CITY OF LA CRESCENT

AGENDA
REGULAR MEETING
LA CRESCENT COMMUNITY BUILDING
336 SOUTH FIRST STREET
March 23, 2026
5:00 P.M.

CALL TO ORDER
PLEDGE OF ALLEGIANCE
ROLL CALL
ACTION TO CHANGE AGENDA

1. CONSENT AGENDA

All items listed under the consent agenda are considered routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items. If discussion is desired, that item will be removed from the Consent Agenda and will be considered separately.

1.1 MINUTES – March 9, 2026
1.2 BILLS PAYABLE THROUGH March 20, 2026

2. PUBLIC HEARING/MEETING

5:00pm- MNDEED SMALL CITIES DEVELOPMENT GRANT- WALNUT STREET

3. ITEMS FOR CONSIDERATION

3.1 ACTIVE TRANSPORTATION PLAN
3.2 APPROVE PLANS & SPECIFICATIONS/AUTHORIZE TO ADVERTIZE FOR BID- WALNUT STREET
3.3 RESOLUTION- MINNESOTA PUBLIC FACILITIES- LEAD SERVICE LINE REPLACEMENT
3.4 APPROVE AGREEMENT- MEYER TIMBER SERVICE-CPL GRANT
3.5 LEASE AGREEMENT- HEALTHY COMMUNITY PARTNERSHIP
3.6 ROTARY REQUEST- APPLE BLOSSOM BIKE TOUR
3.7 PERSONNEL COMMITTEE RECOMMENDATION
3.8 OFF-SALE LIQUOR & CIGARETTE LICENSE TRANSFER
3.9 LOCAL BOARD OF APPEAL AND EQUALIZATION SCHEDULE

CITY OF LA CRESCENT

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4. UNFINISHED BUSINESS

4.1

5. MAYOR'S COMMENTS

5.1

6. STAFF CORRESPONDENCE/COMMITTEE UPDATES

6.1 HEART SAFE COMMITTEE MINUTES- 12/10/2025
6.2 HEART SAFE COMMITTEE MINUTES- 3/11/2026

7. CORRESPONDENCE

7.1
7.2
7.3

8. HOUSTON COUNTY

8.1

9. CHAMBER OF COMMERCE

9.1

10 ITEMS FOR NEXT AGENDA

11. ADJOURNMENT

MINUTES, REGULAR MEETING
CITY COUNCIL, CITY OF LA CRESCENT, MINNESOTA
MARCH 09, 2026

Pursuant to due call and notice thereof, the first meeting of the City Council of the City of La Crescent for the month of March was called to order by Mayor Mike Poellinger at 5:00 PM in the La Crescent Community Building, La Crescent, Minnesota, on Monday, March 9, 2026.

Upon a roll call taken and tallied by the City Clerk, the following members were present: Members Cherryl Jostad, Chris Langen, Teresa O'Donnell-Ebner, Dale Williams, and Mayor Mike Poellinger. Members absent: None. Also present were, City Attorney Skip Wieser, Assistant Attorney Kayla Schmitz, Interim City Administrator Tyler Benish, Finance Director Kara Tarrence, Sustainability Coordinator Jason Ludwigson, and City Clerk Angie Boettcher.

ITEM 1 – CONSENT AGENDA

At this time, the Mayor read the following items to be considered as part of the Consent Agenda for this regular meeting:

1.1 MINUTES – FEBRUARY 23, 2026
1.2 MINUTES – MARCH 2, 2026
1.3 BILLS PAYABLE THROUGH – MARCH 6, 2026

At the conclusion of the reading of the Consent Agenda, Mayor Poellinger asked if the Council wished to have any of the items removed from the Consent Agenda for further discussion.

Member Langen made a motion, seconded by Member O'Donnell-Ebner, as follows:

A MOTION TO APPROVE THE CONSENT AGENDA AS PRESENTED.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.1 – HEARTSAFE COMMITTEE UPDATE

La Crescent Heart Safe Community Members Cheri Olson, Cassie Buehler, and Mary Sue Busch were in attendance and provided an update to City Council. This item was informational only. No action was required.

ITEM 3.2 – LA CRESCENT YOUTH BASEBALL-BATTING CAGE-VETERANS PARK

La Crescent Youth Baseball Board Member Mark Shay was in attendance and reviewed with City Council a request from La Crescent Youth Ball to install a batting cage in Veterans Park. The batting cage would be installed on the existing concrete pad adjacent to the upper parking lot and walking path. The cost of the batting cage and installation will be paid for by La Crescent Youth Ball. It was recommended that City Council approve the installation of the batting cage pending Park and Recreation Committee approval. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Williams as follows:

MOTION TO APPROVE LA CRESCENT YOUTH BASEBALL'S REQUEST TO INSTALL A BATTING CAGE IN VETERANS PARK ON THE EXISTING CONCRETE PAD ADJACENT TO THE UPPER PARKING LOT AND WALKING PATH, PENDING PARK AND RECREATION COMMITTEE APPROVAL, WITH THE COST OF THE BATTING CAGE AND INSTALLATION TO BE PAID FOR BY LA CRESCENT YOUTH BALL.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.3 – 5K FUN RUN REQUEST – LA CRESCENT GIRLS BASKETBALL BOOSTERS

La Crescent Girls Basketball Representative Mark Shay was in attendance and reviewed with City Council an event request submitted by the La Crescent Girls Basketball Booster Club to hold their First Annual 5K Fun Run Event on May 29, 2026, beginning at 6:00 p.m. The annual fun run will have different themes; this year's theme is a color run. Also included was a letter from Police Chief Luke Ahlschlager stating the Police Departments assessment of the proposed route, anticipated attendance, and the event's planned safety measures will not pose concerns for traffic control. Officers on duty during the event timeframe will

monitor the activity as part of their routine patrol. A map of the proposed route was included. It was recommended that City Council approve the event. Following discussion, Member Langen made a motion, seconded by Member Jostad as follows:

MOTION TO APPROVE THE LA CRESCENT GIRLS BASKETBALL BOOSTER CLUB'S FIRST ANNUAL 5K FUN RUN EVENT TO BE HELD ON MAY 19, 2026, BEGINNING AT 6:00 P.M. WITH ROUTE AS SPECIFIED.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.4 – NATIVE LANDSCAPE ORDINANCE

Sustainability Coordinator Jason Ludwigson reviewed with City Council a draft Native Landscape Ordinance for the City of La Crescent. In 2023 the State of Minnesota passed a new law (412.95) that requires municipalities to allow property owners and occupants to install and maintain managed natural landscape. The proposed ordinance would set up a permit application process and allow monitoring of native landscapes installed by property owners in the City. This item was informational only. No action was required.

ITEM 3.5 – REQUEST TO CLOSE SIDEWALK, PARKING, AND TEMPORARY ROAD CLOSURE – 420 SOUTH 2ND STREET

Interim City Administrator Tyler Benish reviewed with City Council a request from Wieser Brothers General Contractor to close the sidewalk, parking in the right of way and a temporary road closure for utility connections adjacent to 420 South 2nd Street. The closure is anticipated to last until August 7, 2026. A copy of the request and site map were included. It was recommended that City Council approve the closure of the sidewalk, parking in the right of way, and temporary road closure. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Langen as follows:

MOTION TO APPROVE WIESER BROTHERS GENERAL CONTRACTOR'S REQUEST TO CLOSE THE SIDEWALK, PARKING IN THE RIGHT OF WAY, AND TEMPORARY ROAD

CLOSURE FOR UTILITY CONNECTIONS ADJACENT TO 420 SOUTH 2ND STREET WITH THE CLOSURE ANTICIPATED TO LAST UNTIL AUGUST 7, 2026.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.6 – PERSONNEL COMMITTEE RECOMMENDATION

The Personnel Committee had the following recommendations for consideration by the City Council:

1. The Personnel Committee is recommending that the City Council hire Cassandra Hanan as City Administrator for the City of La Crescent. The motion to extend an offer to Ms. Hanan was approved at the Special City Council Meeting on Monday, March 2, 2026, pending a background and reference check. The background and reference checks have been completed. It is proposed that Ms. Hanan would start at Step 7 of the City Administrator wage schedule and serve a twelve-month probationary period. Ms. Hanan's official start date will be Monday, May 4, 2026. Following discussion, Member Williams made a motion, seconded by Member Langen as follows:

MOTION TO HIRE CASSANDRA HANAN AS CITY ADMINISTRATOR FOR THE CITY OF LA CRESCENT WITH MS. HANAN STARTING AT STEP 7 OF THE CITY ADMINISTRATOR WAGE SCHEDULE, SERVING A TWELVE-MONTH PROBATIONARY PERIOD, AND AN OFFICIAL START DATE OF MONDAY MAY 4, 2026.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and Member Jostad voted against the same. The motion was declared duly carried by a 4-1 vote.

2. At the Special City Council meeting on Monday, March 2, 2026, a motion was approved to appoint Tyler Benish, Public Works Director, as Interim City Administrator until Ms. Hanan's official start date. City Council reviewed a Memorandum of Understanding for a wage increase of $5.00 per hour for Mr. Benish while he serves as Interim City Administrator. It was recommended that City Council approve the Memorandum of Understanding. Following discussion, Member Jostad made a motion, seconded by Member O'Donnell-Ebner as follows:

MOTION TO APPROVE THE MEMORANDUM OF UNDERSTANDING FOR A WAGE INCREASE OF $5.00 PER HOUR FOR TYLER BENISH WHILE HE SERVES AS INTERIM CITY ADMINISTRATOR UNTIL MS. HANAN'S OFFICIAL START DATE.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.7 – CALL FOR SPECIAL CITY COUNCIL MEETING

Interim City Administrator Tyler Benish requested that City Council call for a special City Council meeting to be held on Thursday, March 26, 2026, at 5:00 p.m., at the Wiser Memorial Park Pavilion, 1817 County Road 6. The purpose of the meeting will be to review and consider the bond sale and awarding a resolution of the 2026A bonds. Following discussion, Member Williams made a motion, seconded by Member Langen as follows:

MOTION TO CALL FOR A SPECIAL CITY COUNCIL MEETING TO BE HELD ON THURSDAY, MARCH 26, 2026, AT 5:00 P.M. AT THE WIESER MEMORIAL PARK PAVILION, 1817 COUNTY ROAD 6 FOR THE PURPOSE OF REVIEWING AND CONSIDERING THE BOND SALE AND AWARDING A RESOLUTION OF THE 2026A BONDS.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes

Mayor Poellinger Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.8 – RESOLUTION – WINONA COUNTY HAZARD MITIGATION PLAN

Interim City Administrator Tyler Benish reviewed with City Council the 2025 Winona County Hazard Mitigation Plan in conjunction with local municipalities and stakeholders in the county. This plan is to update the 2018 Hazard Mitigation Plan. The plan update is funded through FEMA Pre-Disaster Mitigation grant funds. The plan addresses the threat of natural hazards, with goals and objectives to mitigate the damage from disasters. The State of Minnesota has approved the plan and Winona County is asking the City of La Crescent to adopt the plan. Adoption of the plan will make the City of La Crescent eligible for future stand-alone hazard mitigation funding opportunities. It was recommended that City Council pass the resolution adopting the Winona County 2025 Hazard Mitigation Plan. Following discussion, Member O'Donnell-Ebner introduced the following resolution and moved its passage and adoption:

RESOLUTION NO. 03-26-07

CITY OF LA CRESCENT, MINNESOTA

RESOLUTION TO ADOPT THE 2025 WINONA COUNTY HAZARD MITIGATION PLAN

WHEREAS, the City of La Crescent recognizes the threat of natural hazards to people and property within the City of La Crescent; and

WHEREAS, the City of La Crescent has participated in the development of the 2025 Winona County Hazard Mitigation Plan in accordance with Federal laws, including the Robert T. Stafford Disaster Relief and Emergency Assistance Act, as amended; the National Flood Insurance act of 1968, as amended; and the National Dam Safety Program Act, as amended; and

WHEREAS, the 2025 Winona County Hazard Mitigation Plan identifies mitigation goals and actions to reduce or eliminate long-term risk to people and property within the City of La Crescent from the impacts of future hazards and disasters; and

WHEREAS, by adoption by the City of La Crescent demonstrates its commitment to hazard mitigation and achieving the goals outlined in the 2025 Winona County Hazard Mitigation Plan,

WHEREAS, approval of the 2025 Winona County Hazard Mitigation Plan by the Federal Emergency Management Agency (FEMA) will make Winona County and participating jurisdictions eligible to apply for FEMA Hazard Mitigation Assistance grants; and

NOW THEREFORE BE IT RESOLVED that the City of La Crescent supports the hazard mitigation planning effort and wishes to adopt the 2025 Winona County Hazard Mitigation Plan This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Clerk this 9th day of March, 2026.

Approved: _____
, Mayor

ATTEST: _____
, City Clerk

The foregoing motion was duly seconded by Member Williams and upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.9 – 2026 VECTOR CONTROL AGREEMENT

City Council reviewed for approval the 2026 purchase contract regarding mosquito abatement services. Vector Control remains part of the MS4 requirements. The contract is once again through Driftless Region Vector Control and compensation is a total of $3,490.00 and includes canvassing-initial check and two rechecks, monitoring standing water, placement of mosquito egg traps, and recording. Following discussion, Member Williams made a motion, seconded by Member Jostad as follows:

MOTION TO APPROVE THE 2026 PURCHASE CONTRACT FOR MOSQUITO ABATEMENT SERVICES BETWEEN THE CITY OF LA CRESCENT AND DRIFTLESS REGION VECTOR CONTROL FOR $3,490.00 TO INCLUDE SERVICES AS STATED.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.10 – APPROVE SERVICE CONTRACT – GENERATORS

Interim City Administrator Tyler Benish reviewed an agreement with City Council to renew the service contract with Interstate Power Systems for yearly service, inspections and battery replacement on the City's water and wastewater generators. The City has had an agreement in place for several years with Interstate Power Systems. It was recommended that City Council approve the three-year service contract with Interstate Power Systems. Following discussion, Member Langen made a motion, seconded by Member Jostad as follows:

MOTION TO APPROVE THE THREE-YEAR SERVICE CONTRACT RENEWAL WITH INTERSTATE POWER SYSTEMS FOR YEARLY SERVICE, INSPECTIONS, AND BATTERY REPLACEMENT ON THE CITY'S WATER AND WASTEWATER GENORATORS.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

ITEM 3.11 – FEE SCHEDULE AMENDMENT – RECREATION

City Council reviewed Ordinance No. 597 amending the 2026 Master Fee Schedule to include additional classes to be offered through the City's Aquatic Center. Following discussion, Member Jostad introduced the following resolution and moved its passage and adoption:

ORDINANCE NO. 597

AN ORDINANCE OF THE CITY OF LA CRESCENT AMENDING THE MASTER FEE SCHEDULE FOR THE CITY OF LA CRESCENT AS SET FORTH IN ORDINANCES NO. 404, NO. 438, NO. 448, NO. 459, NO. 483, NO. 492, NO. 500, NO. 540, NO. 542, NO. 544, NO. 545, NO. 548, NO. 552, NO. 554, NO. 557, NO. 564, NO, 565, NO. 566, NO. 569, NO. 571, NO. 579, NO. 583, No. 590, NO. 595, and NO. 596

The City Council of the City of La Crescent, Houston County, Minnesota hereby ordains:

1. The La Crescent City Code established on March 8, 2004, stated that certain fees may be set from time to time by the City Council.

2. The La Crescent City Code was amended on January 28, 2008, January 12, 2009, January 11, 2010, January 13, 2014, February 9, 2015, February 8, 2016, February 24, 2020, April 13, 2020, April 27, 2020, May 18, 2020, December 14, 2020, April 20, 2021, and December 13, 2021, December 19, 2022, February 13, 2023, April 24, 2023, June 26, 2023, July 24, 2023, December 11, 2023, December 16, 2024, March 10, 2025, December 15, 2025, and February 9, 2026, by Ordinance to amend certain fees.

3. The Fee Schedule has been reviewed by City Staff and amended each year from 2016 to 2024 by Motions passed by City Council. These amendments passed by City Council shall remain in effect.

4. The City staff has reviewed the fees which the City currently charges and is recommending that the fee schedule be amended as follows:

RECREATION

	CITY/TWN	OUT OF
LOG ROLLING	$45.00	$55.00
SWIMMING LESSONS	$40.00	$55.00
SWIM TEAM	$45.00	$55.00
(Add) WATER AEROBICS	$60.00	$70.00
(Add) PARENT-TOT SWIM	$45.00	$55.00
POOL ADMISSION – per entry	$3.00	$6.00
POOL MEMBERSHIPS FAMILY INDIVIDUAL	$135.00 $65.00	$185.00 $95.00

The foregoing motion was duly seconded by Member Langen and upon a roll call vote taken by the City Clerk, the following Members vote in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mayor Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Langen as follows:

MOTION THAT A PRÉCIS FORMAT OF SAID ORDINANCE 597 BE PUBLISHED IN THE OFFICIAL NEWSPAPER OF THE CITY AND WITH "OFFICIAL COPY" SO MARKED BE KEPT ON FILE IN THE OFFICE OF THE CITY ADMINISTRATOR.

Upon a roll call vote taken and tallied by the City Clerk, the following Members voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mike Poellinger	Yes

and none voted against the same. The motion was declared duly carried.

There being no further business to come before the Council at this time, Member O'Donnell-Ebner made a motion, seconded by Member Langen to adjourn the meeting. Upon a roll call vote taken and tallied by the City Clerk, the following Members present voted in favor thereof, viz;

Cherryl Jostad	Yes
Chris Langen	Yes
Teresa O'Donnell-Ebner	Yes
Dale Williams	Yes
Mike Poellinger	Yes

and none voted against the same. The motion was declared duly carried and the meeting duly adjourned at 6:00 P.M.

APPROVAL DATE:

SIGNED:

_____
Mayor

ATTEST:

_____
Interim City Administrator

1.2

TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 20, 2026
RE: Bills payable

Attached for review and consideration by the City Council are the bills payable for the period ending March 20, 2026. We suggest that the City Council approve the payment of the bills payable as presented.

CITY OF LA CRESCENT
315 Main Street
P.O. BOX 142
La Crescent, MN 55947
P: (507) 895-2595
cityoflacrescent-mn.gov

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
ABILITY BUILDING CENTER INC						
29538	FD - CLEANING COMM RM	02/28/2026	303.60	.00		
29538	FD - CLEANING STATION	02/28/2026	122.19	.00		
29551	CITY HALL - CLEANING	02/28/2026	85.26	.00		
29551	CITY HALL - SHREDDING	02/28/2026	24.98	.00		
Total 8085:			536.03	.00		
AFFORDABLE SIDING & ROOFING						
3/12/2026	LIBRARY ROOF REPAIRS	03/12/2026	662.50	.00		
Total 9468:			662.50	.00		
ANCHOR SOLAR INVESTMENTS LLC						
#77	RADIUM PLANT - SOLAR	03/01/2026	418.47	.00		
#77	MAINTENANCE BLDG - SOLAR	03/01/2026	418.47	.00		
#77	ANIMAL RESCUE - SOLAR	03/01/2026	214.58	.00		
Total 9859:			1,051.52	.00		
BELLOCK, CODY N.						
03/03/26 REIMB	REIMB PER CONTRACT - GUN ALLOWANCE BELOCK	03/03/2026	425.00	.00		
Total 9340:			425.00	.00		
BERNIE BUCHNER INC						
893902	REPAIR LEAKING PIPE AT WATER BOOSTER STATION	03/10/2026	1,321.88	.00		
Total 129:			1,321.88	.00		
BOB'S LOCK & SAFE INC.						
44478	PD - 2 PADLOCKS FOR EVIDENCE LOCKERS	03/16/2026	56.00	.00		
Total 123:			56.00	.00		
CINTAS CORPORATION						
4258907608	CITY HALL - MATS, CLEANING RAGS & TOWELS	02/09/2026	100.36	.00		
4260406770	CITY HALL - MATS, CLEANING RAGS & TOWELS	02/23/2026	100.36	.00		
Total 9696:			200.72	.00		
CLEARWAY COMMUNITY SOLAR LLC						
1/26 STMT	31 MCINTOSH RD - LIFT STATION	01/31/2026	5.01	.00		
1/26 STMT	400 LARCH AVE - WELL 2	01/31/2026	287.80	.00		
1/26 STMT	321 MAIN STREET - LIBRARY	01/31/2026	72.49	.00		
1/26 STMT	608 S 7TH STREET - POOL	01/31/2026	226.74	.00		
1/26 STMT	209 S. WALNUT ST- LAC SIGN	01/31/2026	6.23	.00		
1/26 STMT	1450 HWY 16 - LIFT STATION	01/31/2026	13.21	.00		
1/26 STMT	407 ORCHARDVIEW - BOOSTER STATION	01/31/2026	134.36	.00		
1/26 STMT	219 CHESTNUT ST - BRIDGE LIGHT	01/31/2026	24.83	.00		
1/26 STMT	193 MCINTOSH RD - BOOSTER STATION	01/31/2026	81.22	.00		
1/26 STMT	608 S 7TH ST - TENNIS COURT LIGHTS	01/31/2026	4.43	.00		
1/26 STMT	202 MAIN STREET - FLAG LIGHT	01/31/2026	1.41	.00		
1/26 STMT	523 S CHESTNUT - ANIMAL SHELTER	01/31/2026	17.82	.00		
1/26 STMT	110 MIDNIGHT ST - LIFT STATION	01/31/2026	23.03	.00		
1/26 STMT	1323 SPRUCE DR - ABNET FIELDS	01/31/2026	13.92	.00		
1/26 STMT	200 STONEY POINT - WELL HOUSE	01/31/2026	351.81	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
1/26 STMT	336 S 1ST STREET - COMMUNITY BLDG	01/31/2026	68.25	.00		
1/26 STMT	1200 JONATHAN LANE - PARK SHELTER	01/31/2026	18.96	.00		
1/26 STMT	520 S 14TH STREET - ICE ARENA	01/31/2026	1,134.39	.00		
1/26 STMT	722 N 2ND STREET - RADIUM PLANT	01/31/2026	880.91	.00		
1/26 STMT	219 MAIN STREET - UNIT LIGHTS	01/31/2026	34.65	.00		
Total 9854:			3,401.47	.00		
DAVY LABORATORIES						
26C0047	WATER - TESTING	03/05/2026	120.00	.00		
Total 312:			120.00	.00		
DEMCO INC						
7777747	LIBRARY - PROCESSING MATERIALS	03/12/2026	328.09	.00		
Total 316:			328.09	.00		
DEPT OF NATURAL RESOURCES						
3/10/26-3/16/26	WEEKLY RECREATIONAL VEH. REGIST.	03/16/2026	824.00	824.00	03/20/2026	
3/3/26-3/9/26	WEEKLY RECREATIONAL VEH. REGIST.	03/09/2026	2,796.52	2,796.52	03/13/2026	
Total 318:			3,620.52	3,620.52		
GARY'S PUMP & WELL SERVICE, INC.						
I-570-1	GC - WELL REPAIR AT CLUBHOUSE	03/05/2026	694.14	.00		
Total 9912:			694.14	.00		
GOPHER STATE ONE-CALL						
6020520	SEWER - LOCATE	02/28/2026	7.43	.00		
6020520	WATER - LOCATE	02/28/2026	7.42	.00		
Total 620:			14.85	.00		
HAPPY DANCING TURTLE						
1105	LIBRARY - PROGRAM FEE - 3 TOTAL	03/04/2026	180.00	.00		
Total 10219:			180.00	.00		
HAWKINS INC.						
7360504	WATER PLANT - CHEMICALS	03/15/2026	30.00	.00		
Total 512:			30.00	.00		
INGRAM LIBRARY SERVICES LLC						
93401721	LIBRARY - BOOKS	01/05/2026	22.47	.00		
94931409	LIBRARY - BOOKS	03/04/2026	48.74	.00		
94996405	LIBRARY - BOOKS	03/06/2026	18.39	.00		
94996406	LIBRARY - BOOKS	03/06/2026	68.88	.00		
94996407	LIBRARY - BOOKS	03/06/2026	12.51	.00		
95136236	LIBRARY - BOOKS	03/12/2026	36.99	.00		
95234650	LIBRARY - BOOKS GRANT FUNDED	03/17/2026	25.80	.00		
Total 10337:			233.78	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
INNOVATIVE OFFICE SOLUTIONS						
IN5071671	CITY HALL - FILE CABINET	03/06/2026	1,608.08	.00		
Total 9471:			1,608.08	.00		
INSTY-PRINTS OF LA CROSSE INC						
164211	POOL - REGISTRATION FORMS	03/05/2026	293.21	.00		
Total 807:			293.21	.00		
INTERSTATE POWER SYSTEMS INC.						
R00129165:01	WATER PLANT - ANNUAL GENERATOR INSPECTION & MA	03/03/2026	2,078.70	.00		
Total 8812:			2,078.70	.00		
LA CRESCENT ACE HARDWARE						
2/26 STMT	MAINT - SHOP SUPPLIES	02/28/2026	15.98	.00		
2/26 STMT	WELL #2 BLDG MAINT	02/28/2026	72.96	.00		
2/26 STMT	FD - BLDG MAINTENANCE	02/28/2026	31.54	.00		
2/26 STMT	GC - CLUBHOUSE REPAIRS	02/28/2026	63.52	.00		
2/26 STMT	MAINT - BREAKROOM REMODEL	02/28/2026	84.95	.00		
2/26 STMT	WELL #2 PAINT	02/28/2026	50.98	.00		
2/26 STMT	PLOW TRUCK REPAIR	02/28/2026	35.10	.00		
2/26 STMT	B&Z - OFFICE MAINT	02/28/2026	12.97	.00		
2/26 STMT	PLOW TRUCK REPAIR	02/28/2026	43.37	.00		
2/26 STMT	FD - VEHICLE REPAIR	02/28/2026	22.69	.00		
2/26 STMT	MAINT - BREAKROOM REMODEL	02/28/2026	15.58	.00		
2/26 STMT	PD - POSTAGE FOR SHIPPING	02/28/2026	17.48	.00		
2/26 STMT	MAINT - BREAKROOM REMODEL	02/28/2026	28.64	.00		
2/26 STMT	WELL HOUSE #4 - BLDG MAINT	02/28/2026	17.22	.00		
2/26 STMT	CITY HALL - OFFICE SUPPLIES	02/28/2026	23.99	.00		
2/26 STMT	B&Z - OFFICE MAINT	02/28/2026	9.77	.00		
2/26 STMT	FD - VEHICLE REPAIR	02/28/2026	16.98	.00		
2/26 STMT	GC - OFFICE SUPPLIES	02/28/2026	27.54	.00		
2/26 STMT	B&Z - VEHICLE REPAIR	02/28/2026	6.99	.00		
Total 717:			598.25	.00		
LA CRESCENT AUTO REPAIR, INC						
36498	PD - P21 VEHICLE MAINTENANCE	03/12/2026	51.76	.00		
36573	PD - P21 VEHICLE MAINTENANCE	03/12/2026	1,074.72	.00		
Total 8168:			1,126.48	.00		
LA CRESCENT CONVENIENCE CENTER						
3/26 POLICE	PD - FUEL	03/17/2026	113.43	.00		
Total 10267:			113.43	.00		
LA CRESCENT FIREMEN'S RELIEF A						
2026 SBR	FIREFIGHTERS SBR - PASS THRU	03/13/2026	1,538.00	1,538.00	03/13/2026	
Total 1162:			1,538.00	1,538.00		
LEAGUE OF AMERICAN BICYCLISTS						
2026	2026 MEMBERSHIP	02/09/2026	50.00	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 10071:			50.00	.00		
LIBRARY IDEAS LLC						
125984	LIBRARY - BOOKS	03/16/2026	336.27	.00		
Total 10004:			336.27	.00		
LOESCHKE, HEATHER						
03/2026	LIBRARY - PROGRAM FEE	03/02/2026	100.00	.00		
Total 10345:			100.00	.00		
MC NAMARA, MARIE						
3/2026	LIBRARY - PROGRAM FEE	03/02/2026	100.00	.00		
Total 10346:			100.00	.00		
MENARDS-LA CROSSE						
24987	MAINT - WORK BENCH TOP	03/12/2026	97.94	.00		
24987	MAINT - CLEANING SUPPLIES	03/12/2026	23.94	.00		
24987	MAINT - BREAKROOM SUPPLIES	03/12/2026	59.22	.00		
Total 1352:			181.10	.00		
MIDWEST FAMILY LACROSSE						
IN-1260265329	GC - RADIO ADS PRODUCTION FEE	02/28/2026	10.00	.00		
MCC-126026548	GC - RADIO ADS	02/28/2026	1,625.00	.00		
Total 10080:			1,635.00	.00		
MIDWEST MACHINERY CO.						
10793982	PARKS - MOWER BLADES	03/05/2026	321.78	.00		
10793982	PARKS - OIL & FILTERS	03/05/2026	103.68	.00		
10798166	PARKS - MOWER FILTER	03/06/2026	24.86	.00		
10799690	PARKS - MOWER FILTER	03/10/2026	28.17	.00		
Total 9837:			478.49	.00		
MIDWEST TAPE						
508530056	LIBRARY- MOVIES	03/05/2026	51.73	.00		
508572799	LIBRARY- MOVIES	03/13/2026	23.24	.00		
Total 9851:			74.97	.00		
MIENERGY COOPERATIVE						
2/26 STMT	ELECT UTILITIES-CRESC.HGTS.& WILDWOOD SEC LIGH	02/28/2026	252.27	252.27	03/17/2026	
2/26 STMT	ELECT UTILITIES-GC POP MACH.	02/28/2026	71.31	71.31	03/17/2026	
2/26 STMT	ELECT UTILITIES-GC CLUBHOUSE	02/28/2026	267.21	267.21	03/17/2026	
2/26 STMT	ELECT UTILITIES-GC IRRIGATION & PARKING LOTS LIGH	02/28/2026	185.97	185.97	03/17/2026	
2/26 STMT	ELECT UTILITIES - HORSETRACK MEADOWS LIFT STATI	02/28/2026	141.00	141.00	03/17/2026	
2/26 STMT	ELECT UTILITIES - WIESER PARK	02/28/2026	1,112.24	1,112.24	03/17/2026	
Total 2012:			2,030.00	2,030.00		
MINNESOTA CHILD SUPPORT PAYMENT CENTER						
03/13/26PR0015	MN CHILD SUPPORT	03/17/2026	497.46	497.46	03/17/2026	

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 9597:			497.46	497.46		
MINNESOTA DEPARTMENT OF HEALTH						
BENISH CLASS	T BENISH - CLASS C WATER RENEWAL	03/09/2026	23.00	.00		
KOCH CLASS C	D KOCH - CLASS C WATER RENEWAL	03/09/2026	23.00	.00		
Total 1396:			46.00	.00		
MINNESOTA DEPT OF REVENUE						
03/13/26 P/R	MN STATE WHT	03/18/2026	4,346.00	4,346.00	03/18/2026	
Total 227:			4,346.00	4,346.00		
MISSISSIPPI WELDERS SUPPLY CO						
4772107	MAINT- COMPRESSED GAS	03/09/2026	75.00	.00		
4772107	MAINT - FLOW GAUGE	03/09/2026	16.00	.00		
Total 1322:			91.00	.00		
MTI DISTRIBUTING INC						
1509342-00	PARKS - FILTERS AND OIL	03/04/2026	277.46	.00		
1509342-00	PARKS - LAWN MOWER BLADES	03/04/2026	656.38	.00		
Total 1330:			933.84	.00		
PARKS & TRAILS COUNCIL						
2026	MEMBERSHIP DUES - 2026	02/01/2026	35.00	.00		
Total 9791:			35.00	.00		
POINT C						
3/6/26 L. OLSON	MEDICAL REIMB P/R DEDUCTED- L. OLSON	03/09/2026	149.76	149.76	03/09/2026	
3/8/26 D. STAVE	MEDICAL REIMB P/R DEDUCTED-D. STAVENAU	03/10/2026	10.00	10.00	03/10/2026	
Total 10202:			159.76	159.76		
PUBLIC EMPLOYEES RETIREMENT						
03/13/26 P/R	RETIREMENT DEDUCTIONS/CONTRIB.-CORD & PF	03/18/2026	16,758.08	16,758.08	03/18/2026	
03/13/26 P/R	RETIREMENT DEDUCTIONS/CONTRIB.-DCP	03/18/2026	272.50	272.50	03/18/2026	
Total 1612:			17,030.58	17,030.58		
QUADIENT FINANCE USA, INC						
3/26 STMT	Postage Meter Postage- B&Z	03/15/2026	24.79	.00		
3/26 STMT	Postage Meter Postage- Golf course	03/15/2026	10.62	.00		
3/26 STMT	Postage Meter Postage- Water	03/15/2026	74.34	.00		
3/26 STMT	Postage Meter Postage- Fire Dept	03/15/2026	14.16	.00		
3/26 STMT	Postage Meter Postage- Clerk	03/15/2026	53.10	.00		
3/26 STMT	Postage Meter Postage- Sewer	03/15/2026	74.34	.00		
3/26 STMT	Postage Meter Postage- Public works	03/15/2026	17.70	.00		
3/26 STMT	Postage Meter Postage- Arena	03/15/2026	3.54	.00		
3/26 STMT	Postage Meter Postage- Animal Shelter	03/15/2026	3.54	.00		
3/26 STMT	Postage Meter Postage- Police	03/15/2026	24.79	.00		
3/26 STMT	Postage Meter Postage- Library	03/15/2026	10.62	.00		
3/26 STMT	Postage Meter Postage- Lic Bur	03/15/2026	35.40	.00		
3/26 STMT	Postage Meter Postage- Pool	03/15/2026	7.08	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 9799:			354.02	.00		
QUALIFICATION TARGETS INC.						
22601448	PD - FIREARM QUALIFICATION TARGETS	03/12/2026	92.79	.00		
Total 1712:			92.79	.00		
QUILLINS LA CRESCENT						
2/26 FIRE	FD - WATER & POP FOR DEPT DINNER	02/28/2026	40.95	.00		
Total 1707:			40.95	.00		
REGENTS OF THE UNIVERSITY OF MN						
2170002032	LIBRARY - BOOKPAGE MAGAZINE	03/11/2026	198.25	.00		
Total 9453:			198.25	.00		
RELIABLE PEST MANAGEMENT						
18373	CITY HALL - PEST CONTROL	02/20/2026	55.00	.00		
Total 9871:			55.00	.00		
SOUTHEAST LIBRARIES COOP						
054183	LIBRARY - WEBSITE HOSTING 2026	03/06/2026	210.00	.00		
Total 1962:			210.00	.00		
THE BUYERS EX-PRESS						
4953	GC - ADVERTISING	03/02/2026	300.00	.00		
Total 9513:			300.00	.00		
TITAN MACHINERY INC.						
PS1097133-1	LATCH LOCK FOR CASE LOADER	02/27/2026	91.00	.00		
Total 9088:			91.00	.00		
TOM'S LOCK SERVICE, INC						
113631	ANIMAL RESCUE - SERVICE CALL	03/11/2026	140.00	.00		
Total 9727:			140.00	.00		
ULINE						
205040352	PARKS - DOG WASTE BAGS	03/05/2026	647.30	.00		
Total 9422:			647.30	.00		
US POSTAL SERVICE						
3/26CYCLE 1 PA	PAST DUE WATER/SEWER - WATER	03/20/2026	45.14	45.14	03/20/2026	
3/26CYCLE 1 PA	PAST DUE WATER/SEWER - SEWER	03/20/2026	45.14	45.14	03/20/2026	
Total 2102:			90.28	90.28		
VERIZON WIRELESS						
6137151483	FD - MOBILE & DATA	02/28/2026	240.15	.00		
6137174266	PD - COMPUTER DATA & PHONE SERVICE	02/28/2026	552.81	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
6137174266	B&Z - COMPUTER DATA	02/28/2026	40.04	.00		
6137174266	WATER DEPT - DATA	02/28/2026	20.02	.00		
6137174266	SEWER DEPT - DATA	02/28/2026	20.02	.00		
6137479927	SEWER DEPT - WIRELESS	02/28/2026	57.85	.00		
6137479927	WATER DEPT - WIRELESS	02/28/2026	57.85	.00		
Total 8973:			988.74	.00		
VOYA INSTITUTIONAL TRUST COMPANY						
03/13/26 P/R	DEFERRED COMP. DEDUCTIONS/CONTRIBUTIONS	03/18/2026	3,459.50	3,459.50	03/18/2026	
3/26 H. WALLER	HSA SEVERANCE PAY	03/13/2026	10,422.53	10,422.53	03/13/2026	
3/26 H. WALLER	HSA SEVERANCE PAY	03/13/2026	1,302.81	1,302.81	03/13/2026	
3/26 H. WALLER	HSA SEVERANCE PAY	03/13/2026	1,302.81	1,302.81	03/13/2026	
Total 10290:			16,487.65	16,487.65		
WATER SYSTEMS CO.						
330585	LIBRARY - WATER COOLER RENTAL	02/28/2026	8.00	.00		
Total 8605:			8.00	.00		
XCEL ENERGY						
2/26 STMT	CITY HALL - 315 MAIN ST	02/28/2026	586.10	586.10	03/17/2026	
2/26 STMT	LIBRARY - 321 MAIN ST	02/28/2026	128.27	128.27	03/17/2026	
2/26 STMT	LIFT STATION - 110 MIDNIGHT	02/28/2026	23.90	23.90	03/17/2026	
2/26 STMT	FLAG LIGHT - 202 MAIN	02/28/2026	7.31	7.31	03/17/2026	
2/26 STMT	FLAG LIGHT - 226 MAIN	02/28/2026	21.00	21.00	03/17/2026	
2/26 STMT	SIGN LIGHT - 525 S CHESTNUT	02/28/2026	10.34	10.34	03/17/2026	
2/26 STMT	CITY HALL GREEN SPACE - 322 S 1ST	02/28/2026	21.46	21.46	03/17/2026	
2/26 STMT	MAINTENANCE PARKING LOT - 517 S CHESTNUT	02/28/2026	8.69	8.69	03/17/2026	
2/26 STMT	LIFT STATION - 1450 HWY 16	02/28/2026	11.30	11.30	03/17/2026	
2/26 STMT	SHORE ACRES - GRINDER PUMPS	02/28/2026	202.67	202.67	03/17/2026	
2/26 STMT	PARK SHELTER - 1200 JONATHAN	02/28/2026	59.34	59.34	03/17/2026	
2/26 STMT	NEW LACRESCENT SIGN - 209 S WALNUT	02/28/2026	6.17	6.17	03/17/2026	
2/26 STMT	TENNIS COURT LIGHTS - 608 S 7TH ST	02/28/2026	4.15	4.15	03/17/2026	
2/26 STMT	UNIT ST LIGHTS - 33 S WALNUT	02/28/2026	49.59	49.59	03/17/2026	
2/26 STMT	ANIMAL SHELTER - 523 S CHESTNUT	02/28/2026	97.11	97.11	03/17/2026	
2/26 STMT	BOOSTER STATION - 193 MCINTOSH E	02/28/2026	234.32	234.32	03/17/2026	
2/26 STMT	RESERVOIR - 1026 CRESCENT HILLS	02/28/2026	11.70	11.70	03/17/2026	
2/26 STMT	WWTP - 222 HWY 16	02/28/2026	1,721.39	1,721.39	03/17/2026	
2/26 STMT	WELL HOUSE - 200 STONEY PT RD	02/28/2026	1,334.84	1,334.84	03/17/2026	
2/26 STMT	ABNET FIELDS - 1323 SPRUCE	02/28/2026	21.20	21.20	03/17/2026	
2/26 STMT	STREET LIGHTS - PO BOX 142	02/28/2026	7,169.84	7,169.84	03/17/2026	
2/26 STMT	ICE ARENA - 520 S 14TH ST	02/28/2026	3,424.82	3,424.82	03/17/2026	
2/26 STMT	LIFT STATION - 31 MCINTOSH RD	02/28/2026	18.51	18.51	03/17/2026	
2/26 STMT	WELL #3 - 417 WALNUT PL	02/28/2026	1,424.73	1,424.73	03/17/2026	
2/26 STMT	WELL #2 - 400 LARCH	02/28/2026	914.90	914.90	03/17/2026	
2/26 STMT	RADIUM PLANT - 722 N 2ND ST	02/28/2026	1,418.55	1,418.55	03/17/2026	
Total 1410:			18,932.20	18,932.20		
Grand Totals:			86,994.30	64,732.45		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided

Dated: _____

Mayor: _____

City Council: _____

_____

_____

_____

_____

_____

City Recorder: _____

City Treasurer: _____

Report Criteria:
Detail report.
Invoices with totals above $0 included.
Paid and unpaid invoices included.

5:00 pm Public Hearing

M E M O R A N D U M

TO: Mayor, City Council Members

FROM: Larry Kirch, Community Development Director

DATE: March 23, 2026

SUBJECT: Public Hearing MnDEED Small Cities Development Program – Walnut Street Streetscaping Project

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The city approved a public participation plan in 2024 and is required to conduct several public hearings during the project. The city has been awarded funds but the final contract has not been fully executed. That final step in the pre-construction phase is to complete the Environmental Assessment. That process is pending the initiation of a Phase 1 Archaeology Study for the project. Staff has been attempting to get that started with several contacts to the State Archaeologist Office and the staff at the Minnesota Indian Affairs Council. Staff has been consulting with four indigenous communities who have asked to be consulted during the project and the Phase 1 Archaeology Study.

The city must also hold a public hearing prior to executing the contract with the state and prior to executing a construction contract. A notice of public hearing has been posted and staff is requesting that the council conduct a public hearing during their regularly scheduled council meeting Monday, March 23, 2026 at 5:00 p.m. I will be attending the council meeting and hearing remotely to answer any questions.

The purpose of the public hearing is to hear any additional public comments or concerns about the Walnut Street Reconstruction and Complete Streets project. The federal funding is for the streetscaping

Thank you.

CITY OF LA CRESCENT
315 Main Street
P.O. BOX 142
La Crescent, MN 55947
P: (507) 895-2595
cityoflacrescent-mn.gov

M E M O R A N D U M

TO: Honorable Mayor and City Council Members

FROM: Jason Ludwigson, Sustainability Coordinator

DATE: March 18th, 2026

SUBJECT: Active Transportation Action Plan

The City of La Crescent Active Transportation Program Planning Assistance application for the was selected for funding through the Minnesota Department of Transportation (MnDOT) 2024 Active Transportation Program planning assistance solicitation. Planning assistance has been provided by MnDOT and Alta Planning + Design. The draft plan has been completed in partnership with the La Crescent Active Transportation Planning team.

Included in the packet for your review and comment is the La Crescent Active Transportation Action Plan. The plan would be adopted at a future meeting. Erin Daly Davenport from Alta will attend the meeting via Zoom to answer any questions. I will also be in attendance to answer any questions.

City of La Crescent

Active Transportation ACTION PLAN

La Crescent MINNESOTA

Growing from River to Ridge

March 2026

Acknowledgements

Jason Ludwigson
Sustainability Coordinator, City of La Crescent

Larry Kirch
Community Development Director, City of La Crescent

Tyler Benish
Public Works Director, City of La Crescent

Tim Hruska
City Engineer, City of La Crescent

Bill Waller
City Administrator, City of La Crescent

Luke Ahlschlager
Chief of Police, City of La Crescent

Darin Daveau
Police Officer, City of La Crescent

Greg Husmann
Resident, community member

Tommy Riffe
Resident, student

Kurt Wayne
District 6 Planning Director, MnDOT

Brian McCoy
Regional Planning Grants Administrator, MnDOT

Erin Duffer
Transportation Planner, La Crescent Area Planning Commission

Brian Pogodzinski
Engineer, Houston County

Tim Petersen
Member, Bicycle and Pedestrian Advisory Committee (BPAC)

Nathan Delarwelle
Member, BPAC

Maseray Bangura
Member, BPAC

Jeff Copp
Principal, ISD 300 Elementary School

Nicole Miller
ISD 300

Michael Wojcik
Bicycle Alliance of Minnesota

Bri Cesear
Public Health Educator, Houston County

Linsie Hemplemen
Executive Director, Healthy Community Partnership

Lee Walraben
Executive Director, Able

Cindy Wright
Commissioner, Houston County

Teresa O'Donnell-Ebner
Councilmember, City of La Crescent

Cherryl Jostad
Councilmember, City of La Crescent

Dale Williams
Councilmember, City of La Crescent

Chris Langen
Councilmember, City of La Crescent

Mike Poellinger
Mayor, City of La Crescent

DEPARTMENT OF TRANSPORTATION

The Action Plan was funded through the Minnesota Department of Transportation's (MnDOT) Active Transportation Program.

Learn more:

www.dot.state.mn.us/active-transportation-program

MnDOT Consultant Team

Terra Soma, LLC

Alta Planning + Design

Contents

1. **Introduction**
   Why an Active Transportation Action Plan, how the Plan was developed, and guiding principles

2. **Vision and Goals**
   Plan vision and goals

3. **Where We Are - Our Streets Today**
   Existing conditions, current plans and policies, and key insights from the planning process

4. **Where We're Going - Our Streets Tomorrow**
   Priority projects and action steps: from quick wins to longer-term projects, policies, programs and practice recommendations

5. **Implementation Next Steps - Putting Our Wheels in Motion**
   Incremental steps to move the Plan into action, framework for measuring progress, and call to action

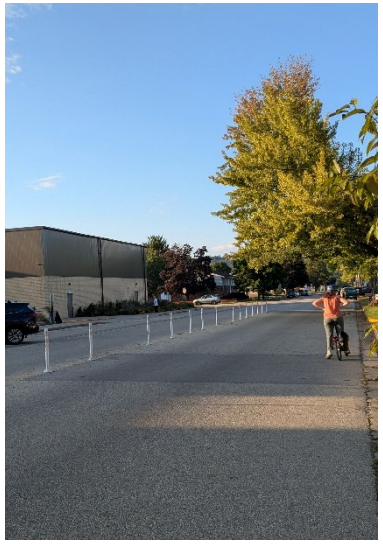
Executive Summary

The Active Transportation Action Plan is the result of a six-month collaboration from July to December 2025. A diverse Local Planning Team came together to set direction, co-create strategy, and lead numerous listening sessions, a walking audit, bicycle audit, and action planning workshop, and gather public input via an online map and survey.

The Action Plan serves as a living guide. It establishes clear, evidence-based, and action-oriented priorities to guide future investments in making walking and bicycling safer and more accessible. The Plan identifies priority routes within La Crescent that are most in need of improvements.

Taking the steps towards a more walkable and bikeable city takes more than simply building sidewalks, trails, and marked crosswalks. It depends on sustained and coordinated changes to programs, policies, and everyday practices. Education, encouragement, enforcement, and ongoing evaluation are essential to improving safety and increasing walking and biking for people of all ages and abilities.

This Plan builds on existing plans, community input, observed conditions, and lessons learned from peer communities. Together, these elements inform a set of practical recommendations that help La Crescent strengthen implementation, align internal processes, and support a long-term shift toward safer, more welcoming streets.



Executive Summary

WHERE WE ARE - OUR STREETS TODAY

The City of La Crescent is making big strides toward improving walking and biking in the city. City staff have leveraged a Complete Streets policy, Safe Routes to School and Active Transportation planning efforts, and strong sustainability goals into grants for key improvements around the city. This plan builds on that momentum to strengthen walking and biking connections.

WHERE WE'RE GOING - OUR STREETS TOMORROW

Public input and technical analysis informed the development of a recommended active transportation network and priority projects to build out the network over time. Network recommendations were developed to connect to recent biking and walking facility improvements and key destinations for community members.

IMPLEMENTATION NEXT STEPS - PUTTING OUR WHEELS IN MOTION

There are multiple actions La Crescent can take within the first 100 days of plan adoption, as well as over the next one, three, and five years. The City will track progress around infrastructure equity and safety, community experience and use of biking and walking improvements, and capacity and implementation readiness.

Executive Summary

Three in-person listening sessions were held as an opportunity for residents to share their thoughts about walking and biking in La Crescent.

Listening sessions included a PTO meeting and a Chamber of Commerce meeting.

