



CITY HALL
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July 19, 2012

Planning Commissioners
Winona, Minnesota 55987

Dear Commissioner:

The next meeting of the Planning Commission will be held on **Monday, July 23, 2012, at 4:30 p.m. in the Council Chambers** of the Winona City Hall.

1. **Call to Order**
2. **Approval of Minutes – July 9, 2012**
3. **Sand Moratorium Study: Water Quality/Permitting**
4. **Bicycle Friendly Community Presentation**
5. **Other Business**
6. **Adjournment**

Sincerely,

A handwritten signature in black ink, appearing to read "Carlos Espinosa".

Carlos Espinosa
Assistant City Planner

PLANNING COMMISSION MINUTES

DATE: July 9, 2012

TIME: 4:30 p.m.

PRESENT: Chairperson Porter; Commissioners Boettcher, Eyden, Gromek, Ballard, Briggs, Davis, and Olson

ABSENT: Commissioner Buelow

STAFF PRESENT: Assistant City Planner, Carlos Espinosa

The meeting was called to order at 4:30 p.m. by Chairperson Porter.

Approval of Minutes – June 25, 2012

The minutes for June 25, 2012 were approved, unanimously as submitted upon motion by Commissioner Eyden and second by Commissioner Ballard.

Sand Moratorium Study: Air Quality

Commissioner Porter opened the public comment period of the agenda item and asked if anyone representing CASM would like to speak.

Marie Kovesci stated that CASM would like to see the City institute the same air quality monitoring regulations as the County. Ms. Kovesci also stated that CASM would like to ensure that a wetting suppressant is used to minimize the potential for dust, although CASM had some concern about the suitability of using water. Ms. Kovesci stated that any air quality monitoring should be started immediately to establish a baseline of data. Ms. Kovesci also stated that CASM had some questions about the information in the agenda packet.

Tony Wasinger stated that he is the General Manager of Kohner Materials and would be representing the industry during the comment period. Mr. Wasinger stated aggregate mining and processing is a centuries old industry that is regulated by a number of federal and state agencies. Mr. Wasinger stated that mining regulations related to air quality and silica content are based on operations from the 1970's which included unprotected grinding and crushing in the mining process. However, silica sand that is mined and processed for frac sand is not subjected to grinding or crushing. As a result, frac sand mining and processing does not create hazardous silica dust.

Marie Kovesci stated that she is also a member of the Blasting Committee/Neighbors Concerned About Blasting (NCAB) and would be speaking on behalf of Kim Sharpe who could not make it to the meeting. Ms. Kovesci stated that Mr. Sharpe had concerns about the ability of sand grains to maintain moisture and the ability of the aqua spear presented in the staff report to accurately measure moisture content. Overall, the NCAB would like to see air quality testing.

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Jane Cowgill, 217 Walnut Street, stated that Dr. Hillary Carpenter from the Minnesota Department of Health said at the meeting with state agencies that he would be “yelling and screaming” to get proper air monitoring done around sand facilities. Ms. Cowgill also stated that she thought air monitoring should be done by a third party.

Mary Ann Bymann, 327 West Wabasha, stated that she lives 5 blocks from the frac sand loading facility on Second Street and her neighborhood recently bore the brunt of sand blowing south from the operation. Ms. Bymann stated that she wanted to know where the science is that determines what level of silica in the air is unhealthy. Overall, Ms. Bymann stated that operational definitions should be added to any ordinance amendments meant to address air quality.

There being no other speakers for the public input period, Chairperson Porter asked staff to present. Mr. Espinosa presented the agenda item and stated it was staff’s recommendation to consider implementing a standard for a moisture content of 3% in the sand moving through Winona. That standard would involve adding the following to the Performance Standards section of the City Code:

Moisture testing of sand or other material with the potential to produce Particulate Matter emissions may be required to ensure that moisture levels are above 3%.

Dr. Frank Bures, Winona Health, presented information about chronic, accelerated, and acute silicosis. Mr. Bures also stated that particulates are ubiquitous and can be carried over very long distances – one example is smoke particles from fires in other states. Mr. Bures emphasized the importance of more data to determine risks to the public from particulates. Overall, Mr. Bures stated that in order to know more about health risks, we need more data.

