy traffic. However, there was support for the design changes with traffic lights, particularly at 16th St, to slow traffic and provide designated crossings for pedestrians and bicyclists.

Three businesses in the Urban Core shared concerns with design changes that would remove their direct access to Hwy 60. Businesses said their customers and employees pull through from a side street driveway to their Hwy 60 driveway to operate their drive-thru or because of limited space to turn around in the business parking lot.

Some people said that improved pedestrian and bicycle facilities are important to the Urban Core. People said pedestrian upgrades are needed crossing Hwy 60 at 16th St and 12th St and adjacent to Hwy 60 at the Des Moines River bridge. One business provided feedback on the Hwy 62 pedestrian design changes. They supported the design, including replacing their driveway adjacent to Hwy 62 with a curb.

Hwy 71 North

Many people supported the proposed center turn lane on Hwy 71 North. However, some said that there should be four travel lanes in this segment rather than two.

There were some recommendations to add additional lighting in this segment and to extend the center turn lanes to County Rd 15. A business said a crosswalk should be added near Hospital Dr for pedestrians and bicyclists to safely cross Hwy 71 to access the hospital trails.

Hwy 60 North

Many people opposed design concepts with a J-turn at the Hwy 60/Hwy 71 North intersection. They said J-turns are confusing for drivers and challenging for semi-trucks and farm equipment to drive through. Some supported a roundabout at this intersection; however, some opposed roundabouts because they can be challenging for larger vehicles. Some people recommended a traffic light at this intersection to aid left turns and slow or stop traffic travelling southbound on Hwy 60 before entering town.

Some people opposed the design concepts with center medians because they limit business access; however, people supported the proposed center turn lane as long as it is wide enough for trucks and other large vehicles. Many people supported four travel lanes in this segment rather than two. However, some said speeding on Hwy 60 North is a problem with the existing layout. In addition, some people recommended adding more lighting on Hwy 60 North.

Hwy 71 South

Some people said Hwy 71 South should have four travel lanes rather than two, and there was a recommendation to construction a left turn lane for southbound Hwy 71 traffic at the County Rd 26 intersection.

Hwy 60 South

Many people opposed the design concepts with a J-turn at the Hwy 60/Hwy 71 South intersection, but some supported a roundabout to slow northbound traffic before entering the Urban Core. Many people

also opposed reducing travel lanes to two in this segment, but supported the concepts maintaining four travel lanes. In addition, there were some comments to add more lighting on Hwy 60 South.

A business adjacent to Hwy 60 South said the potential removal of the southern 3rd Ave S driveway would be okay for their business as long as the Hwy 60/Hwy 71 South intersection was safe to travel through. Two businesses stated the potential removal of the northern 3rd Ave S would be challenging for their businesses. One said that it would be challenging for people from out of town to access their store. The other business said many of their customers are truckers. Truckers park on 3rd Ave S but there is no space for trucks to turnaround, so they pull through at the north access.

Figure 3: Phase 2 engagement comments

Note: Some participants provided duplicate comments regarding different segments. The segment the comment is addressing is provided in brackets if it is not noted in the comment.

Source	Comment
Listening session	Are the medians in the roundabout mountable? What will the mountable median look like?
Listening session	Is there space to put in the roundabouts?
Listening session	12th St intersection needs traffic signals. Feels very close to 10th St signals, if signals are an option.
Listening session	At the 16th St and Hwy 71 intersections, will the lights work together with the roundabout near traffic signals?
Listening session	The Hwy 71 intersection roundabout is needed. Eventually, a four lane connecting for truck traffic is going to increase and we will need to address that.
Listening session	Anything that slows traffic, especially on the south end, is needed.
Listening session	Anything that improves pedestrian and bike safety is needed
Listening session	How do you provide bike safety and accessibility at the roundabouts?
Listening session	I am good with the roundabout as long as they are good for truck traffic. I am not in favor of the J style turn. 3-4 roundabouts in Windom would not hurt my feelings at all.
Listening session	Our convenience store on the west corner of 9th street would become unviable given that current design. Need to maintain access to both Hwy 60 and 9th Street. There is heavy traffic at 5 p.m. Roundabouts are not a concern.
Online presentation	Thanks for the information. Great options.
Online presentation	How can we watch a replay of this presentation?
Online presentation	Please discuss how the plan will remain flexible as this will not be built for 10 years or so.
Online presentation	What would be the rationale for restricting traffic from 4 lane to 2 lane?
Online presentation	With limited access intersections...what will options be for emergency vehicles?

