



05

TRANSPORTATION

A. Transportation Goals

Transportation is a critical element in Comprehensive Plans. Modes of transportation are needed for the movement of goods and people, which keeps a community vibrant and economically sound. Transportation can also be a source of concern, specifically in the form of traffic safety, dust, noise, and access.

This chapter will analyze existing roadway conditions, public transportation, and non-motorized transportation. The primary goal of this plan is to establish local policies, standards, and guidelines to guide major transportation investments and policy decisions.

B. Transportation Objectives

Overall, this plan is intended to provide safe, efficient transportation opportunities throughout the community. The plan recommends the City of Goodview work with regional agencies to address the recommendations put forward in this plan. Specific goals include:

Goal 1: Encourage the development of a multi-modal transportation system.

Objectives:

- Use roadway design to establish bike and pedestrian friendly streets and compliment recreational trails.
- Provide pedestrians and other non-motorized vehicles links to the existing regional trail system.
- Create a plan to expand the local pedestrian system.

Goal 2: Ensure Goodview's system of local roadways is well coordinated with MnDOT and the County roadway system.

Objectives:

- Continue to develop a capital improvement program (CIP) to ensure adequate funding for priority roadway concerns.
- Cooperate with county and state jurisdictions to keep through-traffic on arterials at minimum disruption of local circulation and residents.

Goal 3: As new development or redevelopment occurs, provide an integrated, inter-connected, efficient street system.

Objectives:

- Discourage the creation of permanently long streets with only a single access point (i.e., dead-end streets, looping streets and elongated cul-de-sacs).
- Encourage design and land uses that support a range of transportation choices.

C. Existing Roadway Conditions

Functional Classification

The current roadway functional classification is shown in Illustration 5-1 for Goodview in the Map Section. The roadway system presently consists of minor arterials, major collectors, minor collectors, and local streets.

Principal Arterials

These roadways provide a high degree of mobility and connect important locations within the City of Goodview with access points to the highway system and with important locations outside the city. Abutting land uses can be served directly. These arterials serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. They connect all or nearly all Urbanized Areas and a large majority of Urban Clusters with 25,000 and over population. Their primary function is to provide an integrated network of continuous routes without stub connections (dead ends). The principal arterial roadways in Goodview are identified in Table 5-1:

Table 5-1 – Principal Arterial Roadway			
Roadway	From	To	Number of Travel Lanes
US Highway 61	NW City Limits	SE City Limits	4

Minor Arterials

These roads connect important locations within the City of Goodview with access points of the highway system and with important locations outside the city. These arterials are also intended to carry short to medium trips that would otherwise use principal arterials. Their primary function is to provide mobility rather than access to the lower level roadways or adjacent land uses. The minor arterial roadways in Goodview are identified in Table 5-2:

Table 5-2 – Minor Arterial Roadways			
Roadway	From	To	Number of Travel Lanes
Winona CSAH 32/Old Hwy 61/6 th Street	US Highway 61	SE City Limits	2
Winona CSAH 23	2,600' West of US Hwy 61	1,100' West of US Hwy 61	2

Major and Minor Collectors

Collector roadways serve trips that are entirely within the City and connect neighborhoods and smaller commercial areas to the arterial network. Minor collectors generally are short in length, with lower volumes and lower speeds than major collectors. Current collector roadways are identified in Table 5-3, below.

Transportation

Table 5-3 – Major and Minor Collector Roadways			
Roadway	From	To	Number of Travel Lanes
Major Collectors			
Winona CSAH 54/ 54 th Avenue	US Highway 61	Winona CSAH 32/Old Hwy 61/6 th Street	2
54 th Avenue	Winona CSAH 32/Old Hwy 61/6 th Street	Theuer Boulevard	2
Theuer Boulevard	Winona CSAH 54/ 54 th Avenue	Pelzer Street	2
Winona County Road 129/12 th Street/ Goodview Road	US Highway 61	44 th Avenue/ Winona County Road 129	2
Minor Collectors			
Winona County Road 129/44 th Avenue	Goodview Road/Winona County Road 129	US Highway 61	2