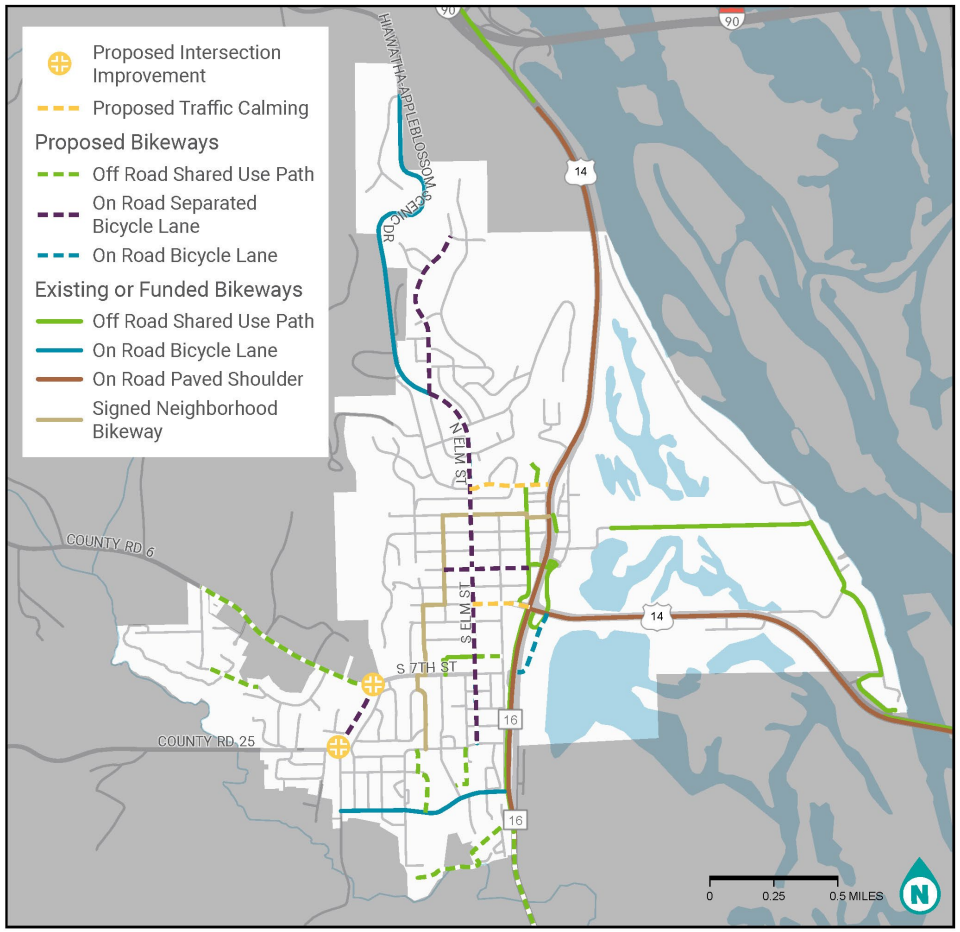
- Many community members mentioned that sidewalks that are missing or in poor condition posed a hazard for people walking or biking.
- They also identified amenities that would be supportive for walking and biking, including better lighting, bike racks, drinking fountains, and benches.
- It would be helpful to have dedicated biking and walking infrastructure (separation of modes).

Executive Summary

Recommended Active Transportation Network

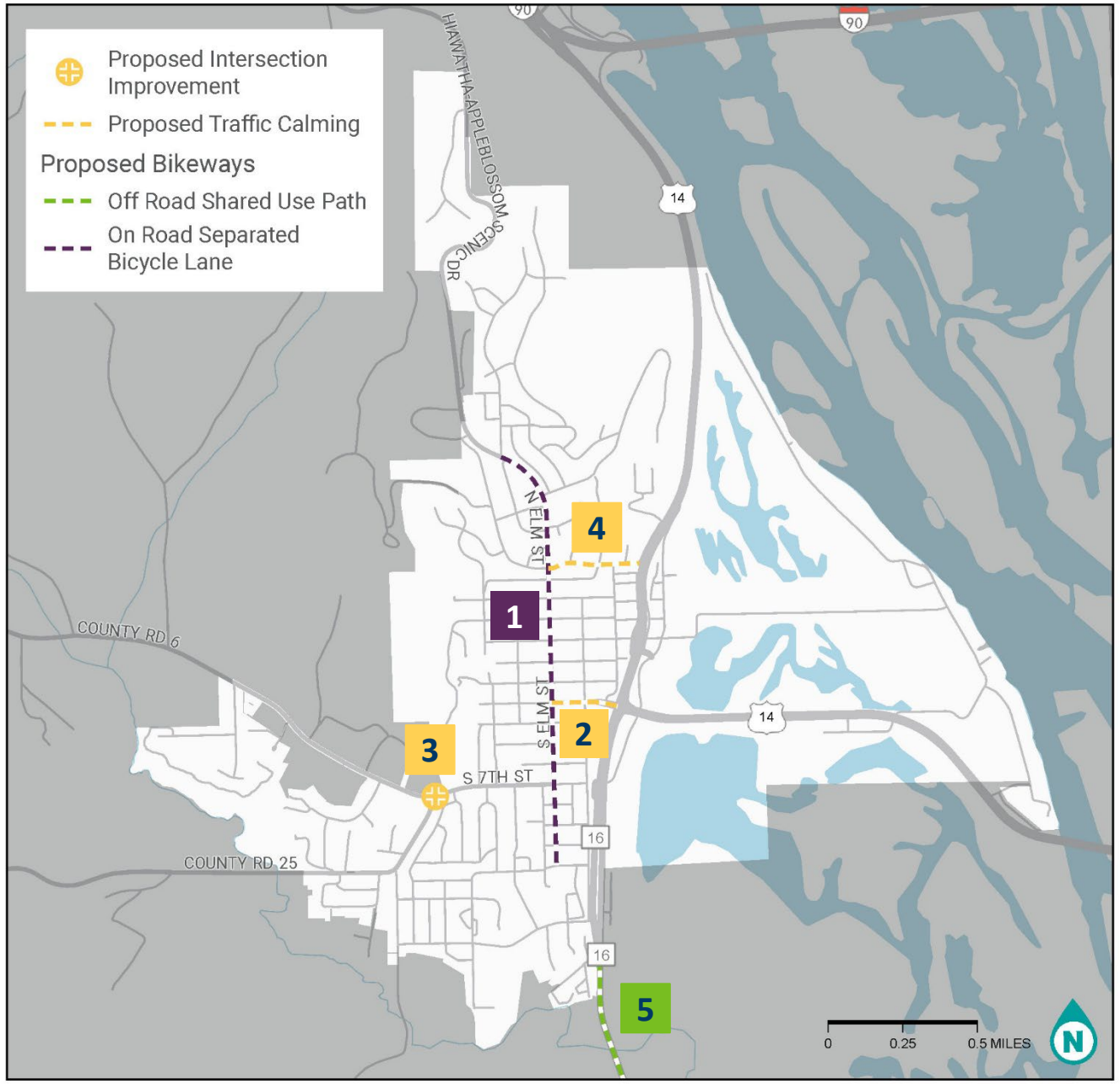
Public input and technical analysis informed the development of the recommended active transportation network. Network recommendations were developed to make connections to key community destinations.

The recommended Action Transportation Network is a safe, comfortable, coherent, direct, and attractive interconnected system of sidewalks, crosswalks, RRFBs, Hawks, shared-use paths, separated/buffered bicycle lanes, protected bike lanes/one-two lane cycle-tracks, bicycle lanes, bicycle boulevards, bridges, overpasses/underpasses, bike parking that are maintained to a high level as part of the city's overall transportation system.



Active Transportation Network | **High Priority Projects**

1. **Elm St** – Conduct a corridor study and assess the feasibility of separated bike lanes.
2. **S 3rd St** – Explore a four-to-three lane roadway concept and work with MnDOT on upcoming intersection improvements at U.S. Highway 14/Route 61/MN16.
3. **County Rd 6/ S 7th St at County Rd 25** – Adjust location of speed limit change and explore traffic calming at/in advance of the intersection.
4. **N 4th St** – Explore traffic calming solutions to slow vehicle traffic and make walking and biking more comfortable.
5. **Hwy 16 Trail to Miller's Corner with an extension to Hokah and Houston** – Construct a trail alongside Hwy 16, consistent with recommendations in the 2023 Active Transportation Action Plan for the corridor.



Introduction

SECTION 1

Why an Active Transportation Action Plan?

WALK . BIKE . ROLL .

What is active transportation?

Why is an Active Transportation Action Plan important?

What is the community context for undertaking this work?

The City of La Crescent Active Transportation Action Plan serves as a roadmap for implementing the City's Complete Streets Policy to create a safe and convenient network for people walking and biking.

The Plan uses the term ***walking*** and ***pedestrian*** broadly to include people of all ages and abilities walking or rolling, including people who travel by foot, use a wheelchair, stroller, or other assisted mobility device. The term ***bicycling, biking*** and ***bicyclist*** broadly refer to people of all ages and abilities riding bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.

By making active transportation users, the most vulnerable users, the center of transportation planning and street design, it ensures streets provide safe options for everyone, regardless of transportation choice. **A connected, safe and comfortable active transportation network means all people have equitable access and opportunity to contribute to a vibrant, age- friendly and healthy city.**

Why Active Transportation Matters

EQUITY

Owning a new car costs roughly **$11,577 per year** (AAA, 2025). This is up from 2022 when the average yearly cost was $10,728. Car ownership should not be a requirement for getting around safely and efficiently.

AAA Newsroom. (2023, August 30). *Annual new car ownership costs boil over $12K*. AAA. https://newsroom.aaa.com/2023/08/annual-new-car-ownership-costs-boil-over-12k/

ENVIRONMENT

Minnesota must **reduce** transportation related greenhouse gas emissions by **80%** and vehicle miles travelled by **20%** by 2050 to reach its climate goals.

Cycling networks reduce dependence on driving to get around. Less driving provides a two-fold benefit – cleaner air and reduced impact on our global climate.

Minnesota Department of Transportation. (n.d.). *Minnesota Walks: Statewide Pedestrian System Plan*. https://www.dot.state.mn.us/minnesotawalks/index.html

ECONOMY

Active transportation means business; it stimulates local economies through job creation, tourism and business development.

People that bicycle make **more frequent trips** than people driving, spending more money at local businesses.

Cortright, J. (2009). *Walking the walk: How walkability raises home values in U.S. cities*. CEOs for Cities. https://nacto.org/docs/usdg/walking_the_walk_cortright.pdf

Schmitt, A. (2012, December 5). *Cyclists and pedestrians can end up spending more each month than drivers*. Bloomberg. https://www.bloomberg.com/news/articles/2012-12-05/cyclists-and-pedestrians-can-end-up-spending-more-each-month-than-drivers

Why Active Transportation Matters

HEALTH & WELLBEING

Active transportation **as part of everyday travel** is as effective as structured workouts for improving health. Active commuting is associated with a **11% reduction** in cardiovascular risk.

American Public Health Association. (2010). *The hidden health costs of transportation*. https://www.apha.org/-/media/files/pdf/topics/transport/apha_active_transportation_fact_sheet_2010.pdf

SOCIAL CONNECTION

"**Humans are social creatures**—we live in community. Individual health and wellbeing is intricately tied to the health of our communities and our interactions with others."

Active transportation provides us more opportunity to interact with our neighbors and community.

Taking Charge of Your Health & Wellbeing. (n.d.). *How do our social networks affect wellbeing?* University of Minnesota. https://www.takingcharge.csh.umn.edu/how-do-our-social-networks-affect-wellbeing

HAPPINESS

Researchers at the University of Minnesota have found **bicycling** to be the **happiest form of transportation.**

University of Minnesota. (2018, August 20). *The happiest mode of transportation? That would be cycling*. University of Minnesota. https://twin-cities.umn.edu/news-events/happiest-mode-transportation-would-be-cycling

How the Plan was Developed

The Active Transportation Action Plan is the result of a collaborative process led by the La Crescent Active Transportation Planning Team. The group came together to host and participate in:

- **Walking and biking audits to assess existing conditions**
- **Action Planning Workshop to define active transportation routes and connections**
- **Online engagement through virtual meetings and use of interactive mapping tools and survey to collect community input**
- **Three listening sessions, including a PTO meeting and Chamber of Commerce Lunch and Learn**

The Plan builds on existing plans and policies, community and committee participation and evidence-based state and national best practices to identify an active transportation network and action steps to guide future investments in making walking and bicycling safer and more accessible for all.

La Crescent received planning assistance to develop this Plan, funded by the Minnesota Department of Transportation (MnDOT) Active Transportation Program. The Active Transportation Program aims to increase the number of people walking and biking to destinations.

Plan Guiding Frameworks and Principles

Complete Streets

Design streets for everyone, every time.

All street projects consider people walking, biking, rolling, taking transit and driving with priority given to vulnerable street users, safety, equity and everyday access to places people need to go.

All Ages & Abilities | Mode Choice | Context Sensitive

Active Transportation Principles

Making walking, biking and rolling safe, comfortable, intuitive and attractive.

Routes are designed to be safe, comfortable, direct, coherent and attractive so more people can choose active travel for daily trips.

Low Stress | Easy to Navigate | Connected Network

Safe System Approach

Design streets to prevent serious injury and death.

Safety is built into the street through speed management, safer intersections and designs that protect the most vulnerable users.

Slow Speeds | Minimize Human Error By Design

Transportation Equity

Invest where the need and benefit are greatest.

Decisions prioritize people and place most impacted by unsafe streets and transportation barriers, including children, older adults, people with disabilities and communities facing historic or economic disadvantage.

Access to Opportunity | Shared Decision-Making

Complete Streets

Complete Streets is an approach that integrates people and place in the planning, design, construction, operation and maintenance of streets. A Complete Streets policy helps ensure a comprehensive and connected multimodal transportation system that prioritizes safety over speed, more equitably balances the needs of different modes and supports local land uses, economies, cultures and natural environments.

Complete Streets look different from street to street, place to place. There is no "standard," rather a holistic and context sensitive approach is taken to address the unique needs of users and characteristics of place. For example, to make biking safer, more accessible and inviting, a "collector" or "arterial" street might include buffered or separated bike lanes to account for higher traffic speeds and volumes. While on a neighborhood residential street people biking and driving might share the lane and mix due to the low traffic speeds and volumes. Over 40 cities and counties in Minnesota have adopted Complete Streets policies as of 2023. All Complete Streets should include sidewalks and ADA accommodations when not limited by topography.

La Crescent's Complete Streets policy reads "La Crescent will plan for, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as appropriate."

MnDOT's Complete Streets Policy

"MnDOT must follow a complete streets approach in all phases of planning, project development, operation and maintenance activities."

One of the four policy goals is to **"increase bicycling and walking as a percentage of all trips."**

The policy states districts should give higher priority to opportunities to address identified user needs on projects that meet the following criteria:

- **Equity:** Have a higher proportion of people with disabilities, people of color, older adults, children or low-income
- **Mode Shift:** Have a higher probability of increasing the number of people walking, biking or taking transit
- **Safety**: Addresses a significant safety issue for vulnerable users
- **Connectivity:** Addresses a gap or barrier created by prior transportation investments
- **Plan Alignment:** Are identified in a local or regional plan

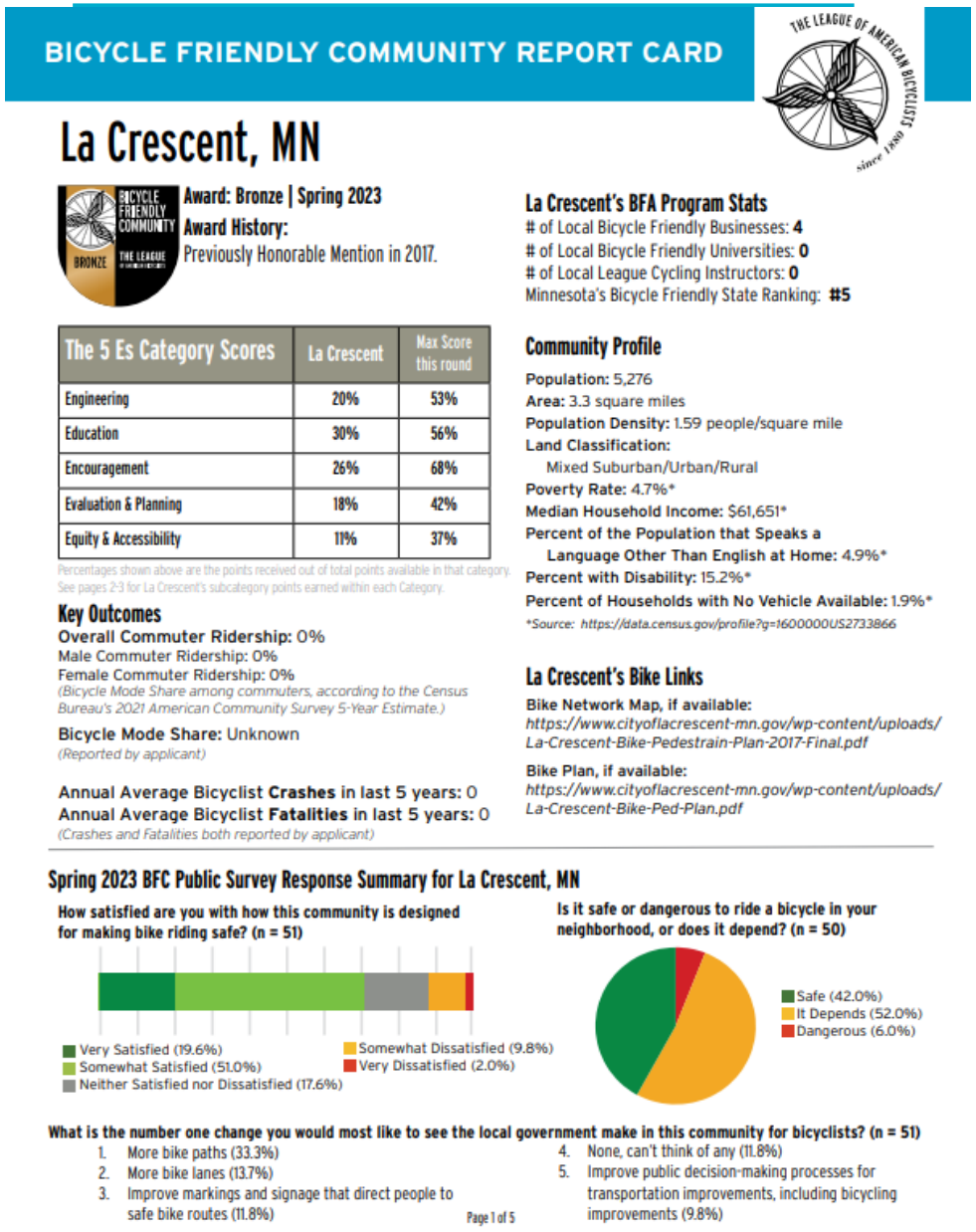
Bicycle Friendly Community Award and the 5 E's

La Crescent was awarded a Bronze Bicycle Friendly Community Award in 2023. While this Active Transportation Plan is not specifically structured around the 5E's, the plan elements will help prepare La Crescent to reapply later in 2026 or 2027.

The application largely asks which 5E elements are present in the community currently, or what updates have been made since the last application. This plan is a strong part of the Evaluation & Planning "E" and should also help answer open ended questions in the Final Overview section of the application.

The La Crescent Bicycle Friendly Community Report Card includes a snapshot of how well La Crescent scored in each of the 5 E's. There is also a robust list of bulleted suggestions for La Crescent to focus on to maintain and improve their award level, including

- Following the **Complete Streets Policy** for all projects
- Focusing on **bikeway connections** and **filling gaps**
- Increasing **high quality bicycle parking**
- Modifying **signal timing** to accommodate people riding bikes
- And a robust list of additional and complementary E's, mostly focused on additional education and encouragement options



BICYCLE FRIENDLY COMMUNITY REPORT CARD

La Crescent, MN

Award: Bronze | Spring 2023
Award History:
Previously Honorable Mention in 2017.

The 5 Es Category Scores	La Crescent	Max Score this round
Engineering	20%	53%
Education	30%	56%
Encouragement	26%	68%
Evaluation & Planning	18%	42%
Equity & Accessibility	11%	37%

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for La Crescent's subcategory points earned within each Category.

Key Outcomes
Overall Commuter Ridership: 0%
Male Commuter Ridership: 0%
Female Commuter Ridership: 0%
(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown
(Reported by applicant)

Annual Average Bicyclist **Crashes** in last 5 years: 0
Annual Average Bicyclist **Fatalities** in last 5 years: 0
(Crashes and Fatalities both reported by applicant)

La Crescent's BFA Program Stats
# of Local Bicycle Friendly Businesses: **4**
# of Local Bicycle Friendly Universities: **0**
# of Local League Cycling Instructors: **0**
Minnesota's Bicycle Friendly State Ranking: **#5**

Community Profile
Population: 5,276
Area: 3.3 square miles
Population Density: 1.59 people/square mile
Land Classification:
Mixed Suburban/Urban/Rural
Poverty Rate: 4.7%*
Median Household Income: $61,651*
Percent of the Population that Speaks a Language Other Than English at Home: 4.9%*
Percent with Disability: 15.2%*
Percent of Households with No Vehicle Available: 1.9%*
**Source: https://data.census.gov/profile?g=1600000US2733866*

La Crescent's Bike Links
Bike Network Map, if available:
https://www.cityoflacrescent-mn.gov/wp-content/uploads/La-Crescent-Bike-Pedestrain-Plan-2017-Final.pdf
Bike Plan, if available:
https://www.cityoflacrescent-mn.gov/wp-content/uploads/La-Crescent-Bike-Ped-Plan.pdf

Spring 2023 BFC Public Survey Response Summary for La Crescent, MN

How satisfied are you with how this community is designed for making bike riding safe? (n = 51)
Very Satisfied (19.6%)
Somewhat Satisfied (51.0%)
Neither Satisfied nor Dissatisfied (17.6%)
Somewhat Dissatisfied (9.8%)
Very Dissatisfied (2.0%)

Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 50)
Safe (42.0%)
It Depends (52.0%)
Dangerous (6.0%)

What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 51)
1. More bike paths (33.3%)
2. More bike lanes (13.7%)
3. Improve markings and signage that direct people to safe bike routes (11.8%)
4. None, can't think of any (11.8%)
5. Improve public decision-making processes for transportation improvements, including bicycling improvements (9.8%)

Page 1 of 5

Transportation Users and Vulnerability

Transportation user's risk level, or vulnerability, for serious injury or death when involved in a motor-vehicle related collision.

User	Description	Relative Vulnerability
	Pedestrian. People of all ages and abilities who walk or use assisted mobility devices like wheelchairs, scooters, skateboards or strollers.	**High.** Due to the speed and mass of vehicles, people walking are the most vulnerable. Safety of the most vulnerable users must be a priority as they are most at risk.
	Bicyclist. People of all ages and abilities who ride bicycles both human-powered and electric-assisted, including devices adapted for use by people with disabilities.	**Medium-High.** Less vulnerable than people walking, but more vulnerable than people driving. There is a broad range of age, comfort, experience and speed among bicyclists, which affects the needs and designs for projects.
	Transit. People who ride transit. Transit users often walk or bike to/from transit stops.	**High.** People taking transit have a similar level of vulnerability as people walking or biking.
	Drivers. People who drive personal vehicles, inclusive of all drivers and trip types.	**Low.** People driving are less vulnerable than people walking and biking because of the relative safety provided by a vehicle (e.g., seatbelts, airbags).
	Freight. People who drive freight/delivery vehicles.	**Low.** People driving freight vehicles are less vulnerable than people walking and biking because of the relative safety provided by a vehicle.

Table adapted from *MnDOT Complete Streets Handbook*

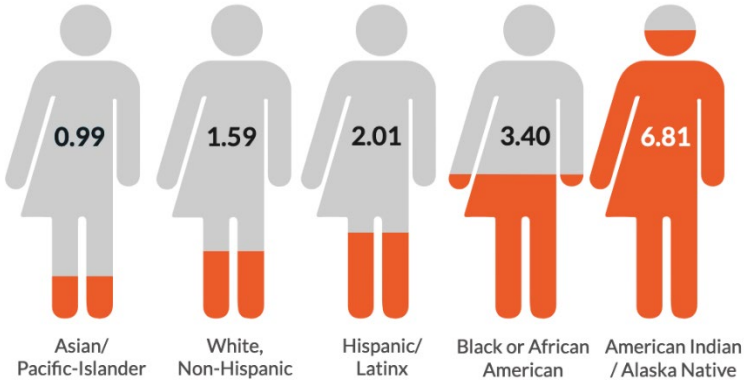
Safety is Not Shared Equally

Traffic-related crashes that kill and injure people are a serious transportation equity and public health concern. Minnesota is seeing a rising share of crashes involving people walking and biking that result in fatal and serious injuries. Nationwide, the number of people struck and killed by drivers while walking increased 45% over the last decade (2010-2019) (MnDOT 2020 Sustainability and Public Health Report).

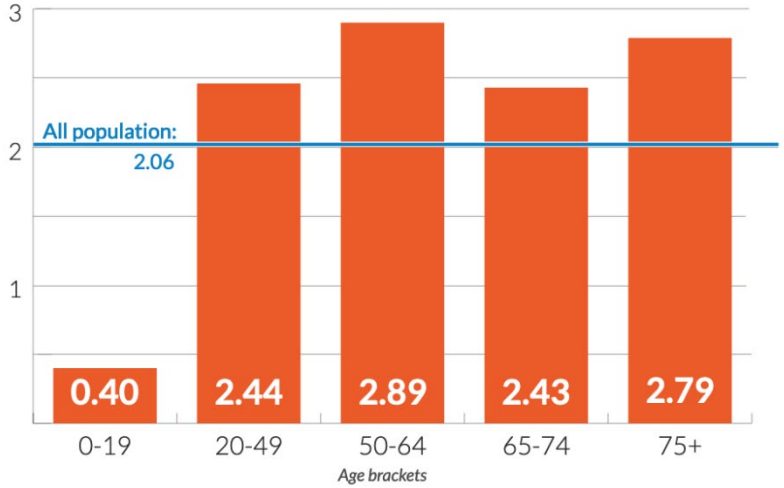
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities, and American Indian/Alaskan Native, Black/African American, and Hispanic people are at greater risk of being severely injured or killed due to a motor vehicle while walking.

Complete Streets and Safe System Approach can help calm traffic, reduce speeds and improve predictability of movement of all transportation users, especially at crossings and intersections. As a result, streets become safer for all. This is especially important with the growing size of vehicles in the U.S. and the greater harm posed by SUVs and trucks compared to standard cars (Robinson et. al, 2024).

U.S. Pedestrian deaths per 100,000 by race & ethnicity (2018-2022)



U.S. Pedestrian fatalities per 100,000 by age (2018-2022)



Source: Dangerous by Design, Smart Growth America, 2024

Safe System Approach

More communities and agencies, including the Minnesota Department of Transportation (MnDOT) and U.S. Department of Transportation/Federal Highway Administration (USDOT/ FHWA), are following the Safe System Approach to traffic safety, which aims to eliminate fatal and serious injuries for all road users, including the most vulnerable users – people walking, bicycling and rolling.

The La Crosse Area Planning Committee (LAPC) is currently creating a Regional Transportation Safety Plan to reduce and eliminate fatal and serious injury crashes through a Safe Streets and Roads for All (SS4A) grant from FHWA.

The Safe System Approach focuses roadway safety efforts on ways to effectively:

1. **Design for the people in the system**
2. **Manage vehicle speeds by design**
3. **Employ proactive tools to manage risks across an entire roadway network, especially for the most vulnerable users**
4. **Foster integrated, collaborative and coordinated action**

> [MnDOT] can prevent traumatic life-altering, costly crashes by focusing on creating low-speed environments in population centers and around other destinations where people are likely to walk [and bike]."
>
> - Statewide Pedestrian System Plan

Learn more about the Safe System Approach:
https://www.transportation.gov/NRSS/SafeSystem

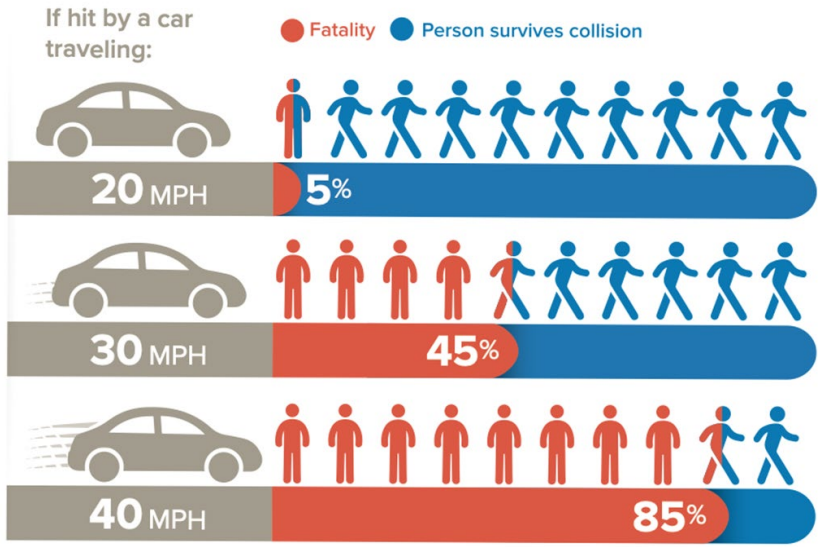
Making Safety a Priority Over Speed

Active transportation users are the most vulnerable transportation user. Reducing driver speeds directly improves the safety of streets and sense of place.

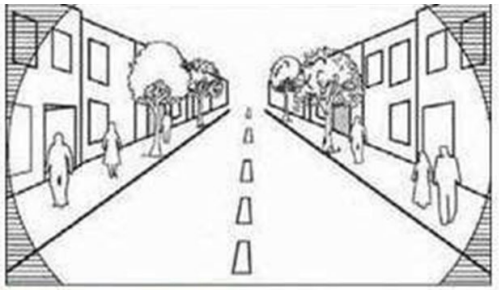
Why Speed Matters

The negative impact of motor vehicle travel speed on crashes that involve people walking and biking is well documented. For example, a person walking has a 95-percent chance of surviving the crash if struck by a person driving at 20 miles per hour (mph). The chances of survival decrease by almost 50 percent when the person driving is traveling only 10 mph faster at 30 mph. **Communities throughout Minnesota are working Toward Zero Deaths as part of the statewide initiative to achieve zero traffic-related serious injuries and deaths, believing they are unacceptable and preventable.**

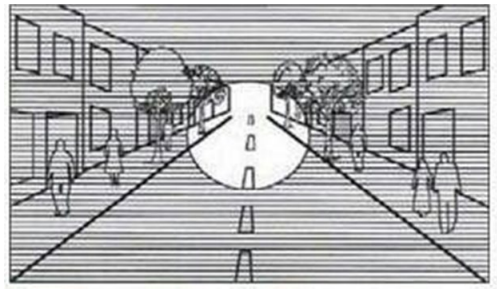
Lower speed streets better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react, stop for people crossing, yield to people parking and unparking and to avoid potentially fatal crashes.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: https://www.ntsb.gov/safety/safety-studies/Documents/SS1701.pdf



Field of vision at 15 MPH



Field of vision at 30 to 40 MPH

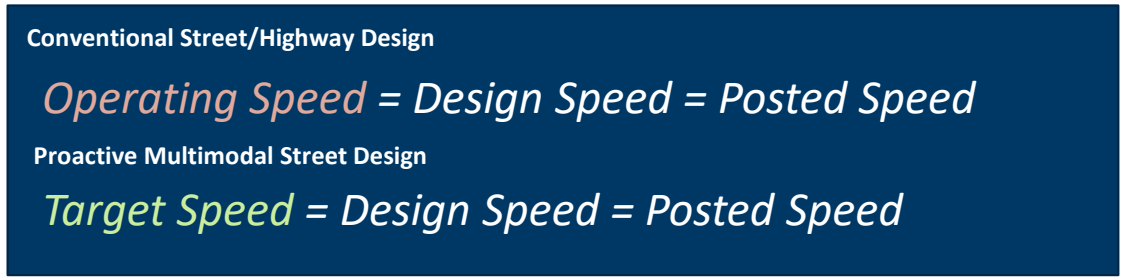
Designing for Safe Speeds

Street Design Influences Behavior

The design of streets directly influences behavior. Most motorists drive to match the "design speed" of the road, using cues such as lane width, street texture, the distance between buildings, street trees, other edge features and sight-line distances rather than solely relying on the posted speed limit. In turn, **streets should be designed to promote safety by taking a proactive design approach to ensure lower "target" speeds—the speed drivers *should* be going.**

Historically, roadways have been designed by observing the operating speed of the majority of drivers and designing the street for that speed. This has resulted in design speeds that are often higher than the posted speed due to wide turn radii, wider travel lanes, clear zones and more.

Today, more communities are using "target speed," a proactive approach to multimodal street design, by first identifying the speed they would like drivers to go and then implementing street design treatments to ensure the operating speed of motorists is the target speed. This convention **helps ensure vulnerable users like people walking and biking are considered equitably in the design of the roadway**.



Adapted from NACTO.org

A lower target speed, and thus posted speed, is a key characteristic of streets in walkable, bikeable, mixed use, neighborhoods and commercial areas.

This Action Plan provides starter recommendations on how to start to bring the design speed more in line with safer target speeds of 20-25 mph through narrower lane widths, streetside landscaping, modern roundabouts and other traffic calming tools to create a safer and higher quality environment for all.

Read more on target speed: https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/.

Level of Quality

In the past, streets were designed to meet a certain level of service for people driving, often prioritizing higher traffic speeds. It's time to focus on a different value: level of quality.

Streets designed to support the safety and comfort of people walking and biking, not only create places where people want to be, they also more safely and efficiently manage vehicle traffic. The pictures (on right) are all the same by functional classification, arterials.

A people and place focused street design that supports all transportation users are a win-win for all.

AUTO FOCUSED

PEOPLE & PLACE FOCUSED

Active Transportation Principles

To provide transportation choice, equity and encourage active trips, routes must be:

SAFE
Does the route minimize risk of injury and danger (both traffic and personal safety)?

COMFORTABLE
Does the route appeal to a broad range of age and ability levels and are there user amenities (e.g., places to sit, protection from the weather)?

COHERENT
How easy is it to understand where to go? How to navigate a crossing or an intersection? How connected is the network?

DIRECT
Does the route provide direct and convenient access to destinations?

ATTRACTIVE
Is the route green, well-maintained and celebrate local identity?

These Active Transportation Principles are founded in a Safe System approach. The significance of each principle may vary from route to route and from person to person. For example, people walking or biking to the grocery store often prioritize directness whereas people out for a recreational bike ride value attractiveness and comfort more than a direct route. Regardless of trip type, safety is critical for all users, especially when ensuring children and elders have safe routes to school, parks and other places they want to go.

Who Are We Designing For?

People walking and biking have unique needs. This Plan seeks to center active transportation users and their needs in future street improvements to ensure all people have safe and reliable access to the places they want and need to go.

People Walking: Everyone is a pedestrian at some point in their day because every trip begins and ends with walking. Walking is a key component of successful public transit, supports vibrant business districts and healthy people, reduces carbon footprint and contributes to safer neighborhoods by putting more eyes on the street.

An average of **22% of all trips** taken within communities are **less than one mile** – a distance that takes the typical person 15 to 20 minutes walking (National Housing Travel Survey, 2017). To encourage more walking trips, it is critical that pedestrians are prioritized in transportation projects and streets are made more welcoming, accessible and safer.

Basic Movement: People in motion require 3-4 feet for strolling width. This accounts for movement such as arm or baggage swing, swaying, pushing a stroller or using a walker. It does not account for people passing one another, moving around or over obstacles.

Who Are We Designing For?

Social Movement: Two people in motion require more strolling width for walking with others and socializing (6 feet).

A 6-foot sidewalk provides minimum space for children to walk in a group.

The landscape boulevard or strip (grass) provides added comfort by creating greater separation between children walking and people driving. The added benefit: kids can be kids, spilling over into a protected space.

Graphic by Terra Soma, LLC

Who Are We Designing For?

People Biking: Biking is a key component of successful business districts, healthy people, carbon reduction, economic vitality and safer neighborhoods.

An average of 46% of all trips taken within communities are less than three miles – a distance that takes the typical person 18 to 20 minutes biking (National Housing Travel Survey, 2017).

Lack of bike lanes and physical separation from motor vehicles, challenging intersection crossings and snow and ice are just some of the reasons why people do not feel comfortable biking today. Today, most of the city's bike network caters to the "highly confident" bicyclist who will ride regardless of roadway conditions and bicycle facility. Highly confident riders represent the smallest category of people willing to bike. To make biking, in all its forms, a real option for more people, the Plan establishes the need, and incremental steps, to prioritize the "interested but concerned" type of bicyclist to create a low stress, all ages and abilities network.

Many improvements that prioritize bicyclists also do the same for people walking. The strategies and actions in this Plan often support or are linked to each other.

Low volume, low speed residential streets become more comfortable shared walking and biking streets with traffic calming tools such as neighborhood traffic circles.

INTERESTED BUT CONCERNED BICYCLIST

"This is the bicyclist user profile that MnDOT typically considers when selecting a bicycle facility type."

- Minnesota Bicycle Facility Design Guide

Comfort Types of Bicyclists

Low Stress Tolerance → High Stress Tolerance

NO WAY NO HOW

33%

People will not bike out of disinterest or inability to do so.

INTERESTED BUT CONCERNED

51-56%

People in this group would like to bike more, but do not feel safe on busy streets with fast moving traffic nearby. Biking on streets with fewer and slower-moving cars, or a space separated from vehicles, would help them feel more comfortable. National research has found that **over half of the population are interested in bicycling more often** but are **concerned about having to share the road with motor vehicles. They would like lower stress street environments to bike.**

ENTHUSED & SOMEWHAT CONFIDENT

5-9%

People who have been biking for transportation for some time. They are sometimes comfortable sharing the street with drivers but would prefer to ride on streets with bike lanes or separated paths.

HIGHLY CONFIDENT

4-7%

People who will ride regardless of roadway conditions and bicycle facility. Highly confident riders represent the smallest category of people willing to bike.

Graphic adapted from *AASHTO Guide for the Development of Bicycle Facilities*

Comfort Types of Bicyclists

Low Stress Tolerance

High Stress Tolerance

WHAT IS TRAFFIC STRESS?

Bicycle Level of Traffic Stress (LTS) is a way to evaluate the stress a person bicycling may feel when they ride on a road close to traffic. It assigns a stress level to streets and bikeways based on factors such as:

- Traffic speed
- Number of travel lanes
- Number of vehicles
- Frequency of on-street parking turnover
- Ease of intersection crossings
- Presence of bike lanes
- Presence of physical barrier to bike lane

LTS 1	Most children will feel safe bicycling on these streets.
LTS 2	The “interested but concerned” adult population will feel safe bicycling on these streets.
LTS 3	Streets that are tolerable to “enthused and confident” riders who still prefer having their own dedicated space.
LTS 4	High stress streets with high-speed limits, multiple travel lanes and limited or non-existent marked bikeways.

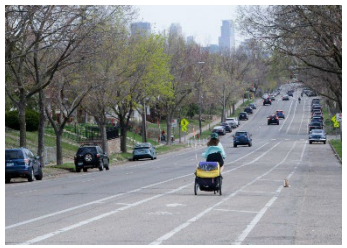
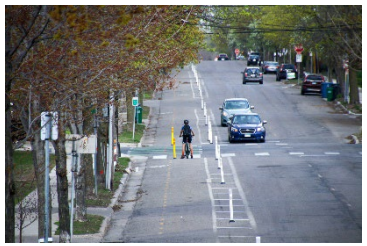
LTS LEVEL	DESCRIPTION	HIGHLY CONFIDENT BICYCLIST WILL RIDE	ENTHUSED & SOMEWHAT CONFIDENT BICYCLIST WILL RIDE	INTERESTED BUT CONCERNED BICYCLIST WILL RIDE
LTS 1		YES	YES	YES
LTS 2	 	YES	YES	Inviting to most adults, but demands more attention than might be expected from children
LTS 3		YES	Often, but more variability in level of comfort	NO
LTS 4		YES	NO	NO

Chart adapted from *MnDOT Bicycle Facility Design Guide*

Safe System: When to Mix, When to Separate?

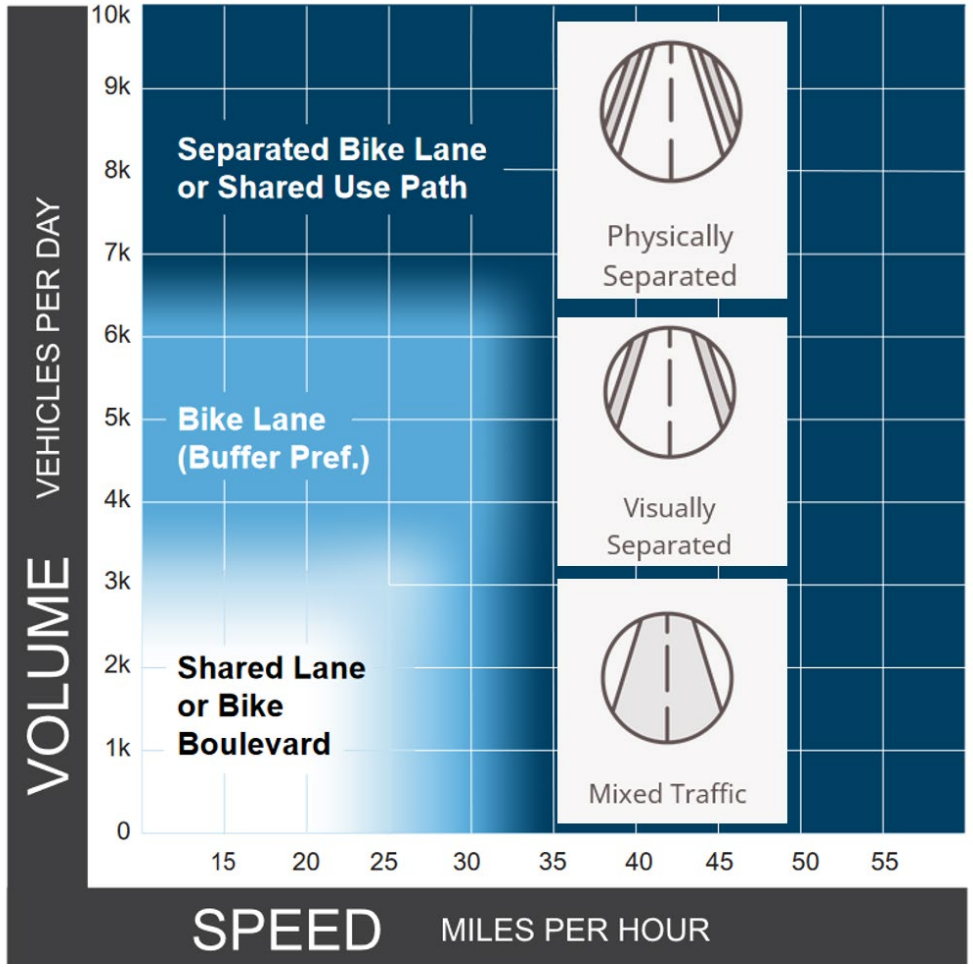


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

SELECTING BIKEWAY FACILITIES

A key aspect to ensure safer roads by design is **separating users in the street space**.

The **greater the vehicle speed** and the **higher the vehicle traffic,** the **greater the physical separation** needs to be between people driving and people biking (and walking).

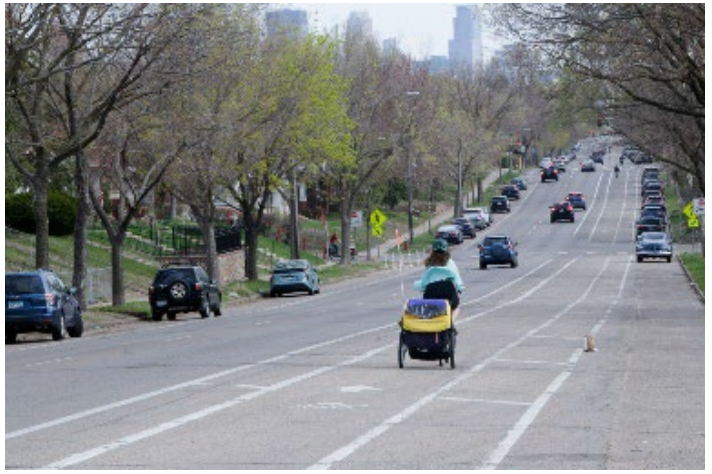
Separate and **protect people** from moving traffic when **vehicle speeds are above 20 mph**. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

A **shared street environment**, where users are mixed, can be created for **people biking and driving** when **target speeds are at or below 20 mph and vehicle volumes are relatively low**. This can be true for people walking, especially in smaller cities or rural communities. This is a common environment on neighborhood residential streets.

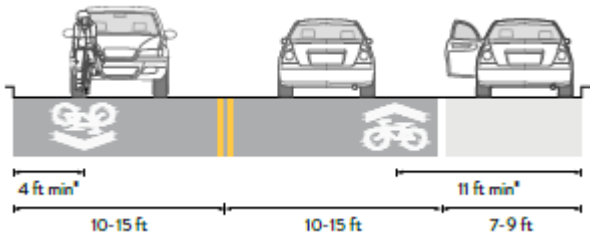
Types of Bike Facilities

Bicycle Boulevard (traffic calmed local streets that prioritize bicycle travel)

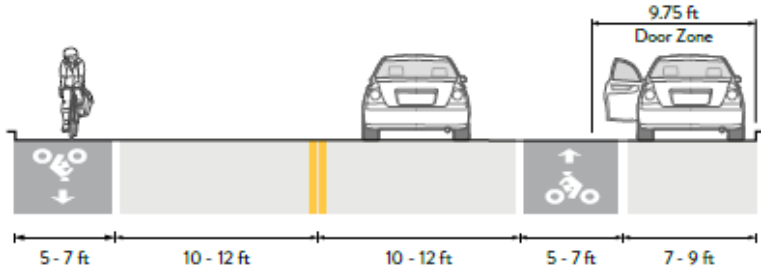
Conventional Bike Lane



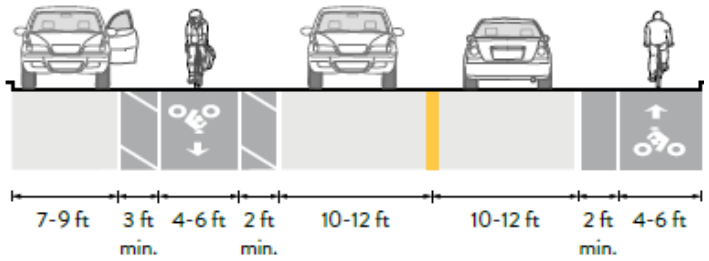
Painted Buffered Bike Lane (buffer can be on parked car side, travel lane side or both)



Shared Lane Marking Placement from the Minnesota Bicycle Facility Design Manual



Bike Lane Dimensions from the Minnesota Bicycle Facility Design Manual



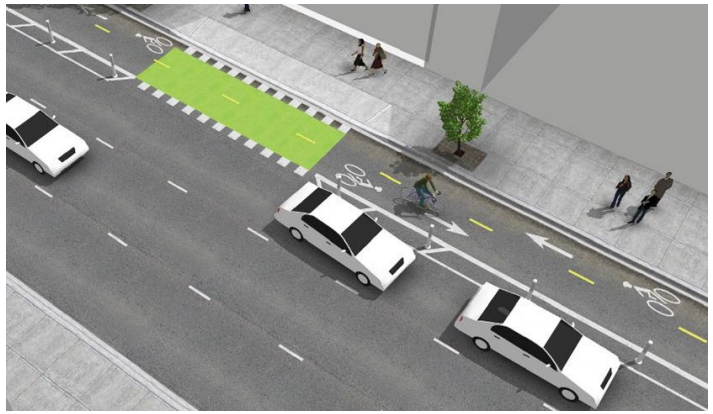
Buffered Bike Lane Dimensions from the Minnesota Bicycle Facility Design Manual

Types of Bike Facilities

Two-Way Cycle Track (also called protected bike lane or separated bikeway)

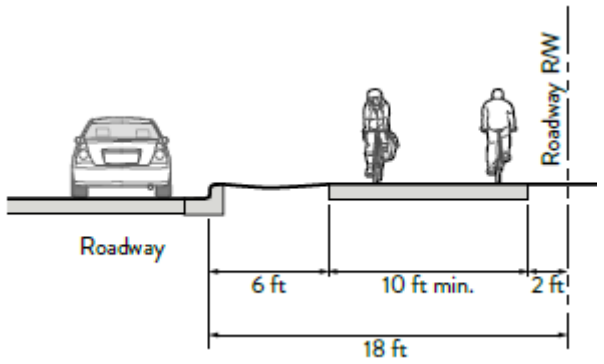
One-Way Cycle Track

Shared Use Path (also called a paved multiuse trail, some may also be a sidepath)



Two-way Cycle Track example from NACTO.

Example of a One-Way Cycle Track from NACTO.



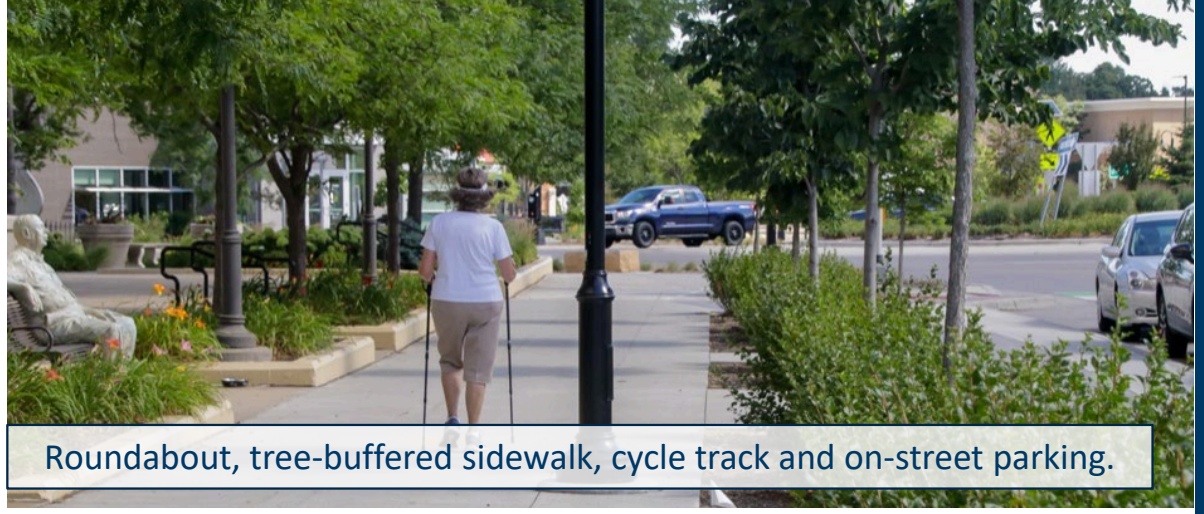
Two-way Shared Use Path Dimensions from the Minnesota Bicycle Facility Design Manual

Putting It Together

Successful streets that are safe for people walking and biking reduce the frequency and severity of crashes and minimize conflicts between users.