Survey	[Urban Core] I would just leave this section as it is if the only options are the ones you have provided. Small roundabouts are idiotic with the truck traffic on this section. J-turns are even dumber. Are you sure you people have ever driven?
Survey	[Urban Core] More frequent maintenance Fix potholes faster Repave more often Add lighting
Survey	[Urban Core] The zones that were put up to allow for shorter distances on the road was not helpful. The traffic had to practically stop before they could turn because they narrowed the intersection so much. We are a farming community and have large equipment. It didnt work for our community.
Survey	[Urban Core] leave this alone it is fine
Survey	[Urban Core] I have lived in Windom for 32 years and have had little if any complaints about Hwy 60/71 other than the condition of the roadway.
Survey	[Urban Core] Reduce speed of drivers through town.
Survey	[Urban Core] Slow traffic down - use stop lights - enforce speed limits
Survey	[Urban Core] Leave it 4 lane and no stupid round abouts.
Survey	[Urban Core] Its great already!
Survey	[Urban Core] Consider traffic-calming measures, such as planting canopy trees along the highway, high-intensity flashing crosswalk signals at key pedestrian crossings, or 11-foot-wide passing lanes to complement a 12-foot-wide through lane to make vehicular traffic slow down.
Survey	[Urban Core] Roundabouts and J-turns are not as safe as made out to be. Yes they may improve flow and slow down traffic, but are more confusing and cause more accidents!
Survey	[Urban Core] I would like to see more stop lights. If I want to turn left on to 60 in the urban core area, I go out of my way and use one of the 2 streets with a stop light. Most of the time there is just too much traffic for me to feel like I can safely make a left hand turn.
Survey	[Urban Core] With Windom being a river town and also has major ag-production, our highway through town is also used for large farm equipment to get from one end of town to the other. Please don't forget that when thinking of reducing lanes, making turn lanes or silly roundabouts. A four-lane highway 60 should bypass Windom to the South and East side of Windom.
Survey	[Urban Core] have more distance between the sidewalk and traffic crossing the bridge
Survey	[Urban Core] Have one lane for this traffic and the other for left turns. Have stop light at 16th St. Close off alley and other driveways that enter the highway.
Survey	[Hwy 62] No parking on street.
Survey	[Hwy 71 North] The plan you have for 71 north is the only one that looks like you did some homework.
Survey	[Hwy 71 North] Make 4 lane highway plus turn lanes from highway 60 to Co 44 (Airport Road)
Survey	[Hwy 71 North] It should be a 4 lane not a 2 lane. It has to fail when you get on that road you get behind someone not even going the speed limit because they think its 55 mph and it's a hilly road that it's hard to pass.
Survey	[Hwy 71 North] leave it alone it is fine the way it is
Survey	[Hwy 71 North] The 60/71 intersection here is hard to navigate with traffic. Especially when stopped at the stop sign by Toro.