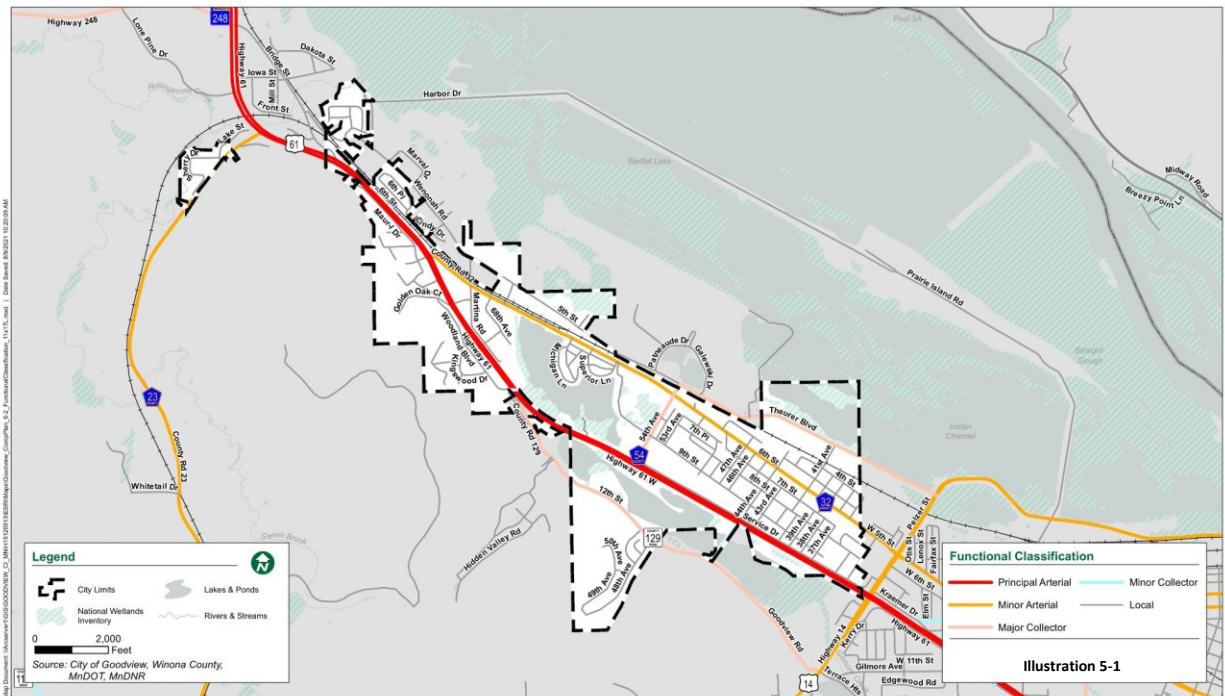


Illustration 5-1 – Map of Goodview showing functional classifications for roadways.

Jurisdictional Classification

Roadways are classified on the basis of which level of government owns and has jurisdiction over them. Jurisdiction of the roadway system in the City of Goodview is shared among state, county, and local levels of government. Roadway jurisdiction is important because it affects a number of critical organizational functions and obligations including regulatory maintenance, construction, and financial commitments. The jurisdictional classification is generally determined by the type of travel. Roadways that serve regional or statewide travel needs are typically owned and maintained by MnDOT. Roads serving sub-regional needs are classified as County State Aid Highway (CSAH) or County Road (CR) and are owned and maintained by Winona County. Roadways that primarily serve local commuter needs or provide property access are owned and maintained by the City of Goodview. Illustration 5-2 depicts the existing roadway jurisdictional classification system in Goodview.