How street space is allocated plays a large part in managing speeds and ensuring streets are safe for all users, especially the most vulnerable. For example, narrowing, removing travel lanes and/or adding curb extensions reduces the amount of time people walking are exposed to potential conflict while crossing the street. Minimizing the crossing distance reduces the amount of time a motorist must stop while waiting for someone to cross. Narrowing and/or removing travel lanes also allows space to be reallocated for bike lanes, buffered bike lanes, fully separated paths or wider sidewalks. Installing intersection treatments like modern roundabouts or neighborhood traffic circles help manage speeds and are proven safety countermeasures, reducing the occurrence and severity of crashes.

Streets that are complete put people first and become even greater community assets. They are places where people want to walk and bike, rather than places where people can walk and bike if they must. In turn, more people choose to walk and bike.



Roundabout, tree-buffered sidewalk, cycle track and on-street parking.

Chicanes provide traffic calming and space for native vegetation.

Neighborhood traffic circle in winter.

Vision, Goals

SECTION 2

Plan Vision

VISION

A safe, connected, and accessible active transportation network that attracts visitors, grows walking and biking skills, and creates a comfortable environment where people live, work, play, and connect to nature.

Plan Goals

GOALS

- **All Ages & Abilities:** Prioritizes the most vulnerable roadway users, improving community access and safety year-round
- **Network Connectivity:** Creates a safe, comfortable and convenient walk/bike network that connects residents to amenities and key destinations, and coordinates between local, county, and state networks
- **Mode Shift & Transportation Choice:** Increases bicycle trips, reducing automobile trips and single-occupancy vehicle trips
- **Equity:** Focuses engagement and planning efforts with priority populations, advancing equity in the community
- **Communications:** Strengthens communications and information distribution to/from residents, dedicates space on the city website to active transportation opportunities, leading to a more informed community
- **Environmental and Community Health:** Lowers pollution, increases physical activity, and improves health outcomes

Our Streets Today

SECTION 3

What is it Like to Walk and Bike? Policy Framework

COMMUNITY SNAPSHOT

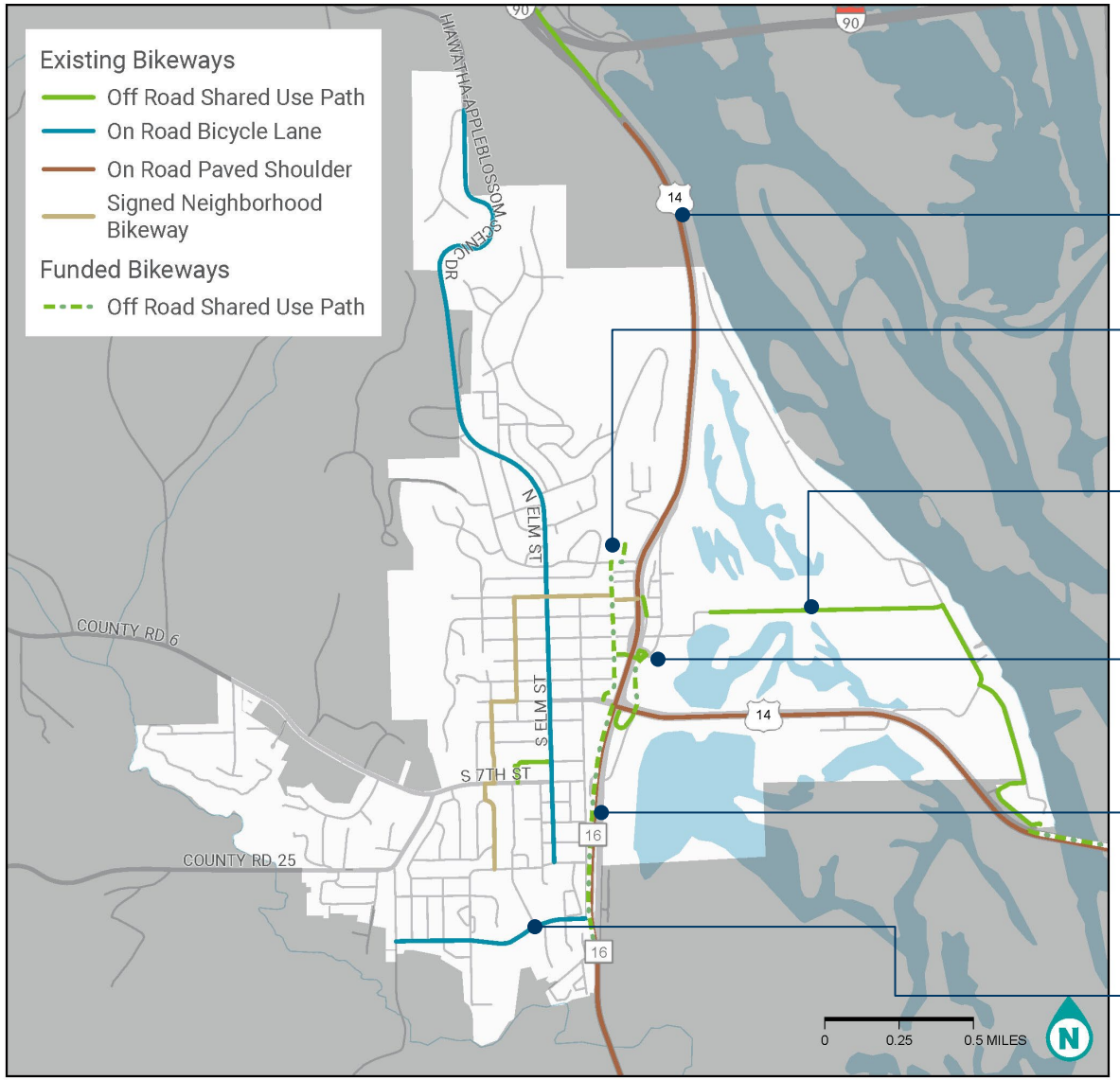
The City of La Crescent is making big strides toward improving walking and biking in the city. City staff have leveraged a Complete Streets policy, Safe Routes to School and Active Transportation planning efforts, and strong sustainability goals into grants for key improvements around the city. This plan builds on that momentum to strengthen walking and biking connections.

EXISTING PLANS & POLICIES

The **Active Transportation Action Plan** supports and is informed by the following existing plans and policies:

- **City of La Crescent Highway 16 Active Transportation Action Plan (2023) –** This plan identifies options for a trail connection from the Wagon Wheel Trail Bridge in La Crescent to Miller's Corner (intersection of Highways 16 and 26), with a longer-range goal to connect to the Root River Trail.
- **City of La Crescent Park and Recreation Plan (2022) –** This plan identifies walking, biking and the development of alternative transportation networks as ways to create a more livable and healthy community.
- **City of La Crescent Safe Routes to School Plan (2020) –** Recommendations focused on improving intersection safety, corridor traffic calming and filling in walking/biking facility gaps near school sites.
- **City of La Crescent Bicycle and Pedestrian Plan Update (2017) –** Provides a framework to fulfill the City's vision of La Crescent as "a vibrant community that encourages walking and bicycling for transportation and recreation."
- **City of La Crescent Comprehensive Plan (2016) –** The plan's transportation principles aim for addressing gaps and safety challenges in the city's existing sidewalk network, increasing bike and pedestrian facility coverage, and improving walkability, lighting, streets and sidewalks in existing neighborhoods.
- **City of La Crescent Complete Streets Ordinance (2019)** states that the City "will plan for, design and construct all new city transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as appropriate."
- The **La Crosse Area Planning Committee** is creating a **Regional Safety Action Plan (2025-26)** to reduce and eliminate fatal and serious injury crashes in the region.

Existing Bicycle Network/ Facilities Map



U.S. Highway 14/Route 61 is a National Scenic Byway (Great River Road and Historic Bluff Country National Scenic Byway) and is also the Mississippi River Trail and U.S. Bike Route 45, with only a paved shoulder for biking.

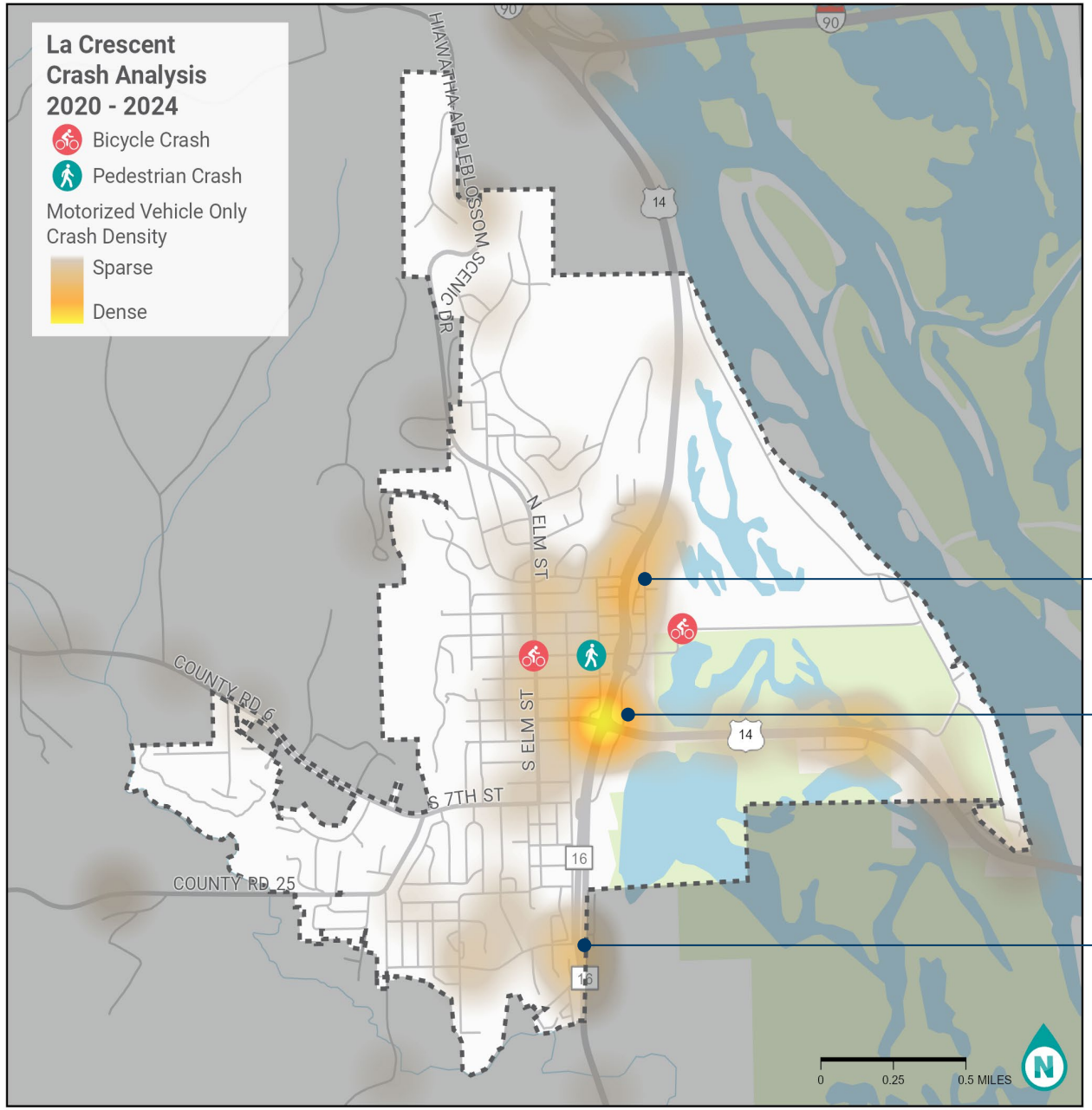
Walnut St will be reconstructed in 2026 with a 10-foot shared use path for people walking and biking.

The Wagon Wheel Trail is a major commuter and recreational shared-use path facility for the community. A shared-use path extension to La Crosse, WI, from Sportsman's Landing across the West Channel of the Mississippi River Bridge is planned for construction in 2027.

A new walking and biking bridge (2022) connects the Wagon Wheel Trail to Downtown La Crescent over U.S. Highway 14/Route 61. Counters on bridge recorded 25,000+ pedestrians and almost 17,000 bicyclists in 2025.

New shared-use path facilities along the west side of Hwy 16 are funded for construction in 2026 (south of 14th St) and 2029 (north of 14th St and also between the Wagon Wheel Bridge landing and the MNDOT corkscrew path up to Highway 16).

The 14th St bike lane connects the Middle and High Schools, school athletic facilities, community ice arena and neighborhoods to the west.



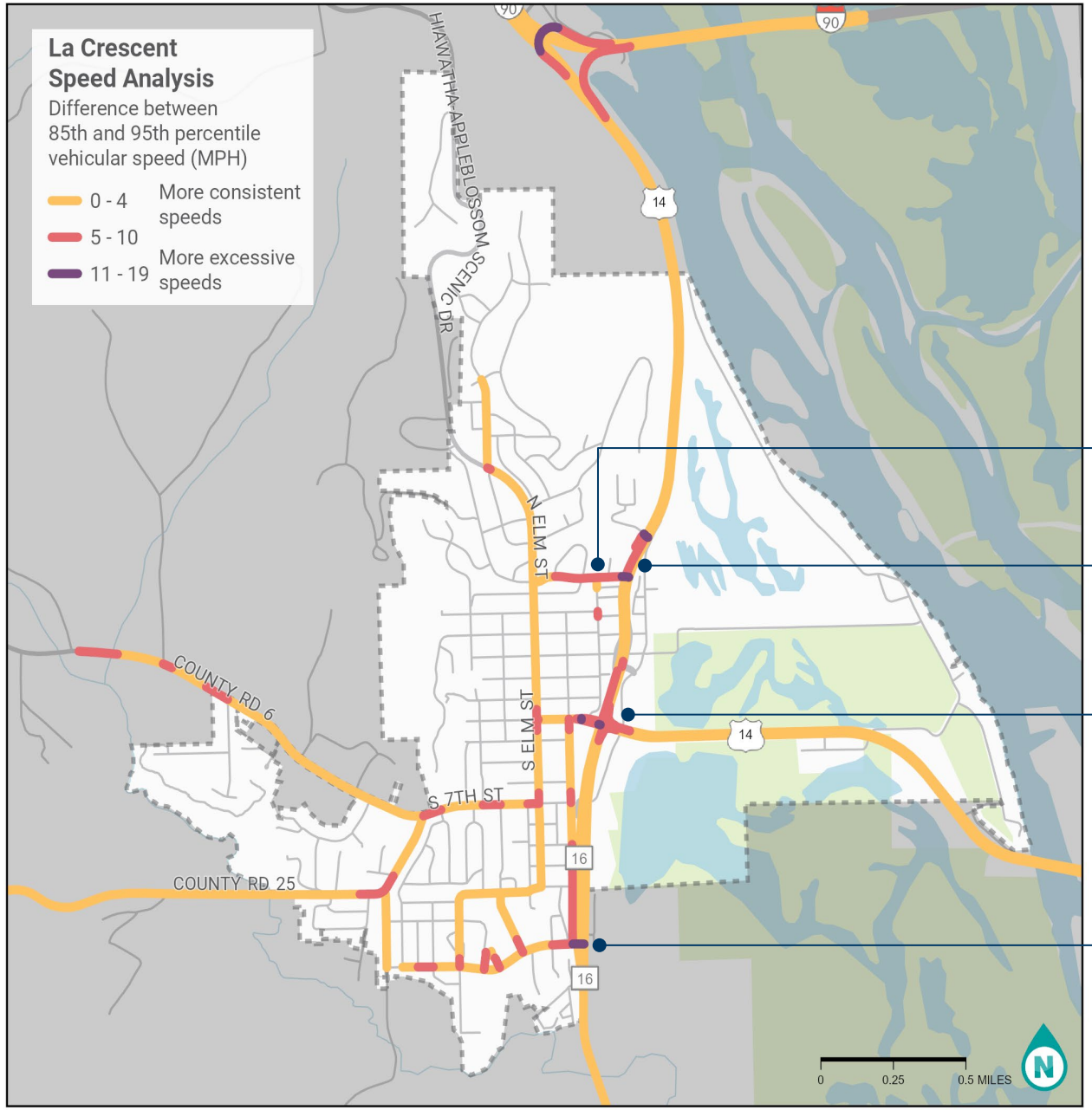
Safety Map | CRASH ANALYSIS

Crash data includes collisions from 2020-2024, provided by MnDOT.

U.S. Highway 14/Route 61 at N 4th St is a wide intersection encompassing a frontage road and entrance to a Kwik Trip gas station.

Intersection of 3rd St and U.S. Highway 14/Route 61/MN16 has the highest number of crashes in the city. This location is a priority concern in the La Crosse Area Regional Comprehensive Safety Action Plan.

Intersection of S 14th St at S Oak St and Hwy 16 is located at the bottom of a hill with poor visibility and close proximity between intersections.



Safety Map | SPEED ANALYSIS

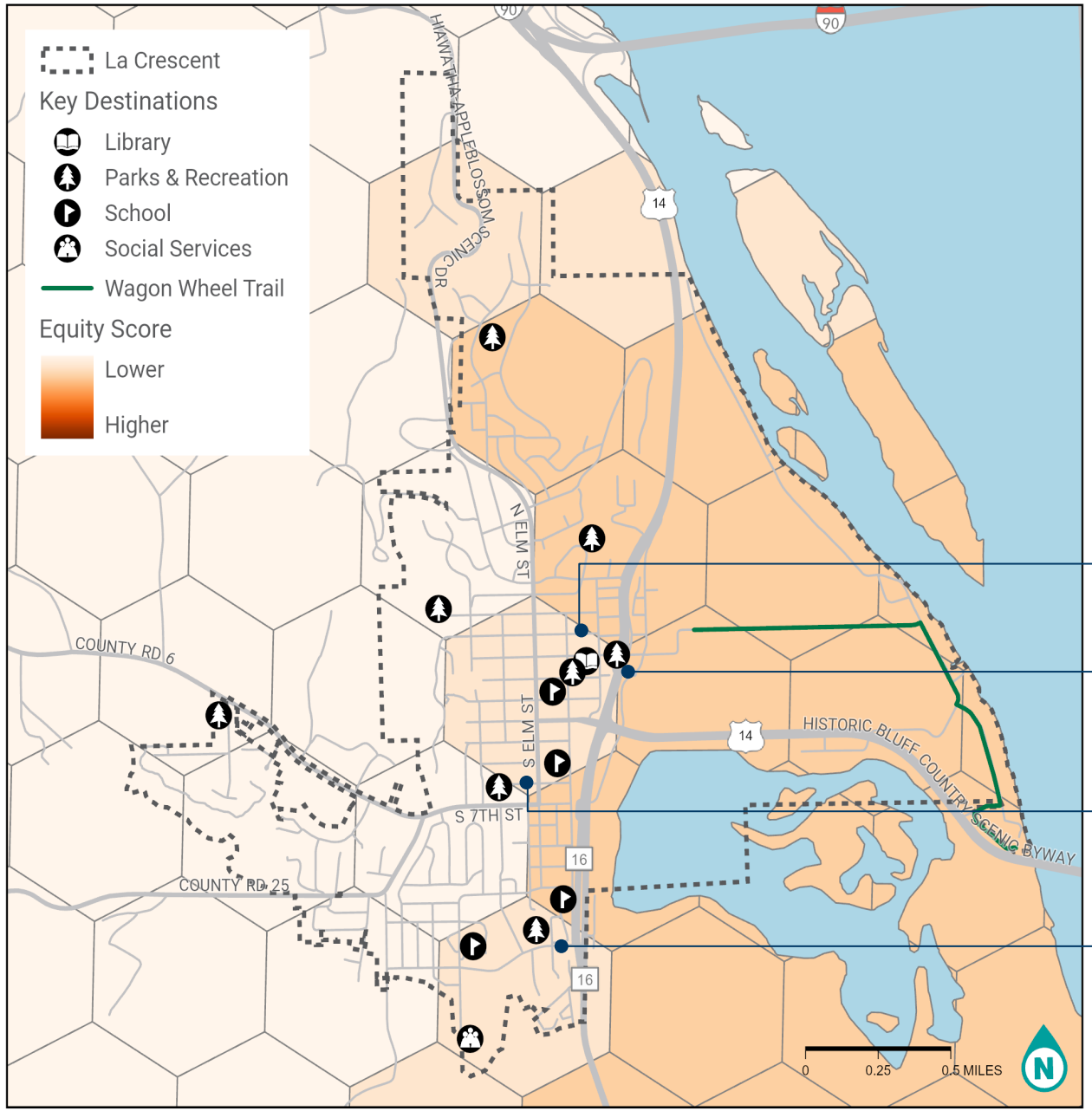
Speed data shown here highlights where higher speed (greater risk) driver behaviors are more frequent. These areas are opportunities for improved traffic calming and greater vulnerable road user protection.

N 4th St from N Elm St to U.S. Highway 14/Route 61 is used as an east-west connector between two major north-south routes through town.

Intersections along U.S. Highway 14/Route 61 at Hillview Blvd and N 4th St provide business access to Veterans Park, gas station and recently developed event center and hotel.

3rd St from S Oak St to U.S. Highway 14/Route 61/MN16 is a transition between State and County-owned roadways with four or more lanes.

Intersection of S 14th St at S Oak St and Hwy 16 is located at the bottom of a hill with poor visibility and close proximity between intersections.



Transportation Equity and Key Community Destinations Map

The Equity Score shown here was developed as a part of MnDOT's Priority Areas for Walking analysis, updated in 2025. Data shows areas where there are higher concentrations of people who are likely to rely on walking for transportation.

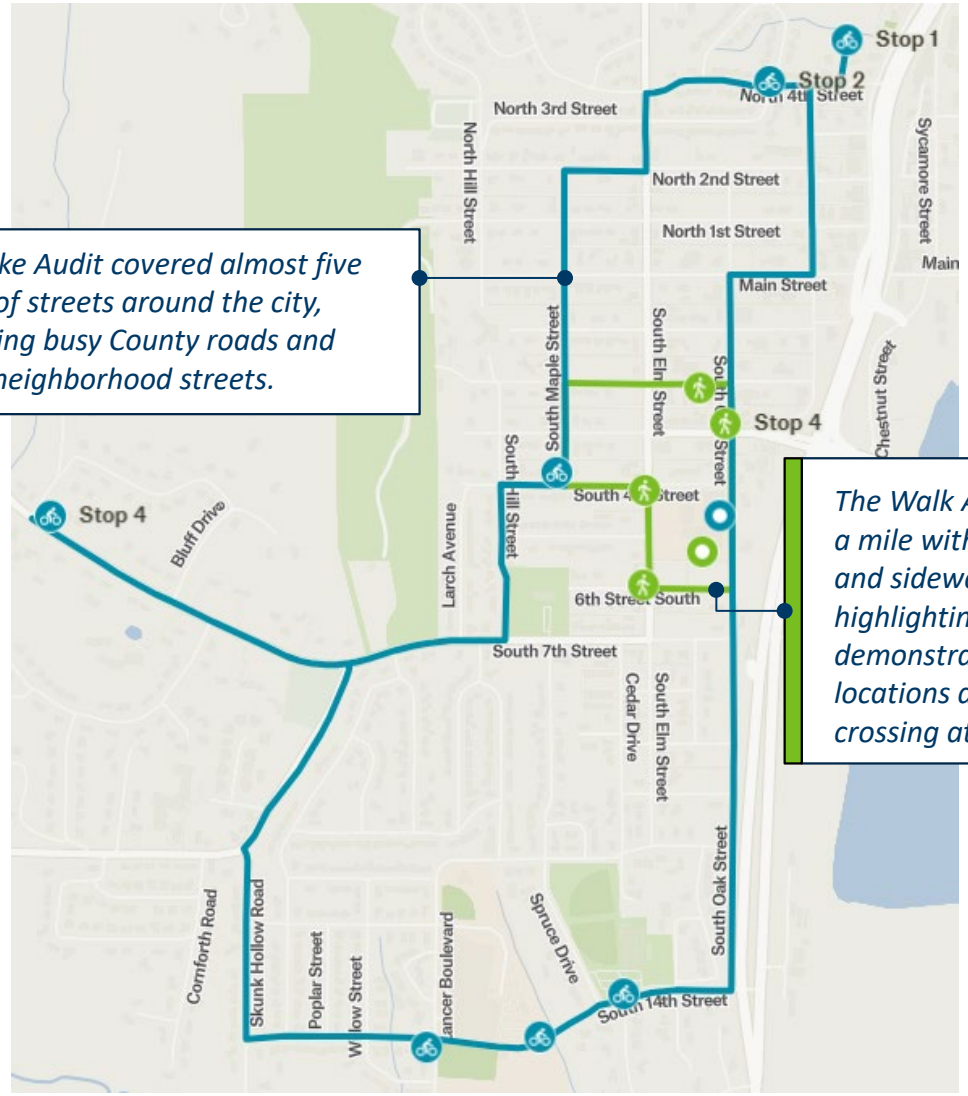
City services are concentrated in downtown.

New Wagon Wheel Trail access bridge provides walking and biking connection across U.S. Highway 14/Route 61, completed Summer 2025.

Recent 10' shared-use path and crossing improvements along S 6th St connect the elementary school with Kistler Park aquatic center.

The middle and high Schools, the community ice arena, and the La Crescent Montessori and STEM School create a cluster of destinations on the south side of the city.

Walk, Bike, Roll Audits



The Bike Audit covered almost five miles of streets around the city, including busy County roads and quiet neighborhood streets.

The Walk Audit covered almost a mile with a mix of roadway and sidewalk conditions, highlighting former demonstration project locations and the S 3rd St crossing at S Oak St.

- Tuesday, September 24, 2025
- Starting location: La Crescent-Hokah Elementary School

A powerful tool for engagement, bringing together people with diverse perspectives and experiences—from City staff and elected leaders to community members— to:

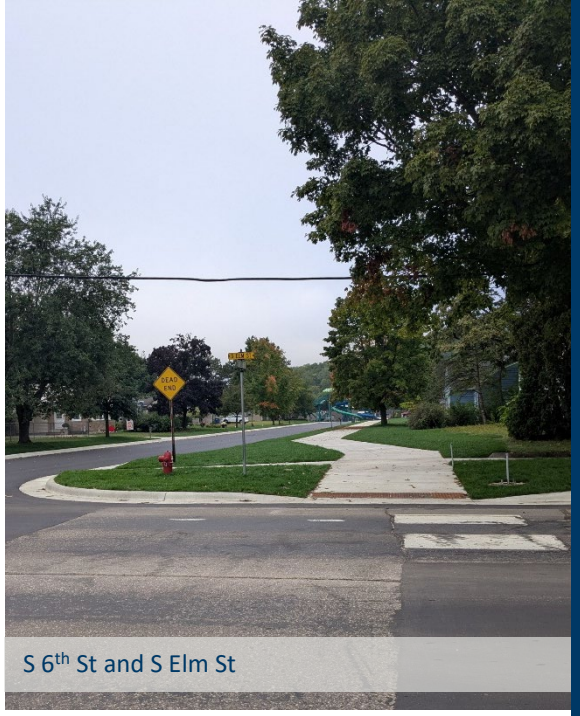
- Observe and deepen understanding of how active transportation users experience a street
- Tap into people's knowledge of place
- Learn from the physical built environment
- Engage in meaningful dialogue

KEY OBSERVATIONS

Walking Audit

S 2nd St and S Oak St

S 2nd St from S Maple St to S Elm St



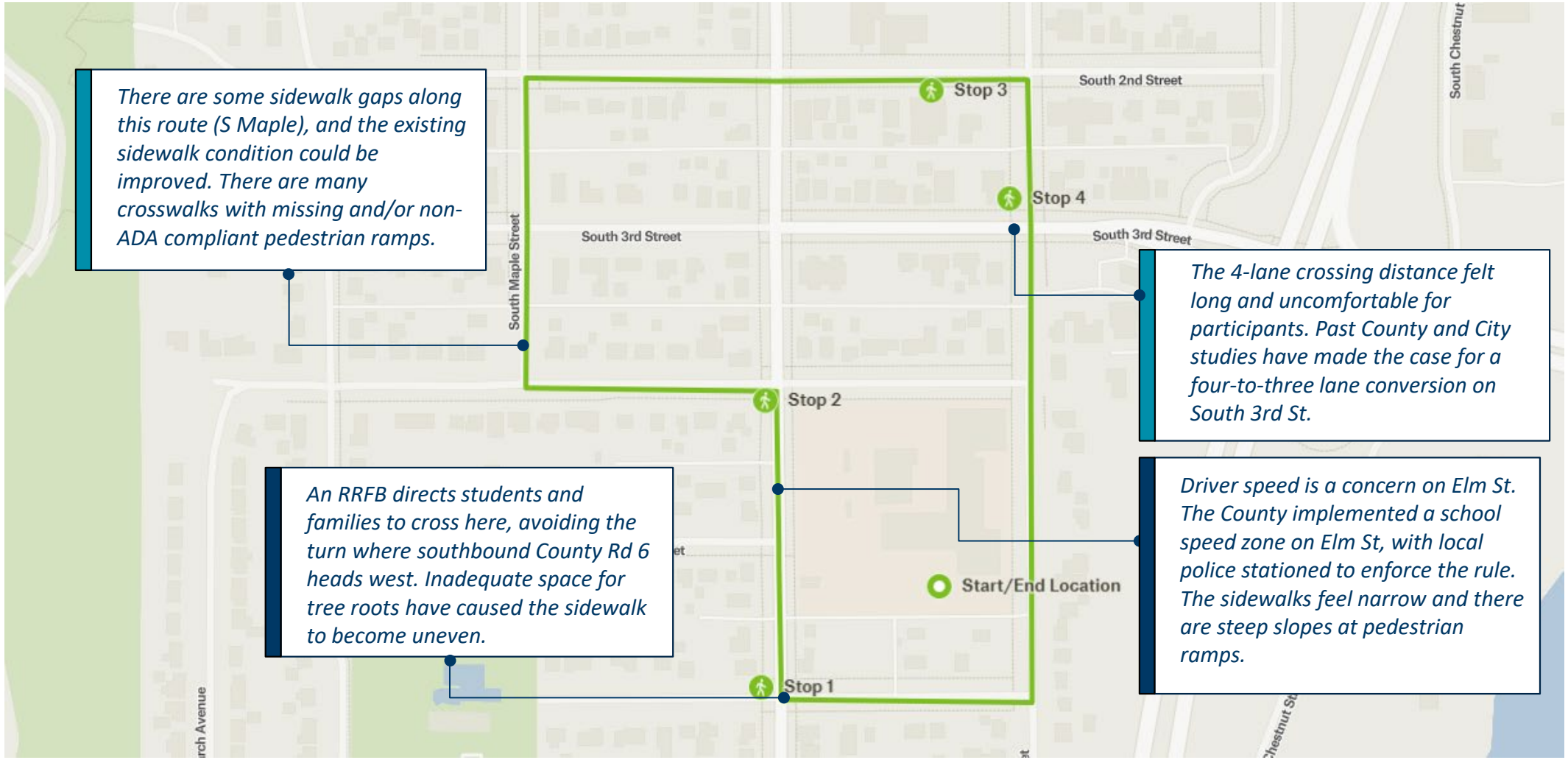
S 6th St and S Elm St

S 3rd St and S Oak St

S Maple St from S 4th St to S 3rd St

S 6th St and S Elm St

Walk Audit Summary | **Barriers and Opportunities**



Key Observations: Walking Audit

WALKING AUDIT

The City of La Crescent has made strides in recent years to improve key walking infrastructure around the community – from demonstration projects around the Elementary School to new sidewalk and trail connections around Kistler Park.

However, there are still opportunities to improve the coverage and quality of the sidewalk network, and key crossings at busier routes that cut through town.

Thirteen people attended the walk audit to explore these opportunities and share their experience walking in La Crescent. Attendees included eleven members of the community and/or Local Planning Team and two members of the MnDOT/consultant team.

KEY FINDINGS

Poor Sidewalk Quality

Older sidewalks around the city have aged, with roots and vegetation contributing to slope issues, cracks and general deterioration. The City does not have maintenance funding.

Incomplete Sidewalk Network

There are many instances of sidewalks on only one side of the street, ending mid-block or missing altogether.

Key Observations: Walking Audit

WALKING AUDIT KEY FINDINGS, CONTINUED

Challenging County Roadway Crossings

Participants noted concerns about traffic speeds, drivers not yielding and long crossing distances at County roadways (3rd St, Elm St).

Trees and Green Space

Participants felt the most comfortable where green boulevard space provided separation from vehicle traffic and a tree canopy provided shade and visual appeal.

Missing Curb Ramps

Many crossings lack curb ramps or have older features that are not ADA compliant and can be challenging to navigate for people using mobility devices or strollers.

Lack of Marked Crosswalks

Participants noted that marked crosswalks were not consistently present along the route or were paired with ADA non-compliant curb ramps.

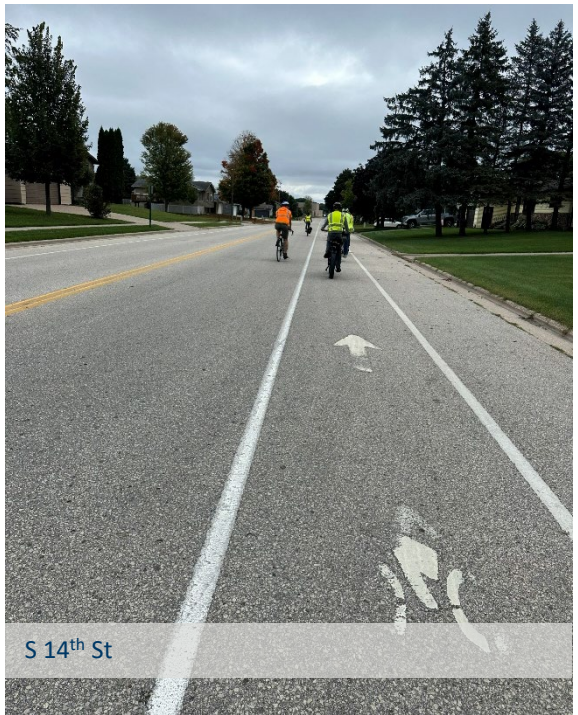
Biking Audit

Potential future connection from Walnut Pl to Veteran's Park

N 4th St

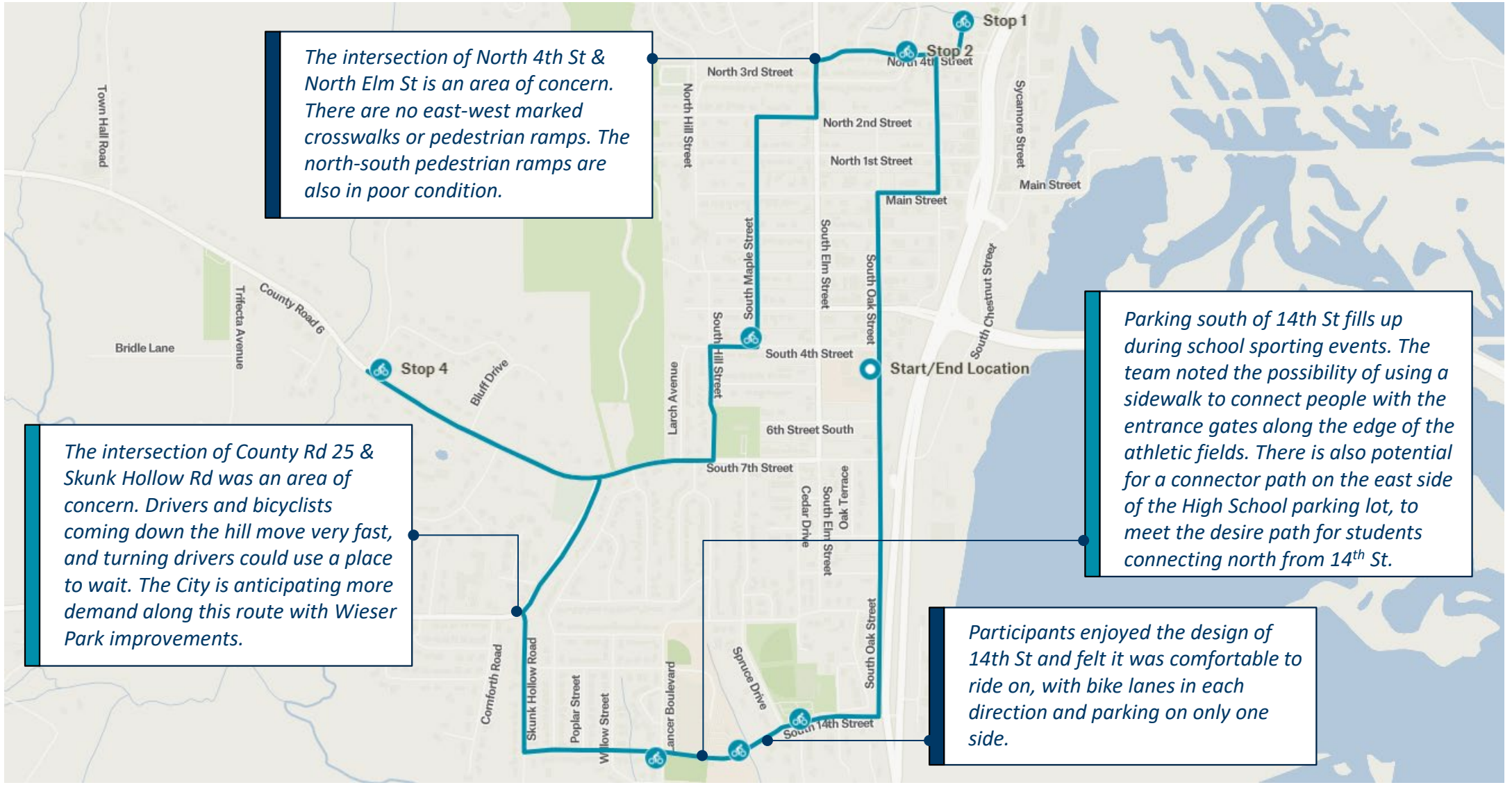
S 14th St at Lancer Blvd

Overlooking County Rd 6


S 14th St

Wagon Wheel Trail Access

Bike Audit Summary | Barriers and Opportunities



The intersection of North 4th St & North Elm St is an area of concern. There are no east-west marked crosswalks or pedestrian ramps. The north-south pedestrian ramps are also in poor condition.

The intersection of County Rd 25 & Skunk Hollow Rd was an area of concern. Drivers and bicyclists coming down the hill move very fast, and turning drivers could use a place to wait. The City is anticipating more demand along this route with Wieser Park improvements.

Parking south of 14th St fills up during school sporting events. The team noted the possibility of using a sidewalk to connect people with the entrance gates along the edge of the athletic fields. There is also potential for a connector path on the east side of the High School parking lot, to meet the desire path for students connecting north from 14th St.

Participants enjoyed the design of 14th St and felt it was comfortable to ride on, with bike lanes in each direction and parking on only one side.

Key Observations: Biking Audit

BIKING AUDIT

Through the citywide Bicycle and Pedestrian Plan Update (2017) and Safe Routes to School Plan (2020), the City has built momentum around improving conditions for biking. Funded but not yet constructed projects, such as the Walnut St reconstruction and future path along Hwy 14 connecting 3rd St with 14th St (eventually down to Kistler Dr) will further that growth.

There are still opportunities to grow the reach and quality of La Crescent's biking network to help it serve people of all ages and abilities – such as providing separated facilities on County roadways, calming traffic and connecting to recent investments in high quality bike facilities (like the Wagon Wheel Trail access in downtown).

Seven people attended the biking audit to explore these opportunities and share their experience biking in La Crescent. Attendees included five members of the community and/or Local Planning Team and two members of the MnDOT/consultant team.

KEY FINDINGS

County Rd 6 Shoulder

There is a striped shoulder that many people use to bike west out of town, alongside trucks, and higher speed vehicular traffic. The City expects demand to increase with improvements at Wieser Park.

Poor Visibility at County Rd 25 Intersections

At County Rd 6/7th St and at Skunk Hollow Rd, turning bikers (and drivers) on County Rd 25 have poor visibility of oncoming vehicles due to slope and road curves.

Key Observations: Biking Audit

BIKING AUDIT KEY FINDINGS, CONTINUED

Desire Paths Near Middle/High School and Ice Arena

There are informal paths that students and others currently use to reach community destinations where there is no street or trail.

Community Bike Routes Not Well Known

There is signage designating Neighborhood Bikeways, but City staff don't think many residents are familiar with them. Consider changing neighborhood bike route signage to be MUTCD compliant.

Online Survey Summary

La Crescent Active Transportation Action Plan Survey:

Open: 8/25/2025 – 10/21/2025

17 Questions

38 Participants

Almost **60%** of respondents said they walk for recreation daily or almost every day.

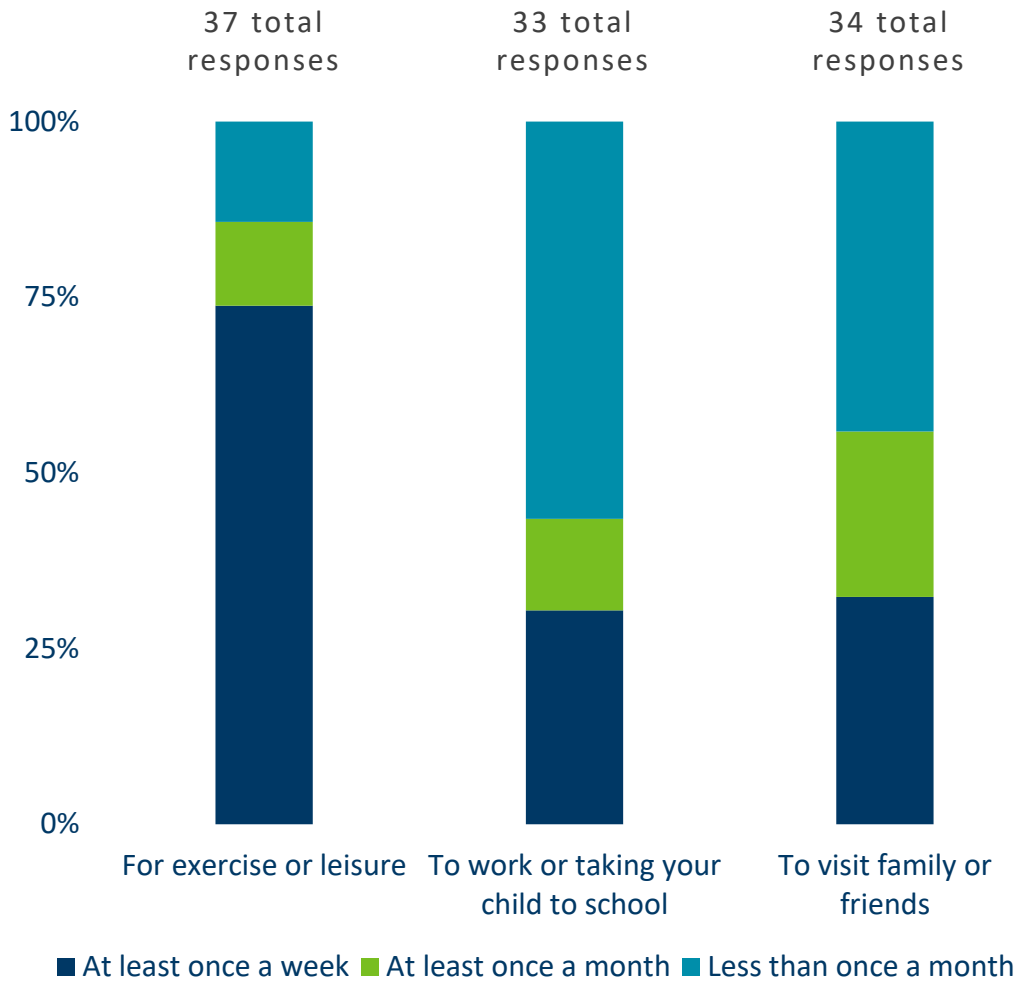
73% of respondents said they would like to walk, bike or roll to parks but are currently unable to.

Half of residents said they felt safe or very safe biking or riding a similar mode (like an e-bike or e-scooter) in La Crescent.

The top **motivations** for walking and biking were "It's good for my physical health," "It's no-cost or relatively low-cost" and "I like being in nature/outside." The top **barriers** to walking and biking were "The weather or climate" and "I'm worried about being hit by a car."

The top road in the city that respondents would choose to improve for walking, biking, or rolling was **Elm St**.

How often do you walk or use a mobility device for the following purposes?| **Online Survey Results**



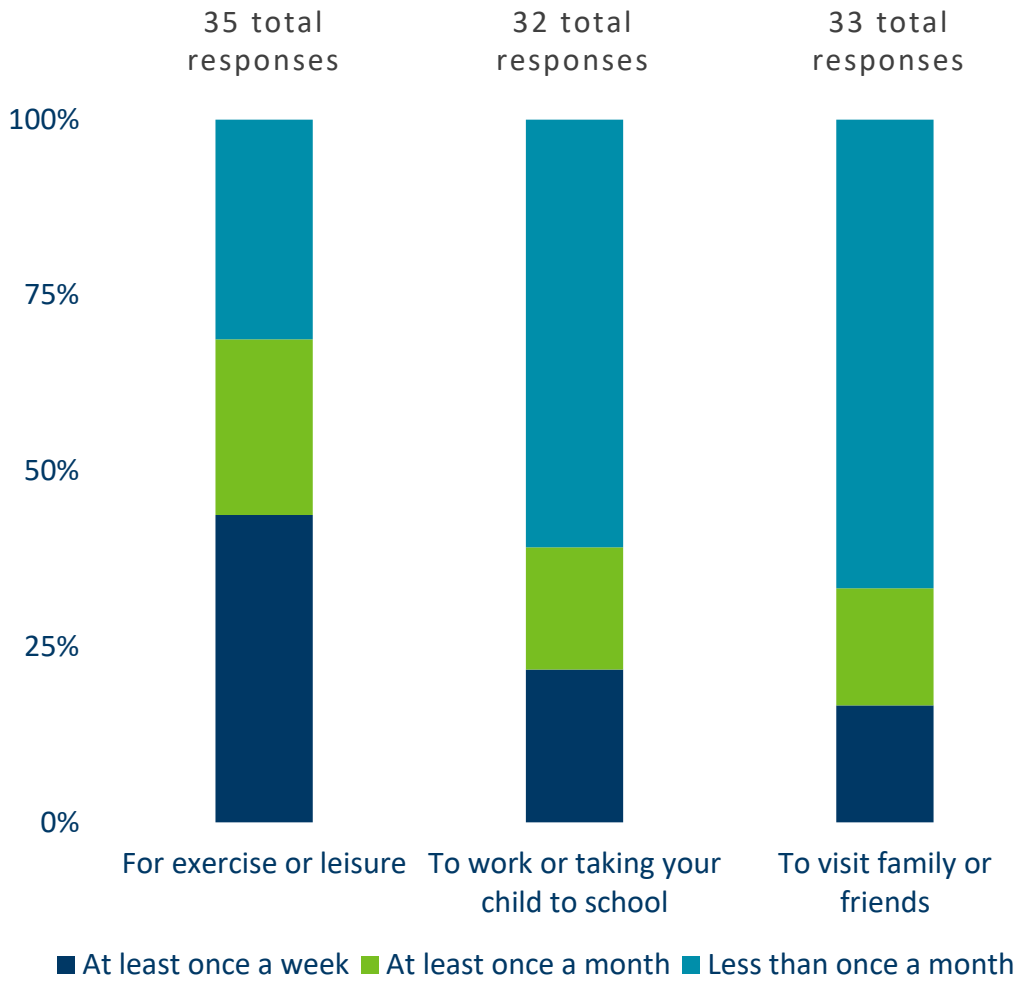
74%

of respondents said they walk or use a mobility device for exercise or leisure at least once a week.

30% of respondents said they walk or use a mobility device to get to work or take a child to school at least once a week.

Similarly, 32% of respondents said they walk or use a mobility device to visit friends or family at least once a week.