Survey	[Hwy 71 North] Slow traffic down - enforce speed limit
Survey	[Hwy 71 North] Make 4 lane highway plus turn lanes from highway 60 to Co 44 (Airport Road). Add more lighting from 60 to Co 44 (Airport Road)
Survey	[Hwy 71 North] NO ROUNDABOUTS.
Survey	[Hwy 71 North] This area feels very unsafe. It is heavily used with the hospital, 3 clinics, and Toro. I would like to be able to ride my bike to work, but it's not worth the risk for safety.
Survey	[Hwy 71 North] Make it 4 lanes from city rd 15 to Hwy 60
Survey	[Hwy 71 North] do not put a round about on 60 where it meets 71.
Survey	[Hwy 71 North] Consider traffic-calming measures, such as planting canopy trees along the highway, high-intensity flashing crosswalk signals at key pedestrian crossings, or 11-foot-wide passing lanes to complement a 12-foot-wide through lane to make vehicular traffic slow down.
Survey	[Hwy 71 North] when the hwy was rebuilt by cr 15 a center turn lane should have been continued all the way to the 4th ave turn
Survey	[Hwy 71 North] I never feel safe turning left at this intersection. 71 north is my main way into town. Sometimes if I need to turn left on 60 at this intersection, I do a long drawn out U turn. I turn right on to 60, then turn left onto service road by laundromat, and get back onto 60 by O'reily. Seems silly, but that's how much I hate turning left onto 60 at that intersection. A stop light or a roundabout. I'd be happy with either.
Survey	[Hwy 71 North] Have a roundabout at 71 and 60 junction.
Survey	[Hwy 71 North] Long wait at stop sign
Survey	[Hwy 60 North] again if the only options are the ones you have presented leave it alone
Survey	[Hwy 60 North] Slow down traffic through his area, especially semis!
Survey	[Hwy 60 North] I dont feel that j turns or round abouts are a good idea for our community. We are a farming community. We have lots of tractors and large equipment. These turns make their work so much harder. We could try more stop lights or stop signs. I know that a lot of people outside of town speed. They could also put in cameras and start ticketing people that way. I am a nurse and have ridden in the back of an ambulance numerous times. The round abouts by Worthington are not fun. I couldn't imagine trying to work on a patient or tend to my patient while they are driving around one.
Survey	[Hwy 60 North] Slow traffic down - enforce speed limits
Survey	[Hwy 60 North] More frequent maintenance Fix potholes faster Repave more often Add lighting further out of town
Survey	[Hwy 60 North] NO ROUNDABOUTS
Survey	[Hwy 60 North] increase the speed after toro to 65
Survey	[Hwy 60 North] Consider traffic-calming measures, such as planting canopy trees along the highway, high-intensity flashing crosswalk signals at key pedestrian crossings, or 11-foot-wide passing lanes to complement a 12-foot-wide through lane to make vehicular traffic slow down.
Survey	[Hwy 60 North] add a stop light at 60-71 and close down the frontage rd exit at the same corner

Survey	[Hwy 60 North] The only time I use this intersection is if I come into town from the gravel road north of town to go to a business on that stretch of 60. The only reason I'm coming into town that way is to avoid turning left on to 60 at the north 71 intersection.
Survey	[Hwy 60 North] Roundabout at junction 60 and 71.
Survey	[Hwy 71 South] again leave as is.
Survey	[Hwy 71 South] Make 4 lane plus turn lanes from Highway 60 in Windom to Jackson. Add lighting along highway
Survey	[Hwy 71 South] No changes needed.. and NO ROUNDABOUTS
Survey	[Hwy 71 South] leave it as is
Survey	[Hwy 71 South] Increase speed as soon as you turn onto 71 from 60. Do not put a round about on 60 where it meets 71.
Survey	[Hwy 71 South] Consider traffic-calming measures, such as planting canopy trees along the highway, high-intensity flashing crosswalk signals at key pedestrian crossings, or 11-foot-wide passing lanes to complement a 12-foot-wide through lane to make vehicular traffic slow down.
Survey	[Hwy 71 South] add a center turn lane at cr 26
Survey	[Hwy 71 South] Better, safer access to the businesses on S HWY 71
Survey	[Hwy 60 South] More frequent maintenance Fix potholes faster Repave more often Add lighting further out of town
Survey	<p>[Hwy 60 South] Highway 60 should be widened through Windom to be 5 lanes wide instead of the current 4 lanes. Each of the stoplights in Windom could then have protected left turns. I have sat at the stoplight at 10th street waiting to turn left for an entire green light, only to see one vehicle be able to turn left. I would also add a stoplight at 16th street due to Toro, the Carl Schneider Business Park, and the Windom recreation area/Kastle Kingdom. It is a dangerous intersection for children to cross to play ball or go to Cottonwood Lake (sidewalks in this area would be a great safety improvement as well, but I feel I'm getting a little off topic).</p> <p>Another improvement to make would be to add a roundabout at the north highway 71 junction. Highway 60 has three such roundabouts in Worthington and they seem to work well. When I lived in Worthington I drove through all 3 on my way to work each weekday and on my way home. I think a roundabout here would alleviate traffic backups onto highway 71 and provide for a safer intersection.</p> <p>I think improving the current highway 60 route would be in the best interest of state taxpayers and the city of Windom alike. We can look to St. Peter and highway 169 as an example of how to handle future traffic volume increases, since both areas share many of the same characteristics (highway 169 handles close to twice the traffic volume highway 60).</p> <p>If some day in the distant future traffic volumes became much higher than they are now, I think an east highway 60 bypass makes the most sense. It could be setup so the main route into and out of Windom from the bypass would be along the existing alignment of highway 60. This would minimize disruptive traffic flows into and out of Windom. Existing commercial and business development along highway 60 could stay in place. This is opposed to a west bypass, where motorist would need to travel through Windom to reach businesses, causing an increase in traffic through residential areas.</p>