Dave Gutterud, Indoor Environmental Group, presented information about occupational silica exposure. Mr. Gutterud stated that the frac sand industry is not dealing with fractured silica – where there have been proven issues with silica exposure. Rather, silica sand operations are designed specifically to keep the sand in an un-fractured state. The most serious size of particulates for health risks is PM4 – particulates less than 4 microns in size. Right now there are no federal or state standards for PM4 particulates, but there are standards for PM10 and PM 2.5. There is a lot of general information available for these size particulates, but information is limited for frac sand facilities because it’s a relatively new industry. One of the problems encountered with air monitoring is that there are a number of regulatory agencies – each with different thresholds for air quality related to respirable silica.

Mr. Gutterud also presented information about gradations of sand and the amount of fines in a typical load of raw sand to be processed for fracking. In a sample done at a Twin Cities frac sand loading site, less than .5% of the sand sampled was PM4 or smaller. Thus, all but .5% of the sand grains transported for use as frac sand were larger than the size of sand fines most hazardous to health. Additionally, a very small portion of the .5% was silica, most of the fines were clay or silt. Air quality monitoring over 4 days at the same Twin Cities site found no violations of OSHA or NIOSH dust

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thresholds, and the dust that was there had no detectable silica. Overall, Mr. Gutterud stated that there can be visible dust at frac sand loading sites, but tests thus far have determined that the dust is not silica.

Chairperson Porter asked if Commissioners had any questions.

Commissioner Eyden asked if this report from the Twin Cities was the only air monitoring that has been completed for silica. Mr. Gutterud stated that this is the only report by indoor environmental group that has been released to the public. Other reports have been completed for private interests.

Chairperson Porter asked what protocols were followed for the monitoring. Mr. Gutterud responded that there are no specific protocols for this type of monitoring, but a number of variables were considered – including taking upwind and downwind samples. Mr. Gutterud stated that one interesting finding was that spikes in particulates/dust in the air were caused by truck traffic.

There being no further questions, Chairperson Porter brought discussion back to the Planning Commission.

Commissioner Gromek stated that he thinks air monitoring is a good idea.

Commissioner Olson stated that he thinks the federal government and the state government are already doing a good job at protecting the public.

Commissioner Davis asked how fast sand stockpiles dry out. Commissioner Boettcher asked if industry representatives could say how long sand sits out before it is transported out of Winona. A representative stated that the sand has to sit a minimum of 72 hours to get to a 5% moisture content. A representative also stated that they are currently loading out sand from a stockpile started in October which has a moisture content of 3%. A test sample taken the day of the meeting from a stockpile that is 3 months old had to go 6 inches deep to reach wet sand. In a recent train that went out, the first couple cars had a moisture content of 1.8%, but later rail cars in the same train had moisture contents of 2.8 to 3.5%.

Chairperson Porter asked what part of the piles are the dustiest. Commissioner Davis asked if the top of the piles can be watered. An industry representative stated that the front end loaders which move the sand have buckets that are 4 feet deep. Thus, the drier surface sand is mixed with wetter subsurface sand throughout the day. As a result, semis or railcars are not loaded with pure dry sand.

Commissioner Eyden asked if we can have all stock piles covered, and stated that air testing should occur now to establish a baseline for future tests.

There being no further comments or questions, Chairperson Porter asked if there was a motion. Commissioner Ballard made a motion to recommend testing for a moisture content of 3% as outlined in the agenda. The motion was seconded by Commissioner

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Boettcher. Upon vote the motion was passed 7-1 with Commissioner Olson voting against.

Adjournment

There being no further business to come before the Commission, the meeting was adjourned at 6:15 p.m.