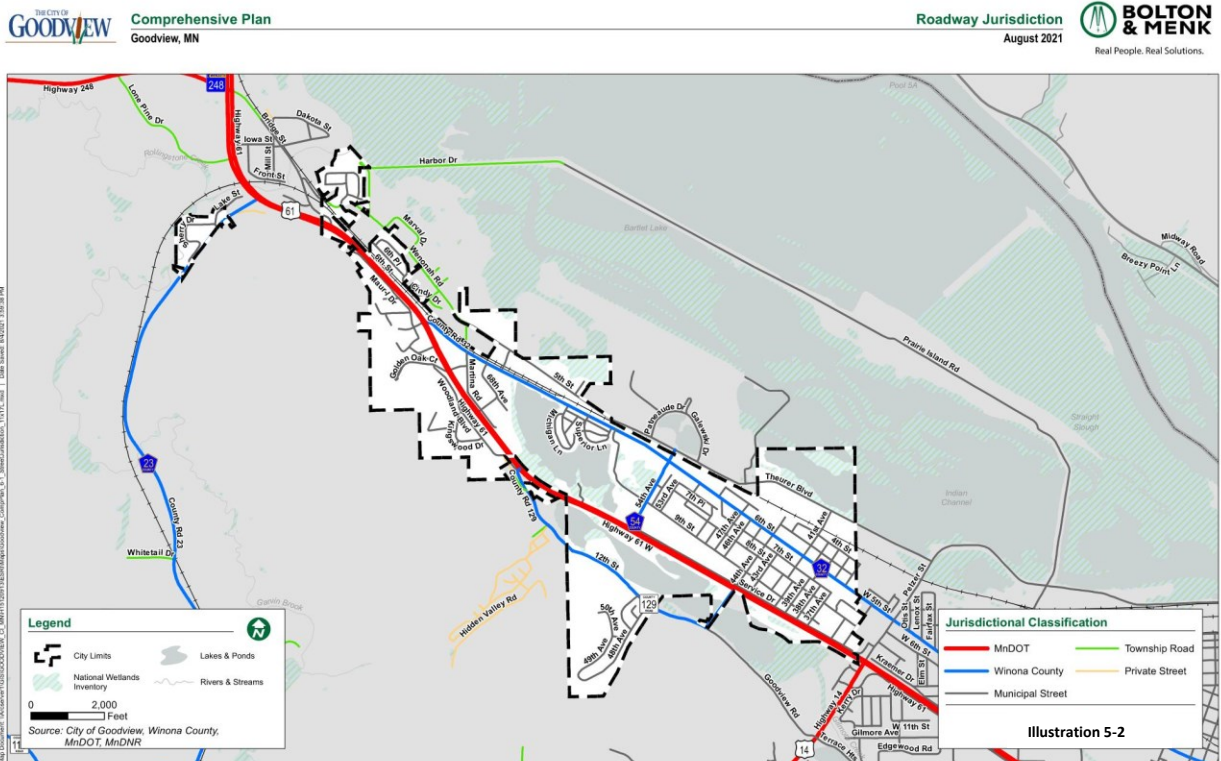


Illustration 5-2 – Map of Goodview showing jurisdictional ownership of various roadways.

Existing Traffic Volumes and Crash Data

The most basic characteristic of a given roadway is the volume of traffic that it carries. Traffic volumes on roadways within Goodview are presented in Illustration 5-3. The traffic data is from MnDOT from 2011 to 2017.

Additionally, Figure X provides crash data between 2006 and 2018. The crashes indicated on the figure include the locations of non-motorized crashes, the locations of non-intersection crashes, total crashes at intersections, and the severity of intersection crashes related to incapacitating injuries or fatalities.