	<p>I do not think an east highway 60 bypass is warranted/needed at this time, and that improvements to the existing alignment would be ideal. That said, here is how I think an east Highway 60 bypass could be made: https://www.google.com/maps/d/edit?mid=1WkiG3vljEXwsyRPStNBTJe_zYqza60ao&usp=sharing</p>
Survey	[Hwy 60 South] leave it as is it works fine the way it is
Survey	[Hwy 60 South] DO NOT EVEN CONSIDER A J-TURN. THE STUPIDITY OF THE HERON LAKE TURNS SHOULD SPEAK FOR THIS. AT LEAST IF YOU PUT IN A ROUND ABOUT HERE THERE IS MORE ROOM. I HATE BOTH OPTIONS.
Survey	[Hwy 60 South] More frequent maintenance Fix potholes faster Repave more often Add lighting further out of town
Survey	[Hwy 60 South] NO ROUNDABOUTS
Survey	[Hwy 60 South] Consider traffic-calming measures, such as planting canopy trees along the highway, high-intensity flashing crosswalk signals at key pedestrian crossings, or 11-foot-wide passing lanes to complement a 12-foot-wide through lane to make vehicular traffic slow down.
Survey	[Hwy 60 South] the hwy is actually 60 west
Survey	<p>If the only improvements done to Highway 60 through Windom were adding a stoplight at 16th Street and a roundabout at the North Highway 71 Junction, it would be a great improvement.</p> <p>In the City's comprehensive plan, a roundabout at the north highway 71 junction was identified (https://windom-mn.com/wp-content/uploads/2018/11/Windom-Comprehensive-Plan_Public-Review.pdf). This roundabout is much larger than any of the ones I've recently seen. I would like to see it large for all of the Agriculture equipment (tractors, etc.), and semi-truck traffic passing through town. An addition access to the hospital from Highway 60 should be made as well. Having only one entrance to the hospital is a safety concern.</p>
Survey	We need more walking/biking paths. We dont need an extra lane on the road for bikes. We arent like big cities and have people riding bikes around regularly to get to/from work. The people in this community need paths where we can walk or bike. We bike for recreation. Especially with covid people are outdoors more. Our family bikes but I would prefer a path and not an extra lane on the side of the road.
Survey	roundabouts cause more accidents then they prevent
Survey	Please consider the use of stop lights. After watching traffic at roundabouts in area towns, it appears people speed up to beat oncoming traffic entering or exiting the roundabout.
Survey	All of these design changes look like they will just turn this section of HWY60 into a parking lot with roundabouts. I hate roundabouts, I didn't like them in Europe and i really hate them in rural America.
Survey	I think a bypass around Windom is the best option. The highways are used so heavily and it would make the town much safer both for pedestrians and vehicles to move Hwy 60 and 71 out of Windom.
Survey	no roundabouts.. and no turn lanes. 4 lanes through town are great!