Carlos Espinosa
Assistant City Planner

PLANNING COMMISSION

AGENDA ITEM: 3. Sand Moratorium Study: Water Quality/Permitting

PREPARED BY: Carlos Espinosa

DATE: July 23, 2012

Summary

Potential impacts to water resources from frac sand operations are covered by a number of state and local regulations. According to the MPCA: "Based on our current understanding of frac sand mining operations, we do not anticipate specific or unique environmental or health risks that are not already addressed through the current water permitting processes." As such, staff is not recommending any changes to City Code regarding water other than the amendments already recommended for the extraction ordinance (discussed at a previous Planning Commission meeting).

Existing Water Quality Regulations

Water permits that apply to frac sand facilities include the following:

- 1. Wells** - The Department of Health requires permits for new wells. The permit takes into consideration the amount of water used and nearby wells to ensure that adjacent water supplies are not impacted.
- 2. Water Withdrawal** – In addition to a well permit issued by the Department of Health, a water appropriation permit is required by the Department of Natural Resources for water withdrawals greater than 10,000 gallons per day or 1 million gallons per year. None of the frac sand operations in Winona have reached this level.
- 3. Wetlands** – If a mine will impact a wetland, permitting would be handled by a combination of the Board of Soil and Water Resources, Department of Natural Resources (DNR) and the City of Winona, and potentially the US Army Corps of Engineers.
- 4. Construction** – Any land change that impacts soil erosion may require an erosion control or stormwater management permit from the City's Engineering Department. If the construction area is greater than one acre, an additional (NPDES) permit is required from the MPCA.
- 5. Stormwater/Water Runoff** - The MPCA issues a MNG490000 general water permit to eligible sand and gravel operations. If an operation cannot obtain

coverage under the general permit, an individual (more specialized) permit is required. If an operation has more than sand and gravel moving through the site (e.g. CD Corp), a multi-sector industrial stormwater permit may be required. If an operation has wastewater (non-stormwater) discharges that flow off-site, the operation may need an individual permit that specifically addresses such discharges.

6. **Dewatering** – The MNG 490000 permit generally covers dewatering activities (required to mine sand from below the water table) unless there are special circumstances (e.g. discharge to trout streams). The only mine in the City (the Biesanz quarry) does not use dewatering techniques.
7. **Flocculants/Polyacrylamides** – If an operation is planning to use flocculants to remove unwanted minerals and fines from sand, it must obtain authorization from the MPCA. None of the frac sand operations in Winona use flocculants.

Overall, no matter what type of operation is occurring, some version of a water permit is likely required. Staff has ensured that all sand operations previously reviewed (CD Corp, Biesanz, and 1280-1330 Frontenac Drive) have the necessary water permits and will do the same for other operations in the City as part of the site by site analysis.

Next Steps

Commissioners may make recommendations regarding water quality after hearing input from those present at the meeting. A speaker from the MPCA was not able to attend this meeting, however the agency has reviewed this agenda item for accuracy. The water quality regulation slides from the meeting with state agencies at the Winona Middle School are provided as an attachment.

Attachments:

- A) Water Quality Regulation Slides from 6/20/12 Meeting

Overview

- Introduction
- Air Regulation
- Water Regulations
- Contact Info

MPCA water quality(WQ) regulations for sand operations, past to present

● General and Individual Permits

- 1970- 1980's Individual permits relating to sand operations issued
- 2000's General permits covering a range of sand, gravel, stone, concrete, and asphalt issued

● NPDES/ SDS MNG490000

- Industrial sand mining (SIC code 1446)

● Permits for processing or transportation facilities

● Water appropriation permits regulated through DNR

How does the MPCA regulate sand operations for water quality?

- To qualify for general permit a facility has to meet conditions within the permit
 - Nonmetallic Mining & Associated Activities Application
 - A pollution prevention plan must be prepared and submitted before the site is covered
 - Control measures or best management practices- sediment or infiltration basins, stabilization ponds, vegetative swales
 - Effluent monitoring- (pH, total suspended solids and flow)
- Facilities that require environmental review or operations that do not meet the applicability requirements of MNG49 must apply for an individual permit.

How are permits monitored and what type of reporting is required?

