

PLACEHOLDER IMAGE



CHAPTER 5. TRANSPORTATION

As a regional city, Winona's existing transportation system is multi-faceted and complex. Winona serves as an important regional transportation hub, with a Mississippi River port, active rail lines, an airport, Highways 61, 43, and 14, and the proximity of Interstate 90. This chapter outlines key characteristics of each of the existing transportation modes and networks, including roadways, rail (freight and passenger), river port, pedestrian, bicycle, transit, and the airport.

Transportation planning and responsibilities are distributed across multiple public jurisdictions, including federal, state, county, and city, as well as quasi-public and private entities. The community's various transportation networks intertwine and compete with each other, which demands that effective transportation planning involve all of these entities. Transportation is not an isolated planning component, but is directly related to land use decisions and other public policies. Thus, tackling transportation problems and improving transportation networks should be considered with respect to all aspects of the planning process.

Roadways Network

Winona connects to the region via US Highway 61, Minnesota Highways 43, and 14 and Interstate 90 (seven miles to the southeast via Highway 43). US Highway 61 is designated as the Great River Road, a historic and scenic byway of the Mississippi River, stretching nearly 3,000 miles and running through 10 states. The Great River Road serves as a major attraction for visitors.

Within Winona, the  major routes include Sarnia Street, Huff Street, Broadway (6th) Street, Sanborn (8th) Street, Main Street, Olmstead Street, 2nd Street, Riverview Drive, Pelzer Street, Gilmore Avenue and Mankato Avenue.

Roadway Jurisdictions

 Roadways may fall under ~~the jurisdiction of the U.S., State, County, or City~~, regardless of where they are located. Those roadways identified as Municipal State Aid (MSA) routes or County State Aid Highways (CSAH) are eligible for state transportation funds. Roadways in Winona that are fully or partially outside of the City's jurisdiction include the following:

- **U.S. - Hwy 61, Hwy 14**
- **State of MN - Hwy 43**
- **CSAH - Sarnia/Gilmore/5th W/6th W, Gilmore Valley Rd, Garvin Heights Rd, Homer Rd/Pleasant Valley Rd**
- **County Road - Sugar Loaf Rd/E Burns Valley Rd**

Roadway jurisdictions are shown in Figures 31 and 32.

Roadway Functional Classifications

Federal regulations require that each state classify roadways in accordance with Federal Highway Administration criteria. Functional classification defines the role each road plays within the transportation network. The functional classification hierarchy of roadways in Winona consists of Principal Arterials, Minor Arterials, Collectors and Local Streets.

Roadway functional classifications are shown in Figures 33 and 34.

Principal Arterial

A street primarily intended to provide for high volume, moderate speed traffic between major

activity centers. Access to abutting property is subordinate to major traffic movement and is subject to necessary control of entrances and exits.

Principal Arterials: US Hwy 61, MN Hwy 43 (south of Hwy 61)

Minor Arterial

Provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Minor Arterials: Gilmore, Homer Rd/Pleasant Valley Rd, Huff, Hwy 43 bridge, Main, Mankato (south of  Broadway), Pelzer, Riverview Dr, Sarnia, US Hwy 14, W 4th St, W 5th St, W 6th St/Broadway Ave

Major Collector

A street that collects and distributes traffic to and from local and arterial streets. Collectors are intended for low to moderate volume, low speed, and short length trips while also providing access to abutting properties. At the time a collector street is platted, it may be designated as a residential or commercial/industrial collector, depending upon the predominant land use it will serve. A commercial/industrial collector must be constructed to higher standards in order to serve truck traffic.

Major Collectors: Baker, Franklin, Frontenac Dr, Homer Rd, Johnson, Louisa, Mankato (north of Broadway), Vila, E 2nd St, E 5th St, E 8th St

Minor Collector

A street for low volume, low speed, and short length trips to and from abutting properties. During the platting process a local street may be designated as an industrial, commercial, high-density residential, normal residential, or low volume residential street, depending upon the predominant land use it will serve.

Minor Collectors: Garvin Heights Rd, Hamilton, Jefferson, Mark, Orrin, Vila, E 4th St, E 8th St

Local Roads

Local roads provide limited mobility and are the primary access to residential areas, businesses, farms, and other local areas. Local roads, with posted speed limits usually between  and 45 mi/h, are the majority of roads in the U.S.

MAJOR COLLECTORS	
Urban	
<ul style="list-style-type: none">Serve both land access and traffic circulation in <i>higher</i> density residential, and commercial/industrial areasPenetrate residential neighborhoods, often for significant distancesDistribute and channel trips between Local Roads and Arterials, usually over a distance of <i>greater than</i> three-quarters of a mileOperating characteristics include higher speeds and more signalized intersections	
MINOR COLLECTORS	
Plan	
<ul style="list-style-type: none">Serve both land access and traffic circulation in lower density residential and commercial/industrial areasPenetrate residential neighborhoods, often only for a short distanceDistribute and channel trips between Local Roads and Arterials, usually over a distance of <i>less than</i> three-quarters of a mileOperating characteristics include lower speeds and fewer signalized intersections	

Parking

According to a 2018 Downtown Parking Study by Walker Consultants, the downtown area contains about 4,030 parking spaces, with approximately 3,205 of those spaces available for public use. There are 14 municipal parking lots in the downtown area of Winona, providing 835 parking stalls.