Survey	There is no reason not to have a bypass.
Survey	DO NOT PUT ANY ROUNDABOUTS IN they cause more accidents and cause more confusion to drivers and they are very costly to put in and maintain. New Jersey is taking most of them out as they are dangerous.
Survey	I don't believe roundabouts and J-turns area good fit for our town!
Survey	I am glad this is being addressed. Windom is seriously lacking in bike/walking trails compared to surrounding areas.
Idea Wall	A MN 60 bypass is the only idea that makes any sense, yet I don't see that option here. I'm very confused.
Idea Wall	Your ideas of single lane traffic make no sense. You have already done a traffic count study and know the volume of traffic. Do you want to work with out state MN or not. Your ideas don't work for every situation.
Idea Wall	it looks like the only thing you want to do is JAM a lot of round abouts down our throats, even if the people that drive it every day don't want them. i think it is time to make these office voted on and replace the ones that are not listening to the people.
Idea Wall	Widen Highway 60 to have 5 lanes through town instead of 4. Use eminent domain to acquire an additional 15 feet of right-of-way to the west of the current right-of-way where needed. Signalized intersections can then have protected left turns. Why spend millions of dollars to complete the Highway 60 4 lane divided highway only to reduce it to two lanes through Windom?
Idea Wall	Roundabouts are not safe for pedestrians. A traffic signal is needed at 16th Street. https://streets.mn/2017/11/17/are-roundabouts-safer-for-pedestrians/
Idea Wall	It seems as though MNDOT is intent on reducing Highway 60 to two lanes through Windom. If this is being seriously considered, I would like to see a trial run first. Before any raised medians or any concrete is ever poured, construction cones should be used to model the two lane ideas for a year. After the year is up, let the people of Windom decide if they want to make the change permanent. It's a low cost why to experiment and try the idea out.
Idea Wall	When the Des Moines River bridge is replaced, I would like to see a guard rails on both sides of the bridge to protect bicyclists and pedestrians from traffic. The new Des Moines River bridge on US Highway 71 in Jackson, MN is a nice example of how this can be done.
Idea Wall	If a bypass is ever an option (and the idea is controversial among Windom residents) I'd consider something like this: https://www.google.com/maps/d/edit?mid=1WkiG3vljEXwsyRPStNBTJe_zYqza60ao&amp;usp=sharing
Idea Wall	If the only improvements that are made is adding a roundabout at the north highway 71 intersection, and a traffic signal at 16th street, the highway would be greatly improved. A roundabout a the north highway 71 intersection should be larger than any of the proposals I've recently seen. In the city of Windom's comprehensive plan, a large roundabout is shown at this location.
Interactive Map	[Hwy 60 North: 3.1] "J" turn in town? semi tractor/trailers would stop traffic to finish directional turns. Like 0 Dislike 2
Interactive Map	[Hwy 60 North: 3.1] Add a large roundabout here, similar to the one shown in the city's comprehensive plan. Like 0 Dislike 0