How often do you bike (or ride a bike-like mode) for the following purposes?| **Online Survey Results**



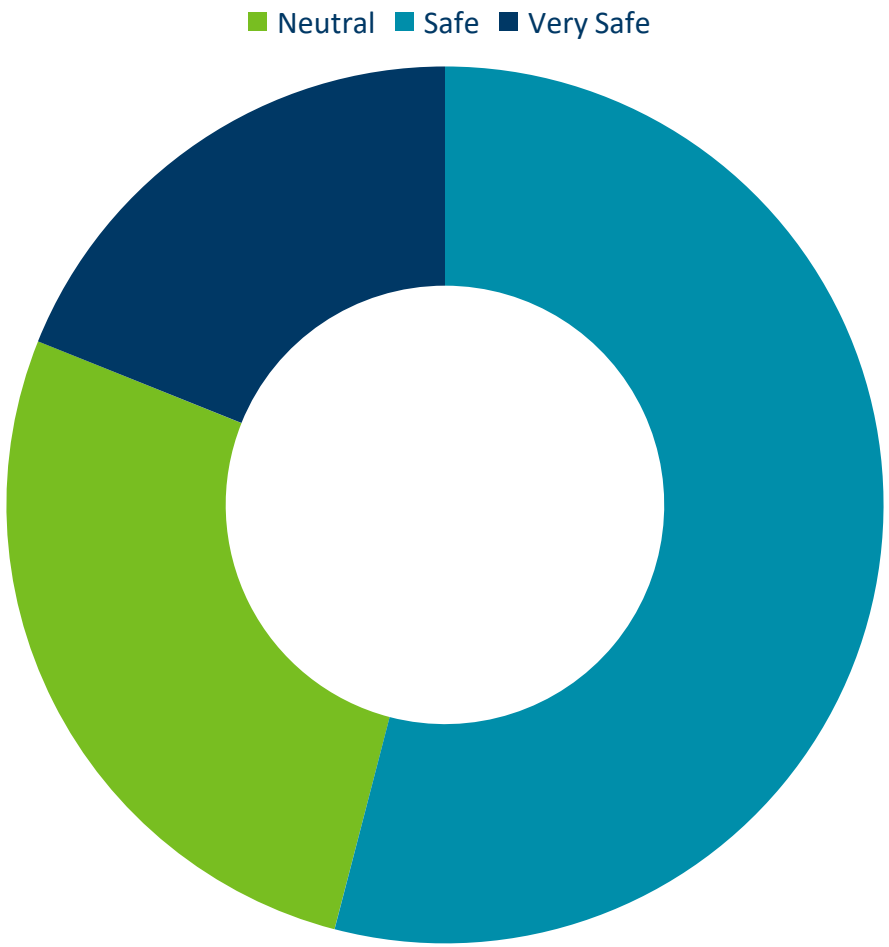
44%

of respondents said they ride a bike or bike-like mode for exercise or leisure at least once a week.

20% said they ride to work or to take their child to school at least once a week.

17% said they ride to visit family or friends at least once a week.

How safe do you feel walking or using a mobility device in La Crescent? | **Online Survey Results**

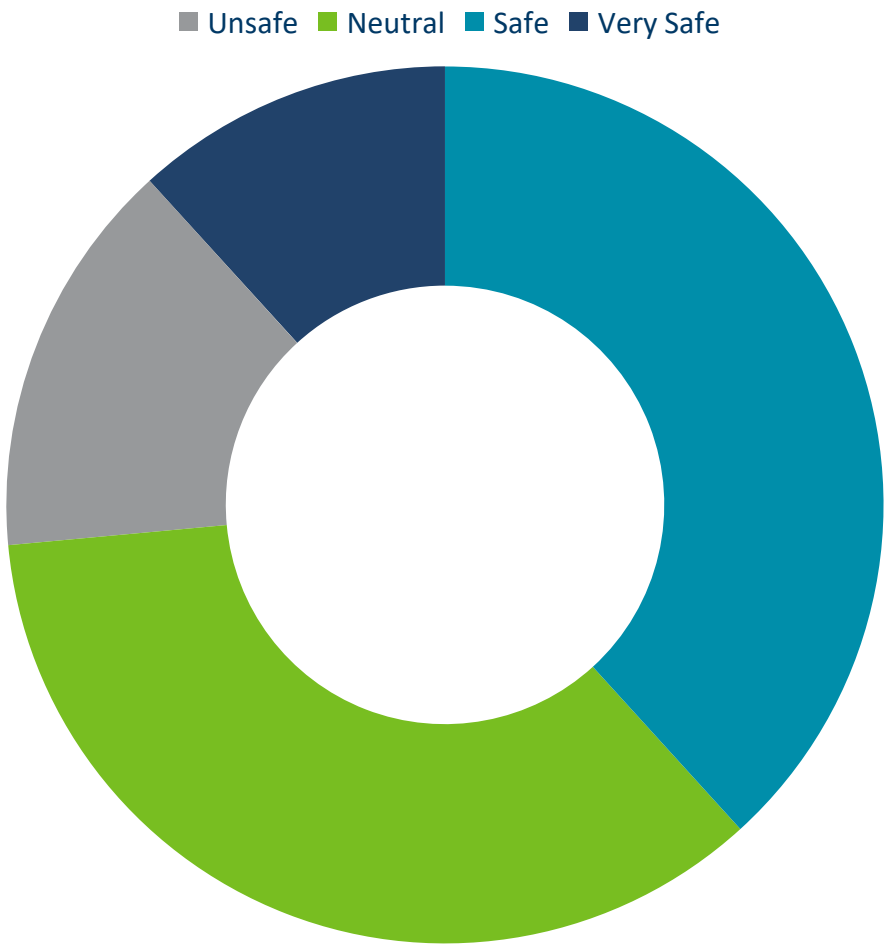


37 RESPONSES

Over 70% of respondents said they feel safe or very safe walking or using a mobility device in La Crescent. No survey respondents said they felt unsafe or very unsafe.

- ***0%*** *Very unsafe*
- ***0%*** *Unsafe*
- ***27%*** *Neutral*
- ***54.1%*** *Safe*
- ***18.9%*** *Very safe*

How safe do you feel biking or riding a bike-like mode in La Crescent? | **Online Survey Results**



34 RESPONSES

50% of respondents said they feel safe or very safe biking or riding a or riding a similar mode (like an e-bike or e-scooter) in La Crescent. Just under 15% of respondents said they felt unsafe and no one reported feeling very unsafe.

- ***0%*** *Very unsafe*
- ***14.7%*** *Unsafe*
- ***35.3%*** *Neutral*
- ***38.2%*** *Safe*
- ***11.8%*** *Very safe*

Motivations / Barriers | Online Survey Results

What motivates you to walk or bike in La Crescent

38 RESPONSES

1. It's good for my physical health
2. It's good for my mental health
3. I like being in nature/outside
4. It's fun!
5. It's good for the environment

Top concerns and barriers affecting experience of walking or biking in La Crescent

32 RESPONSES

1. The weather or climate discourages me from walking or riding
2. I'm worried about being hit by a car
3. The places I want to go would be too far
4. There is not a safe route to reach the places I want to go
5. Riding or walking limits my ability to transport other people or cargo

Online Interactive Map Summary

Open: 8/25/2025 – 10/21/2025 | 17 Comments | 52 Visitors

1. *"Establish a schedule to regularly sweep both northbound and southbound bike lanes. I have been in several group rides where flats occur or riders must swerve to avoid debris on the shoulder."*

2. *"Elm Street to South 11th would be a great a location to add a cycle track."*

3. *"Stripe the vehicle travel lanes on North 4th street to 10-foot travel lanes, add bike lane or cycle track and construct a small traffic circle at the intersection of N 3rd street and N 4th Street."*

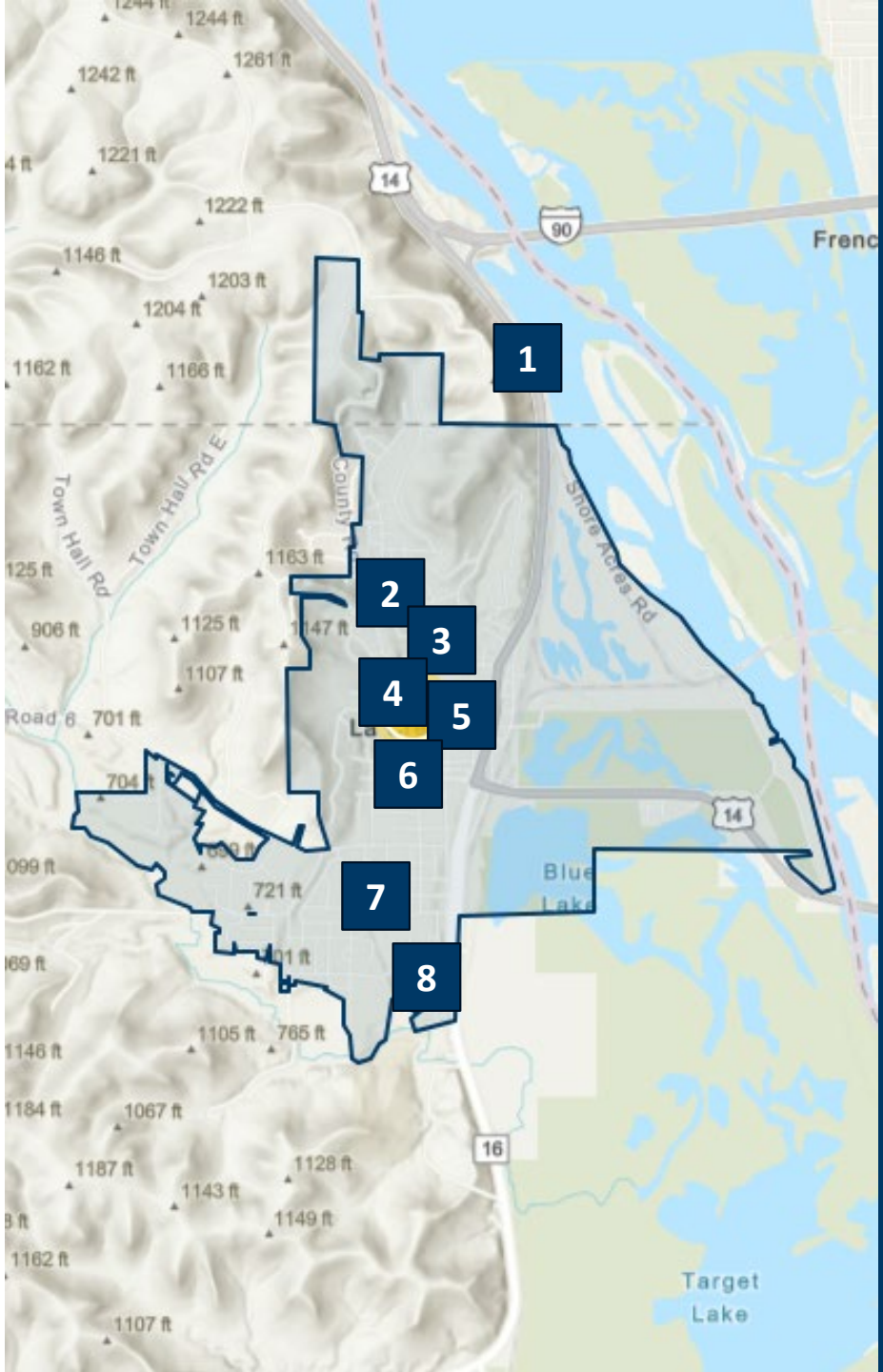
4. *"The dead-end sidewalks should be finished on N 1st Street and Maple Street."*

5. *"Walnut St. from N 4th St. to S 3rd St. would benefit from a bike lane similar to what is on Elm St./Apple Blossom Dr."*

6. *"I would put a High-Vis crossing on the West side of the intersection of Elm & S. 3rd to encourage Ped traffic to cross on the lowest-used side of that intersection. I live very close to this, and never once let my kids walk to school because they would have to at some point cross Elm St to get to school."*

7. *"Someplace near the School district building there should be a crosswalk. As a through street with no stop signs, and minimal cross street sidewalks (no sidewalk on Redwood, Spruce or Balsam) It feels to me that a lot of students just "dart" across the street when they feel like it's safe..."*

8. *"There isn't a safe way for people to get to/from Kistler Dr. That's a lot of households that are for lack of a better word, isolated from the amenities of the town. A sidewalk/bike path connecting the end of South Oak and Kistler Dr would be nice to see. (Separated from the Highway.) "*



Community Conversations Summary

Listening Sessions: 9/23, 10/8 PTO Meeting, 10/8 Chamber of Commerce Lunch and Learn

Biking conditions have improved

Over the past 10 years biking infrastructure has expanded, the SRTS and Bike Plan were updated and there is more walking, biking and rolling around town.

Sidewalk condition

Sidewalks missing or in poor condition (bumpy, no curb ramp, encroached by vegetation, etc.) were mentioned by many community members as a hazard for bikes and pedestrians.

Existing network highly valued

Many community members said they enjoy walking and biking around town and that overall, it is a very pleasant experience. Many mentioned that they love the new bridge to the Wagon Wheel Trail. More trail connections are still desired.

Supportive amenities needed

Better lighting along routes, bike racks, functional drinking fountains, pet waste stations, bike/ped counter signs, RRFBs and benches were additional needs identified by the community.

Speeding & driver behavior

Speeding and drivers not stopping for bikes and pedestrians at crossings were identified as a concern.

Separation of modes

Dedicated biking and walking infrastructure and wider sidewalks and trails were identified as needs. E-bike conflicts and safety for other users were also mentioned as a concern.

Active Transportation Today

Gaps, Strengths and Opportunities for Action

CRASH

Motor vehicle crashes in La Crescent are concentrated at the intersection of S 3rd St and Great River Rd/Hwy 14.

SPEED

Excessive and unpredictable driver speeds are concentrated along multiple intersections of Great River Rd/Hwy 14, (especially at on and off-ramps), as well as hot spots along N 4th St, S 3rd St and S 14th St.

EQUITY AND CONNECTIVITY

The proportion of people more likely to depend on active transportation is higher on the eastern and southern parts of La Crescent. Key destinations are spread out throughout the city and demonstrate Elm St's importance as a north-south connector for the city.

Community Input Insights ➡

Sidewalk maintenance and upgrades, separation of modes, driver speeding and compliance and supportive amenities are identified needs.

Opportunities for Action ➡

Complete gaps in sidewalk and trail networks, prioritizing parks; develop strategies for driver awareness and education; identify areas where supportive amenities can improve the walking, biking and rolling experience.

Where We're Going – Our Safer Streets Tomorrow

SECTION 4

Safer Systems Introduction |
Recommended Network and Priority Projects

Public input and technical analysis informed the development of a recommended active transportation network and priority projects to build out the network over time. Network recommendations were developed to connect to recent biking and walking facility improvements and key destinations for community members.

Many recommendations will require close coordination with partners at Houston County and MnDOT. In some instances, short-term actions are identified to start making progress while longer-term, more resource-intensive improvements are developed.

In addition to the projects outlined here, this plan supports the projects identified in the **2020 City of La Crescent Safe Routes to School (SRTS) Plan, and the Highway 16 Active Transportation Action Plan (2023)**, with project recommendation maps included as Appendix A. This plan notes where recommended projects directly support a priority SRTS location identified in that previous planning effort.

Safer Streets: Active Transportation Network |
Recommended Citywide Connections

Off Road Shared-Use Path

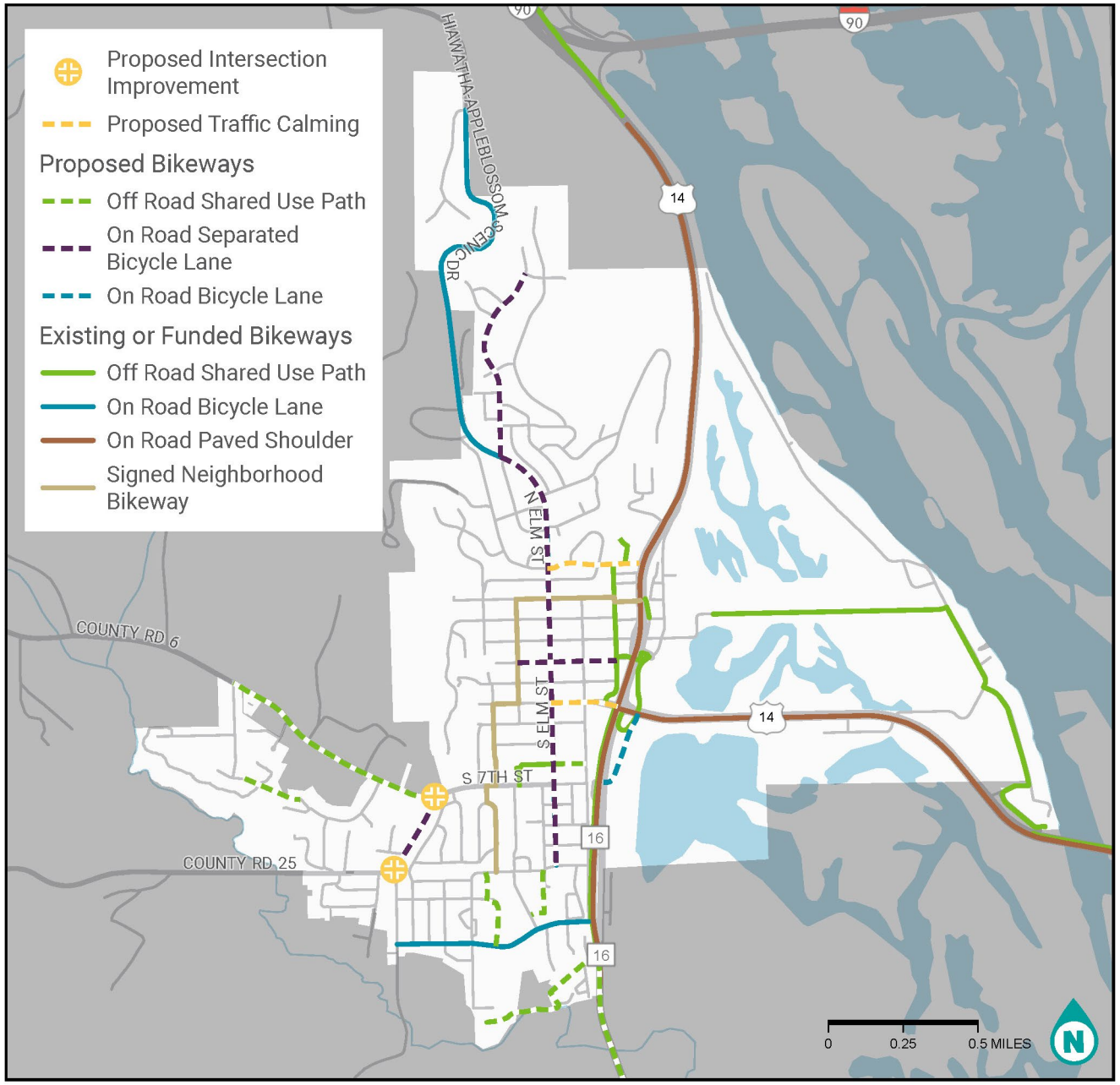
Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

On Road Separated Bicycle Lane

Separated bicycle lanes are bike lanes with some form of both horizontal and vertical separation from motor vehicle traffic. They are separated from pedestrian spaces and can be for one-way or two-way travel.

On Road Bicycle Lane

Bicycle lanes are a portion of the roadway designated for one-way bicycle use, with painted lines and bicycle markings.



Safer Streets: Active Transportation Network |
Recommended Facility Types

Off Road Shared-Use Path

Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

Local Examples

- La Crescent - Wagon Wheel Trail
- La Crosse - Jim Asfoor Trail
- Houston County and Fillmore County - Root River Trail

Safer Streets: Active Transportation Network |
Recommended Facility Types

On Road Separated Bicycle Lane

Separated bicycle lanes are bike lanes with some form of both horizontal and vertical separation from motor vehicle traffic. They are separated from pedestrian spaces and can be for one-way or two-way travel.

Local Examples

- La Crosse – 2nd St
- Rochester – 4th St
- Northfield – Maple St

Safer Streets: Active Transportation Network | Recommended Facility Types

On Road Bicycle Lane

Bike lanes are a portion of the roadway designated for one-way bicycle use, with painted lines and bicycle markings.

Local Examples

- La Crescent – Elm St, 14th St
- La Crosse – 6th St N, Monitor St
- Winona – 13th St

Sidewalk

Sidewalks are a portion of the roadway/street right-of-way build environment designated for pedestrians, that form a network to connect a community.

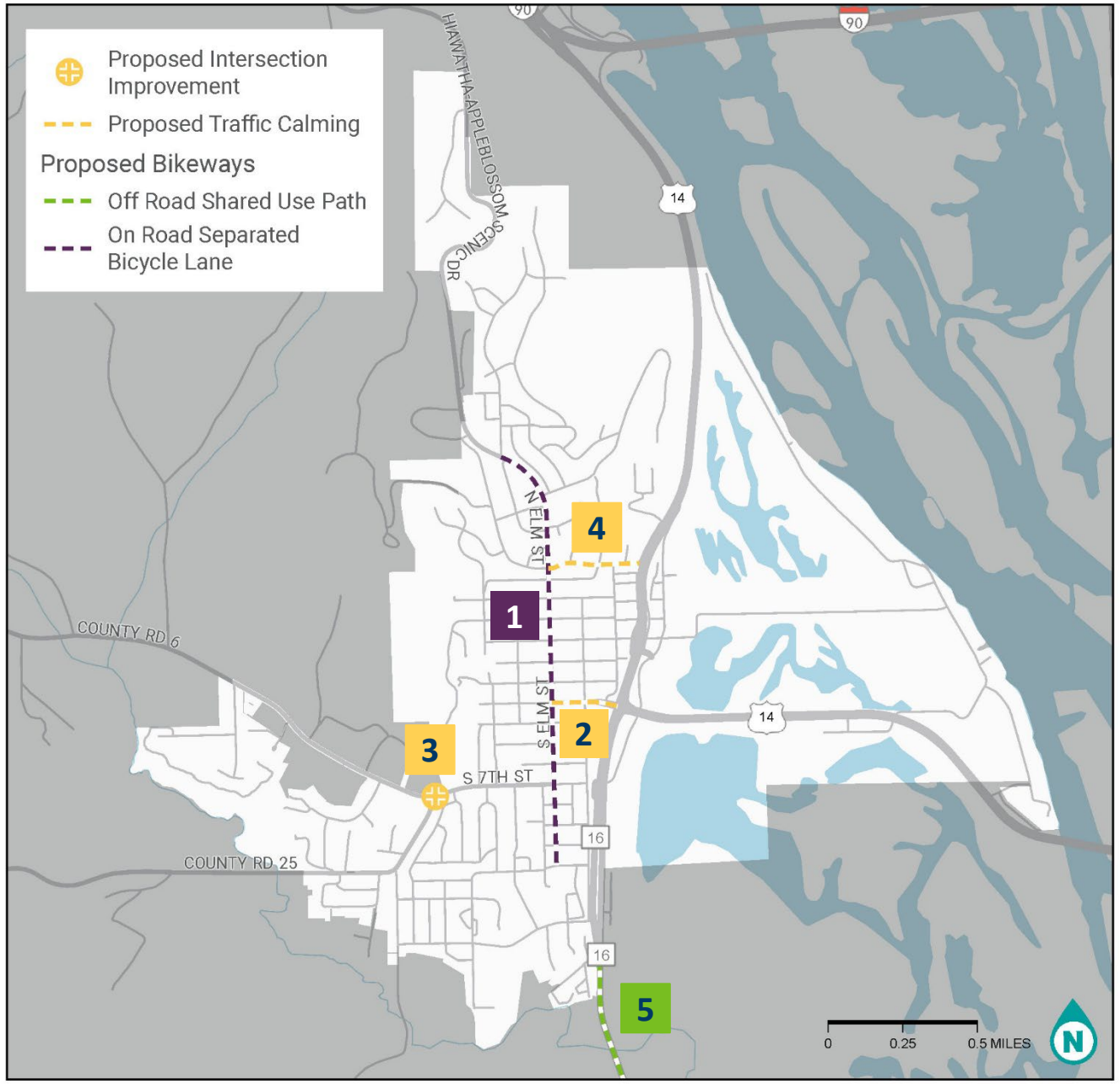
Local Examples

- Main Street
- Walnut Street
- Elm Street

Safer Streets: Active Transportation Network |

High Priority Projects

1. **Elm St** – Conduct a corridor study and assess the feasibility of separated bike lanes.
2. **S 3rd St** – Explore a four-to-three lane roadway concept and work with MnDOT on upcoming intersection improvements at U.S. Highway 14/Route 61/MN16.
3. **County Rd 6/ S 7th St at County Rd 25** – Adjust location of speed limit change and explore traffic calming at/in advance of the intersection.
4. **N 4th St** – Explore traffic calming solutions to slow vehicle traffic and make walking and biking more comfortable.
5. **Hwy 16 Trail to Miller's Corner** – Construct a trail alongside Hwy 16, consistent with recommendations in the 2023 Active Transportation Action Plan for the corridor.



Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Elm St: Jonathan Ln to S 7th St	Short-term, conduct a corridor study to determine the best long-term solution for Elm St, as a major north-south corridor in the community with multiple jurisdictions. Consider separated bike lanes as part of the corridor study. Work with the La Crosse Area Planning Committee on demonstration activities that result from the Regional Safety Action Plan, or other opportunities to fund safety improvements; Short-medium-term, repair sidewalks and make the corridor ADA accessible. Ensure sidewalks are 6' wide.	Opportunity to improve separation between people biking and vehicle traffic. Elm St from N 4th St to S 3rd St is identified as part of the High Injury Network (roadways where fatal and severe injury collisions are concentrated) in the draft La Crosse Regional Safety Action Plan. A long-term all ages and abilities facility would improve safety for all users and provide an important connection in the regional trail system. This recommendations supports key intersections identified as SRTS priorities in the 2020 La Crescent Safe Routes to School Plan.	❑ Work with Houston County to introduce the idea of a corridor study. ❑ Identify funding and design for bollards or vertical separation, potentially starting as a demonstration project. ❑ Work with the La Crosse Area Planning Committee to prioritize this segment in implementation or demonstration activities that result from the Regional Safety Action Plan.	2026-2027 (YEARS 0-1) 2030-2031 (YEARS 4-5)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
S 3rd St: S Elm St to U.S. Highway 14/Route 61/MN16	Create a calmer, more predictable roadway environment for people traveling by all modes on Elm St. Eliminate the risk of multiple threat crashes and increase vehicle yielding rates to people walking across 3rd St at Oak St. Reallocate underused roadway space to reduce the number of lanes crossed to no more than one general travel lane in each direction at Oak St.	Opportunity to improve crossing conditions and slow vehicle speeds at a challenging existing crossing location and important community connection, with a long history of community concerns and vehicle crashes. This recommendation is consistent with the 2023 La Crescent Highway 16 Active Transportation Action Plan, 2020 La Crescent Safe Routes to School Plan, as well as the draft La Crosse Regional Safety Action Plan, which identified the S 3rd St and U.S. Hwy 14/Route 61/MN16 intersection as a regionally significant safety concern. The crossing could be improved through treatments like quick-build or permanent curb extensions, median crossing island and/or a table crossing.	❑ Work with Houston County and MnDOT to use AT Planning Technical Assistance on a design concept from Elm to the U.S. Highway 14/Route 61/MN16 intersection, ahead of 2026 MnDOT pavement maintenance. ❑ Work with the La Crosse Area Planning Committee to prioritize this segment in implementation activities that result from the Regional Safety Action Plan.	2026 (YEAR 0)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
County Rd 6/ S 7th St at County Rd 25	Short-term, move the speed limit change (40 mph to 30 mph) further west on County Rd 6. Medium-term, install traffic calming treatments at and in advance of the intersection to slow vehicles down and improve visibility of people biking through this intersection.	Opportunity to improve visibility for all modes of transportation at this key connection between town and destinations to the west on County Rd 6, where community members have noted risky driving behaviors. Also complete sidewalks between 7th Street and Skunk Hollow Road (as described in 2017 City of La Crescent Bicycle and Pedestrian Plan Update).	❑ Coordinate with Houston County on an engineering study to identify solutions for this location, including quick-build treatments. ❑ Align coordination with recommendation at County Rd 25 and Skunk Hollow Rd to maximize efficiency of County resources.	2026-2027 (YEARS 0-1) 2028-2029 (YEARS 2-3)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
N 4th St: N Elm St to Hwy 14	Install traffic calming to slow traffic speeds and make additional room for walking and biking along N 4th St. Consider adding a raised intersection at 4th St and Park St. Study the opportunity to narrow and stripe lanes, add a mini traffic circle at N 3rd / Park St and/or add bike lanes.	Opportunity to slow traffic and provide a more comfortable biking connection between key north/south community destinations, including upcoming improvements along Walnut St and a potential future connection to Veterans Park. Safety improvements would help address both ends of the corridor that are High Injury Network Intersections in the draft La Crosse Regional Safety Action Plan. A demonstration project would help Public Works understand changes in traffic patterns from adjustments on N 4th St.	❑ Work with Public Works to develop a demonstration or quick-build design for the corridor. ❑ Identify funding support for low-cost treatments.	2027-2028 (YEARS 1-2)

Project Actions – High Priority

The following are priority project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
U.S Highway 14 Trail to Miller's Corner	Implement an off road shared use path along Hwy 16 from La Crescent south to the intersection of Hwy 16 and Hwy 26 as part of the extension of the Root River Trail to Hokah and Houston.	Opportunity to connect the La Crescent trail network with the Root River Trail, a priority project for regional trail connectivity. The projected was explored in a 2023 Hwy 16 Active Transportation Action Plan and in the Root River Trail Master Plan. The City of La Crescent received an IIJA Technical Assistance grant to work through more detailed design for the corridor, including identifying a technical preferred alternative. The city engineer has concurrence from MnDOT District 6 that the most feasible option is a shared-use path between CPKC railroad tracks and Highway 16 on the west side of the corridor.	❑ Continue to participate in Citizen Exploratory Committee meetings to pursue larger regional connections through Hokah and Houston, to the Root River Trail. ❑ After completion of the IIJA Technical Assistance work, pursue infrastructure funding to continue developing recommended facilities. ❑ See additional next steps in the 2023Hwy 16 Active Transportation Action Plan.	2026-2027 (YEARS 0-1) 2028-2029 (YEARS 2-3) 2030-2031 (YEARS 4-5)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Jonathan Ln: N 14th St to N Elm St	Install a protected bike lane to connect the bike facility on Elm St with Old Hickory Park.	Opportunity to connect Old Hickory Park with neighborhoods and recreational facilities to the south.	❑ Work with La Crescent Public Works to create a striping and installation plan / schedule.	2026-2027 (YEARS 0-1)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
County Rd 6: West of County Rd 25	Long-term, add a shared use path alongside County Rd 6. In the interim, explore options for an on-street protected bike lane. Look for future opportunities to make the most of utility improvements, either to install a trail or leave infrastructure compatible with future trail development.	Opportunity to provide all ages and abilities access between new housing developments, Wieser Park and destinations in town (including schools). If/when utility improvements require digging up or altering part of the public right-of-way, prioritize future trail compatibility in any necessary reconstruction.	❑ Continue coordinating with utility companies to understand upcoming expansion and repair work impacting the right-of-way. ❑ Coordinate with Houston County on an engineering study on this corridor.	2030-2031 (YEARS 4-5) Coordinate with County-led roadway resurfacing

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
County Rd 25 at Skunk Hollow Rd	Install traffic calming treatments to slow vehicles down and improve visibility of people biking ahead of and through this intersection. Install sidewalks on the east side of CSAH 25 from S. 7th St. to Skunk Hollow Road.	Opportunity to improve visibility for all modes of transportation at a key connection to the Middle and High Schools and surrounding neighborhoods, where the road curves.	❑ Partner with Houston County to explore potential traffic calming treatments and funding sources. ❑ Align coordination with recommendation at County Rd 25 and County Rd 6 / 7th St to maximize efficiency in County resources.	2028-2029 (YEARS 2-3) Coordinate with County-led roadway resurfacing

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
County Rd 25: Skunk Hollow Rd to County Rd 6	Install traffic calming treatments and explore opportunities to install a separated bike lane along this quarter mile roadway segment.	Opportunity to improve safety for all modes of transportation on a key north-south connection on the west side of town. With improvements at intersections on either end of this segment, this recommendation would improve All Ages and Abilities connections between the Middle and High Schools, surrounding neighborhoods and community destinations on the west side of town, like Wieser Park.	❑ Partner with Houston County to explore potential traffic calming treatments and funding sources. ❑ Align coordination with intersection recommendations along County Rd 25 to maximize efficiency in County resources.	2028-2029 (YEARS 2-3) Coordinate with County-led roadway resurfacing

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
S 1st St: S Maple St to S Walnut St	Create a clear connection to/from the Wagon Wheel Trail bridge access by adding a separated bicycle facility and signage to S 1st St.	Opportunity to leverage recent investment in the Wagon Wheel Trail bridge access and provide a clearer gateway to/from town, connecting with the neighborhood bikeway network. This location was also identified for two intersection improvement opportunities in the 2020 Safe Routes to School Plan.	❑ Work with Public Works to create a design for the corridor and fit striping/ signage needs into regular roadway maintenance schedule.	2026-2027 (YEARS 0-1)

Project Actions – Medium Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
S 6th St: Elm St to Oak St	Short-term, add a quick-build two-way on-street bike lane; Long-term, extend the 10' shared use path from west of Elm St east to Oak St, with narrowed traffic lanes and pedestrian bumpouts.	Opportunity to improve safety for all modes of transportation on a key SRTS connection. This recommendation builds on recent crossing and traffic calming investments on 6th St and Elm St, including a shared use path on the north side of the street, pedestrian bumpouts and a Rectangular Rapid Flashing Beacon across Elm St.	❑ Work with Public Works to create a design for the corridor and fit striping / signage needs into regular roadway maintenance schedule. ❑ Identify funding for shared use path and permanent street improvements.	2026-2027 (YEARS 0-1) 2030-2031 (YEARS 4-5)

Project Actions – Low Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Chestnut St: South of Hwy 61 to Hwy 16	Add an on-street bicycle facility to extend Wagon Wheel Trail access south to Hwy 16. Add a shared-use path on the west side of Chestnut Street from the MnDOT Corkscrew path south of Highway 16 as part of the extension of the Root River Trail connection to Miller's Corner (Highway 16/26 intersection).	Opportunity to connect the Wagon Wheel Trail with future infrastructure improvements along the west side of Hwy 16. This recommendation is supported in the 2023 Hwy 16 Active Transportation Action Plan.	❑ Work with La Crescent Public Works to create a striping and pavement marking plan / schedule.	2028-2029 (YEARS 2-3)

Project Actions – Low Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Trail Connection through Abnet Field Park	Add a shared use path through Abnet Field Park from Cedar Dr and S 11th St to the north side of the Community Ice Arena Parking Lot, and west to connect with the sidewalk along Spruce Dr.	Opportunity to create improved park circulation and more direct access to the Community Ice Arena and Middle and High Schools to the west. There is already an informal "desire path" at Cedar Dr and S 11th St where some people are walking or biking through the grass towards the Abnet Field Access Rd.	❑ Identify funding sources to support trail development.	2030-2031 (YEARS 4-5)

Project Actions – Low Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Kistler Dr to Able Trail	Add a trail connection from Kistler Dr to Able, Inc. (social services).	Long-term opportunity to connect potential bike skills park south of the La Crescent Middle/High School athletic fields with high density housing on Kistler Dr.	❑ Consider trail connection in future coordination around potential bike skills park.	2030-2031 (YEARS 4-5)
Backstretch Ct to Valley Ln Trail	Add a trail connection from Backstretch Ct to Valley Ln.	Long-term opportunity to connect Wieser Park and nearby housing with schools and neighborhoods on the southwest side of town, as an alternative to County Rd 6.	❑ Identify funding sources for a future trail. ❑ Identify opportunities to update development code to incentivize / require trail development.	2030-2031 (YEARS 4-5)

Project Actions – Low Priority

The following are project actions that will support the implementation of active transportation.

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Shared-Use Path through School Parking Lot	Add a shared-use path on the west side of the school parking lot between S 11th St and S 14th St.	Long-term opportunity to connect neighborhoods to the S 14th St bike lane, the Middle/High School athletic fields, potential bike skills park and Able trail.	❑ Coordinate with school district transportation staff on potential striping/vertical separation in the parking lot.	2030-2031 (YEARS 4-5)

Additional Projects

The following are additional project actions that could be further explored and developed in the future to support active transportation. Additional project were **not** voted on by the community during the Action Planning Summit.

Project	Action: What is being suggested?	Time Period
Sidewalk Network Connectivity in the Central City	This plan prioritizes and recommends installation of sidewalks throughout the Central City to improve pedestrian network connectivity. Downtown Neighborhoods (Generally from Hill Street to Hwy 16 and from N 4th Street to S 4th Street) This area of La Crescent has a fairly complete grid system of streets and an almost complete sidewalk network. There are a few areas where the topography of the area will not allow sidewalks to be built without extensive retaining walls and other infrastructure. This plan recommends that the sidewalk network in this area be completed with the priority focus on filling in the gaps.	Long-term
Sidewalk Network Connectivity in South La Crescent Neighborhoods (Approximately from S 4th Street to S 14th Street)	The sidewalk network in this area of La Crescent is less complete and due to short distances between the front of homes and the curb (especially in the neighborhood between S 7th Street and S 11th Street) adding sidewalks is more difficult. This plan recommends a sidewalk along County Road 25 from the western border of La Crescent to Skunk Hollow Road as well as sidewalks on both sides of S 7th St between S Elm St and S Oak St. Important pedestrian connections are located in this area – a connection from Cornforth to Skunk Hollow. This will be difficult under current conditions but should be considered if the opportunity arises in the future due to redevelopment. When the intersection of S 11th Street and Cedar Street is reconstructed, the City should consider purchasing right-of-way on the southeast corner and work to align the intersection at a 90-degree angle. Sidewalks along the south side of S 11th Street are feasible if the alignment of the intersection is improved.	Long-term

Additional Projects

The following are additional project actions that could be further explored and developed in the future to support active transportation. Additional project were **not** voted on by the community during the Action Planning Summit.

Project	Action: What is being suggested?	Time Period
Sidewalk Network Connectivity in North La Crescent Neighborhoods (Approximately from N 4th Street to the north boundary of La Crescent)	The sidewalk network in this area of La Crescent is less complete than the central area of La Crescent. Connections to Veterans Park should be considered to allow the North Neighborhoods to access this community park from both the Bluffland trails network and shared use paths and sidewalks. However, sidewalks do exist on the main streets in this neighborhood. This plan recommends the addition of sidewalks along Jonathan Lane. In addition to the two crossing improvements mentioned above, this report recommends the following crossing improvements: • Fireside Drive and Elm Street – Ladder crosswalk pavement markings, install W11-2 signs • Eagles Bluff Road and McIntosh Road – Ladder crosswalk pavement markings, install W11-2 signs • S 14th Street and Spruce Drive – Ladder crosswalk pavement markings, install W11-2 signs • S 11th Street and Redwood – Ladder crosswalk pavement markings, install W11-2 signs • S 11th Street and Cedar Drive – Ladder crosswalk pavement markings, and a rectangular rapid flashing beacon on the S 11th Street leg • Hwy 14/61 and N 2nd Street – Ladder crosswalk pavement markings, and a rectangular rapid flashing beacon • Hwy 14/61 and N 4th Street – Ladder crosswalk pavement markings, install W11-2 signs	Long-term

Additional Projects

The following are additional project actions that could be further explored and developed in the future to support active transportation. Additional project were **not** voted on by the community during the Action Planning Summit.

Project	Action: What is being suggested?	Time Period
La Cresent – I-90 Shared-use Path	Continue to plan and advocate for a shared-use path from La Crescent to I-90 to connect to the existing path to Dresbach/Welcome Center/Lock and Dam, across the I-90 corridor to Wisconsin to Exit 3 to connect with the La Crosse/Onalaska shared use paths at the Eagle Watching Area.	Long-term

As discussed in the 2017 City of La Crescent Bicycle and Pedestrian Plan Update:
"I-90 Dresbach Bridge: Interstate 90 crosses the Mississippi River north of La Crescent, connecting Minnesota and Wisconsin. Planning for the replacement of the nearly three-mile bridge began in 2007 and included a feasibility study for the possibility of a bicycle and pedestrian facility. Although the facility was not included in the construction completed in October 2016, features of the bridge were added so as to not preclude a facility in the future. Continued planning will be required to allow a safe and comfortable connection to a future facility on the bridge, which lies over two miles north of downtown La Crescent."

Practice Actions

The following are practice or agency procedure actions that will support the implementation of active transportation.

Practice	Action: What is being suggested?	Description: What is the practice?	Action Step: What is a next step(s) to take?	Time Period
Complete Streets Checklist	Develop a Complete Streets checklist to be used by Public Works and Planning staff.	Complete Streets checklists are used to help put Complete Streets Policies into practice. Checklists are used at the start of any project to summarize data and information about the street and surrounding land use, record details of the project and identify specific improvements that can be incorporated. See an example of a Complete Streets Checklist. Having a Complete Streets checklist is a key tool for supporting a sidewalk infill policy and expansion of All Ages and Abilities facilities.	❑ Adopt a Complete Streets Checklist to use in support of Complete Streets Policy.	2026-2027 (YEARS 0-1)

Practice Actions

The following are practice or agency procedure actions that will support the implementation of active transportation.

Practice	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Design Guidance	Adopt or endorse national or state Complete Streets design guides.	Rewriting street design guides can be time intensive and cost prohibitive for many communities. To support implementation of Complete Streets and this Action Plan, adopt or endorse state and national design guides to enable the use of best practices and design flexibility. Such as: • National Association of City Transportation Officials (NACTO) Urban Street Design Guide • NACTO Urban Bikeway Design Guide and Designing for Small Things with Wheels (guidance on e-bikes) • Federal Highway Administration (FHWA) Small Town and Rural Multimodal Networks • MnDOT Bicycle Facility Design Manual	❑ Review and adopt or endorse design guide(s) to be used by City staff and consultants on street projects.	2028-2029 (YEARS 2-3)
Trail Connections	Advocate for long-term trail connections.	Incorporate consideration for long-term trail connections into existing capital planning processes.	❑ Assign staff to draft best practices for considering long-term trail connections.	Ongoing

Policy Actions

The following are policy actions that will support the implementation of active transportation.

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Sidewalk Infill Policy	Approve the Sidewalk Infill Policy in Appendix B stating requirements for sidewalk infill.	Policy language includes specifications and design best practices to promote high quality sidewalk development. This policy is building on recent efforts to add/improve sidewalks around the city, including through stormwater/sidewalk investments on Maple and Redwood Streets. This policy is a high priority.	❑ Present policy in Appendix B to City Council for approval alongside this plan.	2026-2027 (YEARS 0-1)

Policy Actions

The following are policy actions that will support the implementation of active transportation.

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Active Transportation Committee	Sustain this plan through the newly created Active Transportation Committee.	In January 2026, the SRTS and Bicycle and Pedestrian Committees were combined into the Active Transportation Committee. This new structure is helping to support efficient collaboration on City goals shared across multiple initiatives. The Active Transportation Committee should continue to monitor, implement, and measure the progress of this plan.	❑ Confirm participation from current committee members and expectations for the sustained engagement.	2026-2027 (YEARS 0-1)
Citywide Speed Limit	Research and study speed limit reduction efforts. Based on findings, determine if city should lower the speed limit on city-owned streets.	As part of a Safe Systems approach, lowering speed limits on city-owned streets creates a safer environment for people walking, biking and driving. It also enhances neighborhood character and livability and promotes safer street design. Cities including Richfield and Rochester, MN have recently adopted speed limits of 20-25 mph on city streets unless otherwise posted.	❑ Research the current state of practice drawing on case studies from other MN / Midwest cities who have lowered speed limits. ❑ Prepare draft policy language for presentation to City Council.	2026-2027 (YEARS 0-1)

Policy Actions

The following are policy actions that will support the implementation of active transportation.

Policy	Action: What is being suggested?	Description: What is the policy?	Action Step: What is a next step(s) to take?	Time Period
Bike Parking	Include bike parking in development plans and/or zoning.	Amend the city's zoning code to mandate bike parking at new developments, with consideration for short-term and long-term bike parking needs. Draft a new ordinance or amend existing ordinance to include bike parking requirements. Many cities have amended their zoning code to include bike parking requirements for most new projects, such as Minneapolis.	❑ Prepare draft policy language for presentation to City Council.	2028-2029 (YEARS 2-3)
Reduce or Eliminate Parking Minimums	Reduce or eliminate requirements for minimum numbers of parking spaces for new housing development.	Amend the city's zoning code to reduce or eliminate car parking minimum requirements at new developments. Draft a new ordinance or amend existing ordinance to reduce or eliminate parking requirements. The cities of Minneapolis and Saint Paul both eliminated minimum parking requirements for most new projects in 2021.	❑ Prepare draft policy language for presentation to City Council.	2028-2029 (YEARS 2-3)

Program Actions

The following are program actions that will support the implementation of active transportation.

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Bicycle Friendly Community Silver Status	Implement and document programming to achieve Bicycle Friendly Community Silver (or higher) status.	La Crescent achieved Bronze Bicycle Friendly Community status through the League of American Bicyclists in 2023. A Silver-level community shows strengths in at least two to three of the "5 E" categories (Equity and Accessibility, Engineering, Education, Encouragement or Evaluation & Planning). The BFC program runs on four-year cycles. The next application deadline is in June 2026.	❑ Assign staff to evaluate what is needed to achieve silver status and develop an action plan to implement and track progress, reapply for status designation.	2026-2027 (YEARS 0-1)
School Streets	Allow or encourage temporary or permanent closure of streets directly adjacent to schools.	By closing the street in front of a school to car traffic, school streets allow for a safer, calmer entrance to school for families and students. They also provide an opportunity for programming such as physical education, outdoor education or simply a place to play before and after school. Cities and school districts around Minnesota (including Rochester and Minneapolis) are increasingly supporting school streets, from pilot projects to permanent installations.	❑ Assign staff to draft best practices for school streets and to look into considerations for road closure.	2026-2027 (YEARS 0-1)

Program Actions

The following are program actions that will support the implementation of active transportation.

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Active Transportation Funding Program	Designate an active transportation funding program in the City budget, including an implementation plan for public works.	Create a designated pool of funds to support implementation of Safe Routes to School, Complete Streets and/or active transportation plans and policies. Funding could support small incremental investments between larger grant awards, such as demonstration or quick-build project materials, sidewalk repairs, or curb ramp replacements. Program elements could include: (1) clear guidance on how resident input is considered; (2) criteria that guides Public Works data collection, design recommendation and project ranking; (3) annual funding to allocate funds based on project ranking; (4) process for Public Works to implement and keep community members involved in all the steps; and (5) post-installation data collection and evaluation process.	❑ Assign staff to review other communities' traffic calming, SRTS, or other AT funding programs and draft program recommendations.	2028-2029 (YEARS 2-3)

Program Actions

The following are program actions that will support the implementation of active transportation.

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Bikeshare	Support public-private partnership bikeshare programs.	Work to expand the bike-share program by developing additional bike-share stations or an in-town bike-share program, in addition to the Drift station opening in 2026.	❑ Assess 2026 bikeshare use and identify areas of potential expansion. ❑ Partner with local Chamber of Commerce to identify additional public/ private sponsorship opportunities.	2028-2029 (YEARS 2-3)
Walk and Bike to Work Incentives	Incentivize employees to bike and walk to work.	The City of La Crescent, in addition to participating in Bike Month and Bike to Work Day, could provide additional incentives for employees (of the City as well as local employers) to bike and walk to work.	❑ Identify potential walk bike incentive resources available within the City. ❑ Connect with the local Chamber of Commerce to explore partnering with other local businesses on employee incentive programs.	2028-2029 (YEARS 2-3)

Program Actions

The following are program actions that will support the implementation of active transportation.

Program	Action: What is being suggested?	Description: What is the program?	Action Step: What is a next step(s) to take?	Time Period
Walk, Bike Roll to School Fun Activities for School Community	Support and encourage school programming and events to encourage walking, biking and rolling.	Build onto community momentum to encourage children, caregivers, and staff to walk, bike or roll to school. The city should continue to support and build from community efforts such as the walking school bus program. Generally, the city should find ways through funding, communications and other general involvement to encourage school community biking.	❑ Engage school staff and community to understand existing events. ❑ Identify ways to support existing events and research new programs from other MN cities to encourage active transportation to and from school.	2027-2029 (YEARS 1-3)

Future Considerations

Active transportation needs are constantly evolving as the environmental, political and funding landscapes change. There are many topics that impact walking and biking that this planning process did not have time to address. As decisionmakers in the City and surrounding communities continue to develop policies and practices around transportation and development, impacts on people who walk and bike should be a priority consideration. These topics are anticipated to include:

- **Use of ATVs / UTVs / Electric golf carts on city streets** – an emerging topic of conversation for city residents, with questions around how people walking and biking would be expected to share space or interact with these vehicles.
- **E-Bike Policy** – as bicycles with some level of electric assist, or "E-Bikes," become more prevalent, utilize resources from bicycle advocacy organizations (such as the Bicycle Alliance of Minnesota) to craft policies around their place in the transportation system.
- **Automated speed enforcement** – traffic safety cameras that are used in school zones or vulnerable areas in other states and are starting to be piloted in MN.
- **Increasing vehicle size** – potential for public safety campaigns or other outreach to city residents around the risks of large personal vehicles for people walking and biking.
- **Additional education and encouragement activities** – could be included as a part of efforts to increase the Bicycle Friendly Community level.

State and Federal Funding for Active Transportation

Funding for local bicycle and pedestrian projects often comes from multiple sources and typically requires collaboration among several government partners. Success depends not only on knowing the available funding programs but also on building strong relationships with key stakeholders.

Start with Partnerships:
Engage early and often with the following partners:

- Houston and Winona County Engineers
- La Crosse Area Planning Committee Transportation Planners
- MnDOT District 6 Planners
- Statewide Health Improvement Program (SHIP) Coordinators
- Local trail organizations and advocacy groups

These partners can provide technical expertise, help identify funding opportunities, and strengthen your applications. The following pages provide a summary of active transportation funding sources and programs as of 2025, as a starting point. Funding programs can change – the partners listed above can help you identify the most up-to-date programs.