Over half (56%) of the parking spaces downtown are City-owned.



Note: Lots 15 and 16 are outside the Study Area and were therefore excluded from this analysis.

Source: Walker Consultants, 2017

FIGURE 31. ROADWAY JURISDICTIONS, FULL CITY VIEW

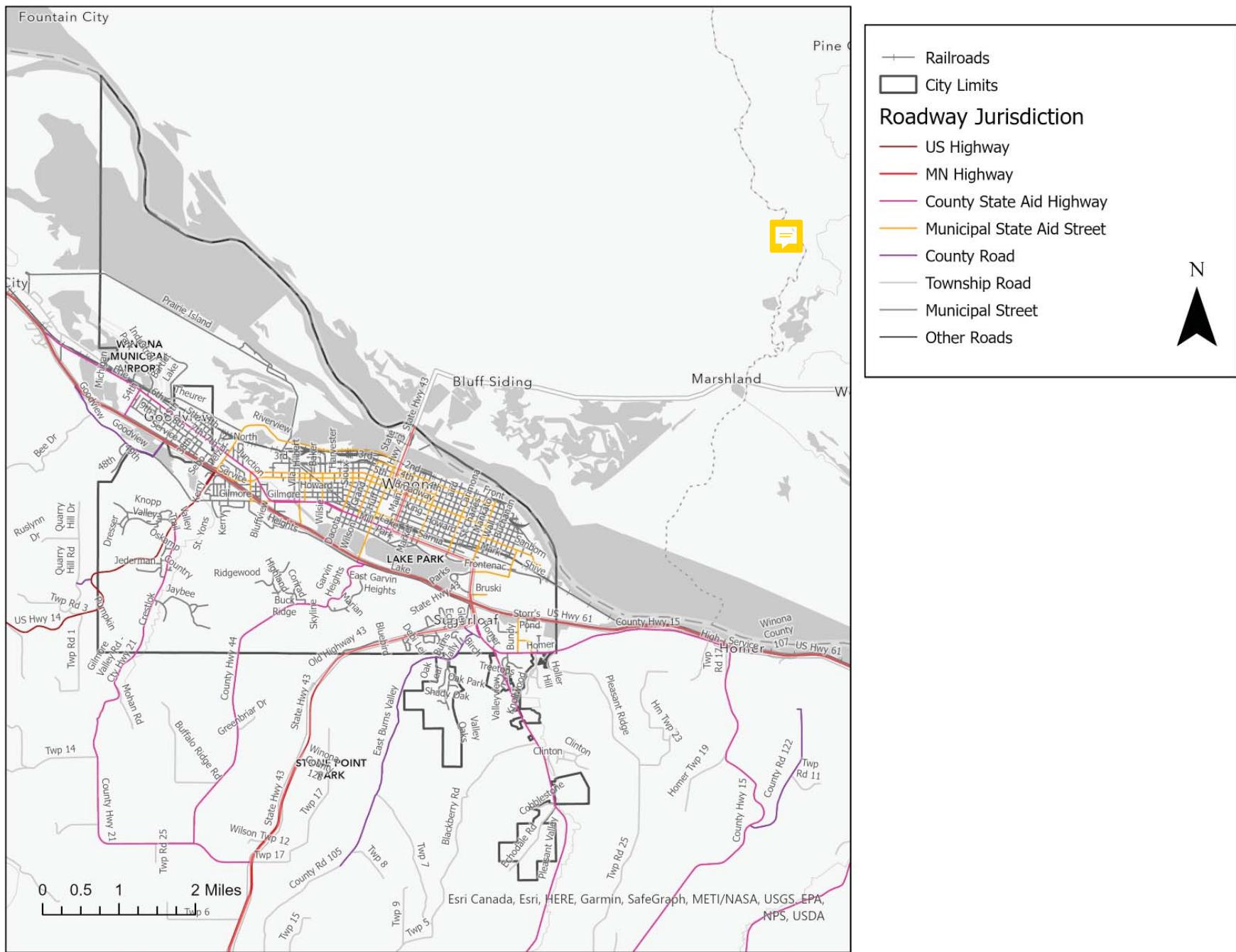


FIGURE 32. ROADWAY JURISDICTIONS, ISLAND VIEW

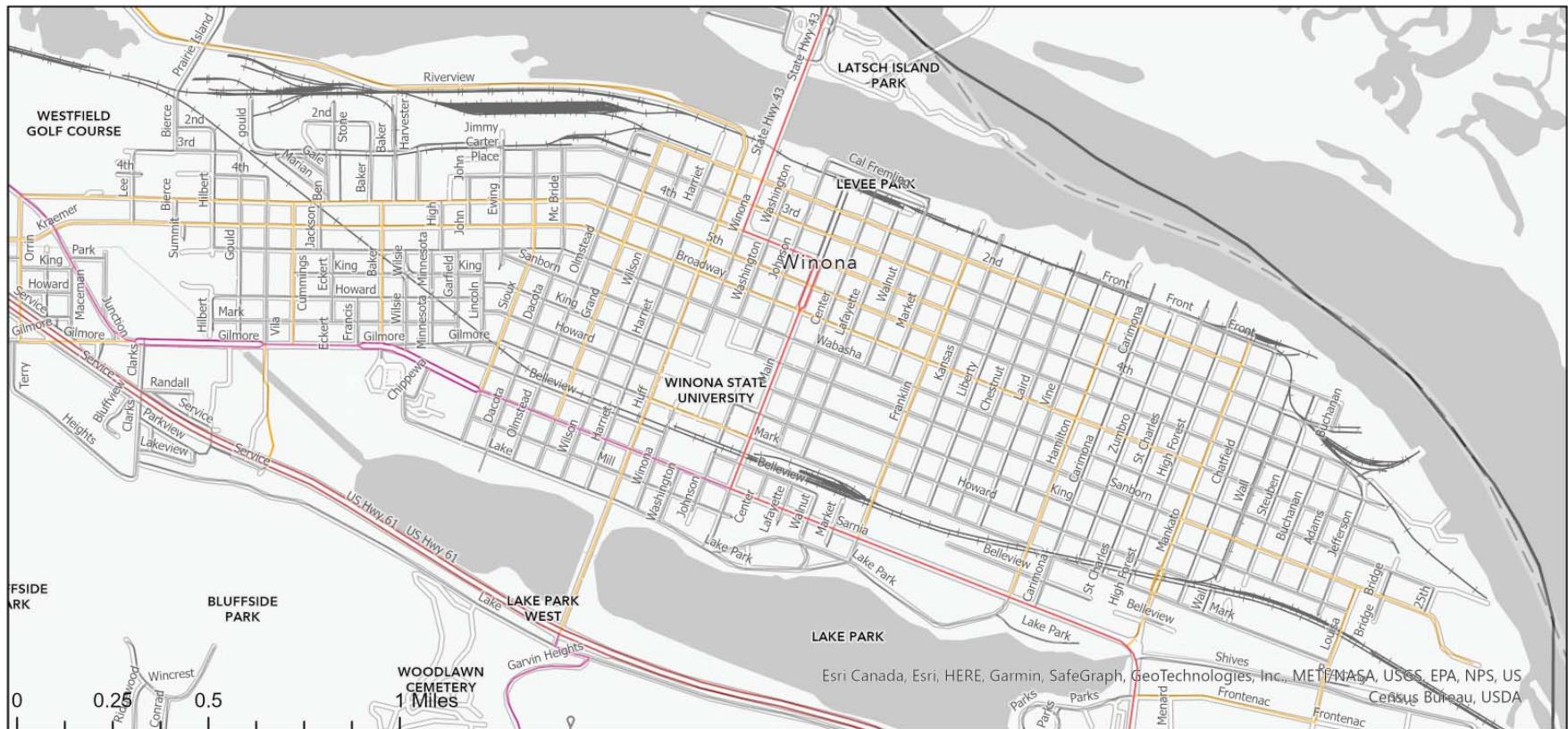