Interactive Map	[Hwy 60 North: 3.1] dislike j turns Like 0 Dislike 2
Interactive Map	[Hwy 60 North: 3.1] dislike j turns. Have seen way too many close calls in Heron Lake since the J turns have been put in. Hate them. Like 0 Dislike 0
Interactive Map	[Hwy 60 North: 3.1] Dislike J turns. Too hard for semis and farm equipment to make the turns and just don't like them. Would rather see a round a bout. Like 1 Dislike 0
Interactive Map	[Hwy 60 North: 3.1] Need to have access from both directions. [Regarding towing company driveway] Like 0 Dislike 1
Interactive Map	[Hwy 60 North: 3.1] Need to keep this opening able to go both directions for people staying at the motel [American Inn]. Easy on and off access makes or breaks a business. Like 0 Dislike 1
Interactive Map	[Hwy 60 North: 3.1] Please no J-turns. Like 0 Dislike 0
Interactive Map	[Hwy 60 North: 3.1] Truck wash needs access from both directions. Like 0 Dislike 1
Interactive Map	[Hwy 60 North: 3.3] Roundabouts are great and improve traffic flow and safety. Like 5 Dislike 2
Interactive Map	[Hwy 60 North: 3.4] All of the proposals for the Highway 60 north area are so far out of scale, I can't make any sense of it. Poor job done here. Like 0 Dislike 0
Interactive Map	[Hwy 60 North] Add Lighting along Highway 60 from Windom to Bingham Lake. Like 1 Dislike 0
Interactive Map	[Hwy 60 North] Add more lighting along highway further out of town Like 1 Dislike 0
Interactive Map	[Hwy 60 South: 1.1] Do not like J turns. Would much rather see a turn about. Like 0 Dislike 0
Interactive Map	[Hwy 60 South: 1.1] this impedes visibility of on coming traffic when turning to the left [regarding center median] Like 0 Dislike 2
Interactive Map	[Hwy 60 South: 1.2] Roundabouts are great and improve traffic flow and safety. Like 3 Dislike 2
Interactive Map	[Hwy 60 South; 1.1] Please no J-Turns here. It would be better to have a roundabout, or to just leave the intersection the way it is. Like 0 Dislike 0
Interactive Map	[Hwy 60 South] Add Lighting along Highway from Windom to Highway 86 Intersection Like 0 Dislike 0
Interactive Map	[Hwy 60 South] Add more lighting along highway further out of town Like 1 Dislike 0
Interactive Map	[Hwy 60 Urban Core: 2.1] Dislike closing the highway to turning both way entering the highway. [Regarding 13th St] Like 0 Dislike 2
Interactive Map	[Hwy 60 Urban Core: 2.1] dislike intersection. Need to be able to go both directions entering the highway. [Regarding 14th St] Like 0 Dislike 1
Interactive Map	[Hwy 60 Urban Core: 2.1] Do not want intersections closed off to going straight across the intersection. Must keep intersections open for emergency vehicles. [Regarding 11th St] Like 0 Dislike 2
Interactive Map	[Hwy 60 Urban Core: 2.1] I support a concept which maintains the egress to the south of Dairy Queen between 13th and 14th street. A southern egress is needed to operate my drive-thru. There is not enough room for a cul-de-sac to turn around. Like 0 Dislike 0
Interactive Map	[Hwy 60 Urban Core: 2.1] intersections need to be open for emergency vehicles and for access to businesses. Like 1 Dislike 0