Share Your Vision:
Distribute your **Active Transportation Action Plan** to these partners. This ensures alignment and demonstrates your community's commitment to expanding active transportation options. A clear plan helps partners advocate for your projects and integrate them into broader regional and state strategies.

Key Takeaways:

- Build relationships before you need funding—collaboration is critical.
- Communicate your goals clearly and consistently.
- Leverage regional and state resources to maximize your chances of success.

State and Federal Funding for Active Transportation

	Funding Program	Funding Source	Max Request	Local Match Required	Purpose
Regional Programs	MnDOT Transportation Alternatives (TA)	Federal	Varies by District	20%	A competitive grant opportunity for local communities and regional agencies to fund projects for pedestrian and bicycle facilities, historic preservation, Safe Routes to School and more.
	MnDOT Carbon Reduction Program (CRP)	Federal	Varies by District	20%	To fund projects that reduce carbon emissions from surface transportation.
	MnDOT Local Partnership Program (LPP)	State	Varies by District	Varies by District	To provide statewide transportation partnership opportunities with local agencies and construct highway improvements that are mutually beneficial at locations that are not currently programmed on state highways.
Statewide Programs	MnDOT Active Transportation Program Infrastructure	State	$1M	None	Provides grants and technical assistance to make walking, biking and rolling better. Our program aims to increase the number of people walking and biking to destinations.
	MnDOT Active Transportation Program Planning Assistance	State	N/A	None	To support active transportation planning efforts and quick-build / demonstration projects through planning assistance awards. Successful applicants will receive planning and technical assistance from a statewide planning consultant.
	MnDOT Safe Routes to School (SRTS) Infrastructure	State	Approx. $1M	None	To construct infrastructure that improves access and safety on prioritized routes to and at schools. Past grants have included sidewalks to schools, trails along state highways, and improved crossings on school walking routes.
	MnDOT Safe Routes to School (SRTS) Planning Assistance	State	N/A	None	To support SRTS plans for K-12 schools across Minnesota through planning assistance awards. Successful applicants will receive planning assistance provided by the Regional Development Organizations or a statewide planning consultant.

State and Federal Funding for Active Transportation

	Funding Program	Funding Source	Max Request	Local Match Required	Purpose
Statewide Programs	MnDOT Safe Routes to School (SRTS) Boost Grants	State	$50,000	None	Boost grants are intended to help boost Safe Routes to School efforts. Through these grant awards, we'll support communities with existing Safe Routes to School (SRTS) plans, or other comprehensive SRTS approaches, in advancing non-infrastructure strategies for schools that support making it safe, easy and fun for students to walk and bicycle to school.
	MN DNR Federal Recreational Trails Program	Federal	$200,000	25%	To encourage the maintenance and development of motorized, non-motorized, and diversified trails by providing funding assistance.
	MN DNR Local Trail Connections Program	State	$250,000	25%	Provides grants to local units of government to promote relatively short trail connections between where people live and desirable locations, not to develop significant new trails.
Non-Metro Programs	MN DNR Regional Trail Grant Program	State	$300,000	25%	To provide grants to local units of government to promote development of regionally significant trails outside the seven-county metropolitan area.
	Greater MN Regional Parks and Trails Commission	State	Varies	Varies	This program has multiple application categories. Projects submitted to this program must have regional trail designation which is achieved through an approved regional trail plan (this Action Plan is does not meet regional trail plan criteria).
National Programs	FHWA Safe Streets and Roads for All (SS4A)	Federal	$5M for planning, $25M for implementation	20%	Funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Other Potential Funding Sources

- **Local Road Improvement Program (LRIP)**
  - **LRIP - State Aid – MnDOT**
  - This program focuses on highways and roads but has potential to fund active transportation facilities as part of a roadway project.
- **Federal Land Access Program (FLAP):**
  - **https://highways.dot.gov/federal-lands/programs-access**
  - This program aims to provide safe and adequate transportation access to and through federal lands for visitors, recreationists, and resource users.
- **State Park Road Account Program (SPRA):**
  - **https://www.dnr.state.mn.us/grants/recreation/parkroads/index.html**
  - This program exists to help local governments improve access to public recreation facilities.
- **USDOT Better Utilizing Investments to Leverage Development (BUILD) Grant Program (BUILD):**
  - **https://www.transportation.gov/BUILDgrants**
  - The BUILD program provides grants for surface transportation infrastructure projects with significant local or regional impact.

Implementation Next Steps - Putting Our Feet and Wheels in Motion

SECTION 5

What can we achieve in **100 DAYS?**

- ❑ Activate the Active Transportation Committee to put plan in motion.
- ❑ Work with Houston County and MnDOT to use AT Planning Technical Assistance on a design concept for 3rd St from Elm St to the U.S. Highway 14/Route 61/MN16 intersection, ahead of 2026 MnDOT pavement maintenance.

What can we achieve in **1 YEAR?**

- ❑ Work with Houston County to identify timing for a corridor study on Elm St and engineering study at County Rd 25 intersections (County Rd 6/7th St and Skunk Hollow Rd).
- ❑ Work with the La Crosse Area Planning Committee to prioritize Elm St, S 3rd St, and N 4th St in implementation or demonstration activities that result from the Regional Safety Action Plan.
- ❑ Identify funding for demonstration project materials (including bollards, paint and tape) at potential demonstration project locations, like N 4th St.
- ❑ Work with Public Works to implement bike lane striping on City-owned roadways (S 1st St, S 6th St, Jonathan Ln).
- ❑ Develop a Complete Streets Checklist.
- ❑ Establish recurring coordination opportunities with Houston County and MnDOT.
- ❑ Identify opportunities for potential school streets.
- ❑ Lower speed limits on city-owned streets.
- ❑ Identify a path to Bicycle Friendly Community Silver Status.

What can we achieve in **3 YEARS?**

- ❑ Implement two demonstration projects at key locations around the City.
- ❑ Assess status of bike skills park and pursue grant funding for new trail connections.
- ❑ Develop code incentives or requirements to support trail development alongside new housing development.
- ❑ Develop bike parking guidance in city's zoning code.
- ❑ Amend city's zoning code to reduce or eliminate parking minimums for new development.
- ❑ Review and adopt or endorse design guide(s) to be used by City staff and consultants on street projects.
- ❑ Develop an active transportation funding program in the City budget, including an implementation plan for public works.
- ❑ Conduct two school streets pilots and identify future school street opportunities.
- ❑ Identify potential support for and interest in walking and biking to work incentives for City and local employees.
- ❑ Achieve Bicycle Friendly Community Silver Status.
- ❑ Expand Drift bikeshare to additional stations in La Crescent.

What can we achieve in **5 YEARS?**

- ❑ Maintain ongoing coordination with utilities around future improvements along County Rd 6.
- ❑ Update this plan as needed by community
- ❑ Celebrate all newly completed projects, programs, policies and achieving Silver Bike Friendly Community Status from the League of American Bicyclists.
- ❑ Deliver a five year “Measuring Success Report” of the committee to the city council.

How Progress Can Be Measured

Measuring Progress

The Active Transportation Action Plan provides clear, practical measures to help understand whether targeted actions are working, how conditions are changing over time, and what information decision-makers need to take the next step.

Progress will be evaluated across three cross-cutting frames: **Infrastructure and Safety**, **Community Experience and Use**, and **Capacity and Implementation Readiness**. Together, these frames help track progress toward long-term outcomes using a blend of traditional active transportation measures, quality-of-experience indicators, and implementation readiness metrics.

“Measuring progress” is a tool to monitor whether the actions of this plan are being accomplished in a way that is focused, meaningful, and aligns with the Plan goals.

Forward Movement: What We Measure & Why

Measurement Frames

1. **Infrastructure & Safety**
   Tracks physical improvements, safety outcomes, and the quality of the walking and biking environment. Measures include motorists' speeds, crash trends, crossing upgraded, sidewalk gaps closed, and level-of-quality assessments.

2. **Community Experience & Use**
   Tracks how people feel, perceive, and use the walking and biking network. Measures include community surveys, comfort levels, parent perceptions of kids walking/biking, and observed or counted walking/biking activity.

3. **Capacity & Implementation Readiness**
   Tracks the systems required to sustain active transportation progress. Measures include funding secured, partnerships strengthened, staff capacity built, policies updated, and stakeholder support.

These measures will help evaluate whether:

- **Projects are being delivered**
- **The public feels safer**
- **Infrastructure is improving in safety and quality**
- **Funding and partnerships are in place to advance the work**
- **Long-term goals are being met**

How Data Will Be Used

This framework is not just about collecting data. It's about using it to:

1. **Inform What We Do Next** – The data informs how to:
   - Identify which corridors or projects should be prioritized
   - Determine where safety interventions are needed
   - Shape grant applications with strong supporting evidence
   - Guide long-term capital planning

2. **Communicate Clearly With Elected Leaders, Partners, and the Greater Community** – The data helps tell a compelling, transparent story:
   - Here's what we built
   - Here's what changed
   - Here's how residents feel
   - Here's where we need to focus next

3. **Create a Culture of Incremental, Continuous Improvement** – Regular measurement helps staff and partners:
   - Adapt approaches
   - Evaluate effectiveness
   - Celebrate wins
   - Correct course when needed

What We Will Continue Measuring Over Time

Frame	Focus	Measures
Infrastructure Equity & Safety	*Are we building safer, higher-quality places for everyone to walk, bike, and roll?*	• Vehicle speeds on priority corridors • Number of high-risk intersections improved • Miles of new bike/pedestrian infrastructure • Sidewalk/trail/bike gap closures • Facility quality ratings such as level-of-comfort scores • Crash and injury trends (or proxies like driver yield rates at crossings) • Facility distribution: investments are equitably distributed across communities, especially historically underserved or high-need areas
Community Experience & Use	*How do people feel about the walking and biking network and are they using it?*	• Public perception of safety and comfort • Parent perception of kids' ability to walk or bike • Walking and biking counts • Awareness of active transportation programs, routes, and resources • Frequency of active transportation for daily trips
Capacity & Implementation Readiness	*Are we resourced, supported, and structurally ready to deliver the work?*	• Funding secured (grants, capital improvement plans, state and federal dollars) • Staff capacity to implement • Updated policies • Stakeholder and partner alignment • Number of project advancing through the pipeline • Implementation barriers removed

Practice: How We Will Implement the Framework

To make measurement practical and sustainable:

1. **Use existing data sources first** (speed counts, crash reports, school walk/bike surveys/tallies)
2. **Add low-cost tools gradually** (speed studies, intercept surveys)
3. **Develop an annual "AT Progress Report" summarizing key metrics and progress**
4. **Integrate the measures into grant applications and capital planning**
5. **Revisit the framework every 2-3 years to ensure relevance**

Sample Evaluation Framework

Use the following scoring approach to track and assess annually.

Measure	Baseline	Target (x-x years)	Status	Trend
Bike Counts [on X Street/Road]	TBD	+20%	On track	⬆/⬇
% low-stress segments	35%	60%	Behind	⬇
Resident satisfaction	48%	65%+	On track	⊖
Grant applications submitted	0	2 per year	On track	⬆

⬆/⬇ Variation (e.g., by location, due to season)

⬆ Positive

⬇ Negative

⊖ No Significant Change

A Call to Action

COMMUNITY CHARGE

La Crescent has great momentum pushing the city forward towards a more walkable and bikeable future. Together, we can create a safe, connected, and accessible active transportation network.

The roads with the highest traffic volumes and speeds in La Crescent are under the jurisdiction of Houston County or MnDOT. This plan positions La Crescent to actively collaborate with the County to improve conditions for people walking and biking along and across County roads, especially S 3rd St and portions of Elm St. The roadway improvements the plan recommends on County and City-owned roads will help create a seamless experience for people walking and biking across the city.

CLOSING THOUGHTS FROM THE ACTIVE TRANSPORTATION ACTION PLAN COMMITTEE

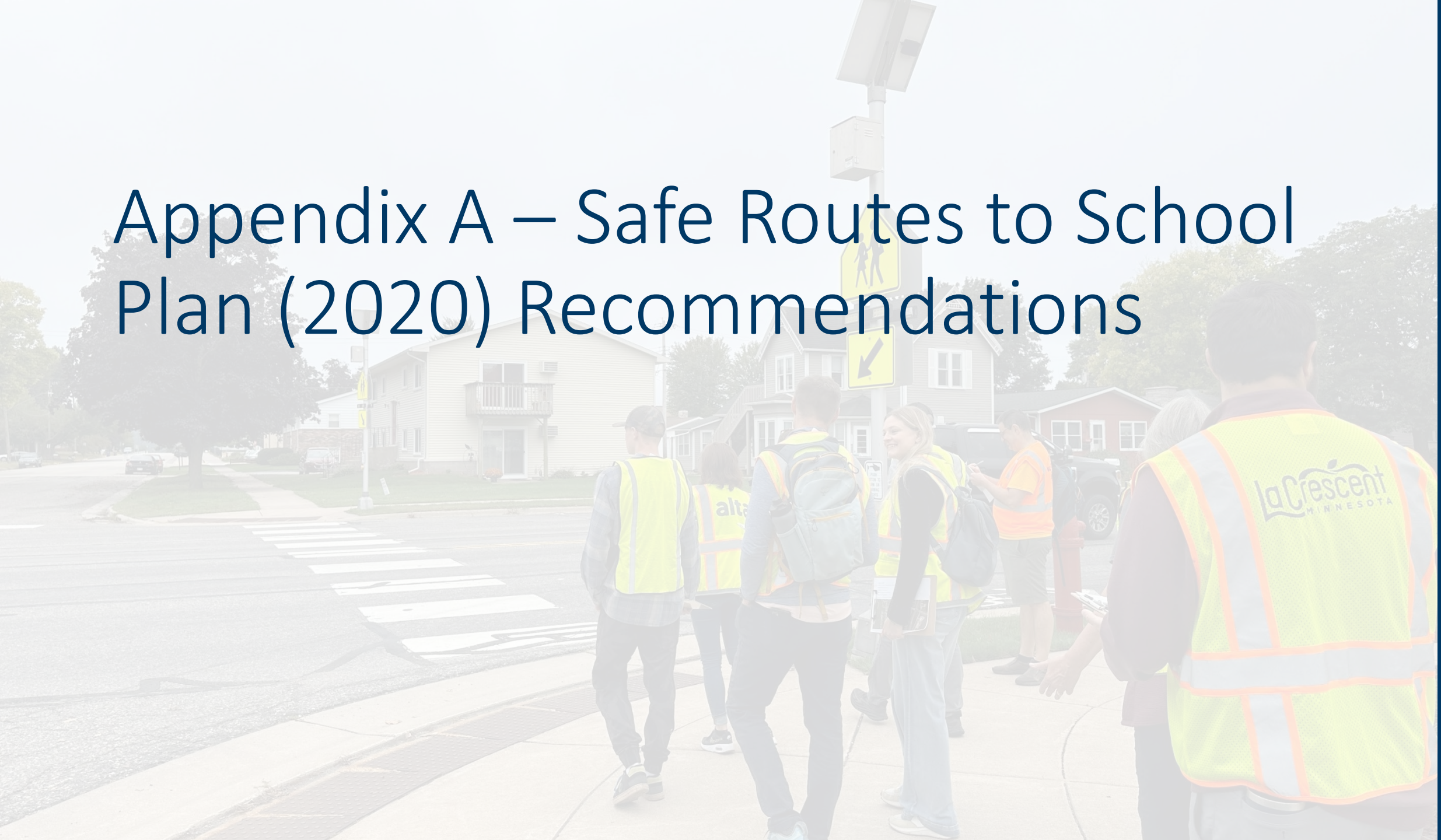
"[This plan] helps to make the community a more accessible and safer place for kids to move via biking, walking, rolling."

"Provide safe connections to facilities (work, school, parks, etc.) and recreation that accommodate all modes of transportation."

"Capitalize on the success of the recent USA Gravel National Championships and the momentum around plans for a new bike skills park."

"Bring in more local resident voices to planning and implementation of this plan."

Appendix A – Safe Routes to School Plan (2020) Recommendations

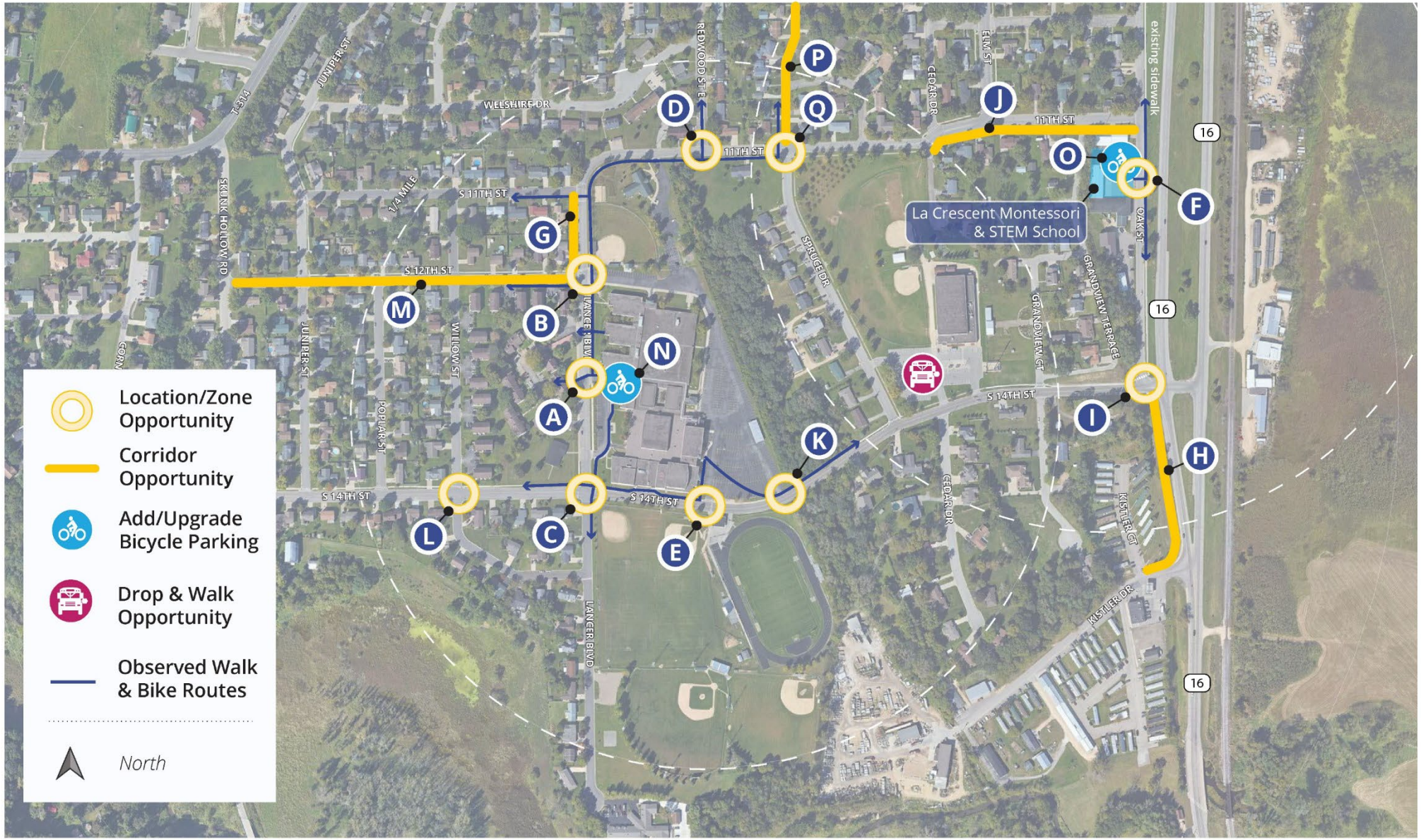


LA CRESCENT HOKAH ELEMENTARY SCHOOL

LA CRESCENT, MN

La Crescent Hokah Elementary Infrastructure Recommendations

	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	S 3rd St and Oak St	Long and uncomfortable crossing distances; poor driver yielding behavior; high traffic volumes and speeds, especially during arrival and dismissal	Install curb extensions; install advance yield lines on S 3rd St; coordinate with location D; install forward stop bars on S Oak St	Increased comfort for people crossing S 3rd St	MnDOT; Houston County; City of La Crescent	Medium
B	Oak St south of S 3rd St	Drivers often use Oak St as a cut through to avoid Hwy 16, leading to an uncomfortable experience for people walking and biking to school	Install traffic calming along Oak St corridor including raised crossings, chicanes, curb extensions, neighborhood traffic circles, or diverters. Coordinate with future development at S 3rd St.	Slower vehicle speeds; less vehicle traffic; increased comfort for people walking along Oak St	City of La Crescent; MnDOT	High
C	Alley south of campus	Currently used as a drop off and pick up for drivers, resulting in potential conflicts and uncomfortable conditions	Install temporary gate or barrier to restrict access to cars during pick up and drop off; coordinate with redesign of Elementary School	More comfortable space for people walking and biking	ISD 300; City of La Crescent	Low
D	S 3rd St between Elm St and Walnut St	Long and uncomfortable crossing distances; poor driver yielding behavior; high vehicle speeds and volumes as drivers travel to and from S 3rd St and Hwy 14/16/61	Consider reducing S 3rd St from four lanes to three; coordinate with locations A and H	Increased comfort for people crossing S 3rd St	MnDOT; Houston County; City of La Crescent	High
E	6th St S and Elm St	Long and uncomfortable crossing distances; poor driver yielding behavior; poor visibility; high traffic volumes and speeds, especially during arrival and dismissal	Install curb extensions on the west side of Elm St; maintain trees and vegetation on the west side of Elm St; install ADA compliant curb ramps where missing; install forward stop bars	Improved visibility, and increased comfort for people crossing Elm St	Houston County; City of La Crescent	High
F	S 4th St and Elm St	Long and uncomfortable crossing distances; poor driver yielding behavior; poor visibility; high traffic volumes and speeds, especially during arrival and dismissal	Install curb extensions on the west side of Elm St; maintain trees and vegetation on the west side of Elm St; install ADA compliant curb ramps where missing	Improved visibility, and increased comfort for people crossing Elm St	Houston County; City of La Crescent	High
G	S 5th St and Elm St	Long and uncomfortable crossing distances; poor driver yielding behavior; poor visibility; high traffic volumes and speeds, especially during arrival and dismissal	Install curb extensions on the west side of Elm St; maintain trees and vegetation on the west side of Elm St; install ADA compliant curb ramps where missing; install forward stop bars	Improved visibility, and increased comfort for people crossing Elm St	Houston County; City of La Crescent	Low
H	S 3rd St and Elm St	Long and uncomfortable crossing distances; poor visibility; high traffic volumes and speeds, especially during arrival and dismissal	Install curb extensions on the west side of Elm S and on S 3rd St; coordinate with location D; install ADA compliant curb ramps where missing	Improved visibility, and increased comfort for people crossing Elm St and S 3rd St	MnDOT; Houston County; City of La Crescent	Medium
I	7th St S and Elm St	Long and uncomfortable crossing distances; poor visibility; high traffic volumes and speeds, especially during arrival and dismissal	Install curb extensions on the west side of Elm S; install ADA compliant curb ramps where missing	Improved visibility, and increased comfort for people crossing Elm St	Houston County; City of La Crescent	Low
J	Playground area, back of school	No high quality bicycle parking	Install high quality bicycle parking described in Appendix K	More students biking to school	ISD 300	Medium
K	Where 6th St S meets Aquatic Center/Pool	Fence is difficult to navigate with bicycle; no formal path down hill	Install shared use path down hill to Aquatic Center/Pool; install gate that allows people on bikes to pass through comfortably	More students biking from neighborhoods west and south of 7th St S and Elm St	City of La Crescent	Low

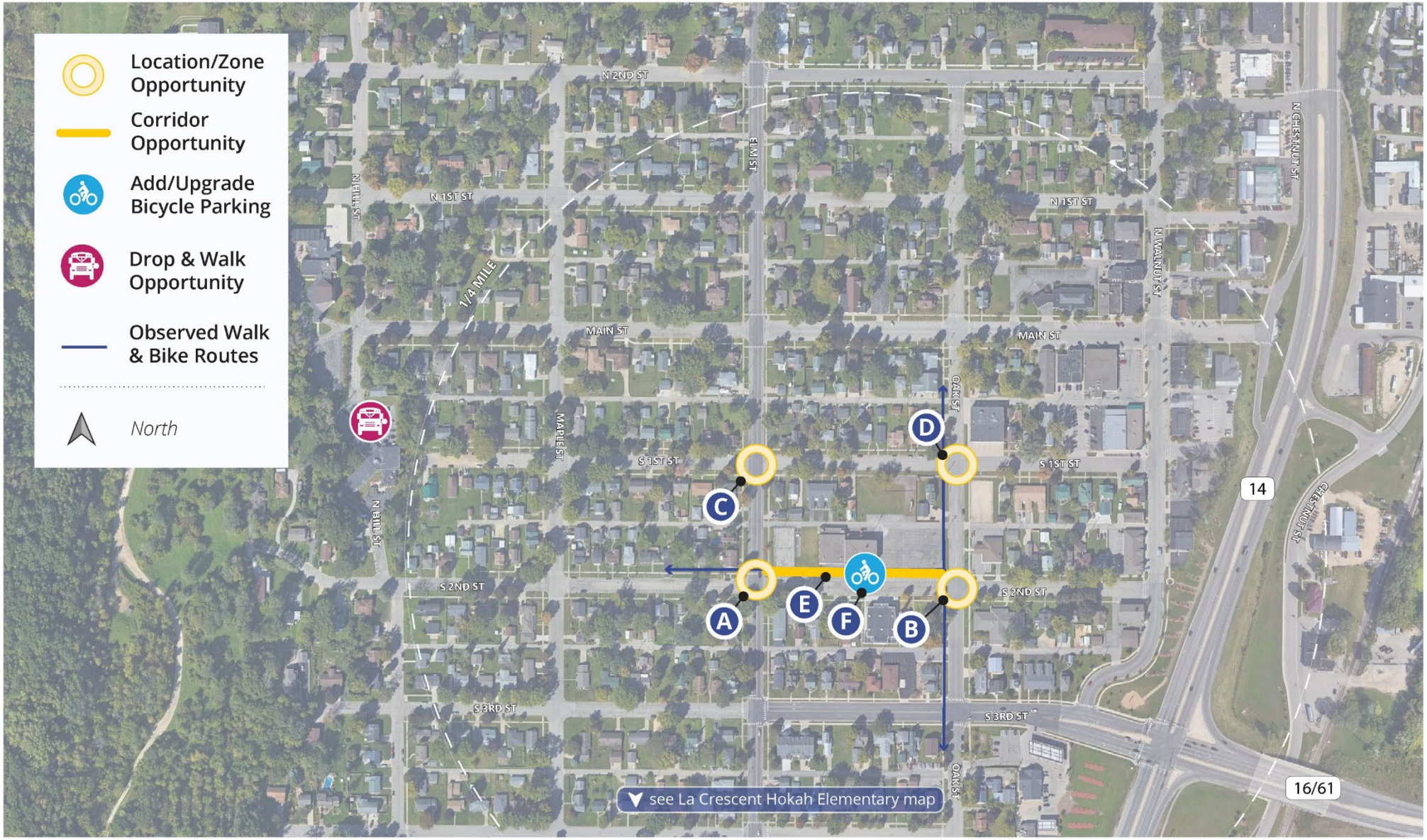


LA CRESCENT HOKAH SECONDARY/MONTESSORI & STEM SCHOOL

LA CRESCENT, MN

La Crescent Hokah Secondary/Montessori & STEM School Infrastructure Recommendations

	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	Lancer Blvd at parking lot access	No pedestrian crossing improvements; poor visibility; high traffic volumes during arrival and dismissal times; most direct crossing for people living in residences directly west of school	Install midblock crossing improvements including curb extensions or median refuge island, crossing signage, high visibility crosswalk, or raised crosswalk; install yield lines	Slower vehicle speeds on Lancer Blvd; increased visibility and more comfort for people walking	City of La Crescent	Medium
B	Lancer Blvd and S 12th St	Poor visibility at intersection used for cars and buses; high traffic volumes during arrival and dismissal; missing ADA compliant curb ramps	Install curb extensions or median refuge island; install high visibility crosswalks, install ADA compliant curb ramps; install forward stop bar	Slower vehicle speeds on Lancer Blvd; increased visibility and more comfort for people walking	City of La Crescent	High
C	Lancer Blvd and S 14th St	Long and uncomfortable crossing distances; large curb radii that encourage high turning speeds; missing ADA compliant curb ramps	Install curb extensions or a median refuge island; install ADA compliant curb ramps	Slower turning speeds; increased visibility and more comfort for people walking	City of La Crescent	Medium
D	11th St and Redwood St E	Long and uncomfortable crossing distances; missing ADA compliant curb ramps; poor visibility because of road geometry to the west	Install curb extensions or median refuge island; install crossing signage; install high visibility crosswalk; install ADA compliant curb ramps	Increased visibility and comfort for people walking	City of La Crescent	High
E	S 14th St and parking lot exit	Drivers exiting parking lot turn directly into crosswalk; missing ADA compliant curb ramp on south side of S 14th St	Consider moving the designated crossing at this location to the west of the driveway apron (on the school access side) and installing side walk on the south side of S 14th St from the new crossing to the entrance to athletic fields	No need for students to cross driveway apron; increased visibility and more comfort for people walking	ISD 300; City of La Crescent	Medium
F	Oak St midblock crossing outside Montessori & STEM	No formal crossing to reach sidewalk on the east side of Oak St; high traffic volumes during arrival and dismissal; poor visibility of people wanting to cross	Install curb extension on east side of Oak St; install high visibility crosswalk; install crossing signage. Consider installing traffic calming along Oak St to the north and south, including chicanes, curb extensions, etc.	Improved visibility and comfort for people walking; slower vehicle speeds	City of La Crescent	High
G	Lancer Blvd between S 12th St and S 11th St	No separated space for people walking and biking to the northwest of school	Install sidewalk on west side of Lancer Blvd	Separated space for people walking north of school; increased comfort	City of La Crescent	High
H	Connection between Kistler Ct and S 14th St	No connection between mobile homes and streets directly connected to schools	Install path to connect S 14th St and Kistler Ct; coordinate with Location I	More students and families walking to and from Kistler Ct	City of La Crescent	High
I	S 14th St and Oak St	Long and uncomfortable crossing distances; legibility of intersection is low; high traffic volumes during arrival and dismissal	Install curb extensions on Oak St; install high visibility crosswalks to indicate preferred crossings; coordinate with Location H; install forward stop bars	Increased visibility and comfortable connections to Kistler Ct	City of La Crescent	Medium
J	11th St between Cedar Dr and Oak St	No separated space for people walking and biking	Install sidewalk on south side of 11th St	More students walking from the area east of Cedar Dr	City of La Crescent	Medium
K	S 14th St and east parking lot access	High traffic volumes entering and exiting during arrival and dismissal; poor visibility of people walking and biking	Narrow driveway apron to accommodate only one vehicle (currently marked as ENTER ONLY)	Increased comfort for people walking along S 14th St	ISD 300	Low
L	S 14th St and Willow St	Long and uncomfortable crossing distances; missing ADA compliant curb ramps on the south side	Install curb extensions on the south side of S 14th St; install high visibility crosswalk	More students walking from homes on Willow St	City of La Crescent	Low
M	S 12th St between Lancer Blvd and Skunk Hollow Rd	High traffic volumes and speeds at arrival and dismissal; no separated space for people walking and biking on the south side of S 12th St	Install sidewalk on the south side of S 12th St; consider installing traffic calming along S 12th St, including midblock chicanes	Improved visibility and comfort for people walking; slower vehicle speeds	City of La Crescent	High
N	Front of Secondary	Low supply of high quality bike parking	Install high quality bicycle parking described in Appendix K	More students biking to school	ISD 300	Medium
O	Front of Montessori & STEM	No high quality bike parking	Install high quality bicycle parking described in Appendix K	More students biking to school	Montessori & STEM	Low
P	Spruce Dr between 11th St and 7th St	No separated space for people walking; frequent route between Secondary school and Aquatic Center/Pool	Install sidewalk on east side of Spruce Dr	Increased comfort for people walking to and from the north	City of La Crescent	High
Q	11th St and Spruce Dr	Long and uncomfortable crossing distances; missing ADA compliant curb ramps; high traffic volumes during arrival and dismissal; frequent route between Secondary school and Aquatic Center/Pool	Install curb extensions or median refuge island; install high visibility crosswalk; install ADA compliant curb ramps; coordinate with Location D	Increased visibility and comfort for people walking	City of La Crescent	Medium



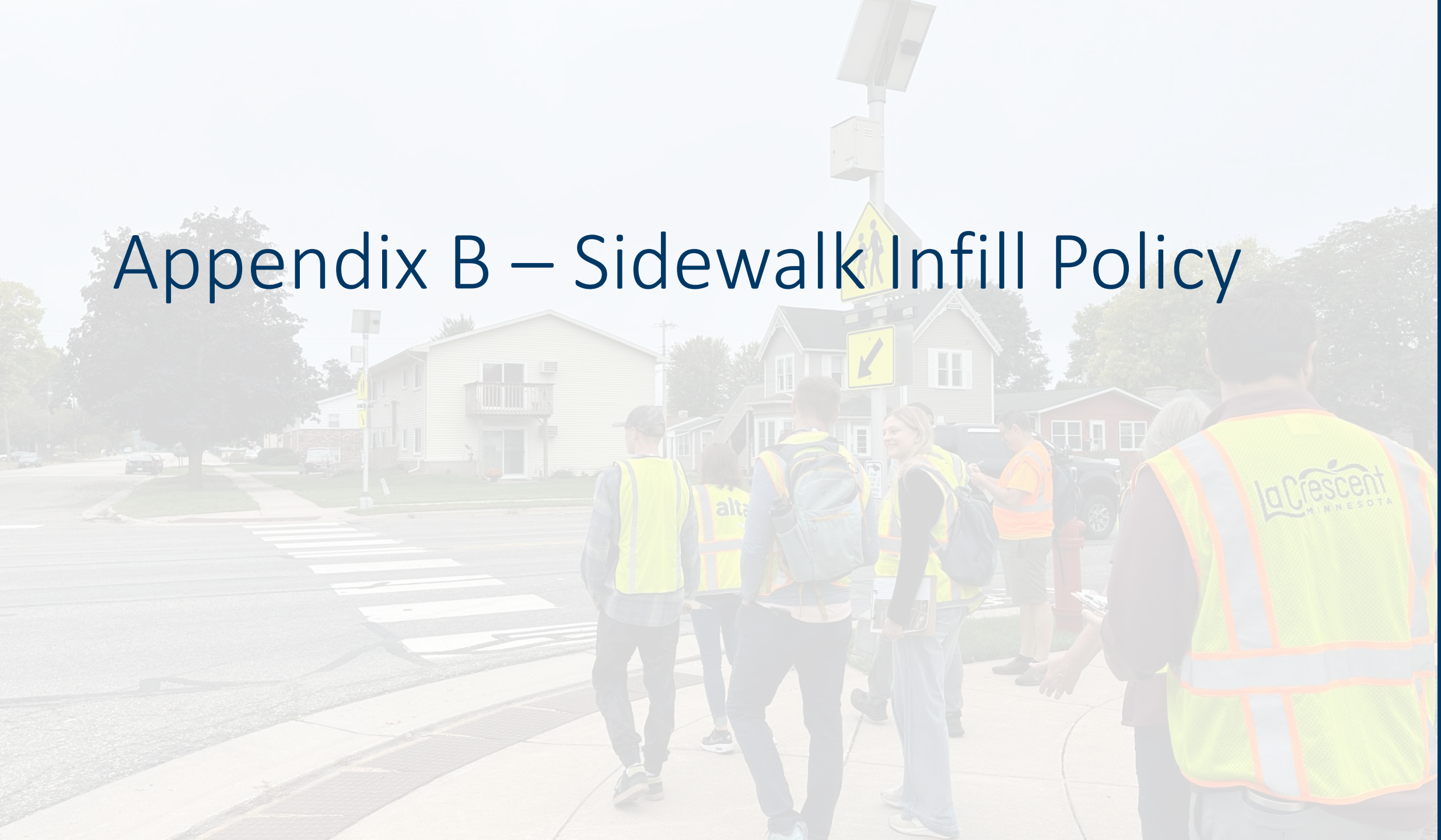
CRUCIFIXION ELEMENTARY

LA CRESCENT, MN

Crucifixion Elementary Infrastructure Recommendations

	LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A	S 2nd St and Elm St	Long and uncomfortable crossing distances; high vehicle volumes, especially during arrival and dismissal; poor visibility; missing ADA compliant curb ramps	Install curb extensions on the west side of Elm St; maintain trees and vegetation on the west side of Elm St; install ADA compliant curb ramps where missing; install forward stop bars	Improved visibility, and increased comfort for people crossing Elm St	Houston County; City of La Crescent	High
B	S 2nd St and Oak St	Long and uncomfortable crossing distances; missing ADA compliant curb ramps	Install curb extensions past parking spaces on S 2nd St or prohibit parking in the two spaces closet to crosswalk on northwest corner; install ADA compliant curb ramps where missing; install forward stop bars	Improved visibility, and increased comfort for people crossing	City of La Crescent	Medium
C	S 1st St and Elm St	Long and uncomfortable crossing distances; high vehicle volumes, especially during arrival and dismissal; poor visibility; missing ADA compliant curb ramps	Install curb extensions on the west side of Elm St; install high visibility crosswalks; install ADA compliant curb ramps where missing; install forward stop bars	Improved visibility, and increased comfort for people crossing Elm St	Houston County; City of La Crescent	High
D	S 1st St and Oak St	Long and uncomfortable crossing distances; missing ADA compliant curb ramps	Install curb extensions; install high visibility crosswalks; install ADA compliant curb ramps; install forward stop bars	Improved visibility and increased comfort for people walking	City of La Crescent	Low
E	Parking lane along S 2nd St	Parked vehicles encroach on the sidewalk space	Install curb to delineate parking space extent	Fewer vehicles encroaching on pedestrian space; increased comfort for people walking along S 2nd St	Crucifixion Elementary	Low
F	Outside front door on S 2nd St	No high quality bike parking	Install high quality bicycle parking described in Appendix K	More students biking to school	Crucifixion Elementary	Low

Appendix B – Sidewalk Infill Policy



Sidewalk Infill Policy

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel that is separated from vehicle traffic. The older portion of the city is set up on a grid system and has a relatively good existing sidewalk network, which is an asset. The exception is newer developments, especially those on the bluffs and hillsides. One of the challenges the city faces is to fill in the gaps where sidewalks were not installed during development or where new development occurs. New developments are required to install sidewalks when the property is developed. Another challenge the city faces is the steep terrain that would require large retaining walls and expensive engineering to construct a sidewalk.

Fixing short gaps in an existing sidewalk network is important to maximize system continuity, and can be a relatively low- cost fix to improve the network. The city's policy is to close gaps in the sidewalk network, add sidewalk connections and paths to schools and parks, add/replace sidewalks during street reconstruction projects and construct sidewalks and paths where obvious footpaths to destinations exist (for example from S. 11th Street to the Community Ice Arena).

The city shall actively seek funding to add sidewalks along neighborhood streets and county roads. Sidewalks along collector streets and arterial streets shall be six feet in width and be a minimum of five feet elsewhere. Shared-use paths shall be at least 10' wide and conform with state and national standards for width and may be wider in anticipation of a growing volume of users. Sidewalks are typically constructed out of concrete and should always be separated from the roadway by a curb or gutter and a landscaped planting area. Sidewalks are a common application in both urban and suburban environments. Installing entirely new sidewalks can be costly, particularly if drainage improvements such as stormwater sewers and installation of curb/gutter are part of the design.

Sidewalk Infill Policy Continued

Attributes of well-designed sidewalks include the following:

- Accessibility: A network of sidewalks should be accessible to all users, including those who are blind, or use wheelchairs or other mobility devices.
- Adequate width: Adequate width varies depending on how much pedestrian traffic is expected. Sidewalks should be a minimum of 6 feet wide, with widths of 6-10 feet preferred in business districts or other areas with higher rates of walking. Ideally, two people should be able to walk side by-side and pass a third person comfortably. Different walking speeds should also be possible.
- Safety: Design features of the sidewalk should allow pedestrians to have a sense of security and predictability. Sidewalk users should not feel they are at risk due to the presence of adjacent traffic.
- Continuity: Walking routes should be obvious and should not require pedestrians to travel out of their way unnecessarily.
- Landscaping: Plantings and street trees should contribute to the overall psychological and visual comfort of sidewalk users, and be designed in a manner that contributes to the safety of people.
- Drainage: Sidewalks should be well graded to minimize standing water.
- Social space: There should be places for standing, visiting, and sitting. The sidewalk area should be a place where adults and children can safely participate in public life.
- Quality of place: Sidewalks should contribute to the character of neighborhoods and business districts.
- Maintenance: A proper budget needs to be sustained to keep sidewalks clean, cleared of snow, and in good condition.

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MEMORANDUM

TO: Tyler Benish, Public Works Director

FROM: Tim Hruska, P.E., L.S.

DATE: March 20, 2026

RE: Walnut Street Reconstruction

Per City Council direction, we have prepared plans and specifications for the above project. A few of the plan sheets are attached for reference. The project is outlined below. Upon approval by the City Council, the plans will be submitted to MnDOT State Aid for approval.

Walnut Street Reconstruction
The project consists of the reconstruction Walnut Street from S 3rd St to N 4th St, the north half of N 4th from the Walnut St intersection to east of Walnut Pl and Walnut Pl. The project includes utility replacement, streetscaping amenities, street lighting, the continuation of the future MnDOT trail connection north of S 3rd St to Veterans Park and a trail connection from Veterans Park to Park St. Public comments from the Public engagement meetings have been addressed.

Funding
The engineering estimate for this project is $5,300,000. The project is planned to use the following funding sources:

LRIP	$1,500,000
Federal Funds – Small Cities	$600,000
MSAS	$900,000
ARPA Funds – Watermain	$200,000
Street Reconstruction/Utility Revenue Bonds	$2,100,000

Council Action Recommendation
We recommend that the Council approve the plans and specifications and Advertisement for Bids.

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
CITY OF LA CRESCENT, MN
S.A.P. 236-594-001

CONSTRUCTION PLAN FOR AGGREGATE BASE, BITUMINOUS PAVEMENT, CONCRETE CURB & GUTTER, CONCRETE DRIVEWAY PAVEMENT, CONCRETE WALK, PEDESTRIAN RAMPS, STORM SEWER, SANITARY SEWER, WATERMAIN AND SHARED USE PATH

LOCATED ON WALNUT STREET FROM S 3RD STREET TO N 4TH STREET, N 4TH ST FROM WALNUT STREET TO 72' EAST OF WALNUT PLACE, WALNUT PLACE FROM N 4TH ST TO DEAD END, WANLUT PLACE DEAD END TO VETERANS PARK

LOCATED IN SECTIONS 3 AND 10 OF T104N R4W, HOUSTON COUNTY, MN

GOVERNING SPECIFICATIONS:

THE 2025 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" AND ANY SUPPLEMENTAL SPECIFICATIONS SHALL GOVERN, EXCLUDING DIVISION I.

SYMBOL LEGEND

- CONTROL POINT
- EXISTING SANITARY CLEANOUT
- EXISTING SANITARY MANHOLE
- EXISTING STORM MANHOLE
- EXISTING HYDRANT
- EXISTING GATE VALVE
- PROPOSED HYDRANT
- PROPOSED GATE VALVE
- PROPOSED MANHOLE
- EXISTING CONIFER TREE
- EXISTING DECIDUOUS TREE
- EXISTING SOIL BORE
- EXISTING SHRUB
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING TELEPHONE PEDESTAL
- EXISTING CURB STOP
- EXISTING ELECTRIC PEDESTAL
- EXISTING CABLE TV PEDESTAL
- EXISTING SATELLITE DISH
- EXISTING MAILBOX
- EXISTING SIGN
- EXISTING WELL
- EXISTING LIGHTPOLE
- EXISTING BOLLARD
- EXISTING STUMP
- EXISTING GAS VALVE
- BENCHMARK
- EXISTING GAS METER
- EXISTING TRAFFIC LIGHT

LINE LEGEND

- FIB — FIBER OPTIC
- CONTROLLED ACCESS
- ROW
- UTILITY
- EX. DRAINAGE DITCH
- MNDOT-ROW
- BARBWIRE FENCE
- CHAINLINK FENCE
- SECTION LINE
- QUARTER SECTION LINE
- WOODEN FENCE
- TREELINE
- RETAINING WALL
- EX. SEALCOAT
- GUARD RAIL
- W — EX. WATERMAIN
- UE — UNDERGROUND ELECTRIC
- CTV — UNDERGROUND CABLE TV
- EX. CRUSHED ROCK
- UT — UNDERGROUND TELEPHONE
- UG — UNDERGROUND GAS
- EX. CONTOUR
- EX. STORM SEWER
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- OH — OVERHEAD ELECTRIC
- OHT — OVERHEAD TELEPHONE
- S — EX. SANITARY SEWER
- CENTERLINE
- PROJECT LIMITS

HATCH LEGEND

- TEMPORARY EASEMENT

GOPHER STATE ONE CALL
1-800-252-1166

UTILITIES

ELECTRIC: XCEL ENERGY
GAS: MINNESOTA ENERGY RESOURCES CORPORATION
TELEVISION & TELEPHONE: ACEN TEK
CHARTER SPECTRUM MID-AMERICA, LLC
CENTURYLINK

WALNUT STREET (MSAS 116)

GROSS LENGTH	2069.4	FEET	0.39	MILES
BRIDGE LENGTH	-	FEET	-	MILES
EXCEPTIONS LENGTH	-	FEET	-	MILES
NET LENGTH	2069.4	FEET	0.39	MILES

SUBSURFACE UTILITY NOTE

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL C. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-22, ENTITLED, "STANDARD GUIDELINES FOR INVESTIGATING AND DOCUMENTING EXISTING UTILITIES".