FIGURE 33. ROADWAY FUNCTIONAL CLASSIFICATIONS, FULL CITY VIEW

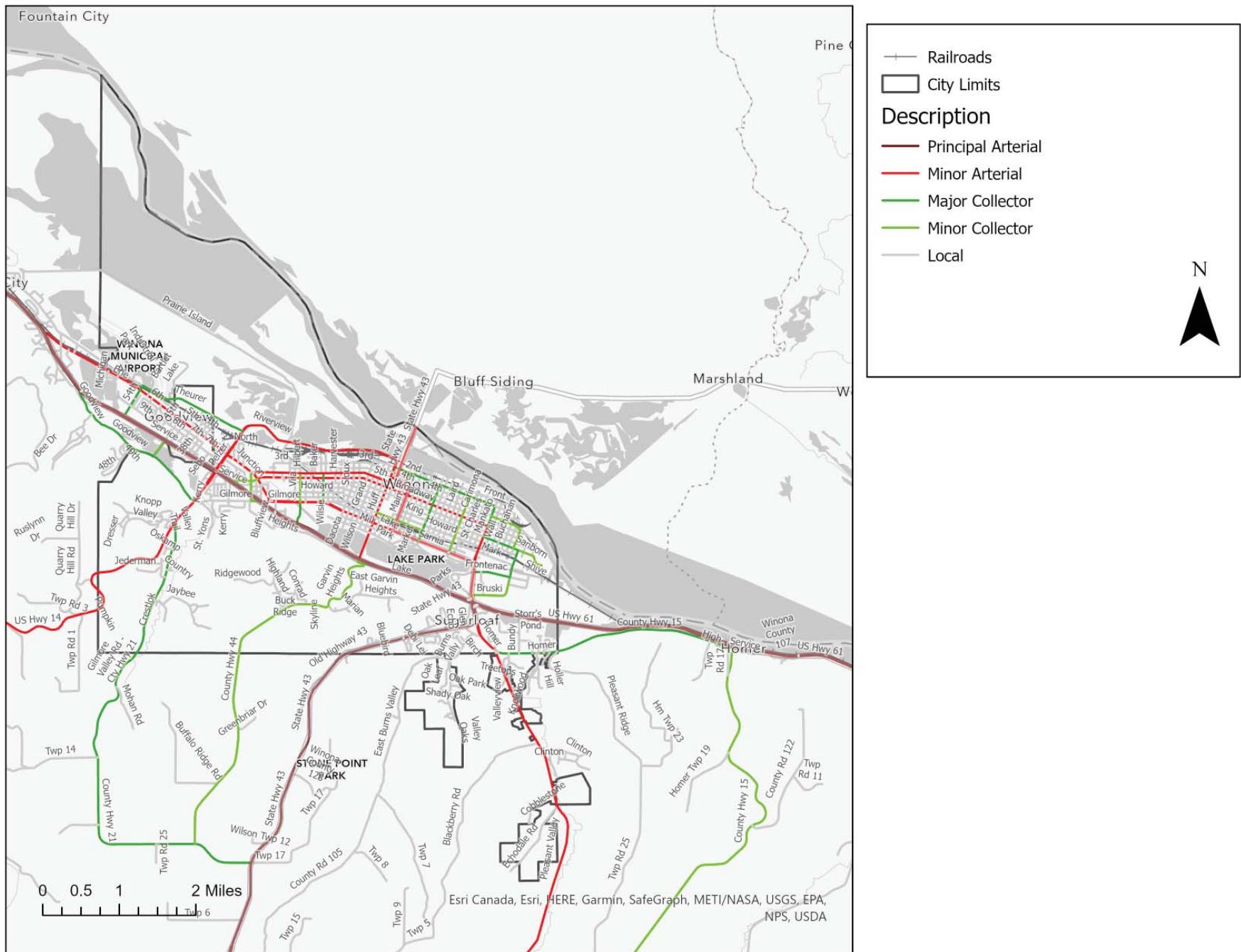
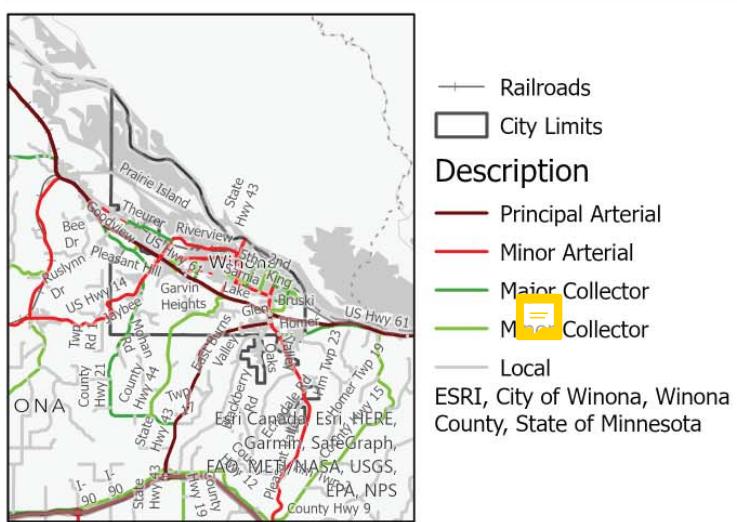
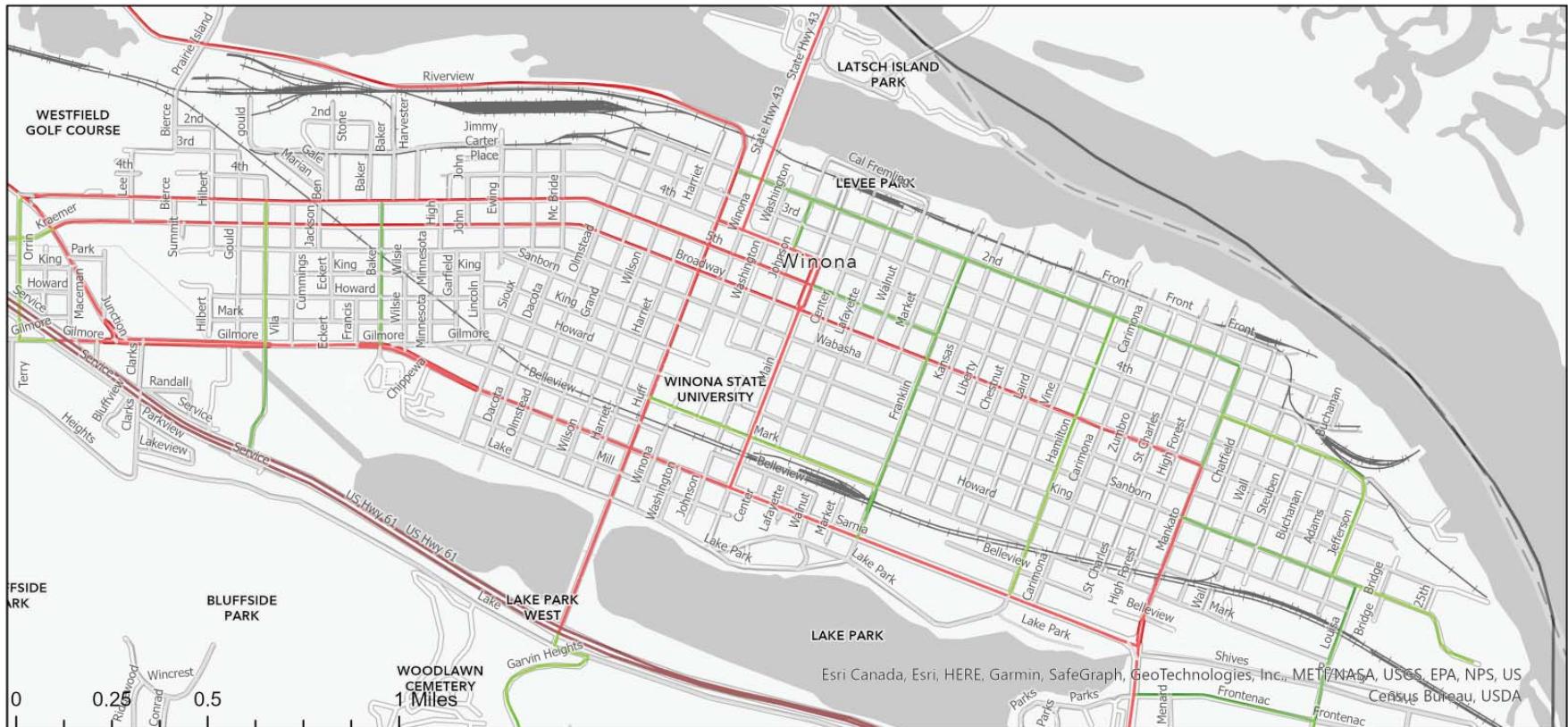


