



## Shared-Use Paths

### Priority 1: Bluff Traverse

Segment 1A (illustrated on the following page): The Bluff Traverse area, Sugarloaf to Holzinger, is being planned for recreational trails through and update to the Sugarloaf to Holzinger Master Plan 2018. This regionally significant area is one part of a much larger trail system opportunity intended to showcase and enhance the picturesque but fragile bluffs of Winona. For decades, the City of Winona avoided formalizing trails through the area, but the intrinsic beauty of the place and picturesque photo opportunities proved too much for adventure seekers and nature enthusiasts alike. The landscape saw much foot traffic which cut randomly through the bluffs, eroding slopes, disrupting habitat and introducing litter and invasive species. As such, the City has formalized trails and access points in an effort to provide meaningful, but controlled access to the bluffs. The goal is that through intentional planning, access to the bluffs can be provided, disturbance can be focused and a majority of the landscape can be left undisturbed and intact for native flora and fauna and future generations of Winonans.

### Priority 2: The Lakes Area Corridors

Segment 2A Huff Street: This segment connects the lakes area of Winona to downtown via Huff Street.

Segment 2B Flyway Connection: This segment connects downtown Winona across the river to the proposed Flyway Trail in Buffalo County, Wisconsin.

Segment 2C East Lake: Connects Huff Street to Mankato Avenue along East Lake and along Highway 61.

Segment 2D West Lake: This corridor extends from Huff Street west to Highway 14 at Pelzer Street.

### Priority 3: Riverfront Corridor

Segment 3A: This corridor stretches just west of the River Bridge along the Mississippi River frontage to connect a series of riverfront parks (Bridge Plaza, Levee Park, Lions Park) and neighborhoods. It includes a proposed underpass at Highway 61/ Highway 14 in southeast Winona.

### Priority 4: Downtown West Corridors

Segment 4A Broadway/Wabasha West: The next priority corridor connects downtown neighborhoods from west to east. The corridor spine, roughly along Broadway and Wabasha begins near Vila Street in the west.

Segment 4B Prairie Island Link: A north/south connection between Prairie Island Road/Riverview Drive, down Hilbert Street and Vila Street to Highway 61 increases connectivity and safety between the river and western neighborhoods.

### Priority 5: Downtown East Corridors

Segment 5A Broadway/Wabasha East: This segment is the continuation of downtown work begun in Segment 3A. The corridor runs roughly along Broadway and Wabasha connecting downtown neighborhoods and destinations.

Segment 5B Mankato Avenue Gateway: In the east portion of this corridor, a north/south connection is planned along Mankato Avenue linking East Recreation Center more intentionally with Lake Park (east) and Sugarloaf. Pedestrian and bicycle priority connections are planned at Mankato Avenue and Highway 61/Highway 14.



#### Priority 6: Western Gateway Corridors

Segment 6A Pelzer Street: The shortest corridor on the list lies along Pelzer Street connecting Highway 61 to Riverview Drive. The corridor will more intentionally connect western residents to Prairie Island Park and downtown along the river.

Segment 6B Highway 14 Gateway: This segment, in the southeast quadrant of Highway 61 and Highway 14, links western neighborhoods southwest to Saint Mary's Campus and a planned State Trail Corridor.

#### Priority 7: Riverfront West and PI Loop Corridors

Segment 7A Riverfront West: This riverfront corridor continues the Riverfront trail from downtown at the river bridge to Prairie Island Road and a planned County Trail.

Segment 7B Prairie Island Loop: A roadway segment providing increased access from western Winona to Prairie Island Park.

Segment 7C Prairie Island Link: Far western neighborhoods will gain improved access to Prairie Island Park when this corridor is completed. Beginning near Highway 61 and Pelzer Street, this segment extends west and north along 9th Street. Ultimately, it wraps around to Bartlet Lake Road into the floodplain areas around Prairie Island Park. This corridor is complex and would require boardwalks to make the connection to Prairie Island Road. This segment would also provide access outside Winona to the DNR's Bronk Unit, Plowline Mountain Bike Trail.