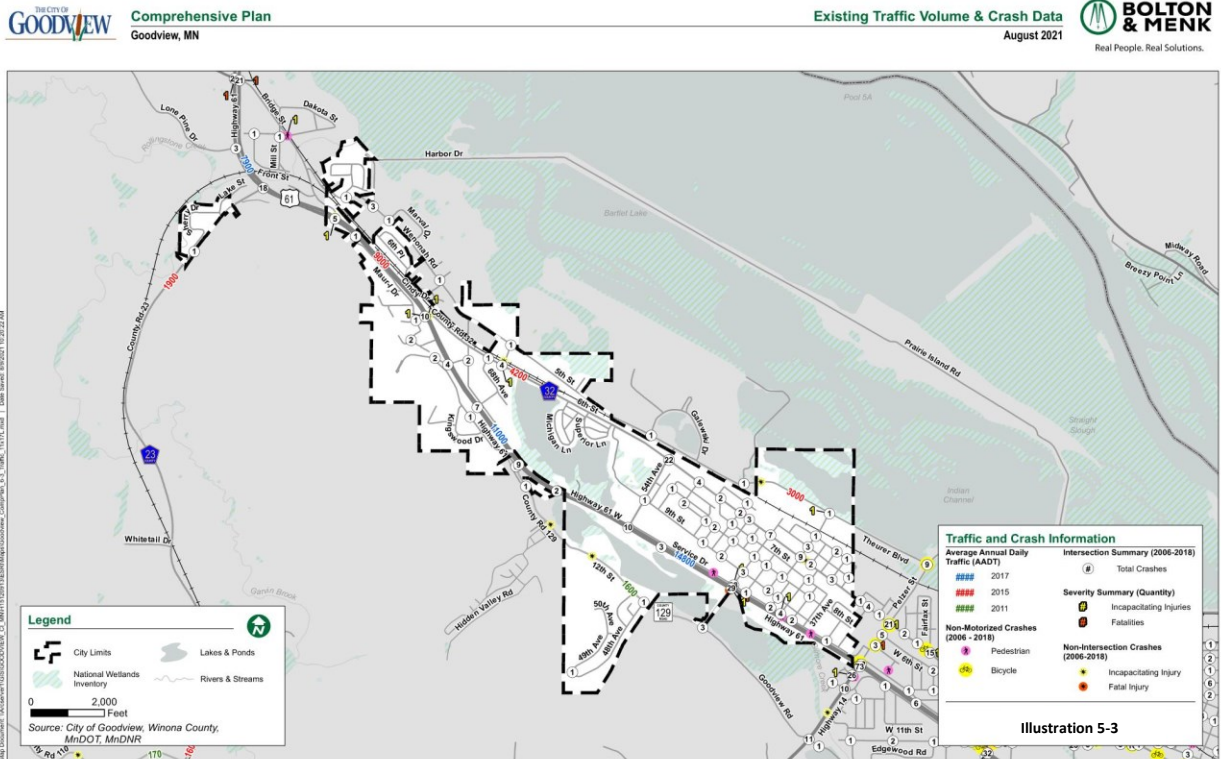


Illustration 5-3 – Map of Goodview showing traffic counts and crash data from 2006 - 2018.

D. Public Transportation

Public Transportation is provided by the City of Winona per an agreement effective on January 1, 2013 and an expiration date of December 31, 2017. The agreement allowed one (1) renewal term of five (5) years under the same terms, covenants, and conditions of the original agreement. The City of Goodview sent a letter to the City of Winona indicating their official desire to invoke the five (5) year renewal on December 13, 2017.

Transit routes and stops for the Blue and Green West lines are presented in Illustration 5-4.

It is the City of Goodview’s intention is to continue this relationship with the City of Winona.

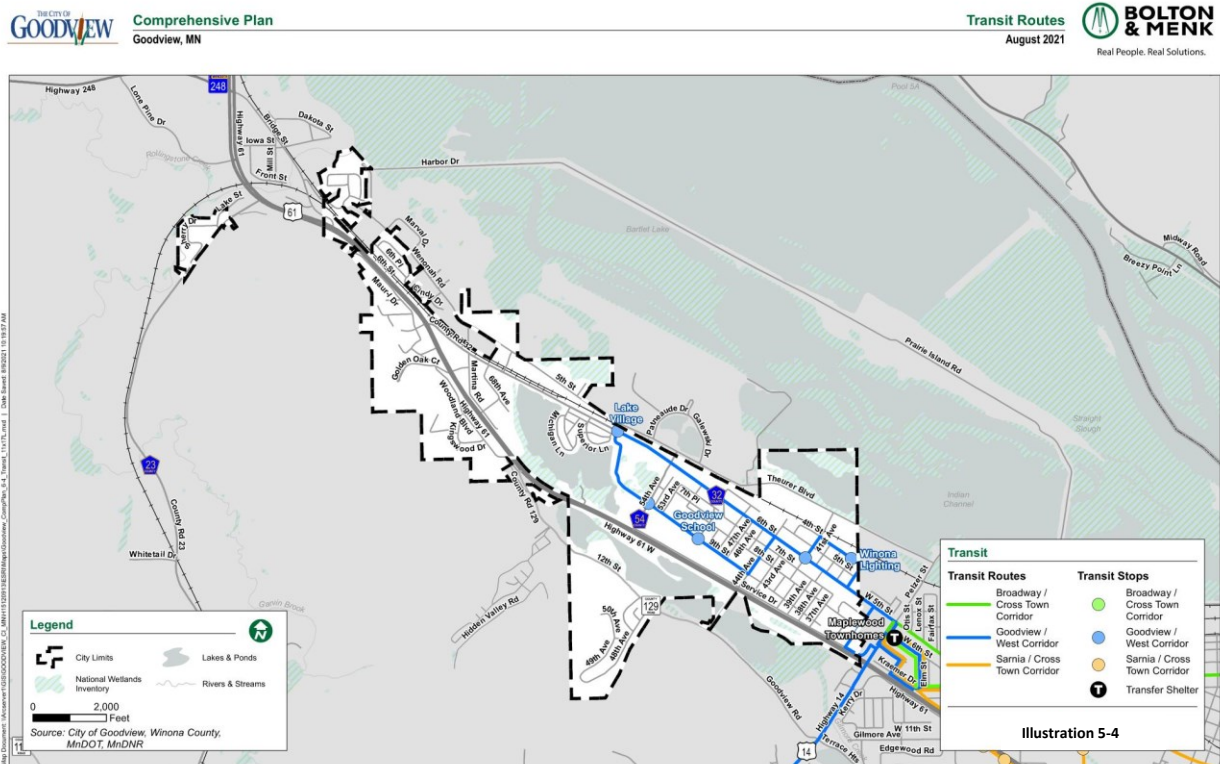


Illustration 5-4 – Map of Goodview showing transit routes.