Interactive Map	[Hwy 60 Urban Core: 2.1] Need intersections open so you can go straight across. Like 0 Dislike 1
Interactive Map	[Hwy 60 Urban Core: 2.1] need to be able to go both directions at intersection. [Regarding 12th St] Like 0 Dislike 1
Interactive Map	[Hwy 60 Urban Core: 2.1] Need to be able to go either direction at intersection. [Regarding 8th St] Like 0 Dislike 1
Interactive Map	[Hwy 60 Urban Core: 2.1] need to be able to turn either direction. [Regarding 9th St] Like 0 Dislike 1
Interactive Map	[Hwy 60 Urban Core: 2.1] need to be able to turn either way. [Regarding 15th St] Like 0 Dislike 1
Interactive Map	[Hwy 60 Urban Core: 2.1] you can take these roundabouts and shove them, traffic lights are sufficient Like 2 Dislike 3
Interactive Map	[Hwy 60 Urban Core: 2.2] I love this cool mapping tool Like 2 Dislike 0
Interactive Map	[Hwy 60 Urban Core: 2.2] Need traffic signal here to help children cross the busy highway. Roundabouts are not as safe for pedestrians as signalized intersections. https://streets.mn/2017/11/17/are-roundabouts-safer-for-pedestrians/ [Regarding 16th St] Like 0 Dislike 0
Interactive Map	[Hwy 60 Urban Core: 2.2] Please no mini roundabout through the core of town. There are far too many semi-trucks and tractors that pass through town to make a small single-lane roundabout feasible. Like 0 Dislike 0
Interactive Map	[Hwy 60 Urban Core: 2.3] Need a traffic signal here to help children cross the highway. Roundabouts are not safe for pedestrians. https://streets.mn/2017/11/17/are-roundabouts-safer-for-pedestrians/ [Regarding 16th St] Like 0 Dislike 0
Interactive Map	[Hwy 60 Urban Core: 2.3] Need a traffic signal here to help children cross the highway. Roundabouts are not safe for pedestrians. I would add a link showing roundabout are not safe for pedestrians, but every time I try, my comment does not show. Thanks for the censorship MNDOT. [Regarding 16th St] Like 0 Dislike 0
Interactive Map	[Hwy 60 Urban Core: 3.1] dislike j turns Like 0 Dislike 3
Interactive Map	[Hwy 71 North] 4 Lane Highway, plus turning lanes from County Road 44 (Airport Road) to Highway 60 in Windom Like 0 Dislike 0
Interactive Map	[Hwy 71 South] 4 Lane Highway plus turning lanes from Highway 60 in Windom to Jackson Like 1 Dislike 1
Interactive Map	[Hwy 71/CSAH 26] Southbound traffic on Highway 71 needs a left turn lane for traffic turning onto CSAH 26. Or a shoulder type bypass lane. Like 0 Dislike 0
Email	I would definitely be against the j-turn, but the round about would be fine. They could close the south entrance then [of the First Baptist Church]. The round about would sure help slow traffic at that intersection.
Email	I believe [a J-turn] would make it difficult for people to come and go to our [First Baptist] Church. Most people would have to drive towards out of town to the j-turn in order to go home. That hill would be a dangerous place for a J-turn the way vehicles speed over that hill. For that matter it would be difficult for anyone living in that area to get to their home or business or go up town and cause a lot more traffic congestion in that area. It is a very hard place to cross during the day so I usually use the south exit so I'm crossing one side at a time or I take the back roads to meander through town.

	I personally think that a traffic light or a round-about would slow traffic but keep it moving from all directions much like Worthington's does.
Phone call	Like the idea of a midblock crossing with a center island to get to the Windom Rec Area, Tegels Park, and Community Center. This could work by 12th Street, since there is greenspace on each side.
Phone call	Stop Light at 16th Street. This would help with traffic flow by Toro with semi-trucks. A roundabout at 16th Street would not work as well
Phone call	A big roundabout at the north and south Highway 60/71 intersection would work well. Do not like the idea of using smaller roundabouts instead of traffic lights.
Phone call	Do not hospital trail a lot currently, but would like a safer crossing by Hospital Drive. Typically cross Hwy 60 at 19th Street to the wide paved shoulder along Hwy 71.
Meeting	Need to maintain direct access to Fulda Area Credit Union from Hwy 60 because of the new drive thru service that uses this access.
Meeting	Freedom Valu Center is concerned to lose direct access to Hwy 60/71 because it would be difficult for a gas station/convenience store to survive without direct access to the highway. There is not enough room for customers turnaround [in the gas station], so you need both accesses to pull in and pull out (drive through). Deliveries would also be challenging, since it would be hard to safely back up a delivery truck.
Meeting	Any center median on Hwy 60 would be challenging. [Freedom Valu Center] Customers are not going turn around to access their business. This would dramatically decrease their sales. The manager would be supportive of a center turn lane with no median or divided highway. Only having one lane in each direction with a center turn lane could work.
Meeting	It would be challenging for Red Carpet Inn to close the north access to Hwy 60 from 3 rd Ave S. There are a number of semi-trucks with trailers that park on 3 rd Avenue South and stay at Red Carpet Inn, and there is no place for a semi-truck to turnaround.
Meeting	[Red Carpet Inn] ok with a roundabout, since it will help to slow traffic. Traffic speeds are an issue in this area. Slower traffic would be better for business, since travelers would have more time to see the Red Carpet Inn.
Email	I am strongly against this "concept 1" of removing an access point onto HWY 60/71. If we were to lose our current access point onto HWY 60/71, we would lose substantial sales from travelers-people driving through Windom who are not familiar with our store and northbound customers who do not realize that our access point south of our store by the time they realize this it will be too late to turn to access our stores parking lot. Not only that but having an access point further to south will make it more of a "hassle" to visit our restaurant. It will make our restaurant seem like its on a "retail dead end". At our Windom Subway we get substantial business from travelers, by changing this access point the state would be hurting our chances of capturing the busy traffic from this road. It would without a doubt affect us negatively and this affect would be substantial. Please do not do this concept, there is very little to gain and a lot to lose for Subway. My opinion is to leave it as is, a roundabout isnt necessary and with north bound traffic coming over the hill a roundabout would distract their attention from seeing eye catching businesses like my Subway. If I had a vote it would be to leave it as is.
Email	There is a severe need for speed enforcement or control on the 60 corridor in windom. I am in a wheelchair is very dangerous to cross 60 by Runnings and Speedway. I have been