FIGURE 34. ROADWAY FUNCTIONAL CLASSIFICATIONS, ISLAND VIEW



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Non-Motorized Transportation Network

Pedestrian Network

According to the 2017 Complete Streets Policy and Pedestrian & Bicycle Plan, the City of Winona does not have a database of existing sidewalks/walkways. Since most streets in the core area of the city have sidewalks on both sides of the street, it is estimated that there could be almost 200 miles of sidewalks/walkways in the city. The pedestrian network also includes multi-purpose trails that exist in parks and open spaces. Crosswalks are a key component of the pedestrian network. The majority of street intersections in Winona have four crosswalks, whether they are marked or unmarked. Winona's pedestrian network constitutes a major community asset that most residents rely upon for some portion of their transportation needs.

Bicycle Network

The existing bicycle network is comprised of the following facilities:

- Multi-purpose trails - Lake Park loop trail
- Bicycle lanes/shared shoulders - Huff St and Main St (north-south), Sarnia/Gilmore/Junction/5th St (east-west)
- Signed bicycle routes - Gilmore Ave to Prairie Island Drive connection on the west side

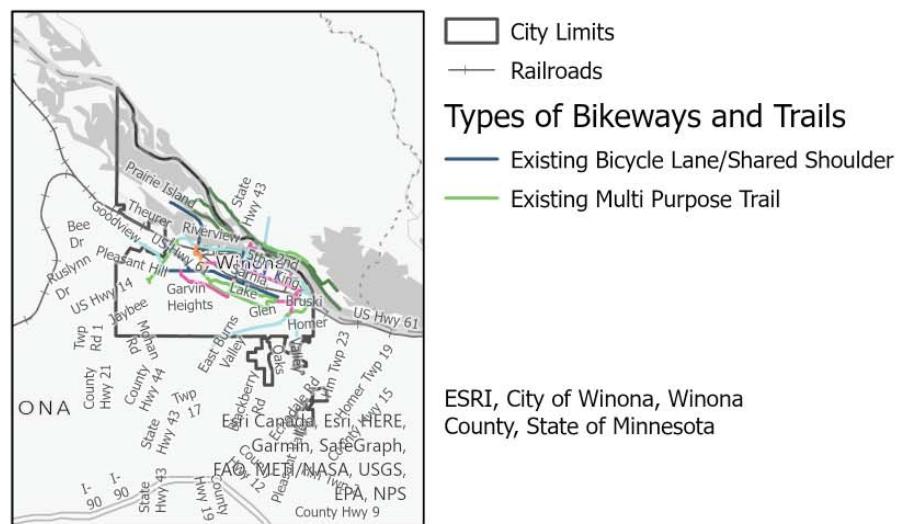
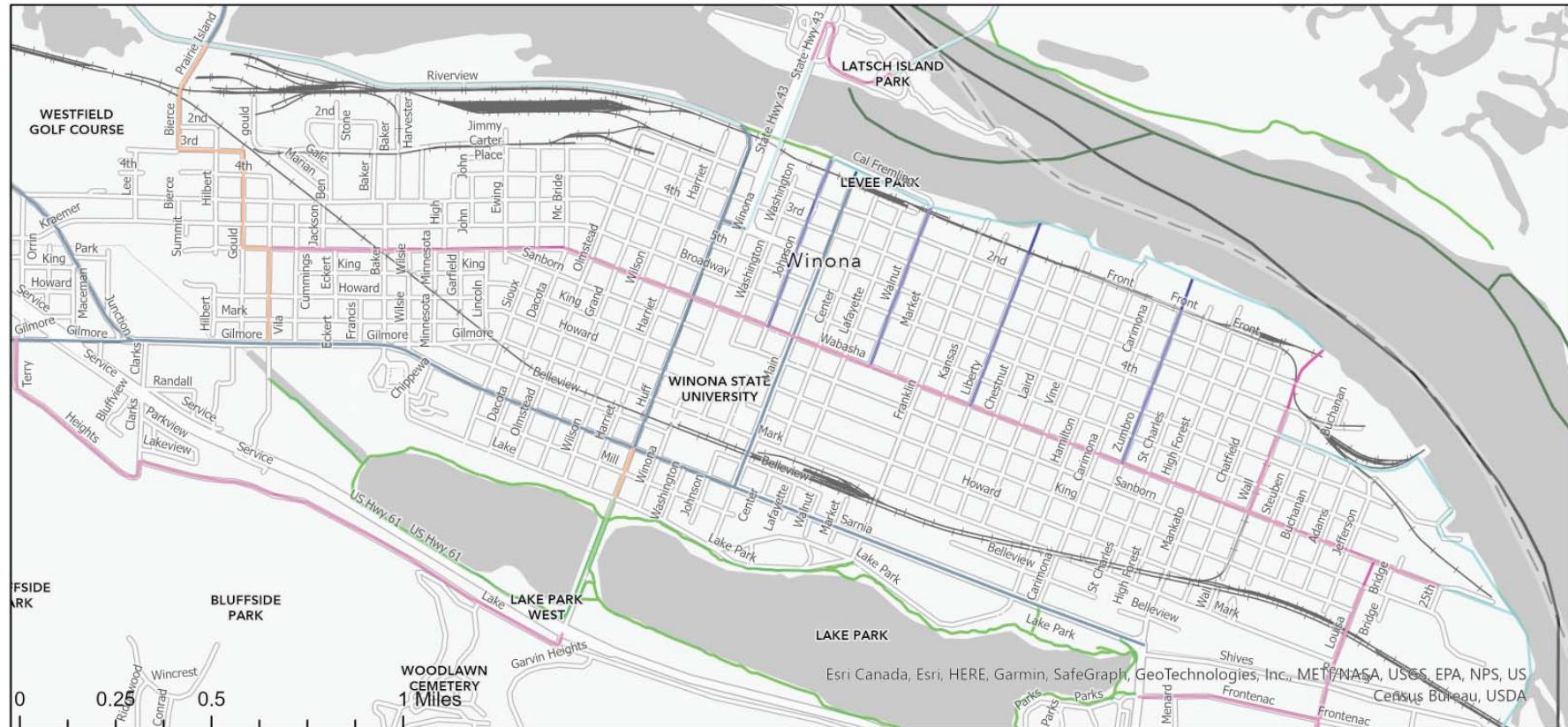
Transit Network