- Quarterly discharge monitoring reporting for dewatering activities to surface water
 - Calendar Quarter Total in million gallons (MG)
 - Calendar Quarter Average in million gallons per day (mgd)
 - TSS – 25 mg/L monthly average, monitored quarterly
 - TSS – 45 mg/L daily maximum, monitored quarterly
 - pH – between 6.5 and 8.5, monitored quarterly

How are permits monitored and what type of reporting is required?

- **Stormwater sampled twice annually**
 - Monitor two runoff events, preferable spring and fall
 - Samples shall be taken in the first 30 minutes of a measurable event . Sampling events shall be at least 72 hours apart, if feasible.
 - Monitoring intervention limits. Total Suspended Solids (TSS) – 100 mg/L daily maximum
 - Submit results 21 days after the end of each calendar year
- **Facilities develop and implement an inspection schedule**
 - Must have a minimum of one inspector per calendar month
 - Minimum of one inspection per year during runoff event
 - Minimum of one inspection per year during snowmelt event
 - Record and retain with the Pollution Prevention Plan

How is non-compliance dealt with?

- MPCA expects compliance with all permits it issues
- Case specific
 - Environmental impact (quantity and toxicity)
 - Permit deviation (how far and how long)
- Non-penalty and penalty actions

PLANNING COMMISSION

AGENDA ITEM: 4. Bicycle Friendly Community Presentation

PREPARED BY: Carlos Espinosa

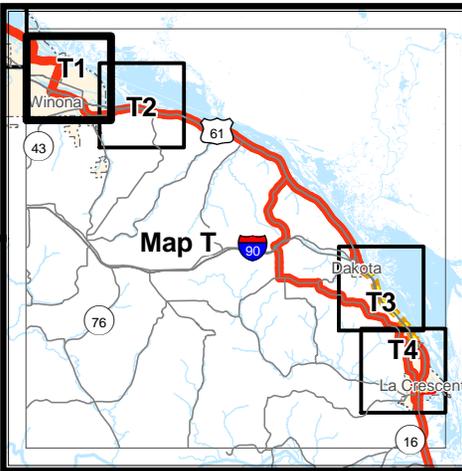
DATE: July 23, 2012

In late 2011, staff completed an application to Mn/DOT for enhanced “benefits” related to the Mississippi River Trail (MRT) project. The MRT is a bike trail that runs along the Mississippi from the river’s headwaters to New Orleans. The trail goes right through the center of the City on Huff Street (see attached map). Mn/DOT’s MRT project is an effort to “establish” the trail in Minnesota through route designation, promotion, and signage.

The enhanced benefits awarded to Winona included expert bicycling planning assistance. The planning assistance was completed by the Bicycle Alliance of Minnesota. During early 2012, the Bicycle Alliance completed an assessment of Winona’s Bicycle Friendly Community characteristics (see attached). Dorian Grilley, Executive Director of the Alliance, will give a presentation on the assessment to the Commission for informational purposes. The intent of the assessment is to help guide efforts to make Winona more “friendly” to bicyclists.

Attachments:

1. MRT Winona Map
2. Bicycle Friendly Community Assessment



Downtown Winona Map Inset T1

Mississippi River Trail Bikeway

- Details on MRT Route:**
- MRT Route on Road
 - MRT Route on Existing Roads with Limitations (shoulder width, sightlines, surface)
 - - - MRT Route on Existing Trails
 - MRT Route on Existing Trails with Limitations (surface)

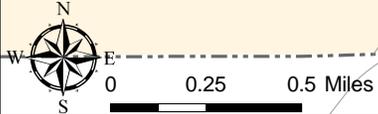
- Existing Recreation Facilities:**
- Fishing Opportunities
 - Water Access Site
 - Existing Federal, State and Regional Bikeable Trails
 - State and Regional Parks
 - Mississippi National River and Recreation Area (MNRRA)
 - Federal and State Forests
 - National Wildlife Refuge

- Basemap Features:**
- Interstate Highways
 - Other Roads
 - US Highways
 - State Highways
 - County Roads
 - Cities
 - Open Water



