

17. FISHING PIERS AND BICYCLE PATH

HUFF STREET FISHING PIER

The Huff Street Fishing Pier (Fig. 17-1) was designed by the Lake Winona Committee and the Continental Bridge Company to be aesthetically pleasing, safe, accessible to the handicapped, and located in an area which would provide good fishing. The bridge was installed by the Schwab Company, Lake Winona committee members, and volunteer construction workers. Pilings, which were lowered into place with a crane, were jettied into the lake bottom with high-pressure water provided by a City of Winona fire truck. The pathway, steps, and parking lot were completed by the Park Recreation and Street Departments of the City of Winona. The total cost of the pier, footings, pilings, parking lot, walkway and landscaping was about \$20,000. The largest contributions came from the Winona Exchange Club (\$6,500) and the Lake Winona Committee (\$4,430 in contributions from the original fund drive). Community Development funds accounted for \$3,500 and the City of Winona paid the remaining costs of about \$5,600.

Ice damaged the pier the first winter after construction by pushing the footings and pilings. Exterior repairs and modifications by the City cost about \$500. An aerator, purchased by the City has subsequently prevented further damage by keeping the area ice free.

RAY BAMBENEK EAST END FISHING PIER

The East End Fishing Pier (Fig. 17-2) was financed mainly by Ray Bambenek who contributed over \$13,000. The City of Winona built the parking area and walkway for an additional \$2,000. The pier, which was designed and constructed by the Lake Winona Committee, has many unique features. It is constructed of 40-lb cuprinol treated wood. All hardware is galvanized. The pier floats upon 90 polyethylene pontoons and has a fishing hole in its center. The pier meets all OSHA and U.S. Coast Guard specifications, is easily accessible to handicapped people in wheelchairs, and is near the Convalescent and Rehabilitation Unit of Community Memorial Hospital. The water is 16 feet deep at the pier's outer edge and the pier is within easy casting distance of an aerator. The pier is conveniently located in the east end of Winona because Ray Bambenek spent his youth there and wanted to provide fishing for today's east end youth.

BICYCLE PATH

The 5.5-mile asphalt path which encircles the entire lake was originally designed for bicyclists; but is now also used extensively for joggers, hikers, rollerskaters and crosscountry skiers (Fig. 17-3). It has become so popular that a center line has been painted to control traffic, and the path is plowed to provide winter use.



FIG. 17-1 Huff Street Fishing Pier.



FIG. 17-2 Ray Bambenek Fishing Pier located at the east end of Lake Winona.



FIG. 17-3 A 5.5-mile asphalt bicycle path now encircles the entire lake.

The path had its beginning at the suggestion of Robert Welch, City Director of Parks and Recreation. In 1970, the Rotary Club of Winona purchased a bridge for \$934 to span the lake's outlet near Mankato Avenue. The City installed the bridge at a cost of about \$350. During the next 5 years, segments of the bike path were built at City expense (about \$7,600) along the northeast, and parts of the north sides of the lake. City streets also served as portions of the path. Sparked, in part, by the Lake Winona reclamation project, interest was rekindled in the bike path in 1977 when School District 861 purchased a \$12,150 bridge to span the lake's inlet near the High School. The city spent about \$2,450 building footings and installing the bridge.

In 1978, the path was extended along the entire south side of the lake from Parks Avenue to Miracle Mall at a Federal cost of \$89,107, a State cost of \$10,651 and a City cost of \$23,013. This phase of the project was part of a Department of Transportation grant-in-aid project to get bicycles off busy highways.

The path was extended in 1978-79 along the north shore from the Senior High School to Franklin Street and from Parks Lane through Mankato Park (\$19,000 LAWCON, \$15,200 State, \$10,835 Community Development). In 1982, the path was completed when the City asphalted the segment from Hamilton Street to the Mankato Avenue bridge at a cost of \$5,880. The grand total cost of the bicycle path was about \$197,200.