E. Non-Motorized Transportation Plan (Bicycling and Walking)

The Mississippi River Trail routes around the City of Goodview to the north and is a regional trail also known as U.S. Bicycle Route 45. Minnesota’s segment of the Mississippi River Trail bikeway follows the river roughly 600 miles from its source at Itasca State Park to the Iowa border. Located largely on road shoulders, the route also includes segments of scenic state, regional and local trails. Minnesota’s route, sometimes on both sides of the river, totals more than 800 miles.

Transportation

There are five (5) public parks in the City. The only local shared use trail is located around Lacanne Park and Lake Goodview. There is a minimal amount of sidewalk in the City. The City lacks sidewalk and trail connections.

High level goals for pedestrian facility improvements include:

- Create sidewalk linkages,
- Create a plan to prioritize pedestrian facility connectivity,
- Create a shared use trail linking the Lacanne Park Trail at 6th Street (CSAH 32) easterly along 6th Street to Superior Lane,
- Create a shared use trail beginning at the southwest corner of MnDOT's parcel at 54th Avenue and US Highway 61 (connecting to the Lacanne Park Trail) running parallel to US Highway 61 and continue along Service Drive southeasterly to the City Limits, and
- Consider signage for pedestrian facilities.

The City does not have a multi-modal policy.

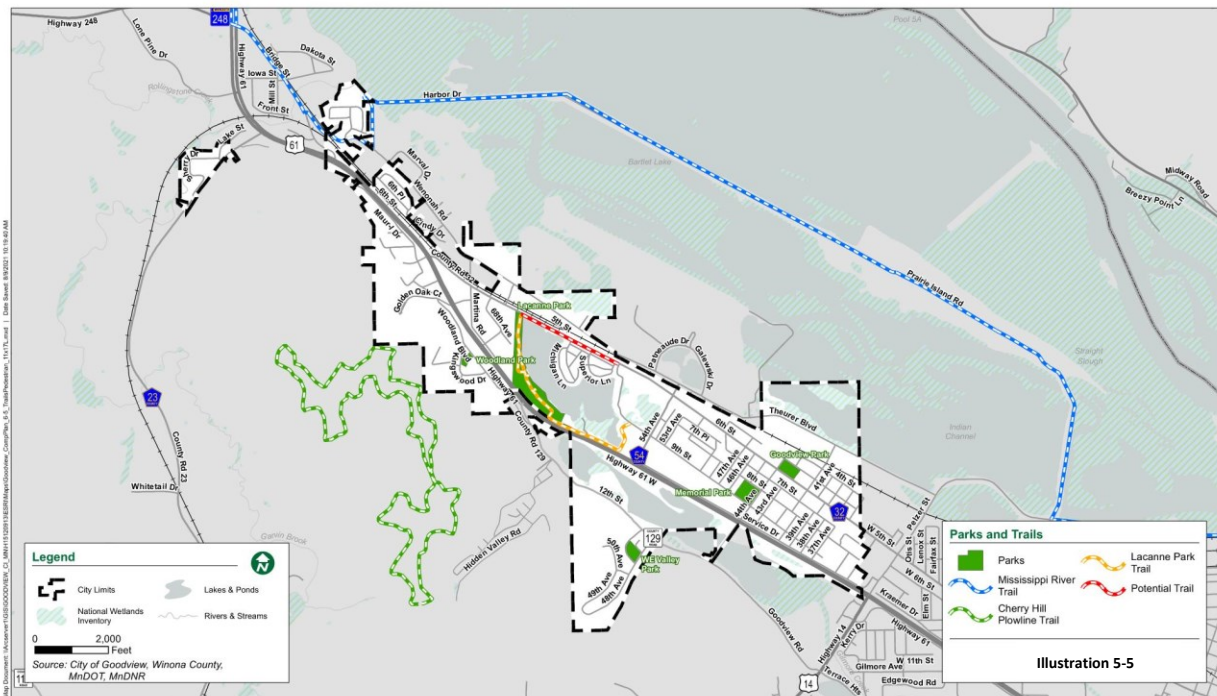


Illustration 5-5 – Map of Goodview showing parks and trails.