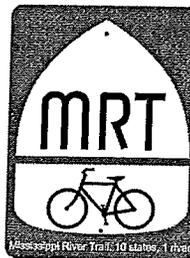
June 2011

MRT Info on MNDOT Website:
<http://www.dot.state.mn.us/bike/mrt.html>
 Alternative Format:
<http://www.dot.state.mn.us/bike/ada.html>
 Disclaimer:
<http://www.dot.state.mn.us/information/disclaimer.html>



City of Winona
Bicycle Friendly Community
Assessment Report

Prepared for:
The Minnesota Department of Transportation
Mississippi River Trail Project



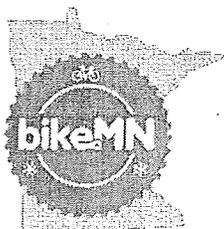
DRAFT - April 3, 2012

Acknowledgements:

Brian Defrang, David Echelard, John Finn, Mary Kaplan, Kevin Kerney, Justin Miller, Pat Mutter, Keith Nelson, Janneke Quick

Special thanks to Carlos Espinosa for serving as the community project contact and coordinator.

Prepared by:
The Bicycle Alliance of Minnesota



Dorian Grilley, Executive Director

Nick Mason, Education & Technical Assistance Program Manager

Background: The Minnesota Department of Transportation (MnDOT) has contracted with the Bicycle Alliance of Minnesota (BikeMN) to assess the bicycle friendliness of a limited number of communities along the Mississippi River Trail (MRT). The goal of the project is to provide user-friendly analysis and feedback to make short term changes and evaluate long-term strategies so that these communities may become more bicycle friendly, resulting in more vibrant, livable communities for residents and tourists connected by the MRT. The analysis and feedback is based upon the Bicycle Friendly America Program of the League of American Bicyclists.

Approach:

BikeMN has undertaken a 3-step approach to evaluation & assessment

1. Stakeholder kick-off meeting and feedback
2. Community facilities tour by BikeMN staff and community staff
3. Bicycle Friendly Community Application (from the League of American Bicyclists) questions and assessment, including planning/ policy document review

BikeMN will conclude this assessment with a final report and a next steps meeting with stakeholder group(s).

Assessment summary: The city of Winona is very progressive in its approach and organization in moving towards becoming a nationally recognized Bicycle Friendly Community. Winona already has implemented some best practice initiatives including (3) types of bike maps for different types of users and a model bicycle boulevard that rivals or exceeds those done elsewhere in Minnesota. Staff leadership and coordination for a greater Minnesota community is also exemplary. BikeMN sees great potential in Winona as one of the most bike friendly cities in the state and a destination for cycling tourism far beyond the state's borders. However, Winona also has its share of challenges to overcome. Education and encouragement initiatives are in their infancy in the community, limiting the resident's appreciation the city's bikeability. In addition, Winona simply needs to build on its exiting bikeway and trail network and fill in the gaps to complete the system throughout the city.

Guiding Recommendation: Winona must continue to invest and build on what are clearly great strengths to make a vibrant, bikeable, livable city that attracts new residents, businesses, and visitors. BikeMN believes that Winona should take some quick action steps, especially involving Education and Encouragement, to round out its programs and reapply for a League of American Bicyclists Bicycle Friendly Community award in the next 12 months. Looking to the long term, Winona really needs to continue to make connections and invest in it's own plans. More staff time, a well-balanced advisory and/or advocacy group, and setting annual priorities for bicycle projects laid out in Winona's Comprehensive Plan will create community that thrives on the economic development, health, and quality of life that come with being bicycle friendly.

Action Steps:

Top recommendations for each of the Five E's; Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. The League of American Bicyclists considers each of the E's before designating a bicycle friendly community award. These E's represent a broad, comprehensive look at a community's efforts and priorities.

Overall:

1. Increase the staff time of the bicycle/ pedestrian coordinator to 10% with a goal of 25% within the next 3 years.
2. Form a formal, recognized group whose main interest is increasing bicycling in Winona. Identify and publicize key contacts for each "E".
3. Plan and implement a number of education and encouragement events Spring through Fall of 2012 and beyond.

