

Map Location



**Legend**

- Water Access
- Park
- Open Space
- School

**Existing Trails**

- Multi-Purpose Trail
- Bicycle Lane / Shared Shoulder
- Signed Bicycle Route

**Proposed Trails**

- Multi-Purpose Trail
- Bicycle Lane / Shared Shoulder
- Signed Bicycle Route
- Water Trail

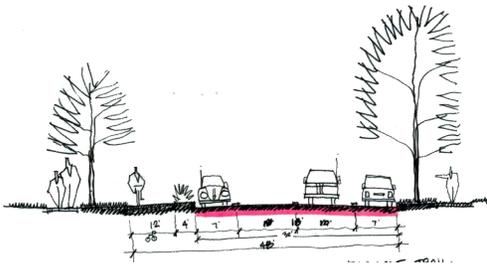
Figure 6  
Future Trails and Bikeways Plan

June 2007

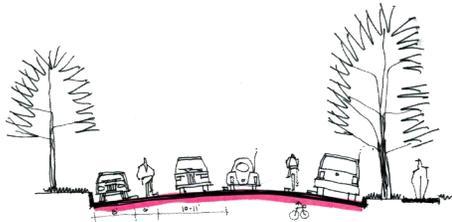


Data Sources: City of Winona, MnDOT, ESRI, URS





*Separated bike trail within right-of-way, 12' width*



*Bicycle lane, 6' wide with 8' parking lane*

9. Citywide Trail System. These recommendations build on City and County planning efforts to develop a citywide trail system for bikes, pedestrians, and other non-motorized travel. As with the parks system, the trail system includes a hierarchy of trails serving different uses, from purely recreational to commuting and local transportation. The system also includes bike lanes, signed bike routes, sidewalks, and other facilities. Trails and other bike/pedestrian facilities can be defined based on their design and function:

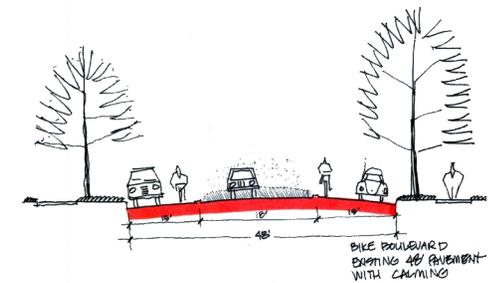
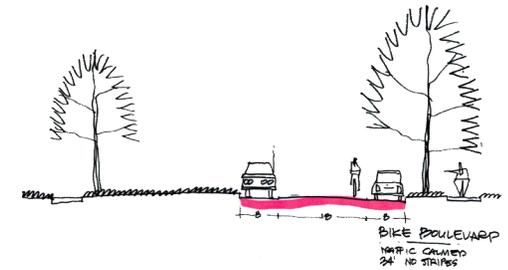
- Multi-purpose trails: A separate path for exclusive use of bikes, pedestrians, in-line skaters and similar non-motorized uses. This type makes important connections between neighborhoods, schools and workplaces, and other destinations within the City. Winona's primary planned multi-purpose trail is the 'Riverfront Trail,' which will follow or parallel the levee, with occasional detours onto shared-use streets.
- Park multi-purpose trails: A paved park trail can serve the whole spectrum of non-motorized uses, but is primarily geared to recreational use, although it can also provide general transportation. The well-used Lake Park trail is an example of this type.
- Bicycle lanes: Bicycle lanes are typically striped on-street lanes designed to provide a location for preferential bicycle use. A problem with existing bike lanes in Winona is that some of them (i.e., 5<sup>th</sup> Street) are located in the parking lane, creating multiple conflicts between users. A bike lane should be at least five feet wide from the curb, or the parking lane, to the traffic lane. (Experimental techniques include diagonal striping of a slightly narrower lane.)<sup>8</sup>
- Shared shoulder: Typically used on a more rural road where parking is not permitted, the shoulder acts as a bicycle route and also allows for emergency use by motorists. Shared shoulders can provide important connections to regional trails, but are more attractive to long-distance cyclists rather than family groups.
- Bicycle route: A bicycle route is typically signed but not striped, and is used on low-traffic-volume streets where bicyclists can safely share the road with motorists.
- Hiking and ski trails: These are typically located in parks, such as Bluffside Park, but may also connect parks and other semi-public lands (such as the St. Mary's University campus trails).
- Water trails: As discussed in the Riverfront and Parks and Recreation Plan sections of this report, the City will designate and sign a system of water trails and put-in/take-out locations for non-motorized boating (canoes, kayaks, etc.) The City's system of water access points, including boat ramps and canoe accesses, are an important part of this system.

The sidewalk system plays an equally important function for pedestrians. Most parts of Winona are well-served by sidewalks; policies for new sidewalks are addressed below.