Winona Transit Service was established in 1977 and serves the cities of Winona and Goodview. The program administration is conducted through the City Clerk's Office. The City owns the buses and the bus garage but a contractor provides all maintenance and repairs as well as dispatching and staffing. The vehicles are wheelchair accessible and are equipped with bike racks. The City also owns bus shelters and bus benches placed throughout the city.

The City runs four daily routes under the route deviation program, as well as a Dial-a-Ride service under the demand response program. The City also runs three subscription routes for Winona State University, and one route for both WSU and Saint Mary's University.

The transit network routes are shown in Figure 36.

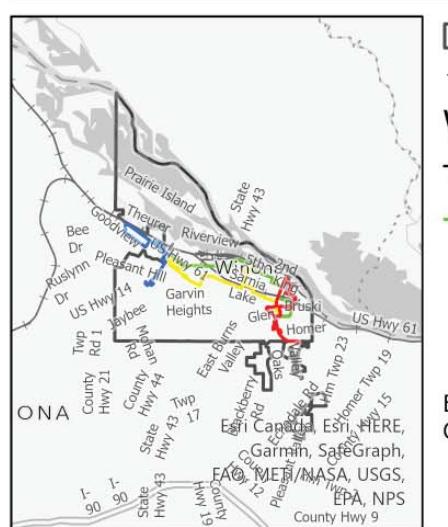
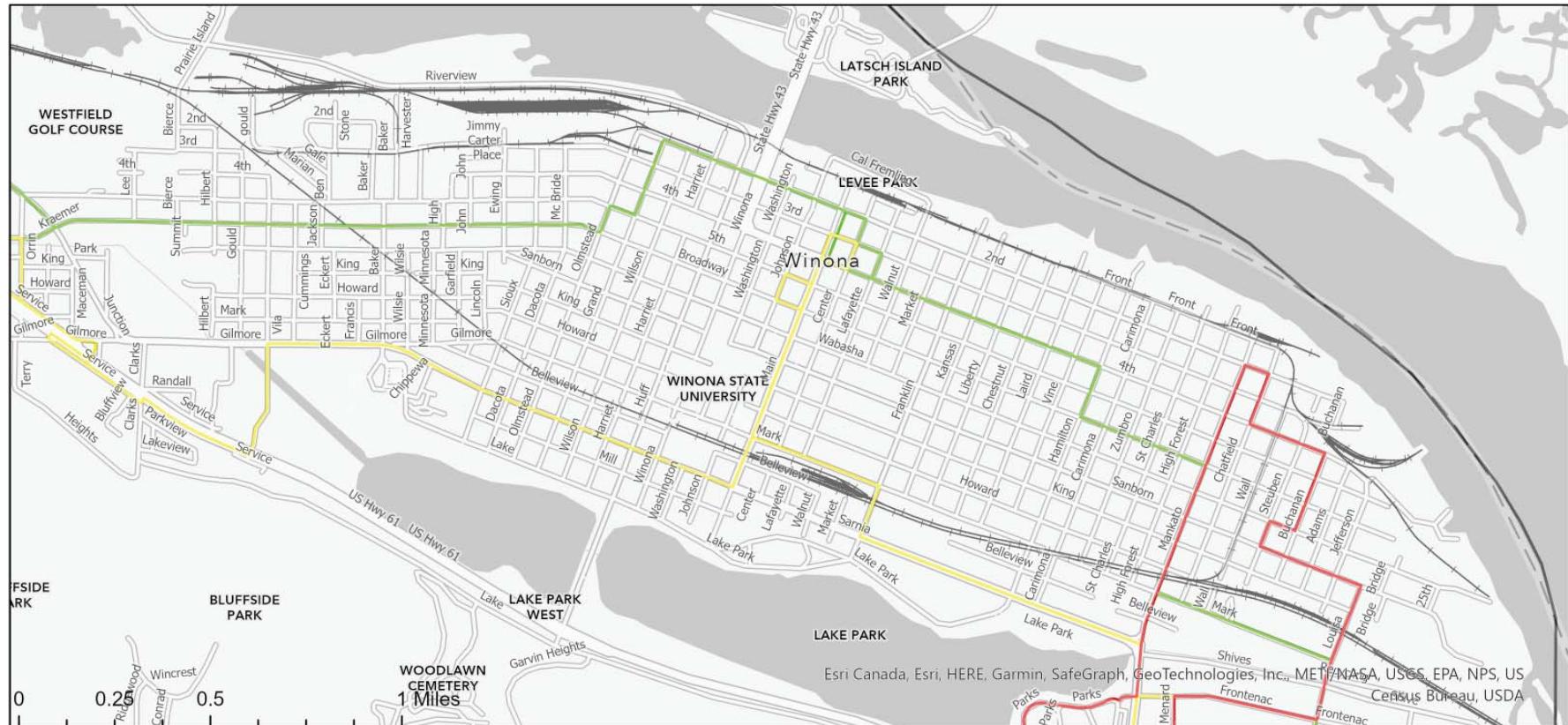
FIGURE 35. BIKEWAYS NETWORK