Encouragement

1. Coordinate several events for National/ Minnesota Bike Month in May.
2. Work with WSU, St. Mary's, and other educational institutions as well as the business community to increase awareness of and set goals for Bicycle Friendly Business and Bicycle Friendly University recognition
3. Utilize the "Festival town" season by including a "bike plan for events"
4. Hold a major bicycling event for the residents: Open Streets
5. Consider and seek leaders to start a club affiliated with the new Minnesota High School Cycling League

Education

1. Identify local candidate(s) to become a League Cycling Instructor(s) and get them trained in 2012 or 2013.
2. Continue and expand the efforts on bike rodeos to include more partners so that more children can be served. Coordinate with or participate in the first National Bike to School Day on Weds, May 9th.
3. Establish a calendar of bike activities and education classes throughout the year that includes schools, college students, and adults.

Evaluation/ Planning

1. Set a mode share goal to increase ridership. Current: 2.4% of work commuters.
2. Prioritize and seek funding for bicycle projects outlined in Winona's Comprehensive Plan
3. Pass a Complete Streets Policy

Engineering

1. Allocate funding for and develop the city's bicycle parking program
2. Add bikeway facilities when possible during scheduled mill and overlay projects.
3. Hold a Bikeable Communities Workshop for city and county engineering, planning, and other staff

Enforcement

1. Expand the number of law enforcement officers doing regular and event patrols on bicycles.
2. Increase existing community police efforts with schools
3. Evaluate crash/ safety data and set goals for an annual enforcement campaign

Action Steps (Detailed):

Top recommendations for each of the Five E's; Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. The League of American Bicyclists considers each of the E's before designating a bicycle friendly community award. These E's represent a broad, comprehensive look at a community's efforts and priorities.

Overall:

1. **Increase the staff time of the bicycle/ pedestrian coordinator to 10% with a goal of 25% within the next 3 years.** It is very clear from BikeMN's research on this project how much work has been accomplished through existing staff. A growing number of communities of various sizes are finding that investment in this position is a very inexpensive one that can save money by ensuring that project dollars are spent wisely the first time. The coordinator should work across departments and outside of only city staff to get grants and build public/ private partnerships.
2. **Form a formal, recognized group whose main interest is increasing bicycling in Winona.** The group should meet regularly and support the work being done by city staff and partners. A city bicycle advisory committee and/or local bike advocacy group could meet this need. See the Mankato Bike Walk Advocates and the Olmsted County BPAC:
MnDOT suggestion: Identify and publicize key contacts for each "E".
3. **Plan and implement a number of education and encouragement events Spring through Fall of 2012 and beyond.** The easiest way to move forward often includes adding bicycle components to existing events. However, having stand-alone classes and promotions for bicycling will be necessary to build momentum. Update the city's bicycle page and consider starting a city bicycle subscriber email list to spread the word.

Encouragement

1. **Coordinate several events for National/ Minnesota Bike Month in May.** Utilize resources from the Minnesota Bike Month Webinar Planning Series and attend the April webinar. Follow steps in the League of American Bicyclists Planning Guide.
2. **Work with WSU, St. Mary's, and other educational institutions as well as the business community to increase awareness of and set goals for Bicycle Friendly Business and Bicycle Friendly University recognition.** Winona has great potential in local businesses including Fastenal, Winona Health, and WSU, but needs to identify champions at these and other organizations who will get and stay involved.
MnDOT suggestion: Investigate the potential for all schools to identify an empowered bicycling contact
3. **Utilize the "Festival Town" season by including a "bike plan for events."** This bike plan could include maps, bike parking, discounts, etc so that residents and visitors are encouraged to enjoy the many ongoing events by bike.
4. **Hold a major bicycling event for the residents: Open Streets.** Moorhead and Minneapolis have held events already. Many more Minnesota communities are talking about or planning upcoming events. See also the national Open Streets organization.

5. **Consider and seek leaders to start a club affiliated with the new Minnesota High School Cycling League.** This innovative new program will complement high school bike education by making bicycling a club sport in high schools around the state.