UTILITY LOCATION PERFORMED ON: 11/19/24

GOPHER ONE CALL TICKET NUMBERS: 243241810, 243241842, 243241879, 243241956, 243242015

UTILITY DESIGN MEETING HELD ON: 1/14/26

DESIGN DATA

	WALNUT STREET
TRAFFIC LANE WIDTH	11'
PARKING LANE WIDTH	8' & 20.5'
ADT 2026	1,475
PROJ. ADT 2046	1,620
STRUCTURAL DESIGN STRENGTH	10 TON
FUNCTIONAL CLASSIFICATION	LOCAL
NO. OF TRAFFIC LANES	2
NO. OF PARKING LANES	2
R VALUE	15
ESAL (20-YEAR)(FLEXIBLE)	172,000
DESIGN SPEED	30 MPH
BASED ON SIGHT DISTANCE	STOPPING
HEIGHT OF EYE	3.5'
HEIGHT OF OBJECT	2.0'

NOTES:

1. WHERE PUBLIC UTILITY FIXTURES OR FACILITIES ARE SHOWN AS EXISTING ON THE PLANS OR ENCOUNTERED WITHIN THE CONSTRUCTION AREA, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO NOTIFY THE OWNERS OF THESE UTILITIES PRIOR TO THE BEGINNING OF ANY CONSTRUCTION INVOLVING EXCAVATION. THE CONTRACTOR SHALL AFFORD ACCESS TO THESE FACILITIES FOR NECESSARY MODIFICATION OF SERVICES OR RELOCATION. UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND UTILITY OPERATOR LOCATION MARKINGS THAT WERE REQUESTED THROUGH GOPHER STATE ONE CALL; THEREFORE THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. TYPE, SIZE AND GENERAL LOCATION OF THE FACILITIES WERE REQUESTED OF THE OPERATORS AND SHOWN ON THE PLANS, AND IF NECESSARY, UPDATED WITHIN 90 DAYS OF COMPLETION OF THE FINAL PLANS. IT IS POSSIBLE THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS PRESENTLY NOT KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE AND EXACT LOCATION AND TO AVOID DAMAGE THERETO. NO CLAIMS FOR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR ANY INTERFERENCE OR DELAY CAUSED BY THE WORK.
2. GOPHER STATE ONE CALL TELE: 1-800-252-1166.
3. CONTRACTOR SHALL COORDINATE UTILITY RELOCATIONS WITH THE UTILITY COMPANIES, THIS SHALL BE INCIDENTAL TO THE PROJECT.
4. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST MUTCD, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

DESIGN DATA SHARED USE PATH

VETERANS PARK TRAIL

PATH WIDTH	10'
DESIGN SPEED	20 MPH
HEIGHT OF EYE	4.5'
HEIGHT OF OBJECT	0'
DESIGN SPEED NOT ACHIEVED AT	N/A

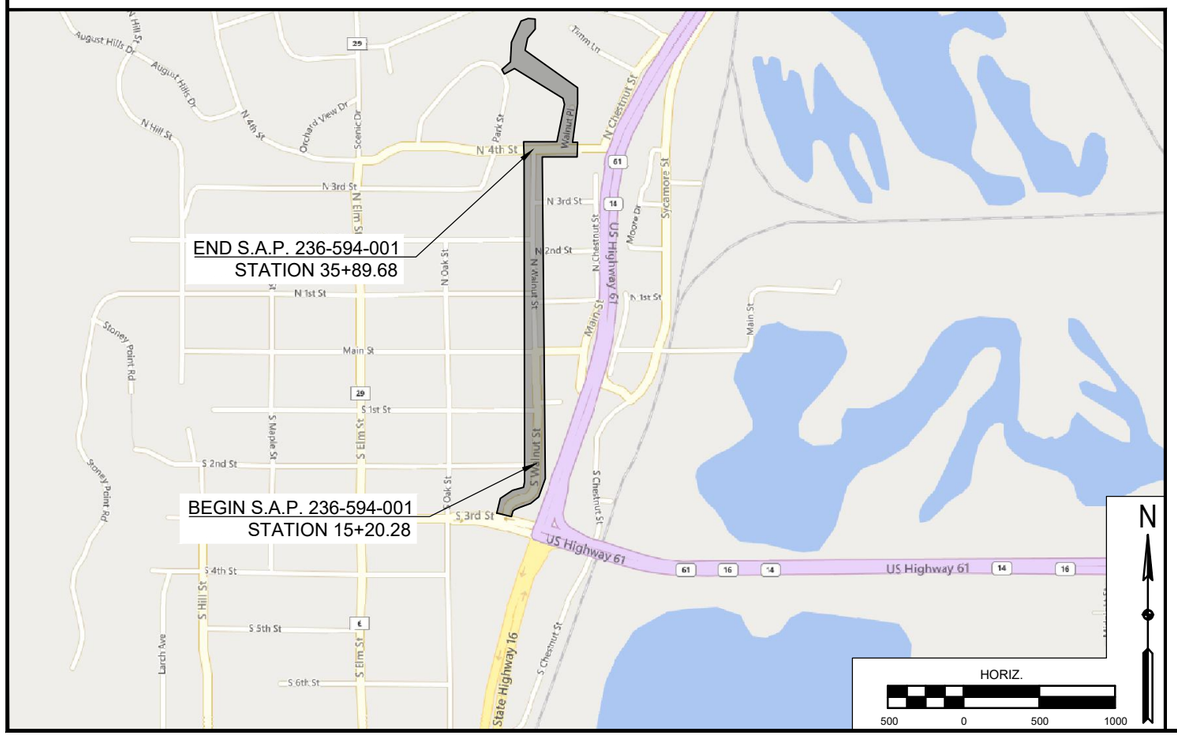
INDEX

SHEET 1	TITLE SHEET
SHEET 2	SEQ
SHEET 3	DETAIL PLATES*
SHEET 4	TYPICAL SECTIONS
SHEET 5	REMOVALS*
SHEET 6	STORMWATER POLLUTION PREVENTION PLANS*
SHEET 7	EROSION CONTROL*
SHEET 8	STREETSCAPE PLANS
SHEET 9	PLAN AND PROFILE STREET*
SHEET 9	PLAN AND PROFILE VETERANS PARK TRAIL AND WALK*
SHEET 10	PLAN AND PROFILE SOLDIER PILE RETAINING WALL
SHEET 11	PLAN AND PROFILE VETERANS PARK TRAIL BOX CULVERT*
SHEET 11	PLAN AND PROFILE WATERMAIN & SANITARY*
SHEET 11	PLAN AND PROFILE STORM SEWER*
SHEET 11	PEDESTRIAN RAMP DETAILS*
SHEET 11	JOINTING PLANS*
SHEET 11	LIGHTING PLANS
SHEET 11	SIGNING AND STRIPING PLANS*
SHEET 11	STAGING AND TRAFFIC CONTROL*
SHEET 11	TEMPORARY PEDESTRIAN ACCESS ROUTE*
SHEET 11	CROSS SECTIONS

* SELECT PLAN SHEETS WERE PRODUCED IN COLOR AND SHOULD BE PRINTED AS SUCH TO AVOID MISREPRESENTATIONS OR MISUNDERSTANDINGS.

THIS PLAN CONTAINS 29 SHEETS

PROJECT LOCATION



MINNESOTA

CITY OF LA CRESCENT

CITY OFFICIALS

MAYOR: MIKE POELLINGER
COUNCIL: CHERRYL JOSTAD
CHRIS LANGEN
TERESA O'DONNELL-EBNER
DALE WILLIAMS

CITY ADMINISTRATOR:
PUBLIC WORKS DIRECTOR: TYLER BENISH

APPROVED FOR CITY

REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY

APPROVED FOR STATE AID FUNDING

_____ DATE _____
LA CRESCENT CITY ENGINEER

_____ DATE _____
DISTRICT STATE AID ENGINEER

_____ DATE _____
STATE AID ENGINEER

I hereby certify that this plan, specification or report was prepared by me or under my direct personal supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Timothy A. Hruska
Date _____ License No. 44930

whks engineers + planners + land surveyors

WHKS & CO. JOB NO. 10218

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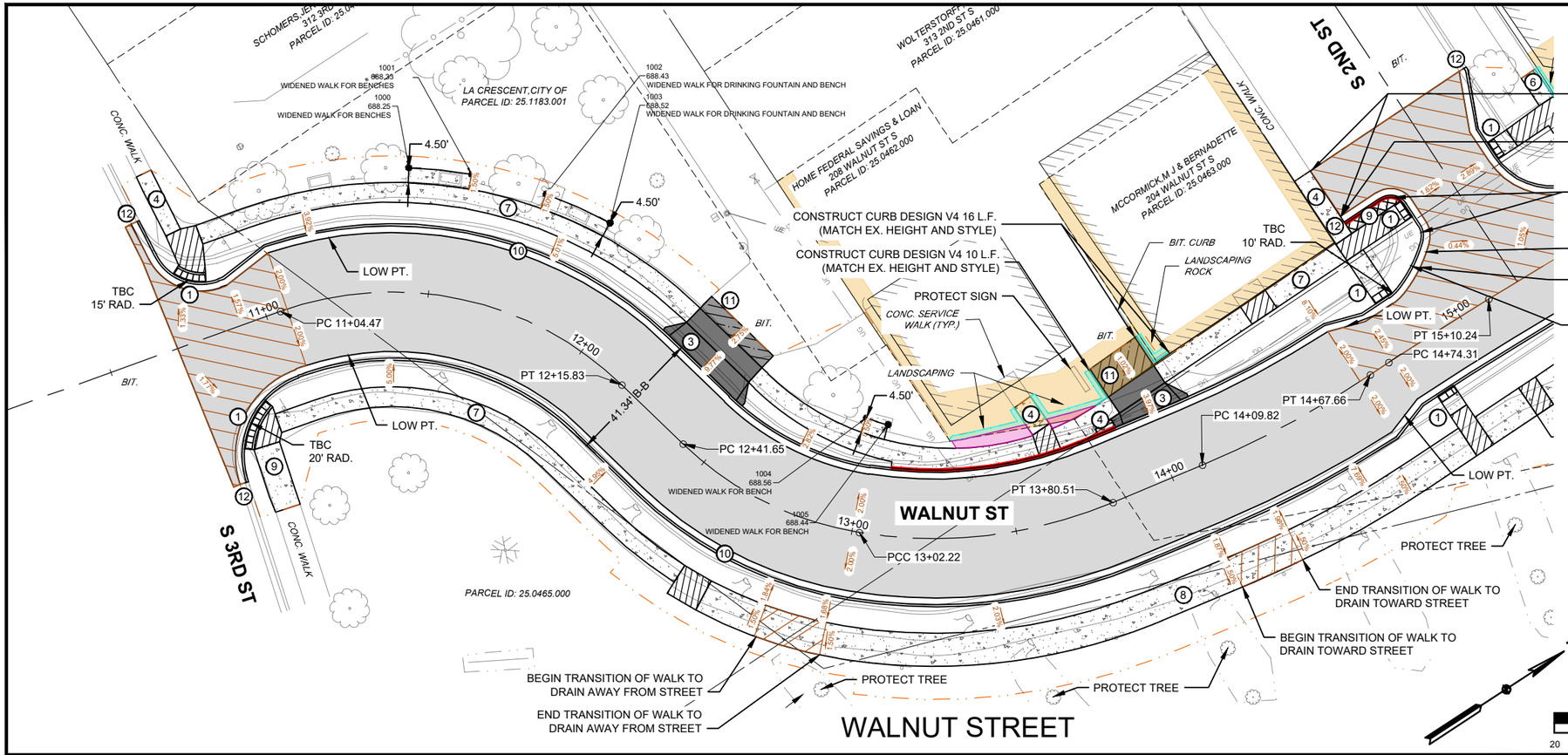

LEGEND

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THICKENED WALK ADJACENT TO BIT. (INC.)
END REJECT CURB
TBC 5' RAD.
BEGIN REJECT CURB
END ACCEPTING CURB
TBC 40' RAD.

GENERAL NOTES:

1. ALL SIDE STREETS WERE DESIGNED CROWN TO CROWN
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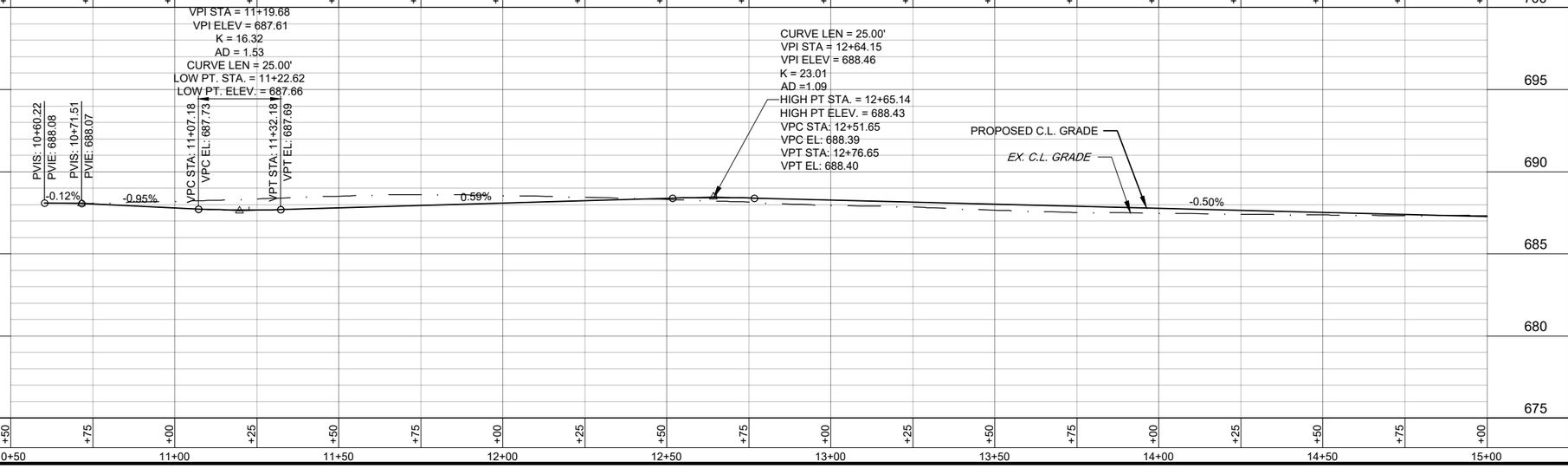
3. REFER TO STREETSCAPE PLAN FOR STREETSCAPING AMENITIES.

	10+50	+75	11+00	+25	11+50	+75	12+00	+25	12+50	+75	13+00	+25	13+50	+75	14+00	+25	14+50	+75	15+00
RIGHT TBC GRADES		687.81	687.66	687.81	687.95	688.10	688.25	688.39	688.42	688.30	688.17	688.05	687.92	687.80	687.67	687.55	687.49	687.38	
LEFT TBC GRADES		687.89	687.66	687.81	687.95	688.10	688.25	688.39	688.42	688.30	688.17	688.05	687.92	687.80	687.67	687.55	687.48		
FINISHED C/L GRADES	688.04	687.80	687.66	687.79	687.94	688.08	688.23	688.38	688.40	688.28	688.16	688.03	687.91	687.78	687.66	687.53	687.41	687.28	
STATIONS	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00



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whks engineers + planners + land surveyors

I hereby certify that this plan, specification or report was prepared by me or under my direct personal supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

Timothy A. Hruska License No. 44930

Date

REVISIONS

NO.	DESCRIPTION	DATE

PLAN & PROFILE - STREET

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESCENT, MINNESOTA
2026

SCALE: AS SHOWN
WHKS PROJECT NO. 10218
DRAWN BY: JAM
CHECKED BY: TAH
SHEET 1 OF 29

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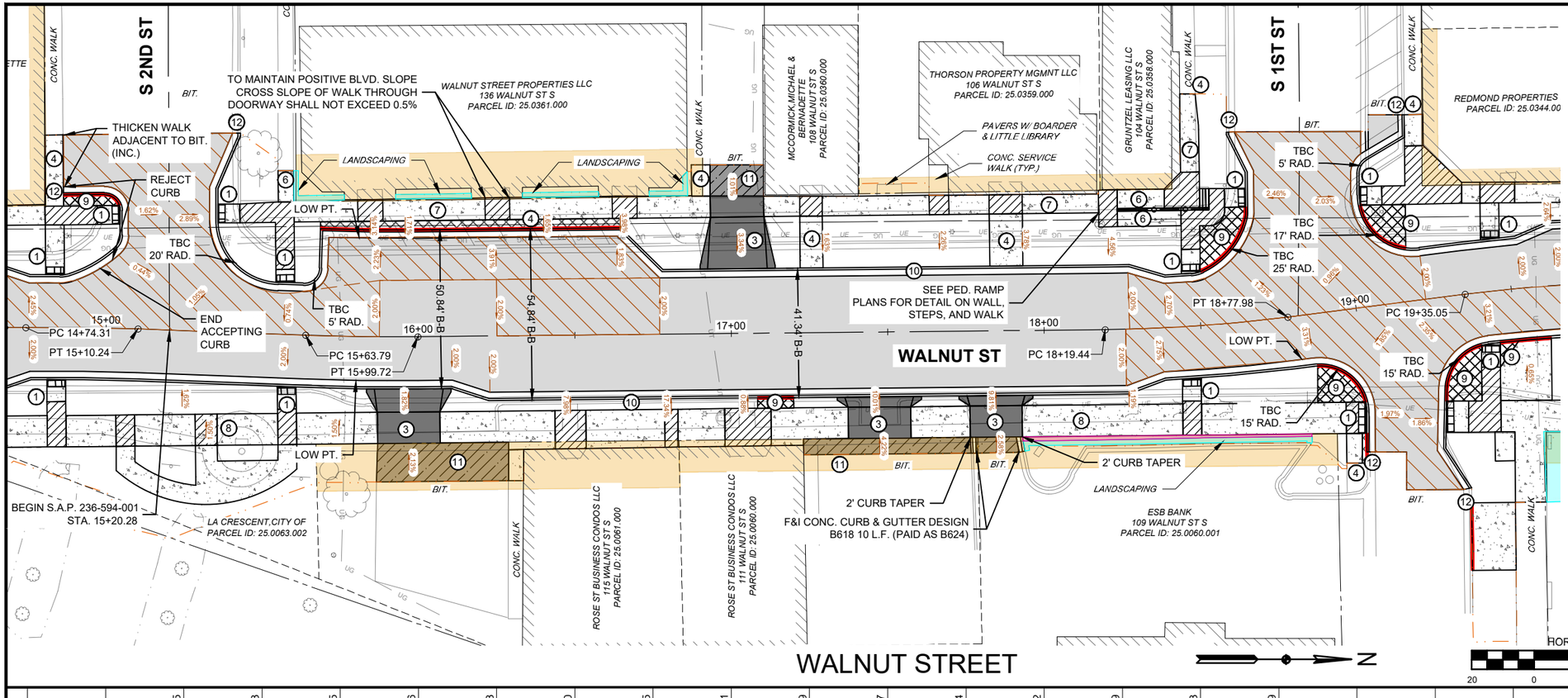

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RIGHT TBC GRADES	687.25	687.13	687.05	687.16	687.33	687.50	687.25	687.01	686.89	686.77	686.64	686.52	686.39	686.23	686.09										
LEFT TBC GRADES		687.41	687.37	687.49	687.52	687.39	687.25																		
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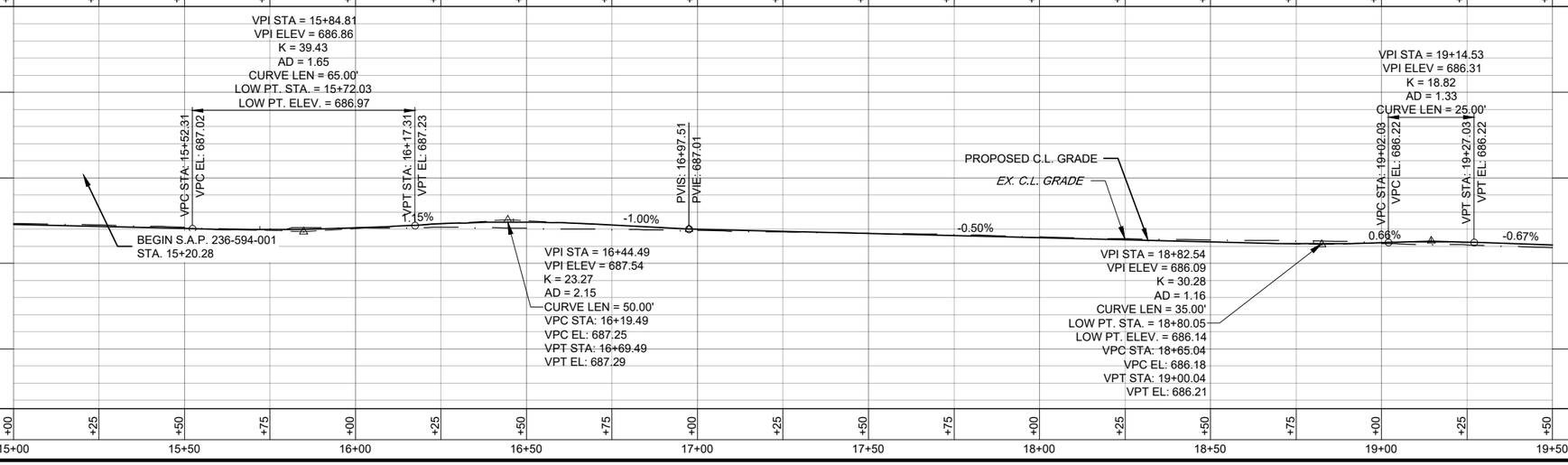
FINISHED C/L GRADES	687.16	687.03	686.97	687.07	687.31	687.40	687.24	687.00	686.88	686.75	686.63	686.50	686.38	686.26	686.15	686.21			686.23	686.07					
STATIONS	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	700					



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Timothy A. Hruska — License No. 44930

Date

REVISIONS

NO.	DESCRIPTION	DATE

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WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESCENT, MINNESOTA
2026

SCALE: AS SHOWN
WHKS PROJECT NO. 10218
DRAWN BY: JAM
CHECKED BY: TAH
SHEET 2 OF 29

PLOT DATE: 3/20/2026 9:10 AM

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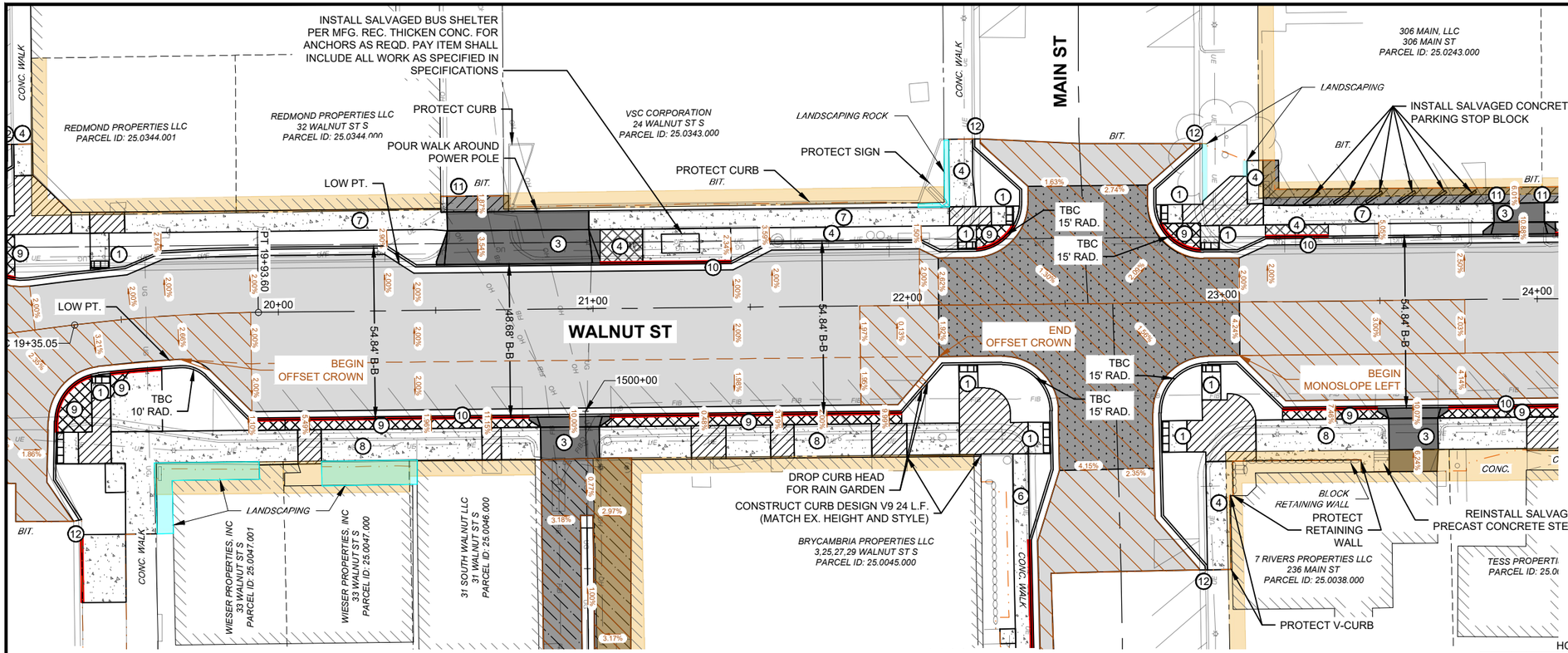

WALNUT STREET

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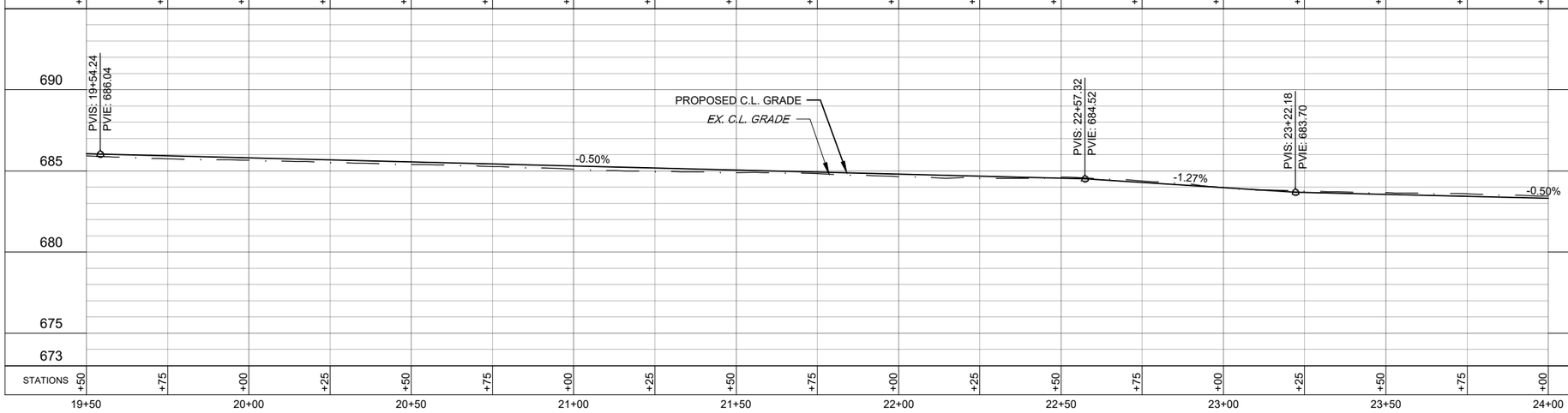
HORIZ. 20 0 20 40

VERT. 4 0 4 8

RIGHT TBC GRADES													685.06	684.86	684.68	684.49	684.30	
RIGHT TBC GRADES	686.05	686.21	686.08	685.96	685.83	685.71	685.58	685.46	685.33	684.99	684.73							
LEFT TBC GRADES	685.95	685.83	685.70	685.70	685.57	685.45	685.32	685.19	684.95	684.82	684.66	684.63	684.39	684.07	683.70	683.57	683.45	683.32	
FINISHED C/L GRADES	685.94	685.81	685.68	685.56	685.43	685.31	685.18	685.06	684.93	684.81	684.68	684.56	684.30	683.98	683.68	683.56	683.43	683.31	
STATIONS +50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	695



NOTES:

1. CONSTRUCT CONC. PEDESTRIAN RAMP SEE MNDOT STANDARD PLANS
2. 6" CONCRETE DRIVEWAY PAVEMENT
3. 7" CONCRETE DRIVEWAY PAVEMENT
4. 4" CONC. WALK
6. 4" CONC. WALK (MIN. 5' WIDE)
7. 4" CONC. WALK (MIN. 6' WIDE)
8. 6" CONC. WALK (MIN. 10' WIDE)
9. 6" CONC. WALK
10. CONCRETE CURB & GUTTER DESIGN B624
11. BITUMINOUS PAVEMENT (MATCH EX. THICKNESS, 4" MIN.)
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whks engineers + planners + land surveyors

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Timothy A. Hruska — License No. 44930

Date

REVISIONS

NO.	DESCRIPTION	DATE

PLAN & PROFILE - STREET

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESCENT, MINNESOTA
2026

SCALE: AS SHOWN

WHKS PROJECT NO. 10218

DRAWN BY: JAM

CHECKED BY: TAH

SHEET 3 OF 29

PLOT DATE: 3/20/2026 9:10 AM

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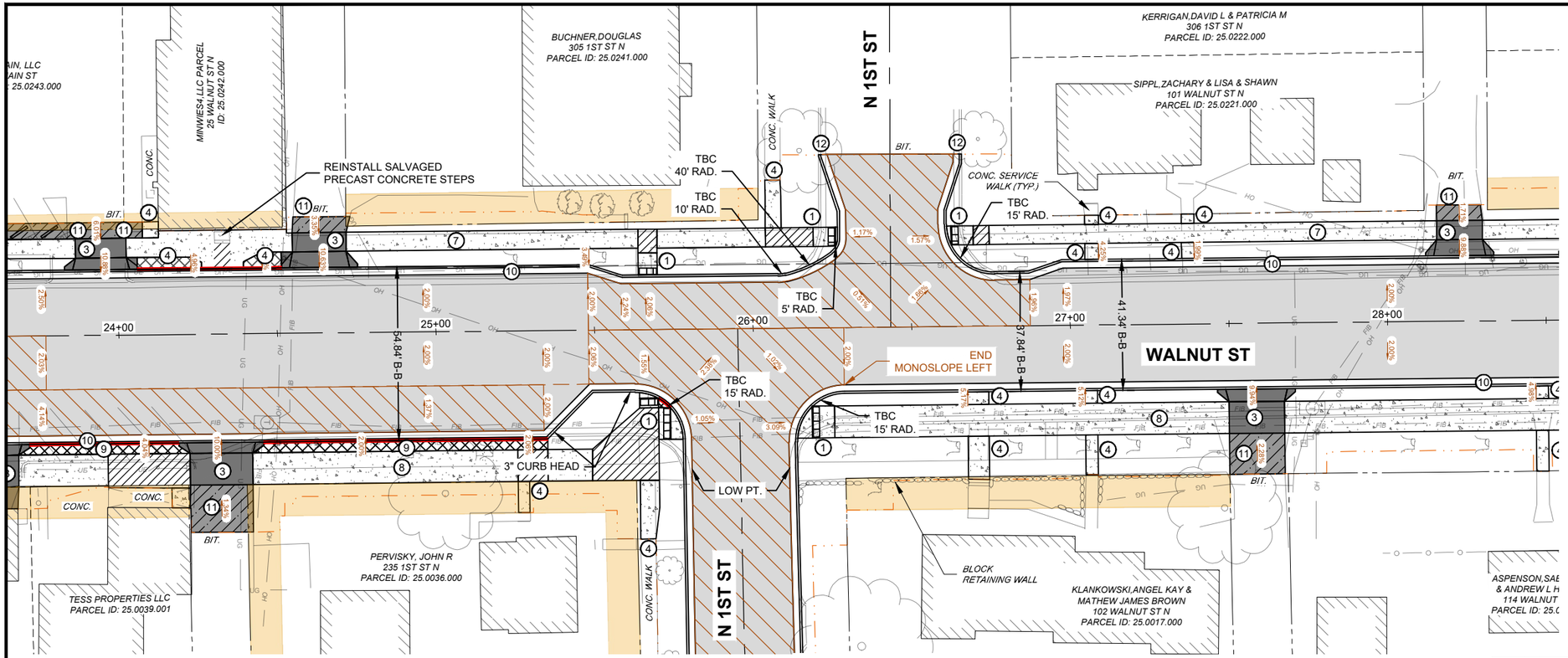

LEGEND

- BITUMINOUS PAVEMENT 4" SPNWB230C, 4" SPWEA230C
- BITUMINOUS DRIVEWAY PAVEMENT 1.5" SPNWB230C, 1.5" SPWEA230C
- BITUMINOUS PARKING LOT, ALLEY & WALNUT PLACE PAVEMENT 2" SPNWB230C, 2" SPWEA230C
- CONCRETE PAVEMENT 8" SEE JOINTING PLAN FOR DETAILS
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- CONCRETE WALK NON WALKABLE W/ CONC. SILL ALONG BACK CURB
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- AGGREGATE SURFACING, CLASS 5 (6" THICK)
- INSTALL SALVAGED LANDSCAPE ROCK & PROTECT LANDSCAPING
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GENERAL NOTES:

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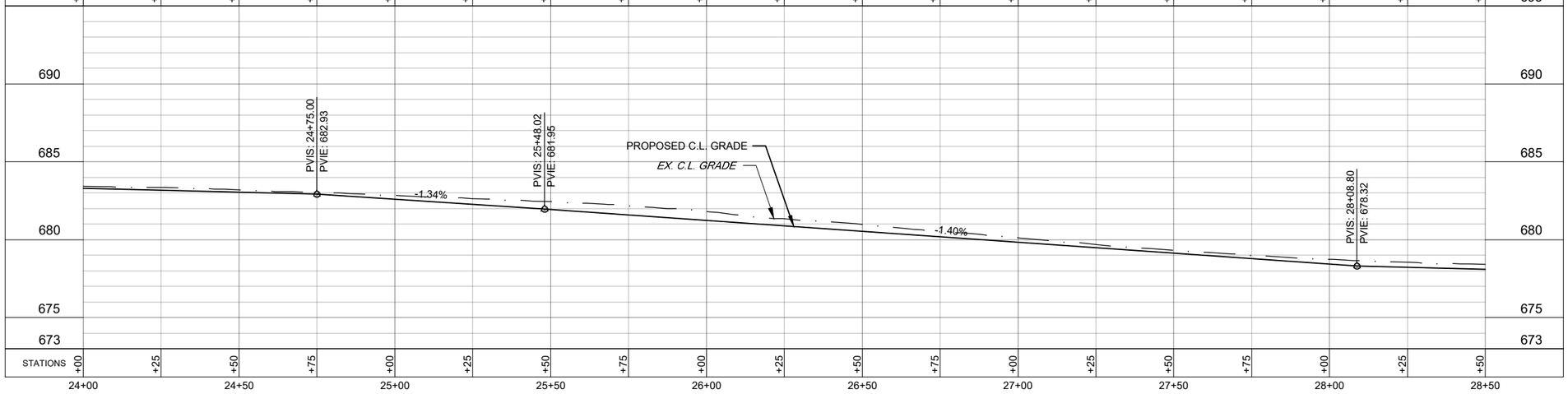
3. REFER TO STREETSCAPE PLAN FOR STREETSCAPING AMENITIES.

	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	
RIGHT TBC GRADES	684.11	683.93	683.79	683.52	683.25	682.65	682.40				680.55	680.20	679.85	679.50	679.15	678.80	678.45	678.25	678.13	
RIGHT TBC GRADES																				
LEFT TBC GRADES	683.20	683.07	682.95	682.61	682.28	681.93	681.59	681.24			680.27	679.85	679.50	679.15	678.80	678.45	678.25	678.13		
FINISHED C/L GRADES	683.18	683.06	682.93	682.60	682.26	681.93	681.58	681.23	680.88	680.53	680.18	679.83	679.48	679.14	678.79	678.44	678.23	678.11		
STATIONS	24+00	24+25	24+50	24+75	25+00	25+25	25+50	25+75	26+00	26+25	26+50	26+75	27+00	27+25	27+50	27+75	28+00	28+25	28+50	695



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whks engineers + planners + land surveyors

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Timothy A. Hruska — License No. 44930

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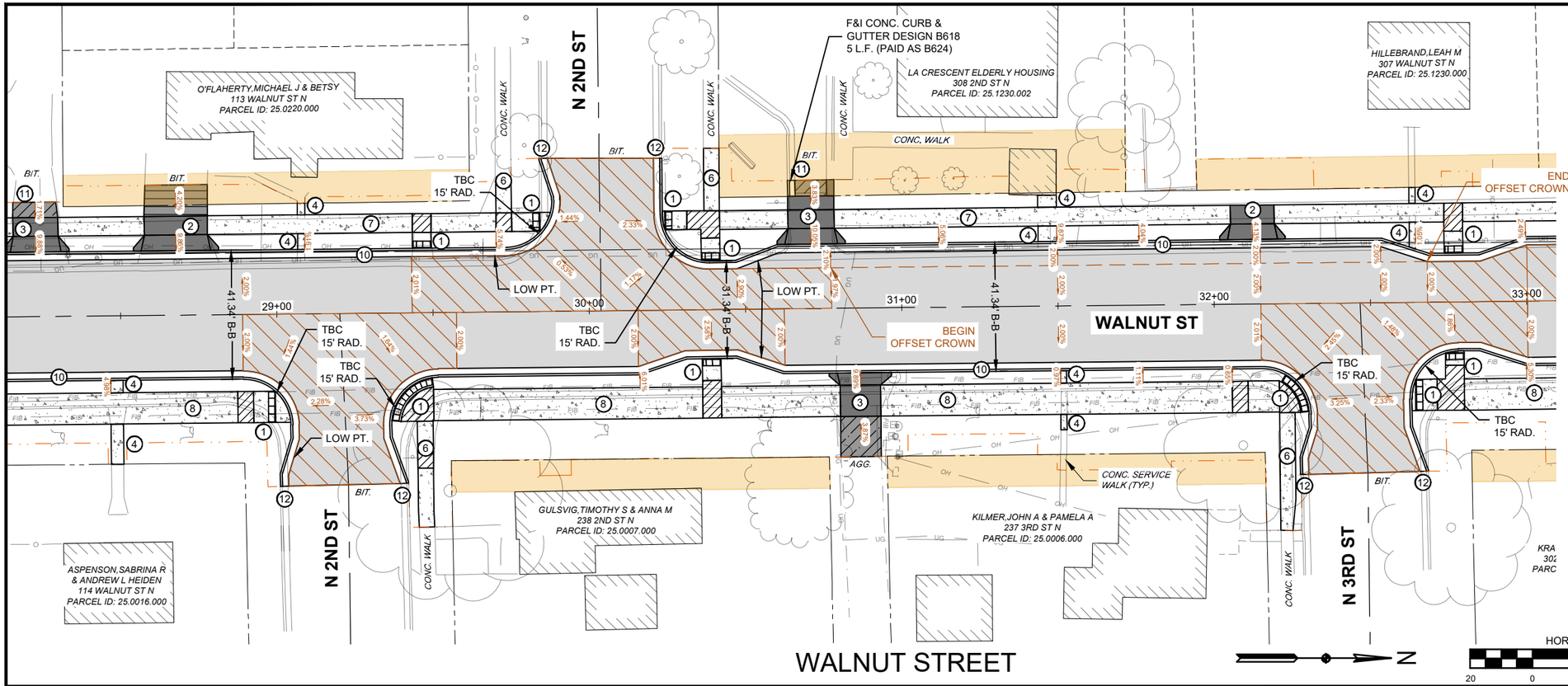
PLAN & PROFILE - STREET

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESCENT, MINNESOTA
2026

SCALE: AS SHOWN
WHKS PROJECT NO. 10218
DRAWN BY: JAM
CHECKED BY: TAH
SHEET 4 OF 29

FILE PATH: S:\Jobs\La Crescent\10218 - Walnut Street Reconstruct\Drawings\10218 - PLAN AND PROFILE STREET SHEETS.dwg PLOT DATE: 3/20/2026 9:10 AM



LEGEND

- BITUMINOUS PAVEMENT 4" SPNWB230C, 4" SPWEA230C
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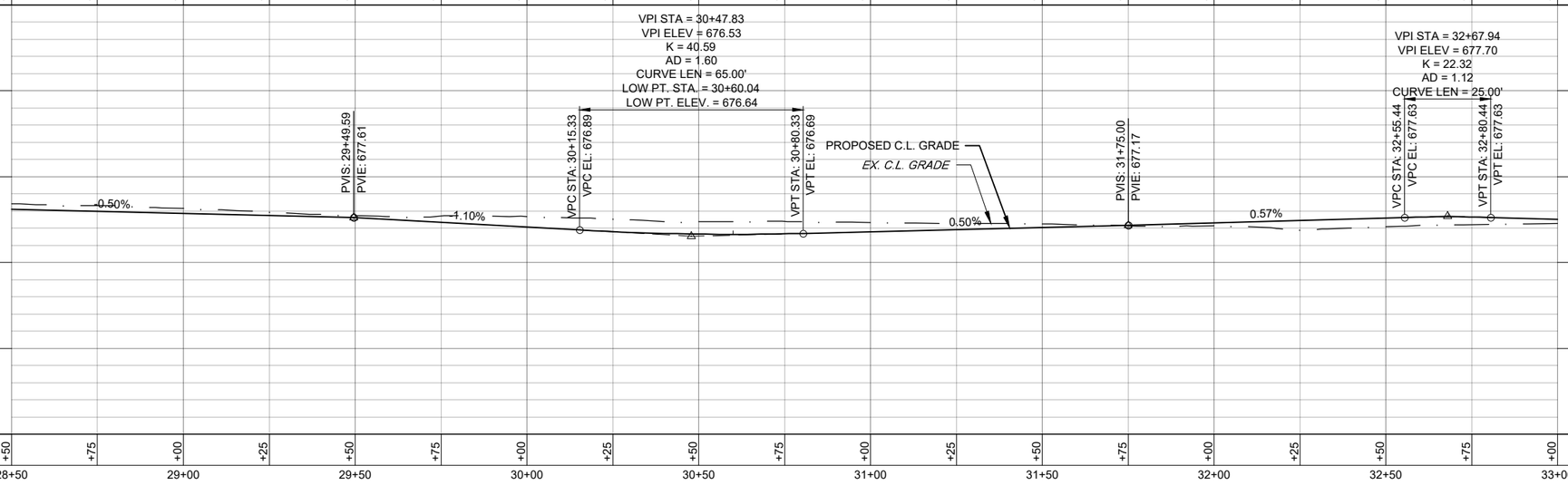
RIGHT TBC GRADES		678.00			677.62	677.35	677.07	676.80	676.64	676.68	676.81	676.93	677.06	677.18	677.33				677.54
LEFT TBC GRADES		678.00	677.88	677.75	677.58	677.20			676.71	677.14	677.33	677.45	677.58	677.70	677.85	677.99	678.13	678.24	677.86
FINISHED C/L GRADES		677.99	677.86	677.74	677.61	677.33	677.06	676.80	676.66	676.67	676.79	676.92	677.04	677.17	677.31	677.45	677.60	677.66	677.53
STATIONS	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+00



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S.A.P. 236-594-001
LA CRESCENT, MINNESOTA
2026

SCALE: AS SHOWN
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CHECKED BY: TAH
SHEET 5 OF 29

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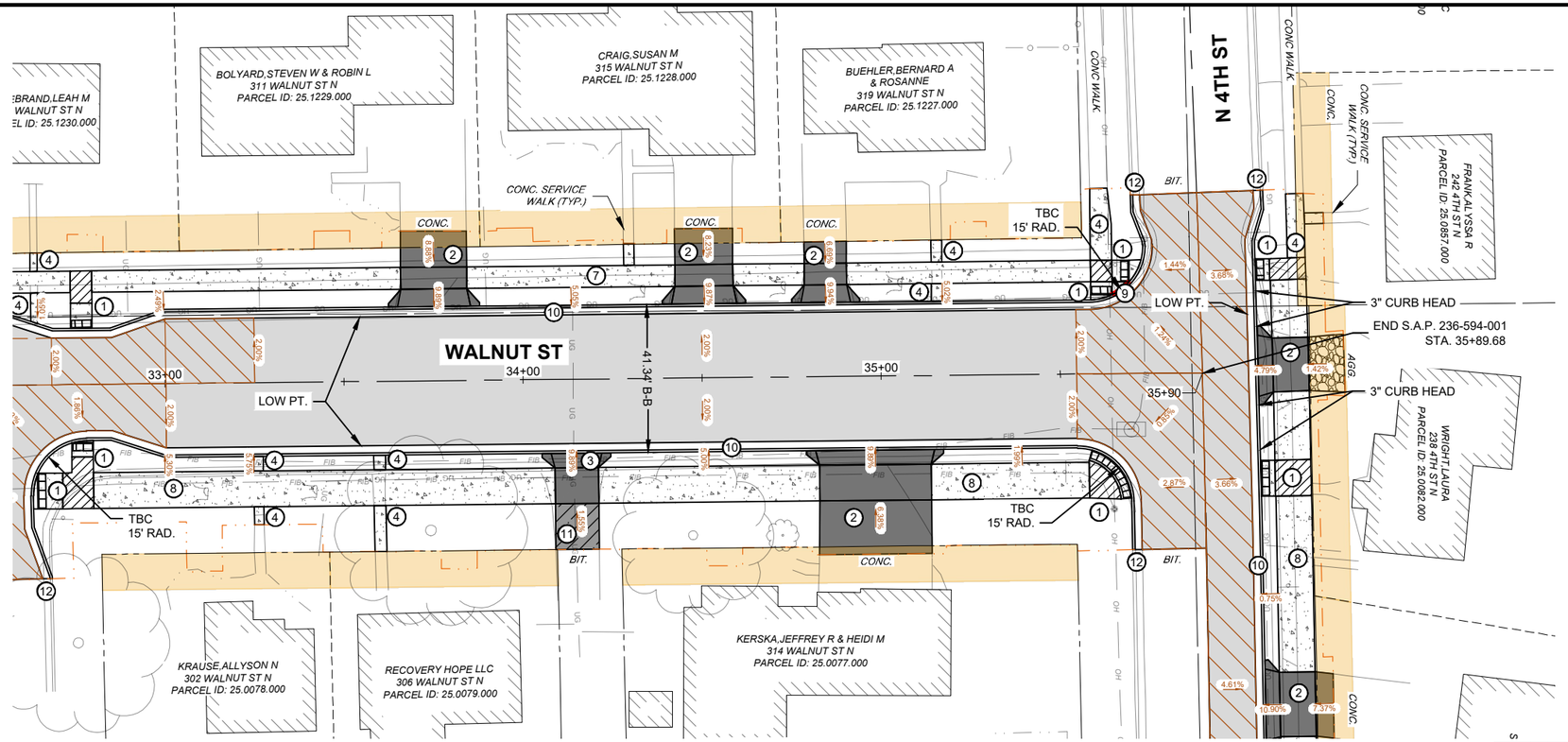
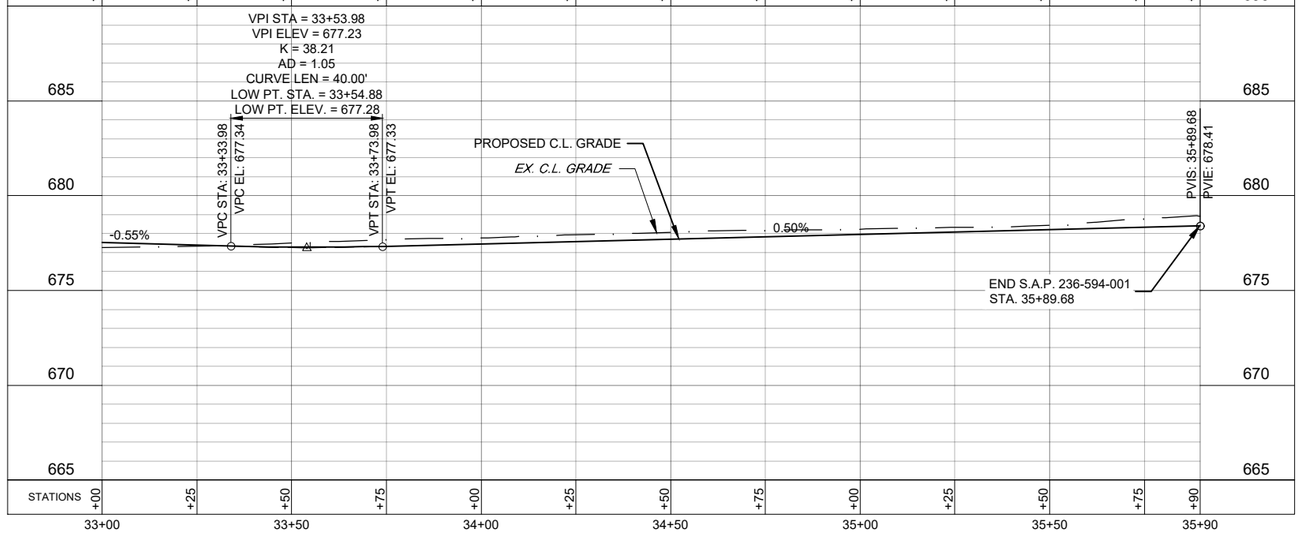


WALNUT STREET

RIGHT TBC GRADES	677.40	677.27	677.35	677.48	677.60	677.73	677.85	677.98	678.10	678.23			
LEFT TBC GRADES	677.40	677.27	677.35	677.48	677.60	677.73	677.85	677.98	678.10	678.23			
FINISHED C/L GRADES	677.39	677.29	677.34	677.46	677.59	677.71	677.84	677.96	678.09	678.21	678.34	678.41	
STATIONS	+00	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+90



LEGEND

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- BITUMINOUS DRIVEWAY PAVEMENT 1.5" SPNWB230C, 1.5" SPWEA230C
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- INSTALL SALVAGED LANDSCAPE ROCK & PROTECT LANDSCAPING
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NOTES:

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WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
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LA CRESCENT, MINNESOTA
2026

SCALE: AS SHOWN
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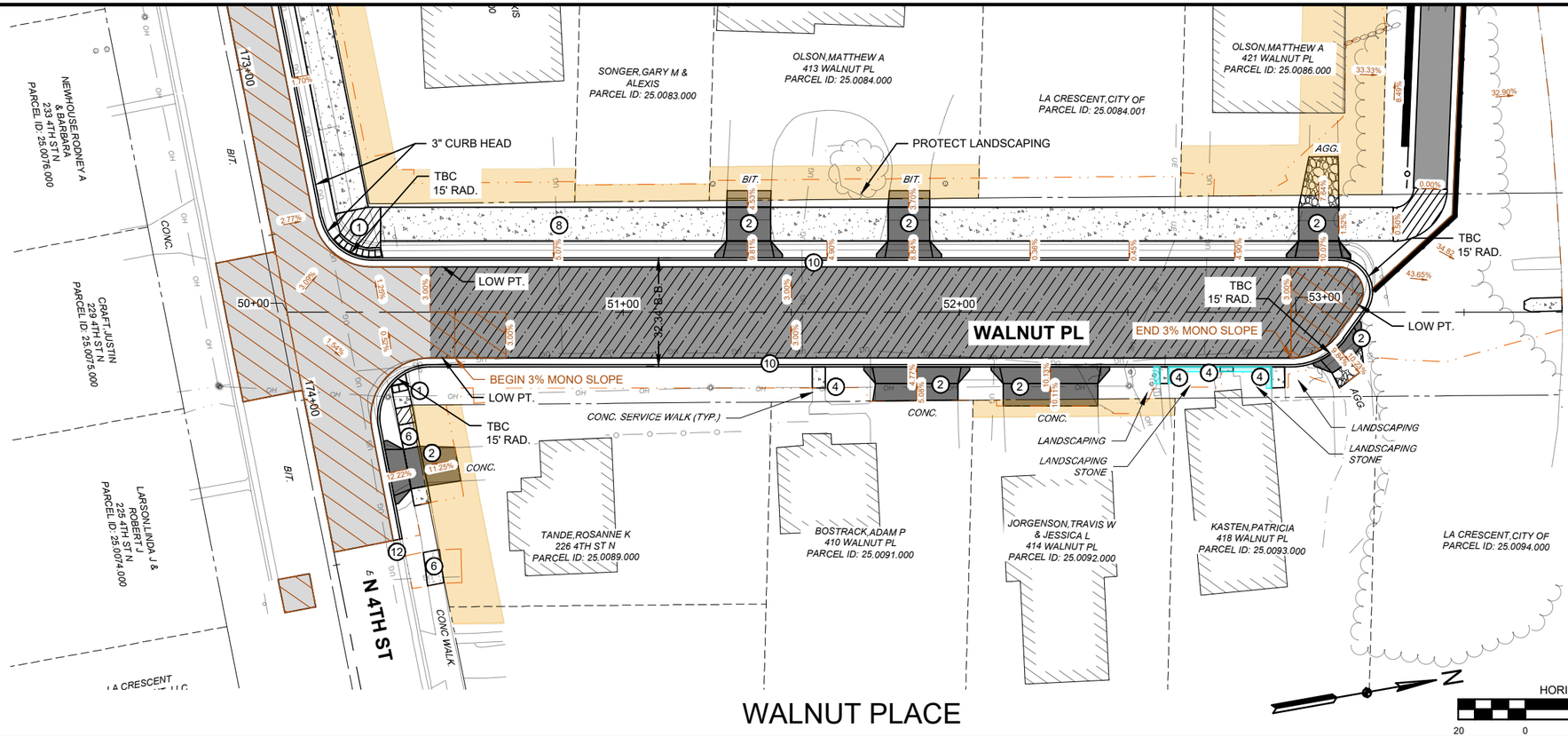

