



Comprehensive Plan Update: Transportation Subcommittee

Summary

Subcommittee crafts goals of the transportation network to include multi-modal use, connections between parks, and safe, convenient, and comfortable use.

Examples of discussion topics/focus areas:

- Capital Improvements Program planning for future transportation needs
- Connections between parks and destinations
- Review the 2017 Complete Streets Policy and Pedestrian and Bicycle Plan
- Traffic calming measures
- Transit system planning to address identified needs from users and future goals of the City
- Identify new funding opportunities to feed into the Capital Improvements Program and pair with existing funding sources
- ID priority intersections, streets, and corridors for improvements
- Transportation Ideas and Issues from Comprehensive Plan Phase 1 Public Engagement (see next page)

Overall Committee Product

In accordance with Winona's 2045 vision, city values, and Comprehensive Plan Overarching Themes; past transportation plans and appropriate new goals, objectives, and policies/actions identified by the subcommittee are recommended for incorporation into Comprehensive Plan.

Committee Timeline:

- March/April-July 2022
- One to Two meetings per month – 1-1.5 hours long

Transportation

Responses about transportation covered a variety of topics, from crosswalks to stop signs to trucks, trains, and river traffic. Responses focused on broad improvements to road safety and lighting, signage, and traffic flow. Mankato Avenue, Highway 61, and Broadway were mentioned with most frequency as areas with safety concerns for all modes of transportation. We received 296 comments about transportation in response to questions about issues and ideas for Winona's future.

Connections to values

Transportation across all modes, from walking to boat traffic, matters to Winona's shared values of livability, economy, and ease of getting around, and comprehensive plan themes of equity and sustainability.

Key issues and ideas

1. Safety. Respondents who walk and bike to get to work, shopping, or recreation areas appreciated Winona's geographic size and flat streets. They commented on a variety of barriers to safe walking and biking.
 - I'm kind of disappointed in the broadway project, and I just think Lake City is so lovely, and pedestrians can cross. I had a friend that was hit on broadway. Right now it's kind of a speedway. That was very disappointing, I thought that was going to happen, and I think that's a disadvantage. that was a mistake to get rid of that program, plus the street needs fixing. the major things in my mind are the people.
 - pedestrian safety is the other huge thing that gets me really riled up. it should be so easy to bike in this town - it's flat and small. but I don't bike because there's not a bikeway that's obvious. we should never share parking and biking lanes. sarnia would be great - it's super wide but both sides are used for parking.
 - Parts of winona are walkable, and parts are not. The lake access is great, but you can't walk from SE tech to the Y, for example. It's a little bit sketchy, and I don't have mobility issues.
 - all the time cars encroach on bikers, constantly cutting corners
 - One of the more difficult places to cross. The flashing lights are confusing and annoying for drivers who have a stoplight or a long uninterrupted stretch of road right in front of them. There needs to be a way to slow down traffic on Broadway in the areas with no stoplights or four way stops.
2. Wayfinding. Respondents noted that signage is not present to direct residents and tourists to points of interest.
 - updated signage is really needed, the signage in a lot of our heavily used trails. assets like the flyway trail connector with little to no signage. that would make a huge difference if it were prioritized. signage--how far, distances and how much time it would take to get somewhere.

- I would love to see a hub for transportation: cab, bus, train, nice waiting room with a place to eat and find information. have that all be in one place that looks attractive and is clean and that is open.
- It is great that Dahl cooperated in making the trails extend through the parking lot, but getting from Vila street to the trail connector through the parking lot needs a dedicated sidewalk or path, as well as better signage.

3. Access to areas of interest. Along with wayfinding signage, respondents noted that shopping areas on Mankato Avenue and Highway 61 are difficult to access without a car. In addition, respondents mentioned that having another East End access point for the shopping and industrial areas could help reduce pressure on Mankato Avenue.

- look at the infrastructure and how it impacts how students can travel to downtown, to the lakes, to target and hyvee. it's a little tricky to bike to a lot of those places. even the MMAM, there's not a great non-vehicular way to get out there.
- i am a fan of the louisa street extension to 61. there was a referendum on that about 10-15 years ago. get folks to the stores, who come to town for that. working in the east end, I can see how it would be good to extend louisa street through and help traffic flow a bit better
- Broadway Road Diet would connect the majority of our population with the downtown district that we have been focusing on invigorating for years.
- Putting a side walk to connect the existing sidewalk in front of the hy-vee parking lot to Gilmore Ave, in front of Altra to connect to the existing sidewalk by express employment would GREATLY improve pedestrian safety. This connects a neighborhood to groceries, a bus stop, and other destinations.