Education

1. **Identify local candidate(s) to become a League Cycling Instructor(s) and get them trained in 2012 or 2013.** The community of LCIs in Minnesota continues to grow and show that bike education is vital to getting more people feeling confident.
2. **Continue and expand the efforts on bike rodeos to include more partners so that more children can be served. Coordinate with or participate in the first National Bike to School Day on Weds, May 9th.** BikeMN and Minnesota LCIs can help to develop and support this program. The ultimate goal is to provide on-bike Safe Routes to School Education to every child in at least one grade level. Olmsted County Public Health piloted the first fully developed model of such a program in Minnesota, but Aitkin police officers have been training every third grader in the schools for years. Aitkin firefighters charitable gambling program also provides a helmet for every third grader in town.
3. **Establish a calendar of bike activities and education classes throughout the year that includes schools, college students, and adults.** The new bicycle group should make sure that seasonal opportunities coincide with the resources available to plan and execute them. The goal should leave residents and visitors feeling that bicycling is a normal part of Winona culture.

Evaluation/ Planning

1. **Set a mode share goal to increase ridership.** Current: 2.4% of work commuters (ACS 2010 5yr). Winona should be applauded for already having a mode share more than three times the national average. This is a good indicator that setting a higher goal and working to achieve it will net positive results. The goal should be a percentage of trips, challenging but achievable, and a one that is regularly monitored. Utilizing volunteers to conduct annual supplemental bike counts is a great way to help measure and support this goal. Note: There is a large gap between men and women riders. Evaluate getting more women to ride.
2. **Prioritize and seek funding for bicycle projects outlined in Winona's Comprehensive Plan.** While Winona does not have a Bicycle Master Plan, the Winona Comprehensive Plan is a great foundation to identify biking needs. Projects outlined in the plan should be prioritized and funded in short term cycles to make progress and ensure that it does not take 20-30 years to build a basic, connected network of on-street bikeways. Supporting dedicated bike lanes on major arterials and bike boulevards on city streets will be effective in attracting more and different types of cyclists.
3. **Pass a Complete Streets Policy.** Utilize the tools available from the Minnesota Complete Streets Coalition to join the 19 other Minnesota communities in passing a local policy that will make biking and walking a consideration in all road and redevelopment projects.

Engineering

1. **Allocate funding for and develop the city's bicycle parking program.** Bike parking is quite simply the cheapest, easiest to install, and most visible bicycle infrastructure available. Programs like the Minneapolis and Saint Paul Bike Parking Cost Share programs use public-private partnerships to stretch funding even further.
2. **Add bikeway facilities when possible during scheduled mill and overlay projects.** Follow guidance in the city comprehensive plan: "design of new local streets should provide for traffic movement while ensuring a safe, attractive, and pedestrian and bicycle friendly neighborhood environment." These are among the most cost effective ways to make incremental, but noticeable improvements.
3. **Hold a Bikeable Communities Workshop for city and county engineering, planning, and other staff.** BikeMN, MnDOT, Minnesota Dept. of Health, and a representative from the Regional Development Commission are co-developing a Smart Cycling-based workshop is designed for professionals who affect and impact planning and implementing facilities for bicycling in communities. Target audiences include engineers, law enforcement, planners, public health practitioners, school administrators, elected officials and advocates. Participants in this training will be able to:
 - Explain Minnesota's traffic laws related to bicycling.
 - Describe how the 5 E's (engineering, education, enforcement, encouragement, and evaluation) can improve the safety of bicycling in communities.
 - Recognize the importance of collaboration and the roles other professions have in supporting bicycling in communities.
 - Apply effective strategies in communities to facilitate bicycling as an easy, safe, and healthy choice with available resources

Enforcement

1. **Expand the number of law enforcement officers doing regular and event patrols on bicycles.** A few years ago, there were no police on bikes operating in the city. The police community engagement program already has seen success in building relationships with residents. By adding police on bikes for regular and special event policing, visibility of police understanding and acceptance of bicycling will be further enhanced. Minnesota communities the same size and smaller have found that using police on bikes can be both more effective and efficient than squad cars in the right circumstances.
2. **Increase existing community police efforts with schools.** Police officers are leading some bike rodeos and community outreach around bike safety now. These efforts go far in training the next generation of cyclists and often reach parents as well. Officers can get free Drive Your Bike and Share the Road materials through MnDOT.
3. **Evaluate crash/ safety data and set goals for an annual enforcement campaign.** Resources will always be limited on enforcement. By evaluating the crashes in the city and looking at trends throughout Minnesota, targeting just a few key areas can be a visible and measurable way to reduce crashes and improve safety.