	driven on 60 in windom vehicles are running an average of 10 mph over with very little town police or county Sheriff enforcement.
Email	[Changes on Hwy 62] looks good to us, better for pedestrians. We would appreciate a curb on hwy 62 rather than a approach as they make the changes.
Email	It would be very beneficial to have turning lanes to assist with traffic flow into the hospital. I would also like to stress the importance of a safe crossing for pedestrians and bicyclists to our walking path. We have many who walk and bike to the hospital in order to enjoy our walking path and outdoor fitness equipment. If MNDOT is looking to do something different with the entrance now would be a great time to think about this and add into the plan. I am not sure if this would be something they would consider as well but it would be great to make a wider entrance into the hospital so that we would be able to better control the additional traffic from the Avera Clinic. I am not sure if this would be in the scope but I thought I would ask or suggest.
Email	We are business owners along this corridor. Our building is located toward the north end of town. We have watched the traffic fly by our business!!! Our common sense thoughts are to slow the traffic down on the north end of town, as it does with a traffic light, on the south end of town. For MANY YEARS there has been talk about a traffic light at the 16 th street intersection of this corridor. WHY is this taking so very long???? Windom has a recreation area on the east side of this intersection. Many children live on the west side and need to cross at this intersection. Toro is one of our large employers and the building is on the northwest corner of this intersection. I'm trying to paint this picture of a VERY busy intersection and the GREAT need for a traffic light. A traffic light seems to be an easier option, than a roundabout and would be quicker to get up and going. We are frustrated as landowners along this corridor, that it takes so long to get something done. There was a community meeting last year before the covid. Let's get this going.....ASAP.
Email	[Windom Towing] to comment on 6th and 10th st proposal the only possible options that would be feasible to navigate with a semi truck and trailer, not to mention one in tow would be to leave as is or center turn lane. To look at the center turn lane if south bound tractor trailer is to turn east on 6th and must wait for single lane of north bound traffic and turn lane can not accommodate, the trailer is then blocking south bound creating a huge jam. J turns and roundabouts are ruled out for the obvious lack of room to navigate tractor trailer in tow. In many of the illustrations it seems our corner lot no longer has an access that makes it hard to imagine any business on this corner.
Email	Reaching out on proposed business access to our property on 2470 hwy 60. To start the third illustration would not work for a tractor trailer in tow to assess our property for repairs. Second the center turn lane the lane would need to be large enough to handle at least 100 ft of tractor trailer and tow truck. The most logical solution in my eyes would be cut down on accesses, a round about large enough to handle tractor trailer in tow at 71 N. and leave lanes and stop lights as they are.