<sup>8</sup> *The MnDOT Bicycle Modal Plan, 2005, page 67. See [www.dot.state.mn.us/bike/pdfs/modal\\_plan.pdf](http://www.dot.state.mn.us/bike/pdfs/modal_plan.pdf)*

Figure 6, Trails System Plan, includes all of the components listed above, except for sidewalks and the water trail. Development priorities for the system are as follows:

- The Waterfront Trail. Years of planning have resulted in acquisition of easements for about half this route, which would extend from Prairie Island along the riverfront to its eastern limits, connecting across Highway 61 to the planned Middle School Trail. Details on trail opportunities, barriers, and typical designs are included in the Riverfront Plan.
- Wabasha Street “Bicycle Boulevard.” This new bicycle lane was identified as part of the Downtown Design Workshop. Extending along lightly-traveled Wabasha (7<sup>th</sup>) Street, it connects several elementary and middle schools and parks, and offers a safer, more pleasant alternative to heavily traveled Broadway (6<sup>th</sup>) Street. It is also recommended as a replacement for the current shared bike/parking lane on Fifth Street, which does not meet bicycle safety standards. One design option would be a two-way lane on one side of the roadway, separated by a median from the traffic lanes. Other options could include traffic calming options, as shown in the sketches.
- Key Linkages between Trails. These include
  - A bike lane along Louisa Street (in connection with the Louisa Street road improvement projects mentioned above) connecting the Wabasha Street route to the planned Middle School Trail;
  - A bike lane or signed route along Lake Boulevard, which offers a pleasant scenic route paralleling Highway 61.
- Riverway Streets. The concept of a riverway street is that of a signed route geared towards bicycles and pedestrians as well as vehicular use, with visible bike/pedestrian connections to the Waterfront Trail. Suggested streets are: Johnson, Walnut, Liberty, Zumbro and Wall.
- Regional Connections. Linkages are needed to regional trails: the Root River Trail, which extends from Houston to Harmony, and the Great River Trail that follows the Wisconsin side of the Mississippi from Marshland south to Onalaska.
  - The main obstacle to the Great River Trail connection is the current inadequate bike/pedestrian lane on the Highway 43 bridge, which remains marginally usable if bicycles are walked (the bridge is tentatively scheduled for reconstruction after 2017). Once on the Wisconsin side, an off-road trail is planned from Aghaming Park to the Trempeleau National Wildlife Refuge, where the Great River Trail currently begins.
  - The main obstacle to a Root River Trail connection is the steep grade of all the roads leading south from Winona, and the heavy traffic on Highway 43 (the road with the gentlest grades). An interim





*Sidewalk with rural character.*  
 Source: [www.pedbikeimages.org](http://www.pedbikeimages.org)  
 /Dan Burden



*A 36-foot wide local street, especially when combined with off-street parking, creates an excessive amount of impervious pavement and tends to encourage excessive traffic speeds*

option for the Root River Trail connection would be the construction of a separated trail on Highway 43's additional right-of-way, which is reserved for future four-lane construction. The City recognizes that widening of Highway 43 to four lanes is a long-term prospect. Therefore, a temporary trail could serve its users for years to come. At such time as the highway is reconstructed, a permanent grade-separated trail facility could be planned.

10. Sidewalks and Paths in Neighborhoods. Sidewalks and paths are essential pedestrian features in existing and new neighborhoods. While the older parts of the city are interconnected by sidewalks, newer neighborhoods have been developed without a consistent sidewalk policy. The issue of whether or not to require sidewalks is often a controversial one. Some residents feel that the “rural character” of newer neighborhoods is incompatible with sidewalks. Others appreciate the pedestrian safety, comfort and connections that sidewalks can provide. The City will require sidewalks, or interconnected off-street trails (non-motorized) as part of new development, unless it is determined that an exception or waiver is warranted. Criteria for an exception to the sidewalk policy may include:

- Steep topography (alternative trail alignments should be considered)
- Very low density and traffic volumes
- Distance from schools, parks or citywide trails, making connections difficult or impractical

Sidewalks should generally be required on both sides of a new street, unless parkland or open space is adjacent to the street on one side, in which case an off-street trail might be preferable.

It is important to recognize that:

- Sidewalks would be provided in future development, not in existing neighborhoods, unless specifically requested by residents.
- Existing sidewalks also need to remain usable, and to be replaced on a regular maintenance cycle.
- In combination with narrower street widths, sidewalks do not result in more pavement.
- Sidewalks can be designed in a manner compatible with the rural character of some neighborhoods.

11. Related Bicycle/Pedestrian Improvements. The city will consider providing bicycle racks as a component of any new public parking facility, and will also work to provide racks in existing parking lots. The City may require bicycle parking as a component of any new private off-street parking facility. Bicycle racks within the downtown will be integrated into the overall streetscape plans, as detailed in the Downtown Revitalization Plan.

12. Local Street Improvements. Current City street design policies call for a standard 36-foot pavement width for local streets, although narrower streets may be allowed on a case-by-case basis. There is no consistent policy to require sidewalks in new development (see discussion above) and they are often omitted.