Comprehensive (Bike) Plan Recommendations:

The 2007 update to the Winona Comprehensive Plan includes a good foundation for bicycling as well as identifies a core network of bikeways throughout the city. This report has identified prioritizing and funding the core network and passing a Complete Streets Policy as key additions to supporting the work outlined in the comprehensive plan. For the next iteration of planning, BikeMN strongly recommends that Winona pass a Bicycle Master Plan as part of or in process with the Comprehensive Plan. Though the Minneapolis Bicycle Master Plan is much larger in scale and scope than Winona needs, it was written, reviewed, and passed by existing staff and bicycle advisory committee members, and without additional funding. This approach could work well in Winona. Other Minnesota communities closer to size and development to Winona, including Rochester (Bronze BFC) and Rosemount (Honorable Mention BFC), have recently developed Bicycle Master Plans worth review and comparison.

Facility Tour Key Observations:

Develop strategies for a connection to the Middle School and Technical College

Need more bike parking

Increase connections in and around facilities for WSU

Wabasha Bike Blvd is outstanding even without having stop signs turned. Consider street signs with "bike" logo to enhance visibility without adding signs as a future upgrade and standard for future bike blvds.

Improve maintenance of existing bikeways (paint)

Shared Bike/ Parking Lanes can be problematic and misleading from a safety standpoint, but seem to be working in some key areas

Resources

Adventure Cycling Association: Largest bicycle organization in the world with more than 40,000 members whose mission is to inspire people of all ages to travel by bicycle.
<http://adventurecycling.org/>

Alliance for Biking & Walking: National organization that creates, strengthens and unites state/province and local bicycle and pedestrian advocacy organizations.
<http://www.peoplepoweredmovement.org/>

Bicycle Alliance of Minnesota: Bike friendly technical assistance, advocacy and education.
<http://www.bikemn.org>

Bike Walk Twin Cities Count Report: Metrics and reports for collecting and using data.
<http://www.bikewalktwincities.org/news-events/bicycling-and-walking-count-results>

Complete Streets Coalitions: Planning & passing local policies
National CS Coalition: <http://www.completestreets.org/>
Minnesota CS Coalition: <http://www.mncompletestreets.org/>

League of American Bicyclists: Bicycle Friendly Community Resource page has a comprehensive list of resources across all of the Five E's.
<http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/Technical%20Assistance.php>

Minneapolis Bicycle Advisory Committee: See how the most active BAC in Minnesota works. <http://www.ci.minneapolis.mn.us/bicycles/bac>

Open Streets Project: National organization for Open Streets events planning.
<http://openstreetsproject.org/>

Safe Routes to School Minnesota: Now accepting grant requests for planning assistance and implementation.
<http://www.dot.state.mn.us/saferoutes/>

Safe Routes to School National Partnership: Advocate for safe walking and bicycling to and from schools, and in daily life, to improve the health and well-being of America's children and to foster the creation of livable, sustainable communities.
<http://www.saferoutespartnership.org/>

Share the Road Minnesota: Minnesota rules, crash data, and safety information. Order free materials for adults and kids.
<http://sharetheroadmn.org/>

Appendixes and related documents:

1. Stakeholder meeting notes

1. Winona BFC application (2009)

2. Winona BFC application feedback from League of American Bicyclists

3. Comprehensive Plan

<http://www.cityofwinona-mn.com/page/2944> go to comp plan pg. 75 for bicycling

4. Public Bike Maps or Routes (city, tourism, road and/or trails)

<http://www.cityofwinona-mn.com/page/2964>