- City Limits
- Railroads
- Existing Signed Bicycle Route
- Proposed Bicycle Lane/Shared Shoulder
- Proposed Multi Purpose Trail
- Proposed Signed Bicycle Route
- Proposed Water Trail



FIGURE 36. TRANSIT NETWORK



Intermodal Transportation Network

Truck Routes

The truck route system was modified to improve access to industrial areas within the City and to address past issues regarding wayfinding. The time delays created by the rail crossings adversely impact travel time for road freight, providing a competitive disadvantage for them. Existing truck routes are shown in Figures 37 and 38.

Rail Corridors

Conflicts between rail and both motorized and non-motorized vehicles and movements create congestion issues and safety concerns; in addition, proximity to housing creates livability issues. The rail storage yard near Levee Park creates particular non-motorized access difficulties.

Passenger Rail

Amtrak serves Winona on the daily Empire Builder route from Chicago to Seattle/Portland, about three hours traveling from St Paul or almost six hours from Chicago. There is a desire for an intermodal facility that would allow smooth flow of passenger services from rail to all other modes, including bus services, taxi service, limousines and bicycles, etc.

Freight Rail

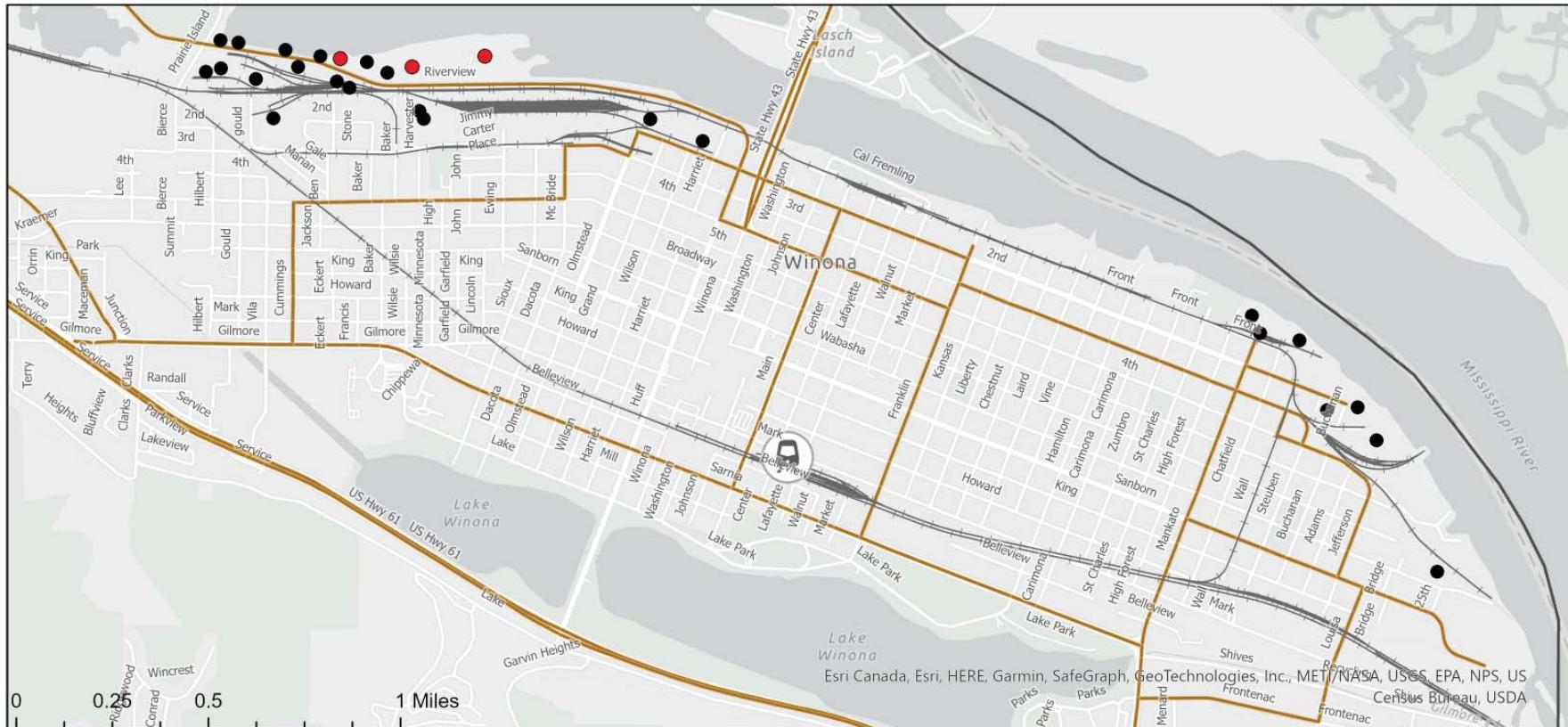
The Canadian Pacific Railway (CPR) and Union Pacific Railroad (UP) provide freight service to Winona. A major long-studied issue is the desire to move rail storage away from the Downtown and Levee Park areas.