WALNUT PLACE

LEGEND

- BITUMINOUS TRAIL PAVEMENT 1.5" SPNWB230C, 1.5" SPWEA230C
- BITUMINOUS PAVEMENT 2" SPNWB230C, 2" SPWEA230C
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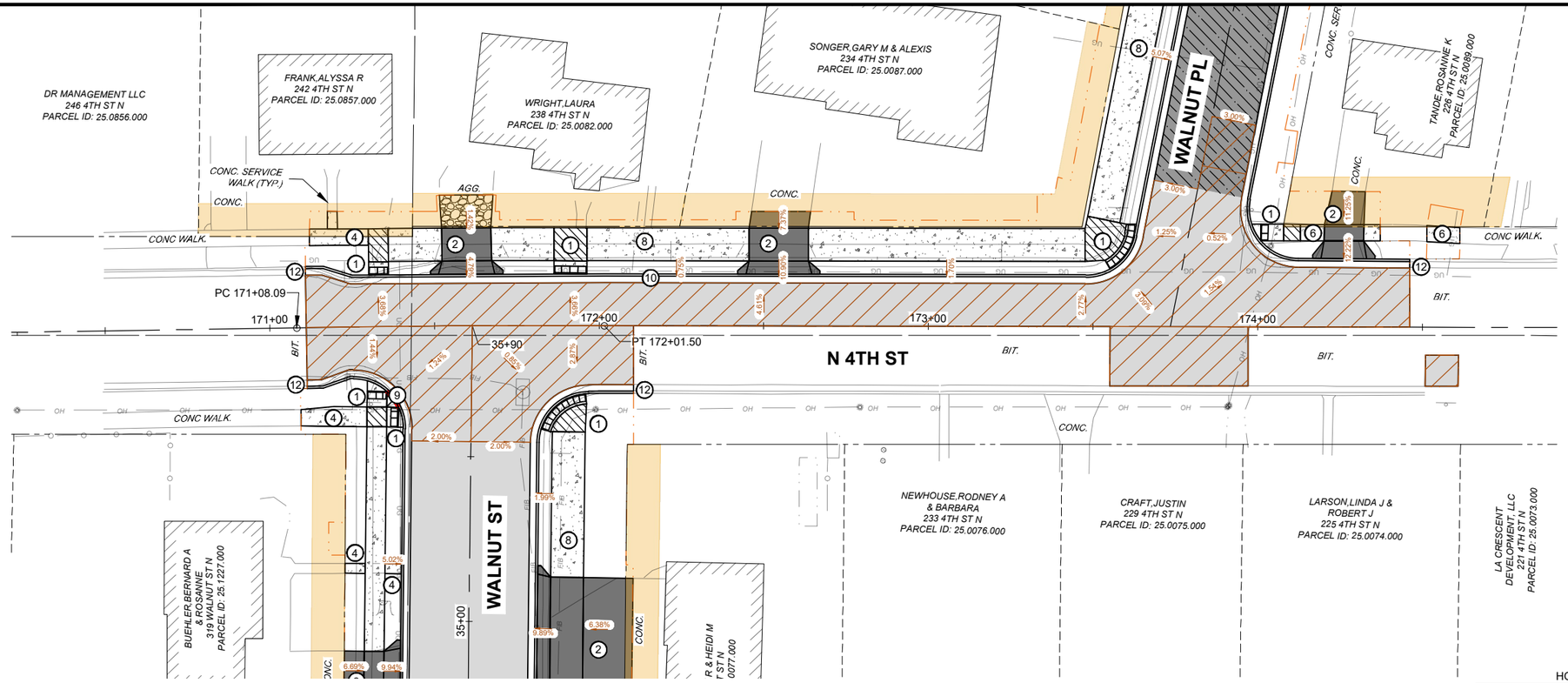
- PROJECT LIMITS

HORIZ. 20 0 20 40

VERT. 4 0 4 8

| | | |



N 4TH STREET

LEGEND

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- BITUMINOUS DRIVEWAY PAVEMENT 1.5" SPNWB230C, 1.5" SPWEA230C
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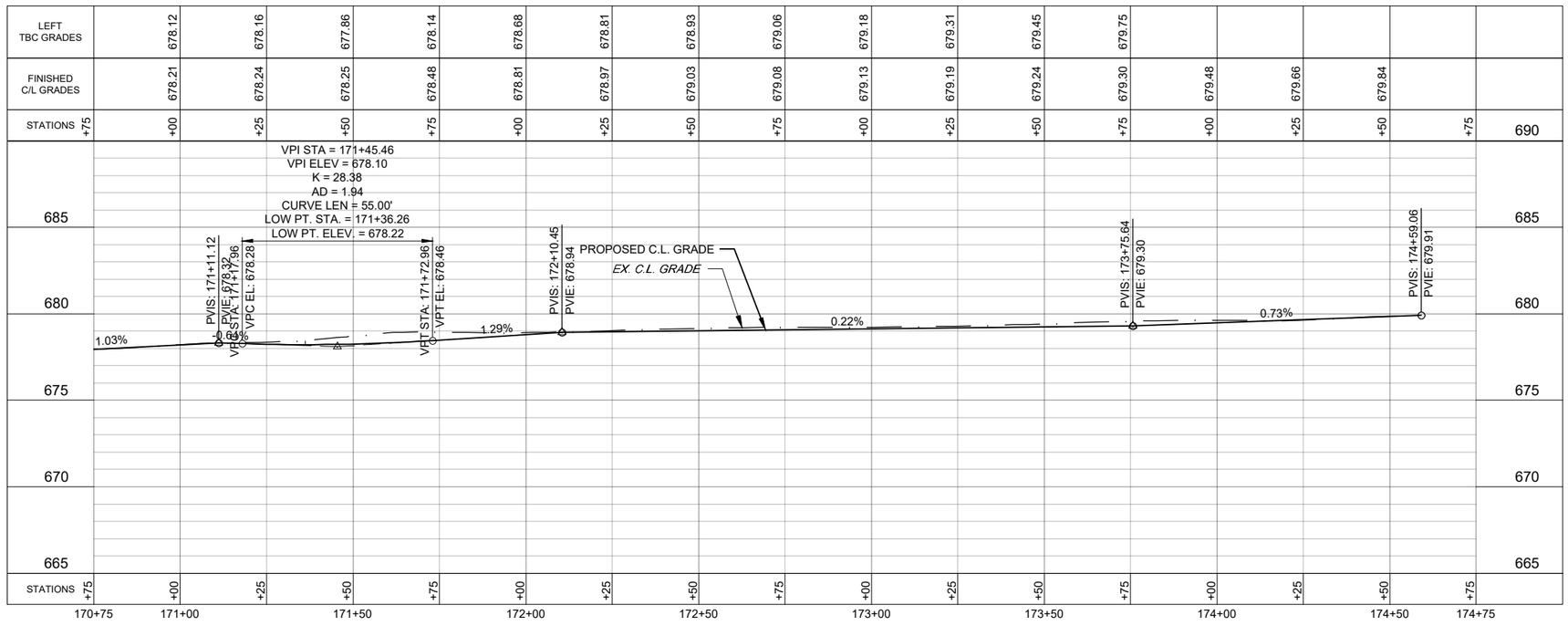

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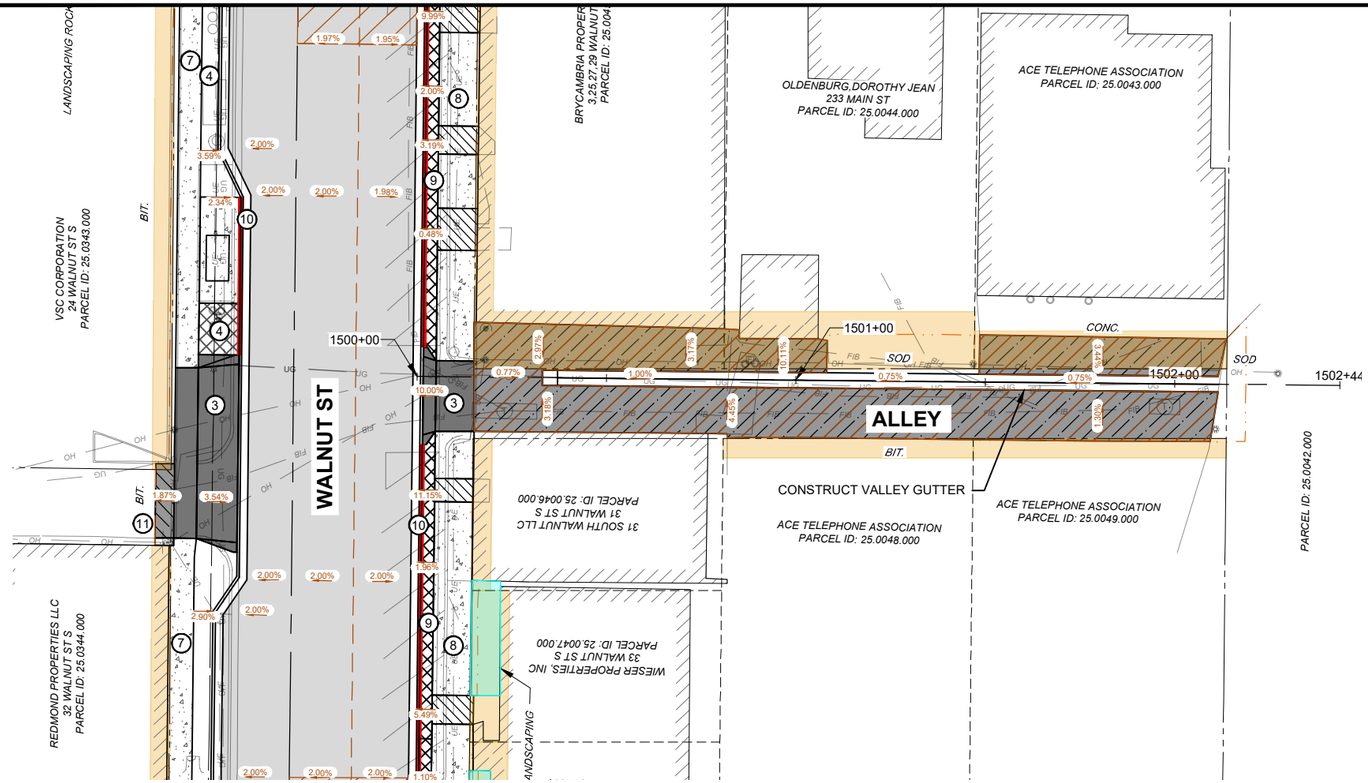

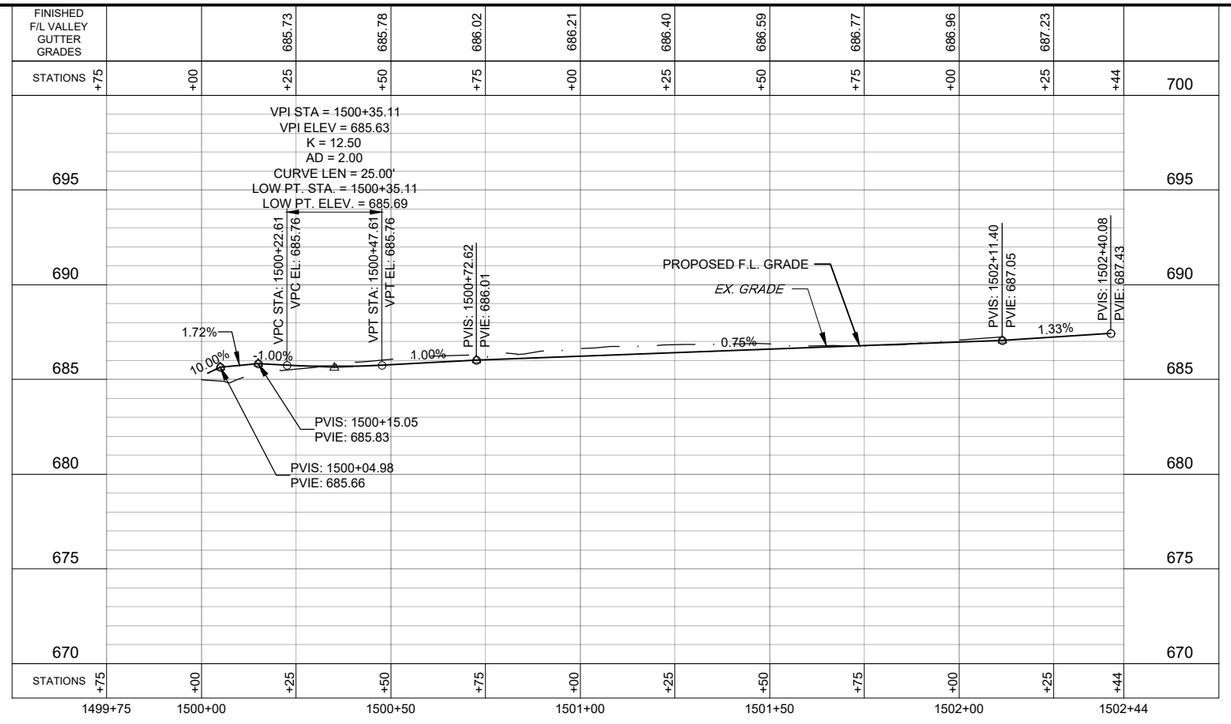

ALLEY

LEGEND

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N

HORIZ. 20 0 20 40

VERT. 4 0 4 8

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SHEET 9 OF 29

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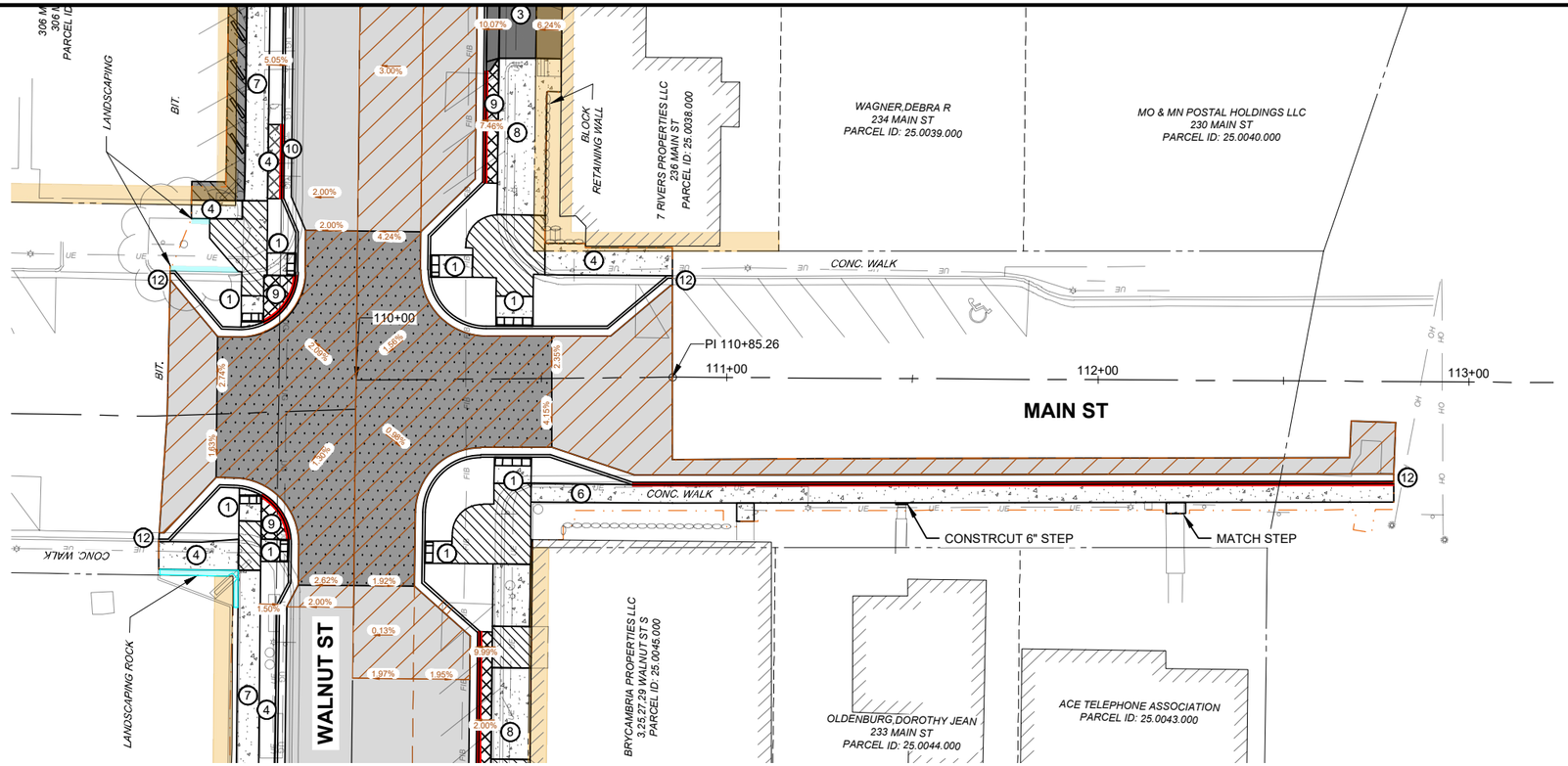


MAIN STREET

LEGEND

- BITUMINOUS PAVEMENT 4" SPNWB230C, 4" SPWEA230C
- BITUMINOUS DRIVEWAY PAVEMENT 1.5" SPNWB230C, 1.5" SPWEA230C
- BITUMINOUS PARKING LOT, ALLEY & WALNUT PLACE PAVEMENT 2" SPNWB230C, 2" SPWEA230C
- CONCRETE PAVEMENT 8" SEE JOINTING PLAN FOR DETAILS
- CONCRETE DRIVEWAY PAVEMENT
- CONCRETE WALK
- CONCRETE WALK NON WALKABLE W/ CONC. SILL ALONG BACK CURB
- LANDING AREA - 4'X4' MIN. DIMENSIONS AND MAX 2% SLOPE IN ALL DIRECTIONS
- CROSS SLOPE VARIES
- AGGREGATE SURFACING, CLASS 5 (6" THICK)
- INSTALL SALVAGED LANDSCAPE ROCK & PROTECT LANDSCAPING
- LANDSCAPE ROCK, COLOR, TYPE, AND SIZE SHALL MATCH EXISTING
- TEMPORARY CONSTRUCTION EASEMENT
- CONCRETE SILL
- PROJECT LIMITS

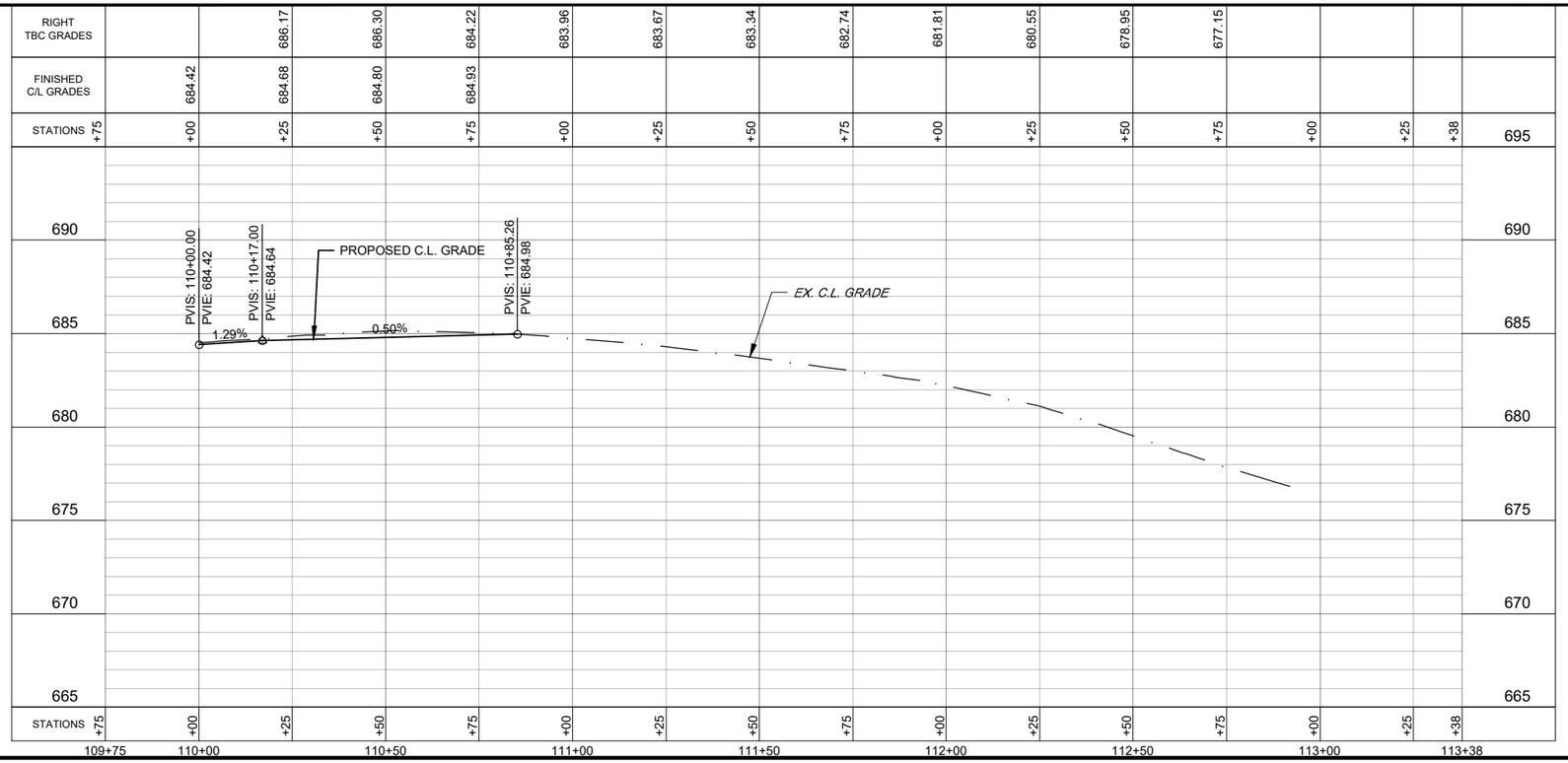
N

HORIZ. 20 0 20 40

VERT. 4 0 4 8

GENERAL NOTES:

1. ALL SIDE STREETS WERE DESIGNED CROWN TO CROWN
2. DRIVEWAY WIDTHS WILL VARY. CURB DROPS AND DRIVEWAY WIDTHS WILL BE DETERMINED IN THE FIELD WITH THE ENGINEER AND PROPERTY OWNER. NO ADDITIONAL PAYMENT WILL BE MADE FOR A LONGER CURB DROP/HAND WORK.
3. REFER TO STREETSCAPE PLAN FOR STREETSCAPING AMENITIES.



NOTES:

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2. 6" CONCRETE DRIVEWAY PAVEMENT
3. 7" CONCRETE DRIVEWAY PAVEMENT
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11. BITUMINOUS PAVEMENT (MATCH EX. THICKNESS, 4" MIN.)
12. DRILL AND GROUT (3) No. 4 DEFORMED BARS. BARS SHALL BE 18" LONG AND EPOXY COATED. TYPICAL OF ALL EXISTING CURB TIE INS. (INC. TO CONC. CURB PAY ITEMS)

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Timothy A. Hruska Date ____ License No. 44930

REVISIONS

NO.	DESCRIPTION	DATE

PLAN & PROFILE - STREET

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESCENT, MINNESOTA
2026

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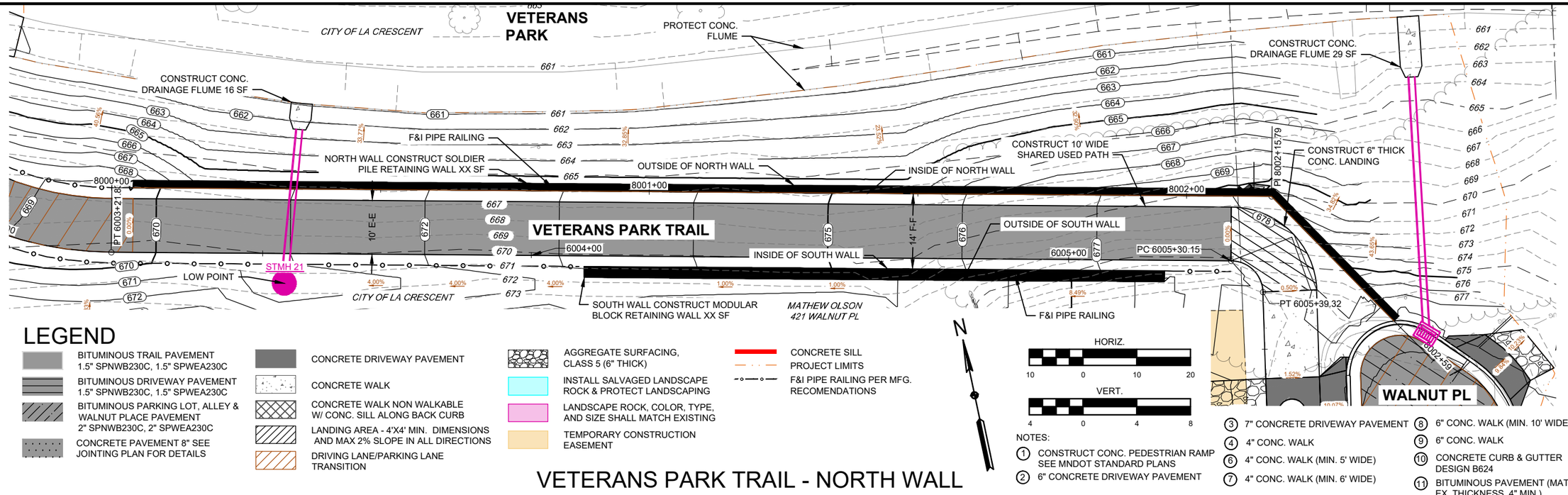

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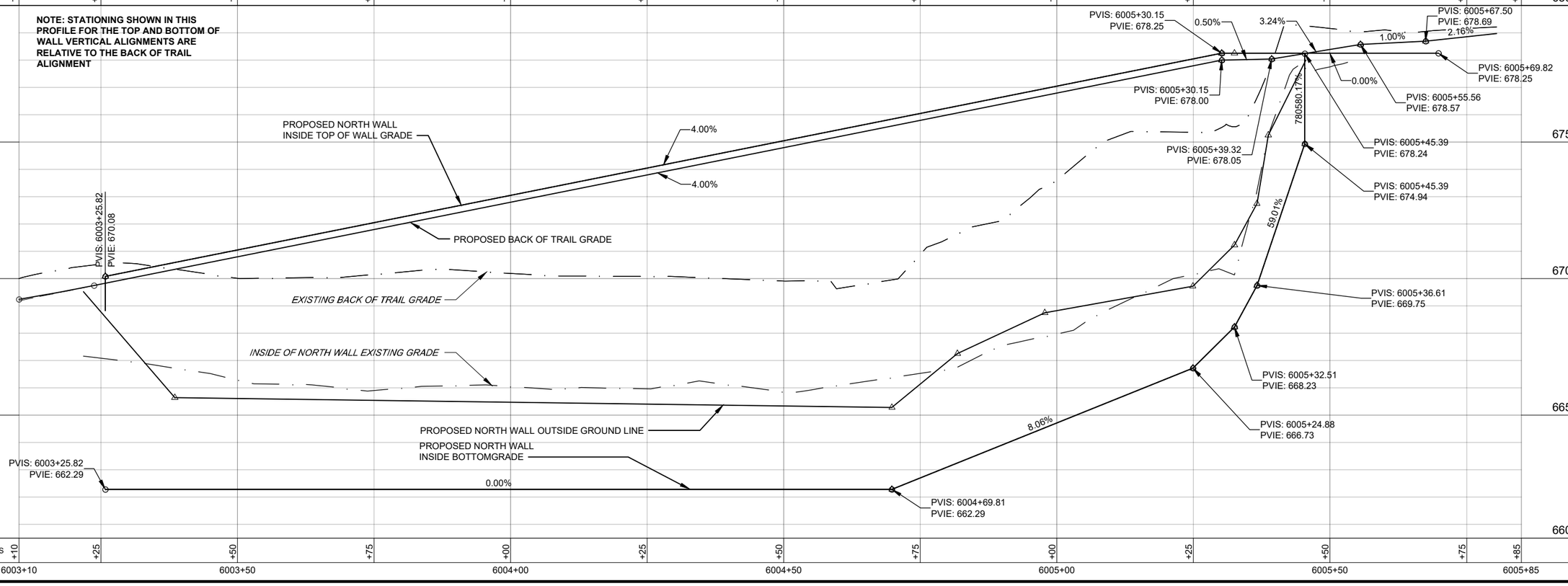
VETERANS PARK TRAIL - NORTH WALL

FINISHED BACK OF TRAIL GRADES	669.79	670.79	671.79	672.79	673.79	674.79	675.79	676.79	677.79	678.39	678.85		
STATIONS	+10	+25	+50	+75	+00	+25	+50	+75	+00	+25	+50	+75	+85	680

NOTE: STATIONING SHOWN IN THIS PROFILE FOR THE TOP AND BOTTOM OF WALL VERTICAL ALIGNMENTS ARE RELATIVE TO THE BACK OF TRAIL ALIGNMENT



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6003+10 6003+50 6004+00 6004+50 6005+00 6005+50 6005+85

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WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
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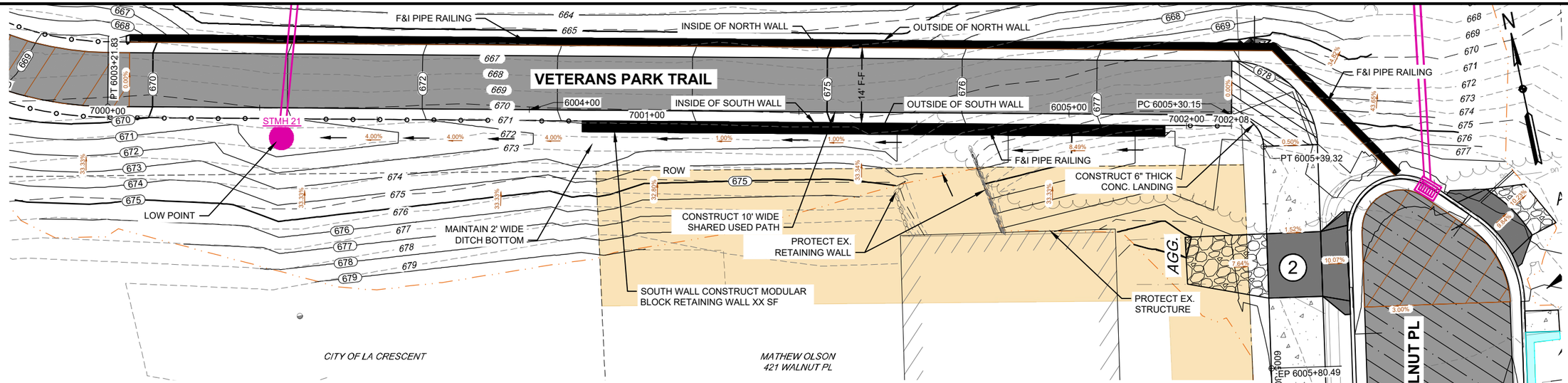

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HORIZ. 10 0 10 20

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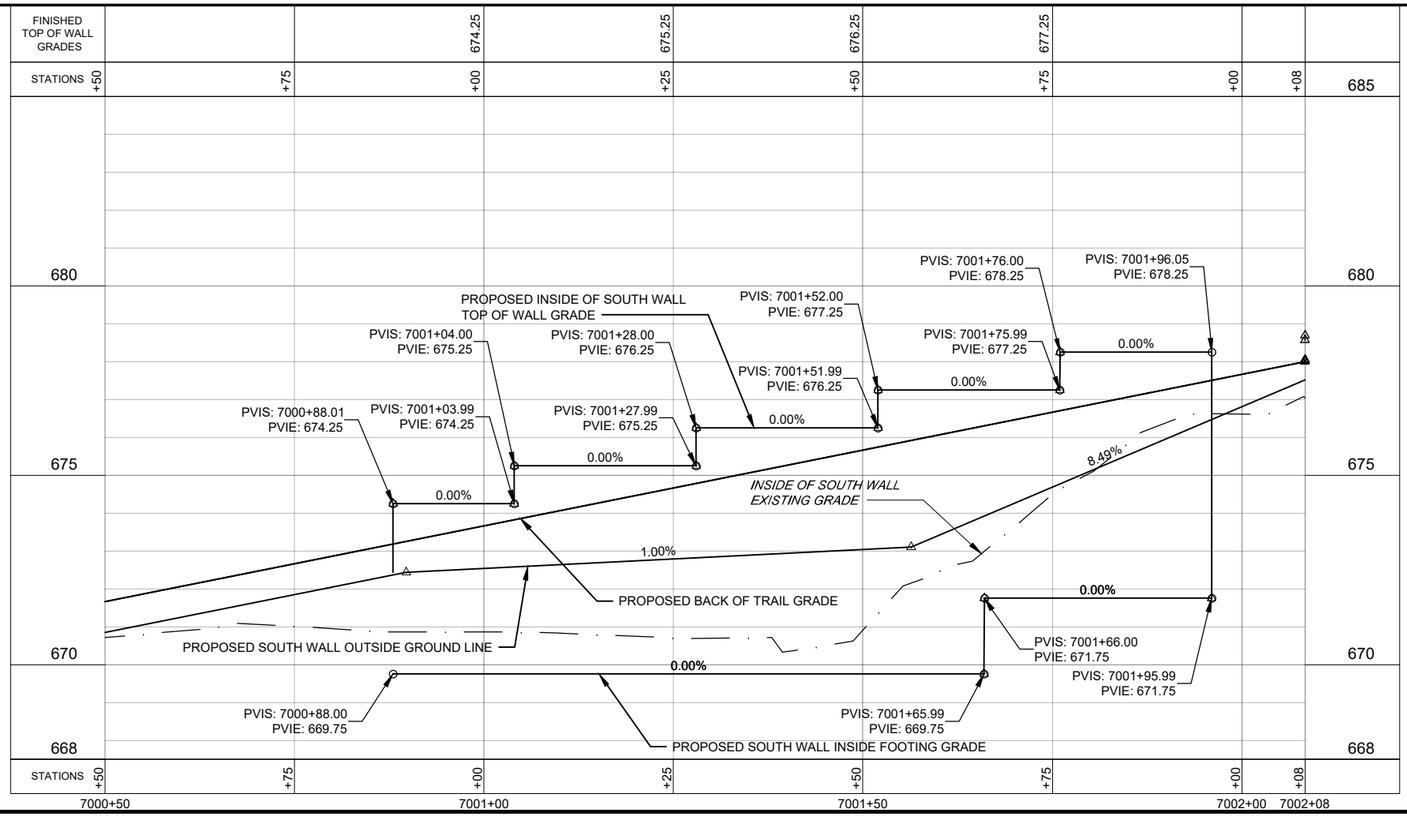
VETERANS PARK TRAIL - SOUTH WALL



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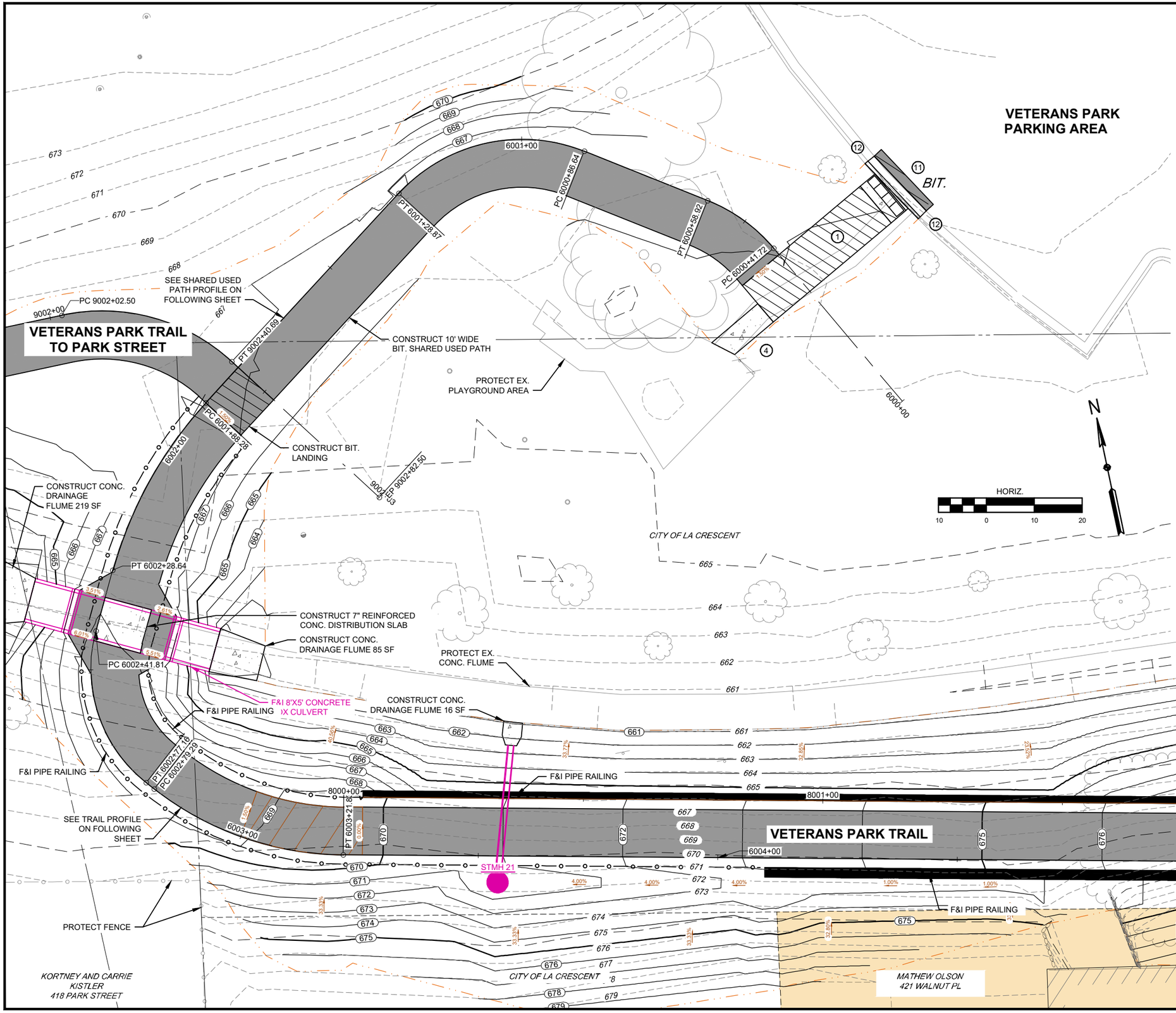

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OVERALL PLAN - VETERANS PARK TRAIL

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
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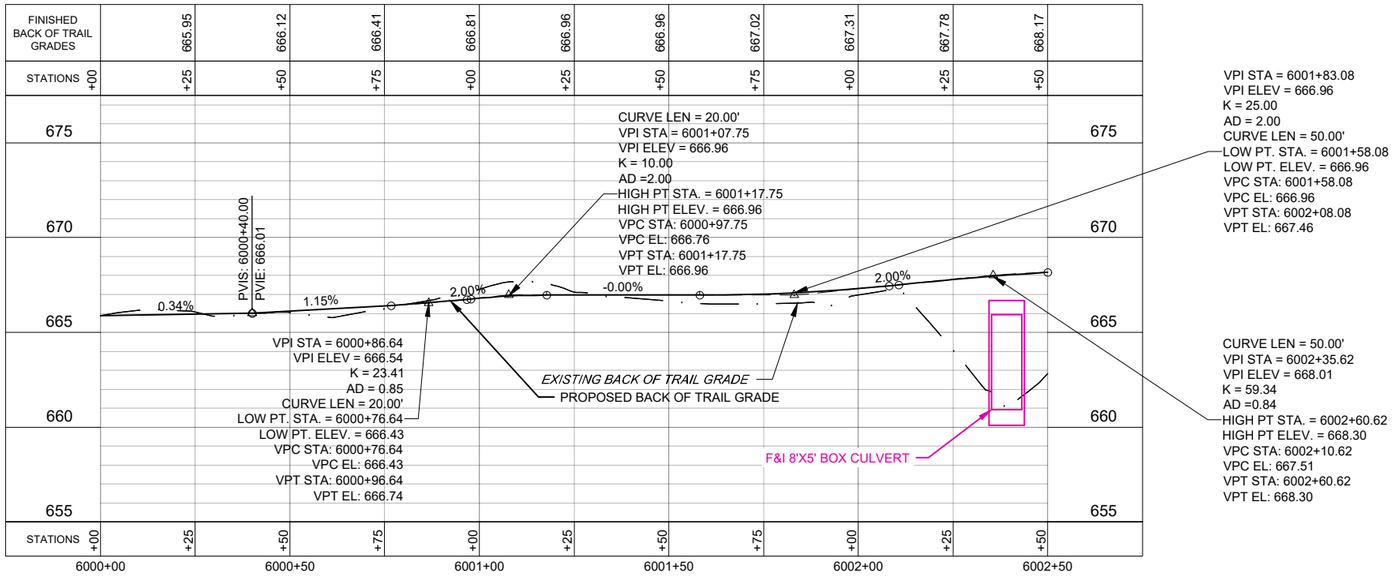

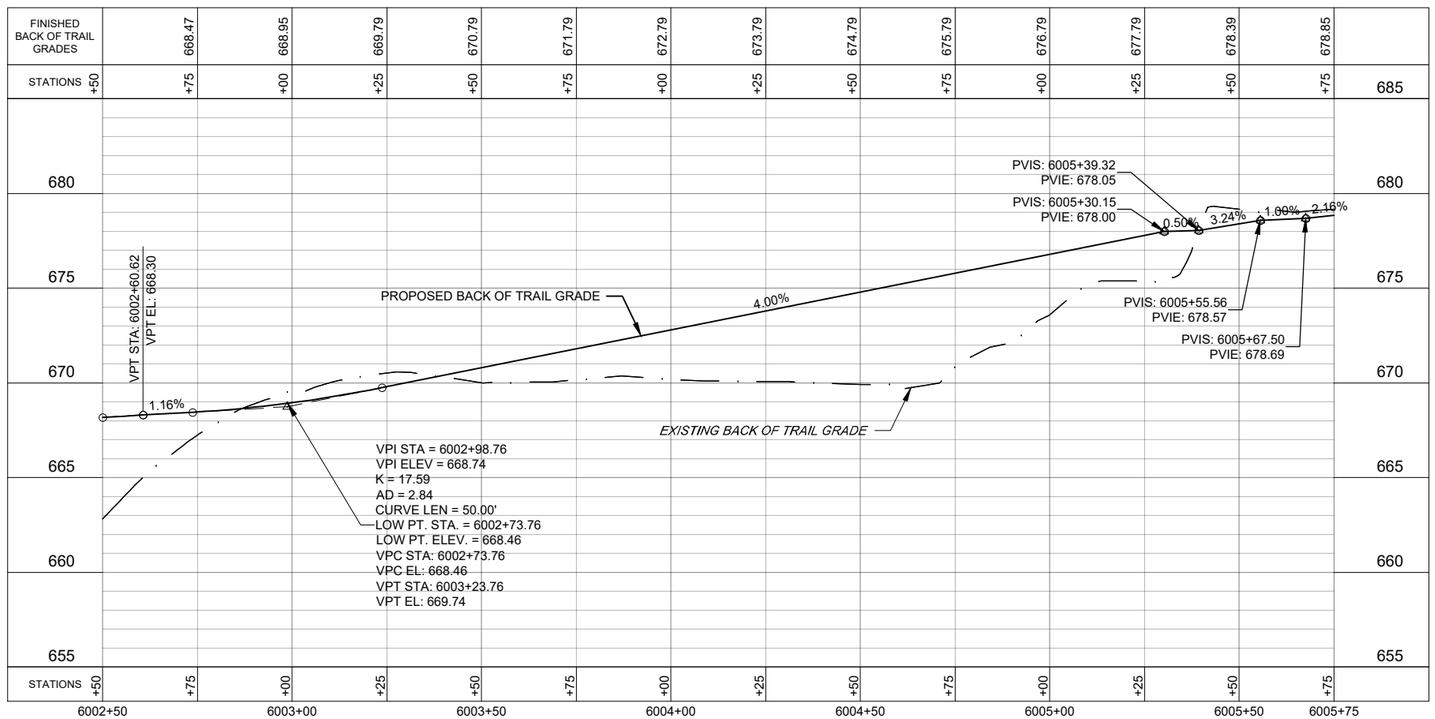

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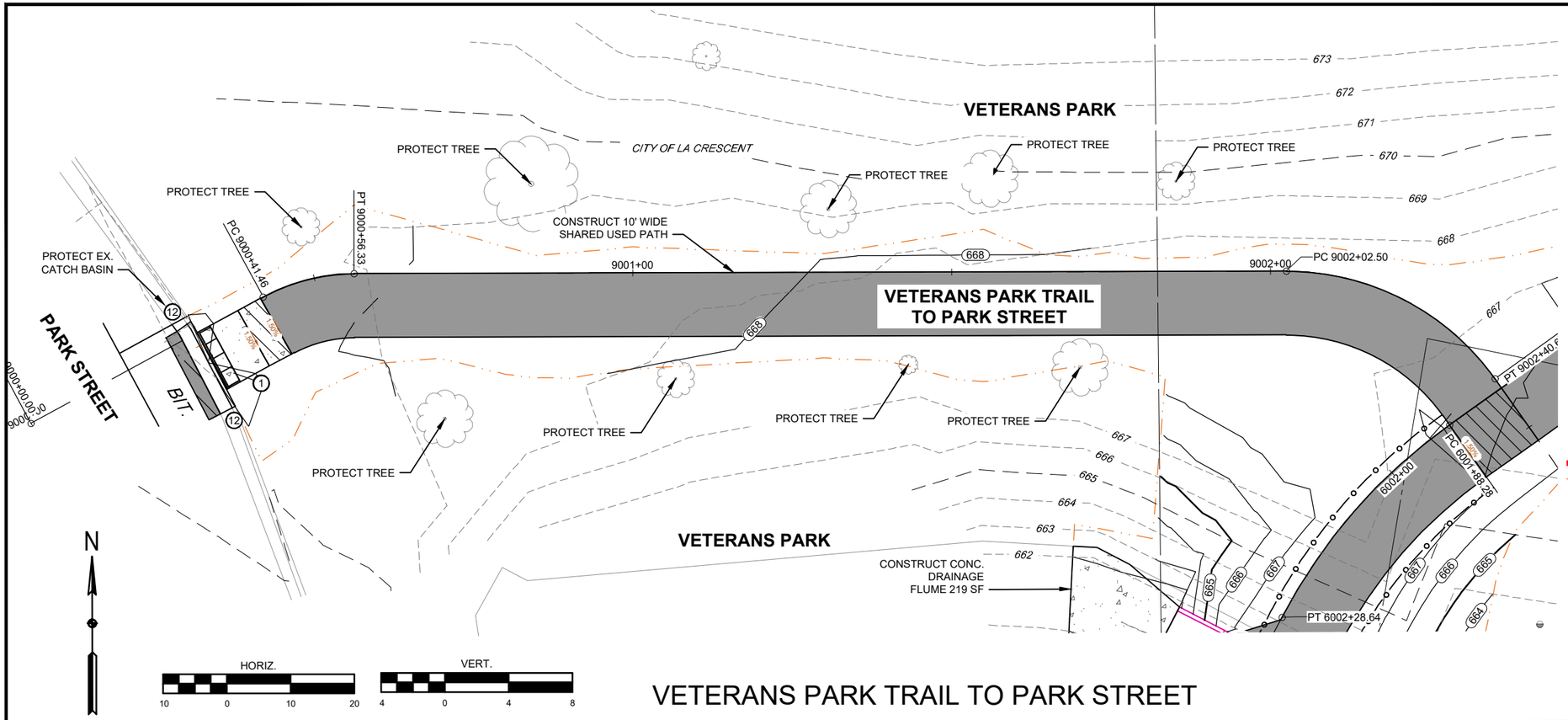