4. Transportation equity. Respondents pointed out that walking, biking, and public transit help people access jobs, shopping, and community events. These kinds of transportation are especially important to teens, older adults, and anyone who does not have access to a vehicle.

- Transportation - it's really complicated for people to get around on public transit. It can take an hour to get someplace.
- We have a major state highway running along the town - it's terrific to have but it is also a huge barrier for people who are not in a car.
- bus used to stop at walmart and target, now it drops farther away - hard to carry bags in snow - used to be able to wait inside
- Safe transportation. Public transit improvement, dedicated bike lanes, safe crossings for highway 61, and sidewalks in more neighborhoods with out them. Prioritize different types of transportation in different areas. We have prioritized only automobile traffic, which marginalizes anyone without a car - and keeps many people in poverty.
- Senior Citizens and partially handicapped need better transportation options not only for regular life but need to get the chance to be included in the big events.
- it is inconvenient for us (teens) too when you have to drive us around
- No bus lines run out there (to maplewood), put as far away from the end of the city as they could. far away from anything for people who need to walk to get groceries. an island that is inaccessible and cut off from our community.

5. General street improvements. Respondents commented on a need to keep up with street maintenance, lighting, and streetscape improvements. Some respondents were concerned about

navigating the new roundabouts on Mankato Avenue, while others suggested more roundabouts to help traffic flow at intersections throughout Winona.

- transportation: Important to continue an annual Infrastructure program/project to continue to reconstruct/improve city streets. (This is considered an Investment in the community and, again, important to the Bond rating agencies.)
- not only the road diet, but lights at night. our streets at night are not very well lit. there's got to be a low pollution way to provide more lighting. even 43 approach from I-90.
- -make streets and sidewalks more inviting, parking easier to access
- The intersection of Huff and Sarnia needs a total rethinking. Cars, trucks and semis regularly run red lights, and frequently disobey noise pollution ordinances. Huff Street going toward Lake Park becomes a drag strip, and is unsafe for children to play around. A roundabout would force all vehicles to slow down as they approach the intersection, and would offer the opportunity for the City to put a monument, statue, garden etc. that would welcome people into town.
- roundabouts are confusing to some people - people don't use turn signals in roundabouts which is dangerous for bikers
- Drop 2 roundabouts and get an overpass

6. Rail and truck traffic. Winona is a hub for rail and truck transportation, with an interstate highway and several rail lines. Respondents suggested ideas for addressing traffic issues related to train and truck activity.

- the train - the notification signs are too close to give you an opportunity to go a different way
- get past the RR crossing issue - use infrastructure money for that - cost might be insurmountable
- Railroad overpass on Louisa Street incorporating an extension and new signalled intersection with Highway 61 along with extending a 4 lane road from Highway 43 to I - 90.
- Working with the RRs about their 2+ mile trains. Relocating or diverting? Fat chance Major irritant for many.
- Making the riverfront more accessible. The tracks are a real deterrent to attracting people to the Levee.
- How about a Winona app that shows the status of each RR signal in town? Put an accumulated timer on each activated signal so we know how long it's been blocked & whether to avoid it. The app could do more, & be useful for visitors too
- Highway speed limit doesn't change to 30 until at the bridge bottom. This encourages truckers to violate the "jake brake" prohibition within city limits. We could follow La Crosse's example where the in-town speed limit applies to the entirety of their downtown river bridges. Or we could start enforcing noise laws for all types of motor vehicles throughout the city.
- truck routes are also residential streets. big truck traffic downtown, corner of 4th and main gets tight sometimes.

7. Regional and state connections. Respondents noted that Winona is located just 1-2 hours away from several metro areas, and future plans should incorporate regional connections.

- having access to shuttles to la crosse and rochester, bike routes and lanes, wayfinding signage
- more effective rail service between the cities, winona, chicago - trains go right into the city and make it more convenient (than flying)
- A more organized and cleaner looking port would put forth a better impression of how we care for City and spaces that are directly adjacent to the Mississippi.
- Sustainable, meaningful transportation options in rural communities - build on the resources of the region, cooperate with other entities, be interconnected with other small cities. Consider the overlap with overall rural SE MN, and this could reduce the expense.