The major freight lines and storage yards/tracks are shown in Figures 37 and 38.

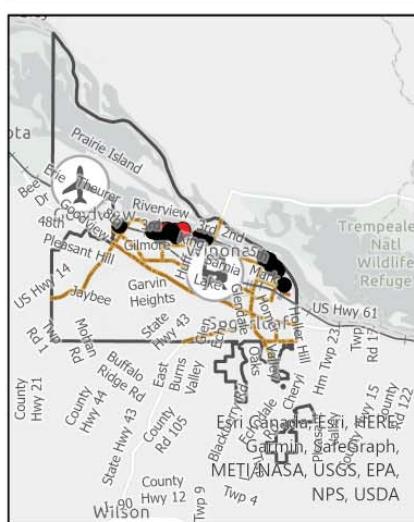
River Port

The Mississippi River is an integral part of the character of Winona, historically and visually, and it also provides major commercial and recreational opportunities. The Port of Winona is the second largest commercial harbor in the state on the Mississippi River (after St. Paul) and the third largest harbor in the state (after Savage), with seven port terminals serving the river. The Port Authority generates revenue as a result of commercial activity and is an important local landholder/developer. Major port facilities are shown in Figures 37 and 38.

FIGURE 37. INTERMODAL TRANSPORTATION NETWORK



Transportation and Freight

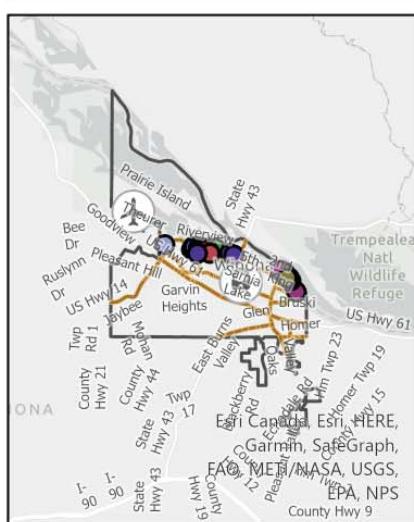


ESRI, City of Winona, Winona
County, State of Minnesota

2/18/22, HKGi



FIGURE 38. INTERMODAL TRANSPORTATION NETWORK - OWNERSHIP



Airport

The City-owned Winona Municipal Airport, also known as Max Conrad Field, serves passengers and cargo and is governed by MnDOT Aeronautics.

The airport has two runways, one a 5,199-foot paved runway rated for both single and double-wheeled aircraft, the other a 2,553-foot paved runway rated for single-wheeled aircraft only. Landside facilities consist of an arrival/departure building dating from 1949 that is used for aviation testing and training; it also contains a pilot's lounge and weather information. The fixed based operator (FBO) for the airport occupies another building nearby. Two conventional and three T-hangars are used for aircraft storage. Cargo is handled at the airport, but there are no specific facilities to accommodate t. Parking for approximately 30 automobiles is provided.



The 2019 Airport Master Plan Update identified facility needs. The overall airport development strategy within the next 10 years includes:

- Remove the existing VOR facility to enable new main building area development.
- Redevelop the main building area to improve the flow and efficiency of traffic, as well as the overall aesthetics. Provide additional corporate hangar sites.
- Rehabilitate the old terminal building and provide public access
- Focus non-commercial hangar development in the south building area. Preserve Taxiway C with T-hangars to the east, and box hangars to the west.
- Address taxiway geometry deficiencies through long-term reconfigurations.
- Rehabilitate airport pavements to preserve airport utility.
- Improve overall building area access and security.