VETERANS PARK TRAIL TO PARK STREET

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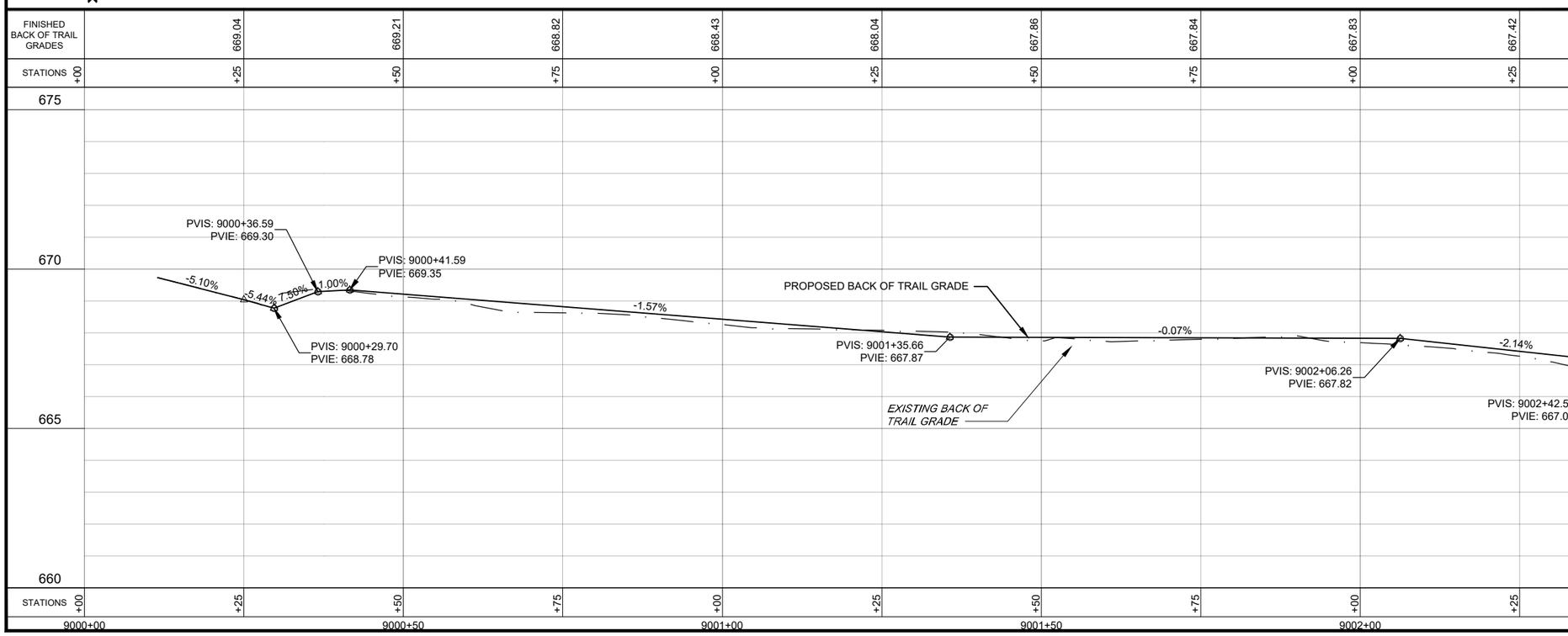

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PLAN AND PROFILE - VETS. PARK TRAIL TO PARK ST

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
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LANDSCAPE SHEET INDEX

L1	GENERAL NOTES, PLANT SCHEDULE AND DETAILS
L2	OVERALL LANDSCAPE PLAN
L3	LANDSCAPE PLAN
L4	LANDSCAPE PLAN
L5	LANDSCAPE PLAN
L6	LANDSCAPE PLAN
L7	LANDSCAPE PLAN
L8	LANDSCAPE PLAN
L9	LANDSCAPE DETAILS
L10	LANDSCAPE DETAILS
L11	LANDSCAPE DETAILS

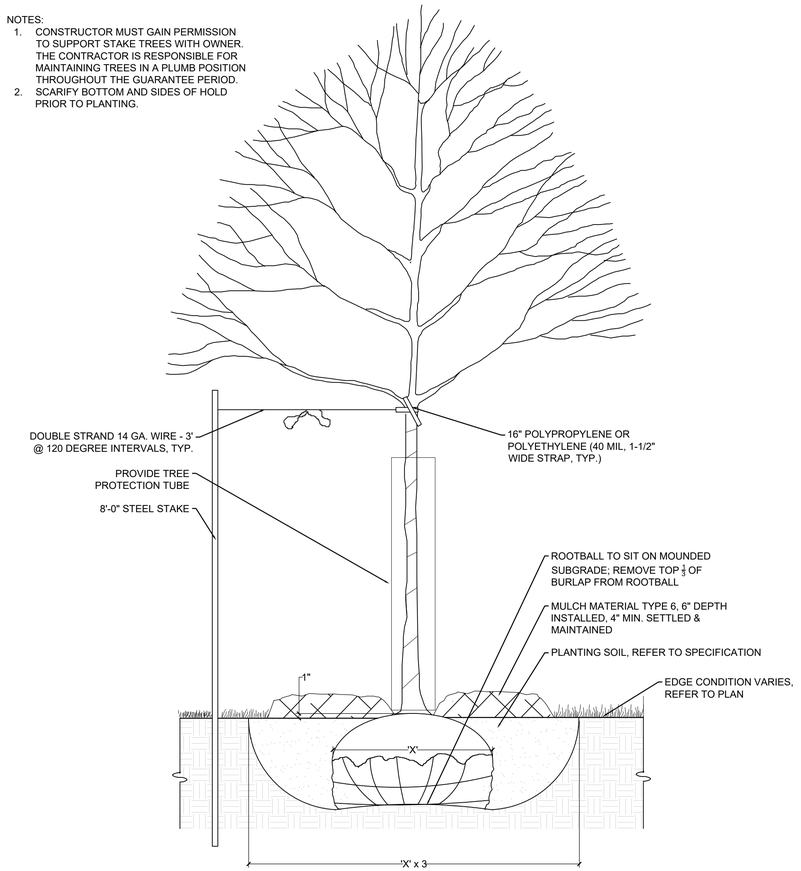
GENERAL NOTES

1. REFER TO CIVIL FOR ANY REMOVALS, EROSION CONTROL AND SITE PREPARATION WORK.
2. REFER TO CIVIL DRAWINGS FOR GRADING AND EARTHWORKS.
3. REFER TO CIVIL DRAWINGS FOR PAVING AND ROADWAY INFORMATION.
4. REFER TO CIVIL DRAWINGS FOR LIMITS OF WORK AND SEEDING & SODDING EXTENTS.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
6. CONTRACTOR SHALL INSPECT THE SITE AND BECOME FAMILIAR WITH EXISTING CONDITIONS RELATING TO THE NATURE AND SCOPE OF WORK.
7. CONTRACTOR SHALL CONTACT GOPHER STATE ONE FOR LOCATION OF UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE IF DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE OWNER.
8. CONTRACTOR SHALL ASSURE COMPLIANCE WITH APPLICABLE CODES AND REGULATIONS GOVERNING THE WORK AND/OR MATERIALS SUPPLIED.
9. CONTRACTOR SHALL INSURE THAT SOIL CONDITIONS AND COMPACTION ARE ADEQUATE TO ALLOW FOR PROPER DRAINAGE AROUND THE CONSTRUCTION SITE. UNDESIRABLE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BEGINNING OF WORK. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO INSURE PROPER SURFACE AND SUBSURFACE DRAINAGE IN ALL PLANTING AREAS.
10. NO PLANTS WILL BE INSTALLED UNTIL FINAL GRADING AND CONSTRUCTION HAS BEEN COMPLETED IN THE IMMEDIATE AREA.
11. CONTRACTOR SHALL COORDINATE PHASES OF CONSTRUCTION AND PLANTING INSTALLATION WITH OTHER CONTRACTORS WORKING ON SITE.
12. CONTRACTOR IS RESPONSIBLE FOR A PRE-INSTALLATION MEETING WITH THE LANDSCAPE ARCHITECT AND OWNER'S REPRESENTATIVE AT THE PROJECT SITE TO REVIEW PLANS, REQUIREMENTS, AND VERIFY EXISTING CONDITIONS FOR ANY ADJUSTMENTS. ALL CONTRACTORS ASSOCIATED WITH LANDSCAPE WORK SHALL ATTEND.
13. CONTRACTOR TO RESTORE ALL DISTURBED AREAS BY THEIR (OR THEIR SUBCONTRACTORS) WORK AS INCIDENTAL TO PROJECT.
14. PLAN TAKES PRECEDENCE OVER PLANT SCHEDULE IF DISCREPANCIES IN QUANTITIES EXIST.
15. TREES ARE TO RECEIVE SHREDDED HARDWOOD MULCH AND SHALL HAVE NO MULCH IN DIRECT CONTACT WITH THE TREE TRUNK.
16. REFER TO PLANTING DETAILS FOR MORE REQUIREMENTS. PLANT MATERIAL TO BE INSTALLED PER PLANTING DETAILS.
17. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE THROUGHOUT THE PLANT WARRANTY PERIOD FOR THE PROTECTION, MAINTENANCE, AND SUCCESSFUL ESTABLISHMENT OF ALL PLANT MATERIAL AND GROUNDCOVER, INCLUDING PROTECTION FROM DAMAGE DUE TO WEATHER, VANDALISM, ANIMAL ACTIVITY, OR OTHER FORESEEABLE IMPACTS. REPLACE FAILED OR DAMAGED MATERIALS AT NO ADDITIONAL COST TO THE OWNER.

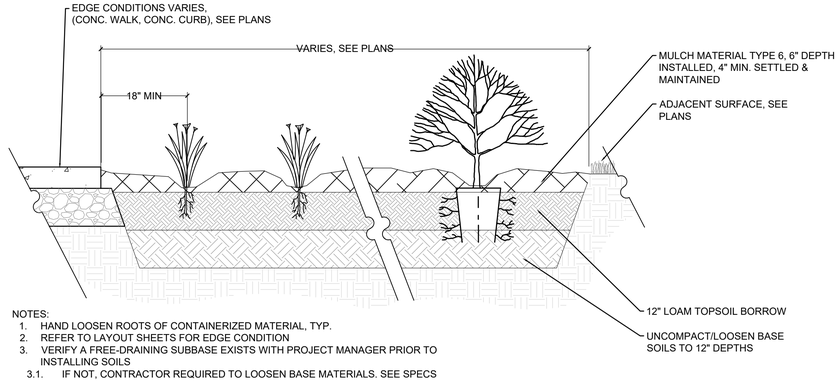
PLANT SCHEDULE

SYMBOL	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONTAINER
DECIDUOUS TREE 2" CAL B&B						
	BE FA	6	Betula platyphylla 'Fargo'	Dakota Pinnacle Asian White Birch	2" Cal.	B&B
	CE PR	1	Celtis occidentalis 'JFS-KSU1'	Prairie Sentinel Hackberry	2" Cal.	B&B
	GL DR	3	Gleditsia triacanthos inermis 'Draves'	Street Keeper Honey Locust	2" Cal.	B&B
	SY IV	2	Syringa reticulata 'Ivory Silk'	Ivory Silk Japanese Tree Lilac	2" Cal.	B&B
	TI GS	2	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	2" Cal.	B&B
		14	SUBTOTAL:			
DECIDUOUS SHRUB NO 5 CONT						
	SP CA	156	Spiraea x bumalda `Walbuma` PLANT 2.5' O.C.	Magic Carpet Spirea	5 gal.	Cont.
		156	SUBTOTAL:			
PERENNIAL 1 GAL CONT						
	AC LM	32	Achillea millefolium 'ACBZ0002' PLANT 2' O.C.	Little Moonshine Common Yarrow	1 gal.	Cont.
	AL WC	328	Allium x 'Windy City' PLANT 1.5' O.C.	Windy City Ornamental Onion	1 gal.	Cont.
	EC MA	218	Echinacea purpurea 'Magnus' PLANT 2' O.C.	Magnus Purple Coneflower	1 gal.	Cont.
	RU GO	286	Rudbeckia fulgida sullivantii 'Goldsturm' PLANT 2' O.C.	Goldsturm Coneflower	1 gal.	Cont.
	SC LI	142	Schizachyrium scoparium PLANT 1.5' O.C.	Little Bluestem	1 gal.	Cont.
	SP TA	772	Sporobolus heterolepis 'Tara' PLANT 2' O.C.	Tara Prairie Dropseed	1 gal.	Cont.
	VE ST	12	Verbena stricta PLANT 2' O.C.	Hoary Vervain	1 gal.	Cont.
		1,790	SUBTOTAL:			

NOTES:
1. CONSTRUCTOR MUST GAIN PERMISSION TO SUPPORT STAKE TREES WITH OWNER. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING TREES IN A PLUMB POSITION THROUGHOUT THE GUARANTEE PERIOD.
2. SCARIFY BOTTOM AND SIDES OF HOLD PRIOR TO PLANTING.



1 L1 DECIDUOUS TREE PLANTING



NOTES:
1. HAND LOOSEN ROOTS OF CONTAINERIZED MATERIAL, TYP.
2. REFER TO LAYOUT SHEETS FOR EDGE CONDITION
3. VERIFY A FREE-DRAINING SUBBASE EXISTS WITH PROJECT MANAGER PRIOR TO INSTALLING SOILS
   3.1. IF NOT, CONTRACTOR REQUIRED TO LOOSEN BASE MATERIALS. SEE SPECS

2 L1 PERENNIAL AND SHRUB PLANTING BED

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Date _____

REVISIONS

NO.	DATE	DESCRIPTION

STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

DRAWN BY: POK

CHECKED BY: AB

SHEET L1 OF L11

FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:42 AM

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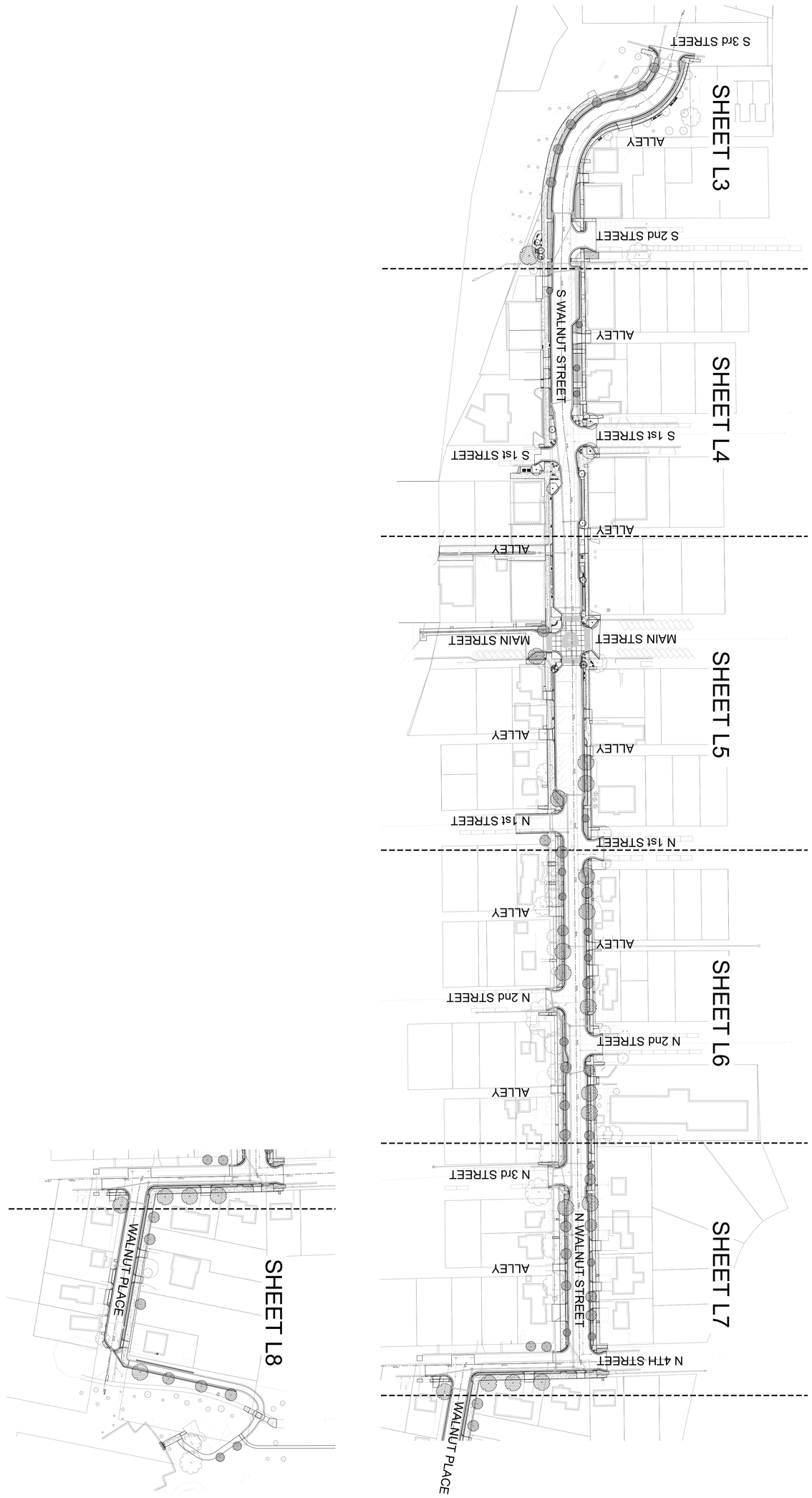

SHEET	L2 OF L11
DRAWN BY:	POK
CHECKED BY:	AB
WHKS PROJECT NO.	10218
SCALE:	NA

STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
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LA CRESENT, MINNESOTA
2026

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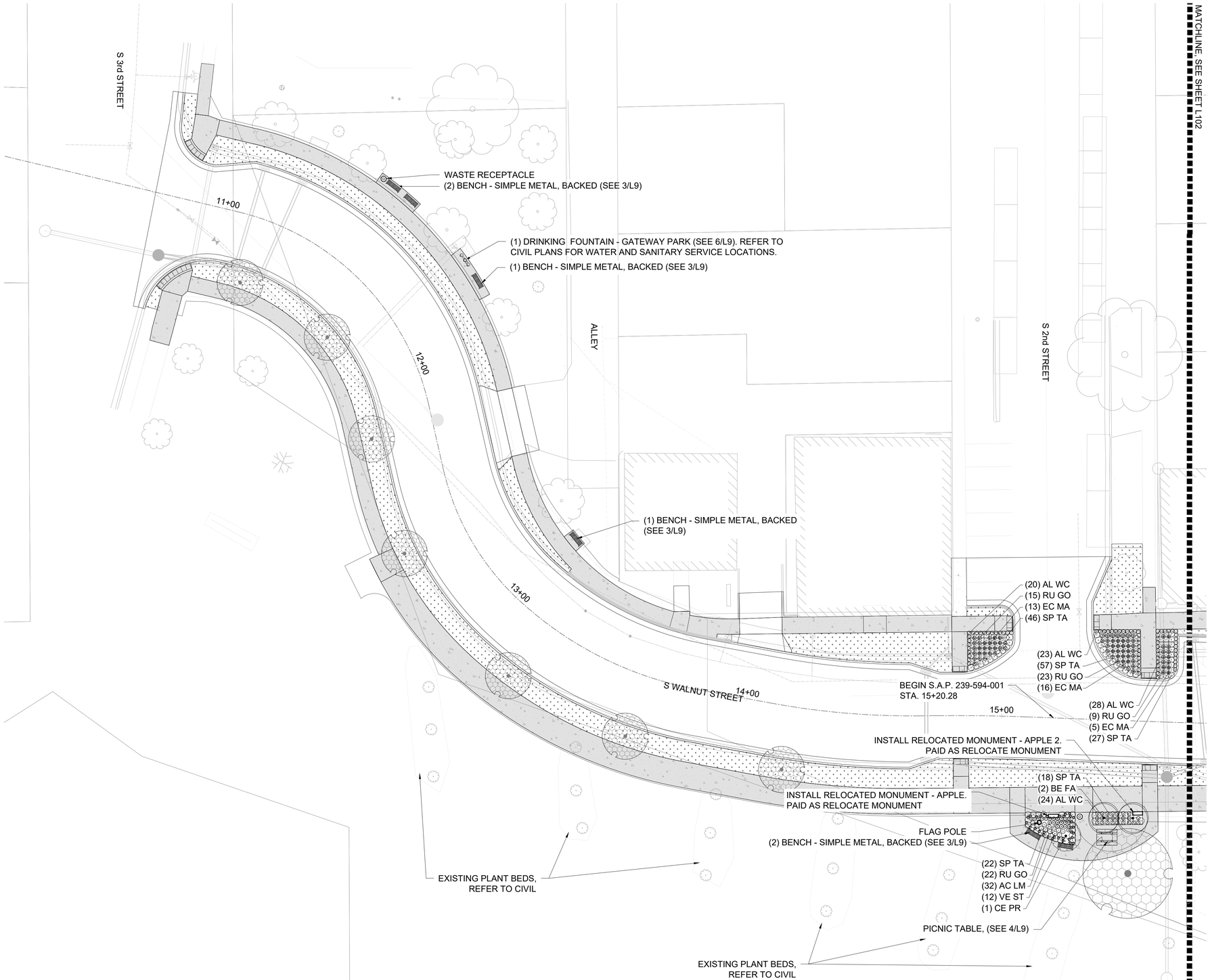

STREETSCAPE LEGEND:

- PLAIN CONC, REFER TO CIVIL PLANS
- SOD, REFER TO CIVIL PLANS
- EXISTING TREE
- PROPOSED TREE, INCLUDED IN PROJECT, SEE DETAIL 1/L1
- PROPOSED PERENNIALS AND SHRUBS, SEE DETAIL 2/L1
- FUTURE TREE PLANTING, **NOT IN PROJECT**
- BENCH - SIMPLE METAL
- BENCH - PRECAST CONCRETE CURVED
- BIKE LOOP
- KIOSK
- DRINKING FOUNTAIN - GATEWAY PARK & TRAIL HEAD
- WASTE RECEPTACLE
- PRECAST CONCRETE PLANTER
- LIGHT, REFER TO ELECTRICAL PLANS FOR LOCATIONS AND DETAILS

PLANT KEY	
CODE	BOTANICAL NAME
DECIDUOUS TREE 2" CAL B&B	
BE FA	Betula platyphylla 'Fargo'
CE PR	Celtis occidentalis 'JFS-KSU1'
GL DR	Gleditsia triacanthos inermis 'Draves'
SY IV	Syringa reticulata 'Ivory Silk'
TI GS	Tilia cordata 'Greenspire'
DECIDUOUS SHRUB NO 5 CONT	
SP CA	Spiraea x bumalda `Walbuma`
PERENNIAL 1 GAL CONT	
AC LM	Achillea millefolium 'ACBZ0002'
AL WC	Allium x 'Windy City'
EC MA	Echinacea purpurea 'Magnus'
RU GO	Rudbeckia fulgida sullivantii 'Goldsturm'
SC LI	Schizachyrium scoparium
SP TA	Sporobolus heterolepis 'Tara'
VE ST	Verbena stricta

NORTH

0 20' 40'

LANDSCAPE PLAN

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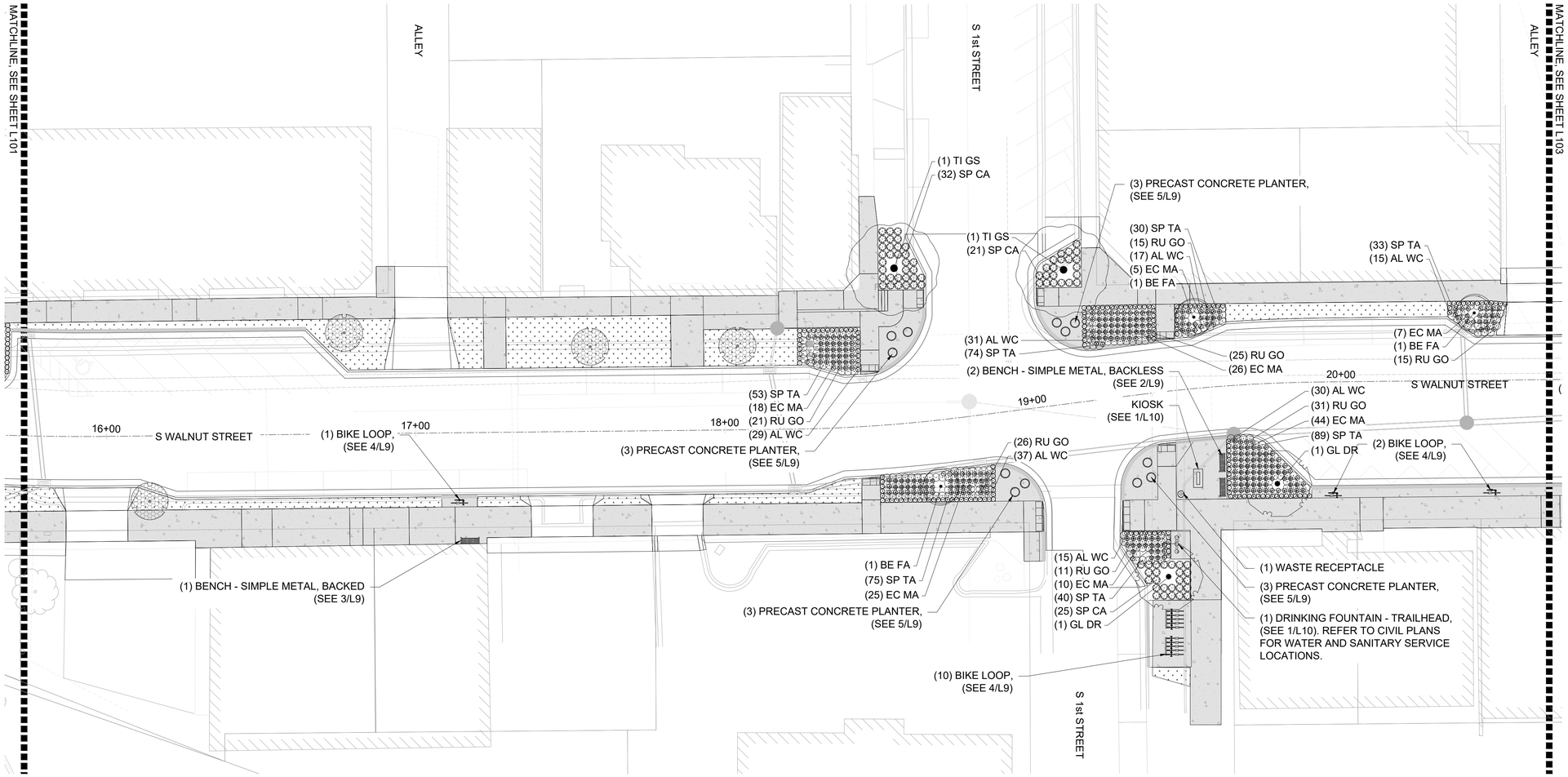
STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: POK
CHECKED BY: AB
SHEET L3 OF L11

FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:42 AM



LANDSCAPE PLAN

NORTH

0 20' 40'

PLANT KEY	
CODE	BOTANICAL NAME
DECIDUOUS TREE 2" CAL B&B	
BE FA	Betula platyphylla 'Fargo'
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GL DR	Gleditsia triacanthos inermis 'Draves'
SY IV	Syringa reticulata 'Ivory Silk'
TI GS	Tilia cordata 'Greenspire'
DECIDUOUS SHRUB NO 5 CONT	
SP CA	Spiraea x bumalda `Walbuma`
PERENNIAL 1 GAL CONT	
AC LM	Achillea millefolium 'ACBZ0002'
AL WC	Allium x 'Windy City'
EC MA	Echinacea purpurea 'Magnus'
RU GO	Rudbeckia fulgida sullivantii 'Goldsturm'
SC LI	Schizachyrium scoparium
SP TA	Sporobolus heterolepis 'Tara'
VE ST	Verbena stricta

STREETSCAPE LEGEND:

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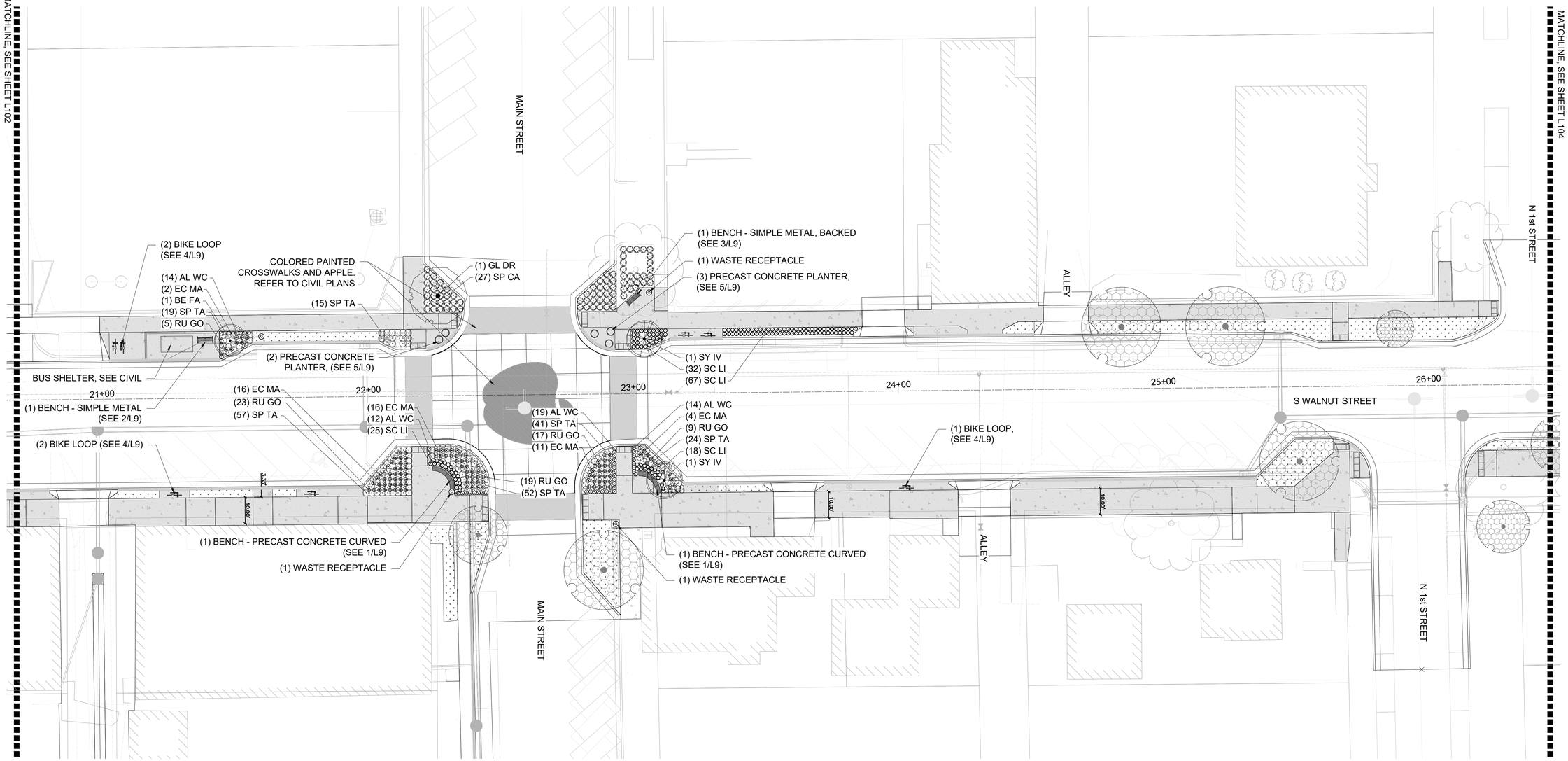
STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: POK
CHECKED BY: AB
SHEET L4 OF L11

FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:42 AM



LANDSCAPE PLAN

NORTH

0 20' 40'

PLANT KEY	
CODE	BOTANICAL NAME
DECIDUOUS TREE 2" CAL B&B	
BE FA	Betula platyphylla 'Fargo'
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DECIDUOUS SHRUB NO 5 CONT	
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REVISIONS

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STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA

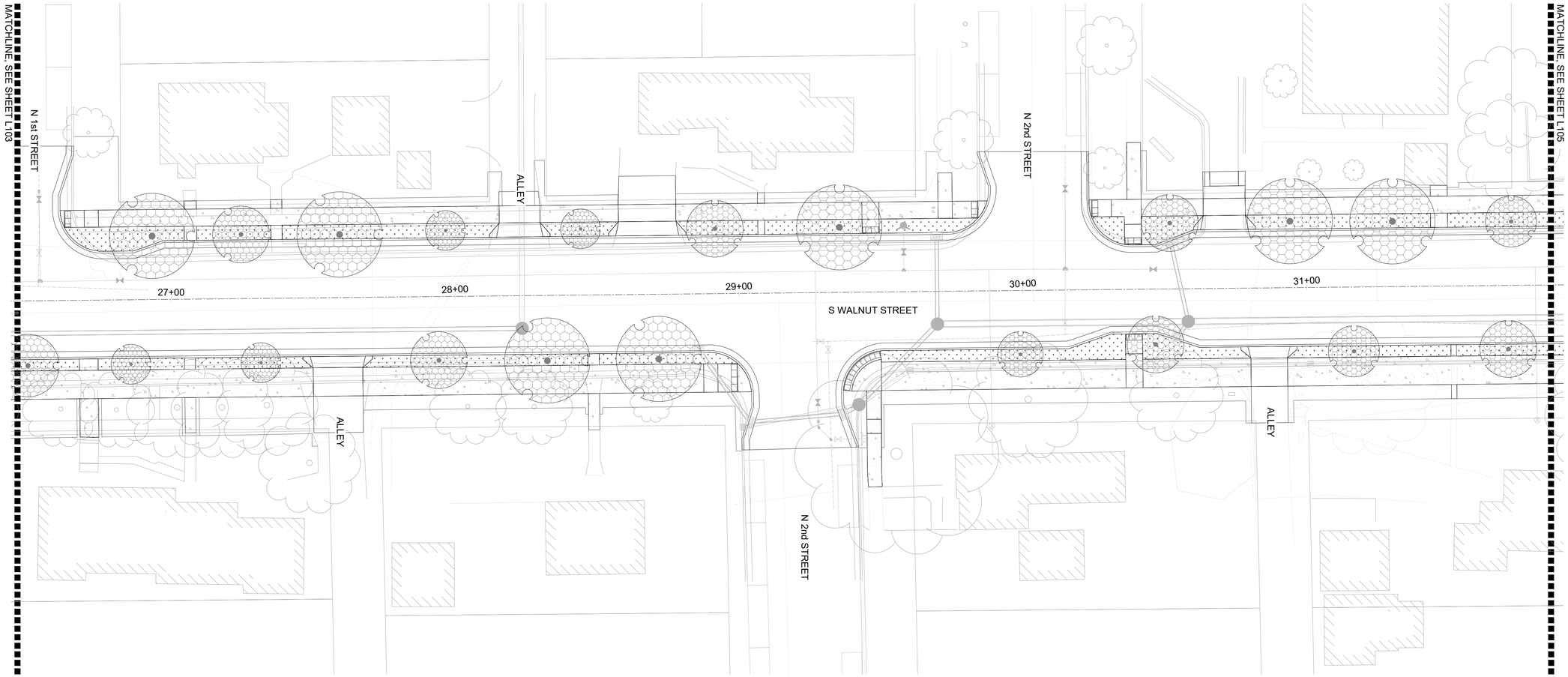
WHKS PROJECT NO. 10218

DRAWN BY: POK

CHECKED BY: AB

SHEET L5 OF L11

FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:42 AM



LANDSCAPE PLAN

NORTH

0 20' 40'

STREETSCAPE LEGEND:

- PLAIN CONC, REFER TO CIVIL PLANS
- SOD, REFER TO CIVIL PLANS
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STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
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LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

DRAWN BY: POK

CHECKED BY: AB

SHEET L6 OF L11

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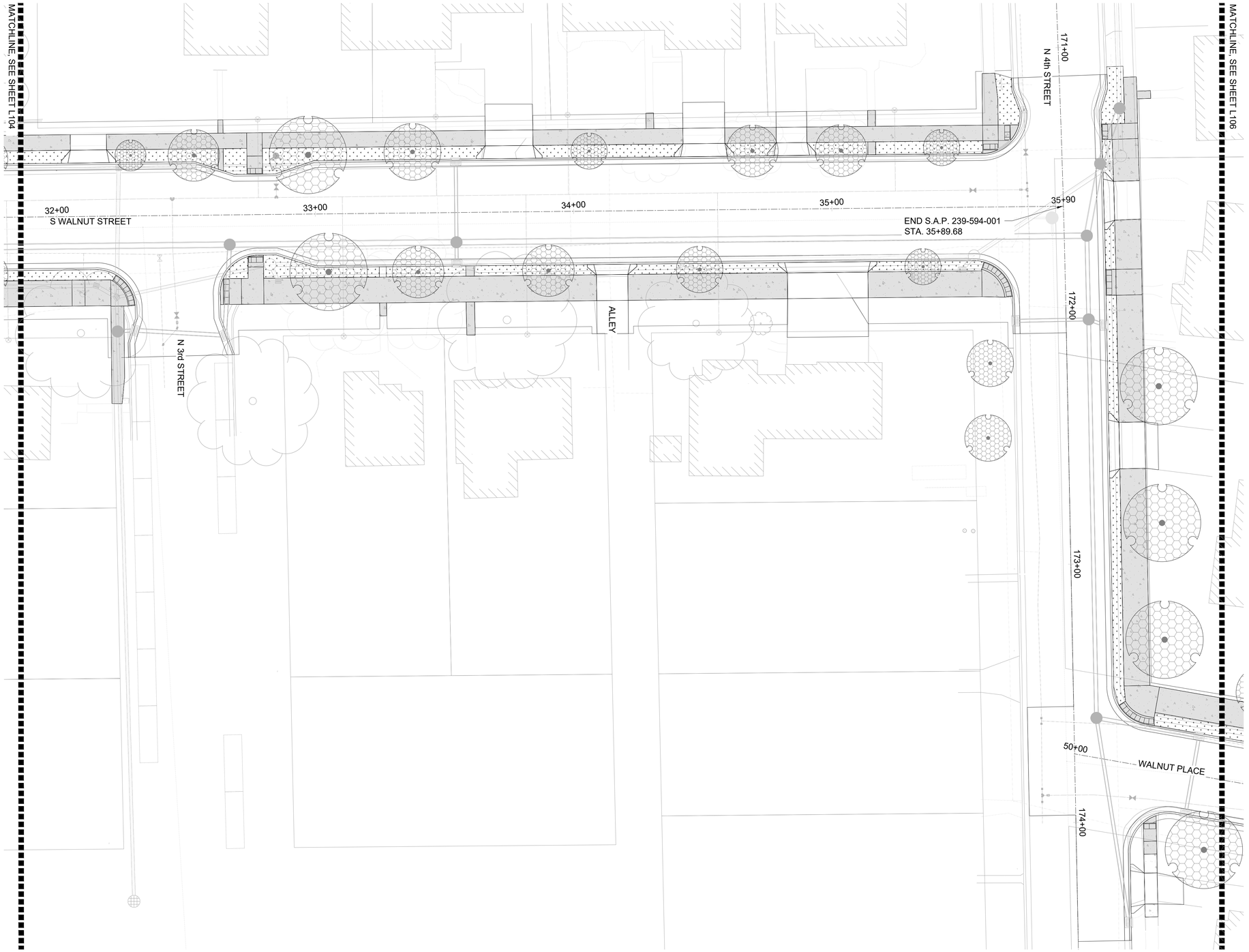

STREETSCAPE LEGEND:

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NORTH

0 20' 40'

LANDSCAPE PLAN

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STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

DRAWN BY: POK

CHECKED BY: AB

SHEET L7 OF L11

FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:43 AM

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- LIGHT, REFER TO ELECTRICAL PLANS FOR LOCATIONS AND DETAILS

NORTH

0 20' 40'

LANDSCAPE PLAN

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SHEET L8 OF L11

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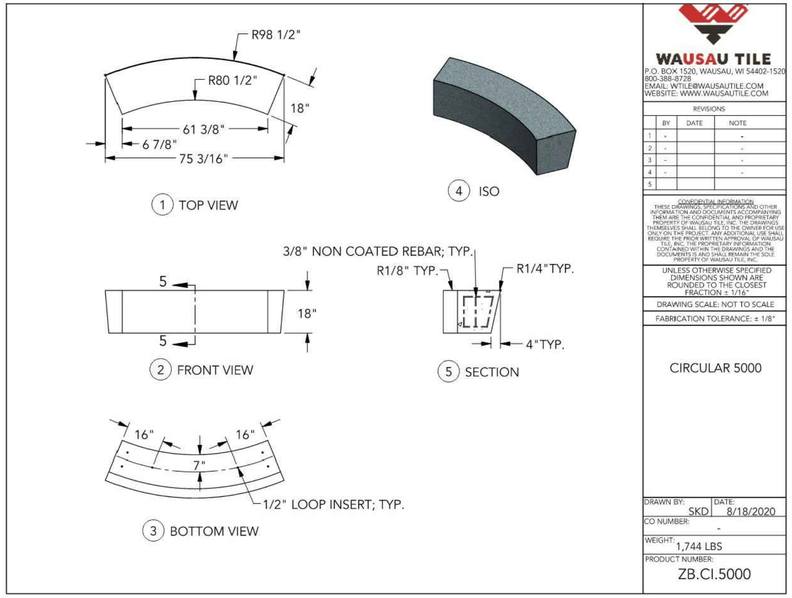

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P.O. BOX 1520, WAUSAU, WI 54402-1520
800-388-8728
EMAIL: WTILE@WAUSAUTILE.COM
WEBSITE: WWW.WAUSAUTILE.COM

REVISIONS

	BY	DATE	NOTE
1	-		-
2	-		-
3	-		-
4	-		-
5			

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DRAWING SCALE: NOT TO SCALE

FABRICATION TOLERANCE: ± 1/8"

CIRCULAR 5000

DRAWN BY:	DATE:
SKD	8/18/2020

CO NUMBER: -

WEIGHT: 1,744 LBS

PRODUCT NUMBER: ZB.CI.5000

1 / L9 BENCH - PRECAST CONCRETE CURVED
DETAIL FOR REFERENCE ONLY - REFER TO SPECIFICATIONS

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
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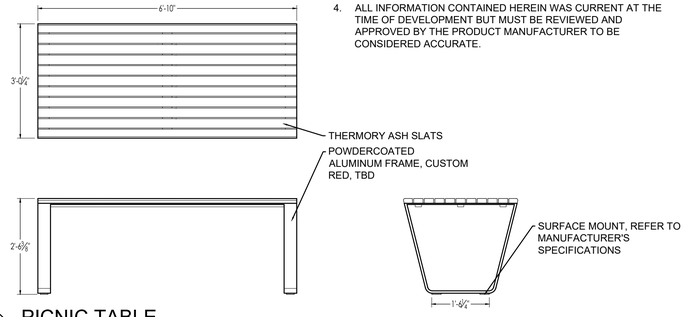
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.



4 / L9 PICNIC TABLE

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
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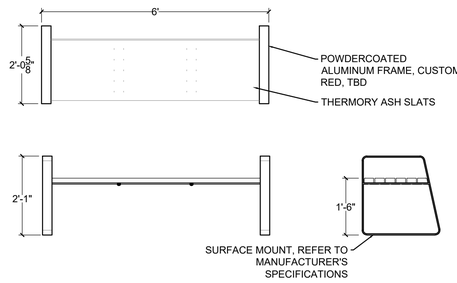

2 / L9 BENCH - SIMPLE METAL, BACKLESS
DETAIL FOR REFERENCE ONLY - REFER TO SPECIFICATIONS

NOTES:
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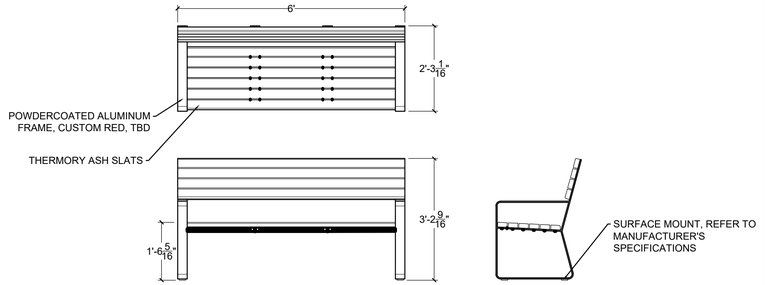

3 / L9 BENCH - SIMPLE METAL, BACKED

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STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
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LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

DRAWN BY: POK

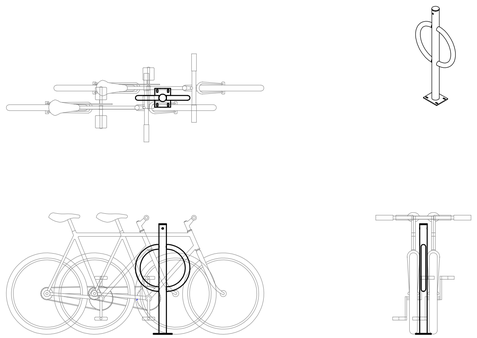
CHECKED BY: AB

SHEET L9 OF L11

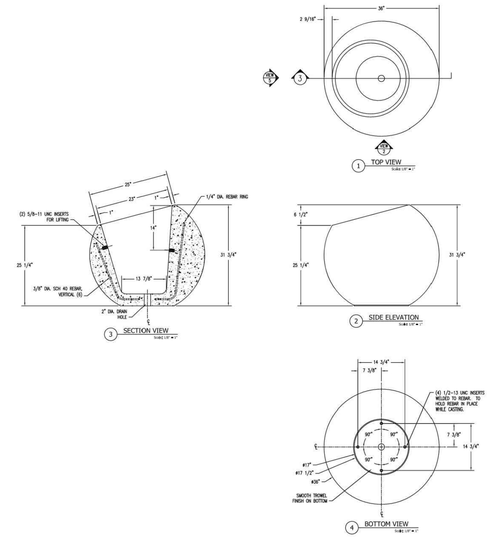
FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:43 AM

NOTES:

1. BIKE RACKS SHALL BE SURFACE MOUNTED IN ALL LOCATIONS, REFER TO MANUFACTURER'S SPECIFICATIONS.
2. EACH BIKE RACK WILL BE CUSTOMIZED WITH THE LA CRESENT LOGO WITHIN THE CENTER OF THE BIKE RACK "LOOP". CONTRACTOR TO COORDINATE WITH LANDSCAPE ARCHITECT, OWNER, AND MANUFACTURER.
3. THE CONTRACTOR SHALL PROVIDE A THICKER CONCRETE SECTION TO ACCOMMODATE THE ANCHOR BOLTS IF REQUIRED. THE ADDITIONAL COSTS FOR THE THICKER CONCRETE SHALL BE INCIDENTAL TO THE BIKE HOOPS PAY ITEM.



1 L10 BIKE HOOP
DETAIL FOR REFERENCE ONLY - REFER TO SPECIFICATIONS



REVISIONS	DESCRIPTION	DRAWN BY	DATE
1	UPDATED DIMENSIONS	PAM	11/18/21

WAUSAU TILE	TI-SM SRS MASAL MEDIUM SAND-RED WALNUT-RED
TERRA SIGILLATA®	
DRAWN BY: RJH	FILE:
JOB NO.	LOCATION:
SCALE: AS NOTED	DATE: 9/9/03
TITLE: SPRING	MASS-ENCRUSTED WOOD TEXTURED 3/8" PROFILE 1/8"

MATERIAL: CONCRETE
WEIGHT: 1,226 LBS W/TRALLET
ITEM NO.: WS-111
SHEET NO.: 1 OF 1

2 L10 PRECAST CONCRETE PLANTER
DETAIL FOR REFERENCE ONLY - REFER TO SPECIFICATIONS

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5705 COMMANDER DR. P.O. BOX 587
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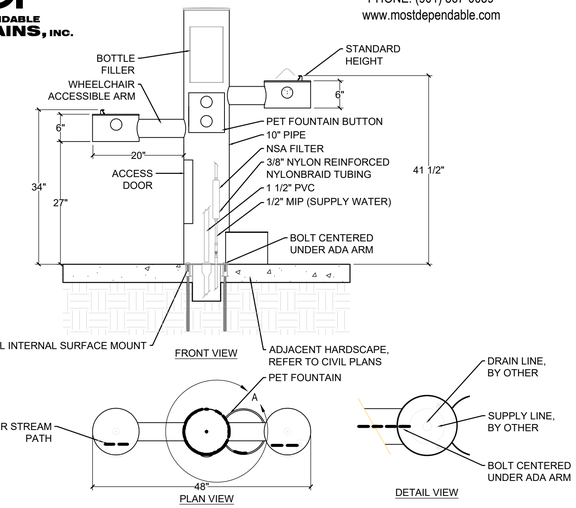

MANUFACTURER NOTES:
1. 3" AIR GAP BETWEEN WATER FIXTURE & TOP OF PET BOWL RIM

NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWING.
3. THIS DRAWING IS INTENDED FOR USE BY ARCHITECTS, ENGINEERS, CONTRACTORS, CONSULTANTS AND DESIGN PROFESSIONALS FOR PLANNING PURPOSES ONLY. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION.
4. ALL INFORMATION CONTAINED HEREIN WAS CURRENT AT THE TIME OF DEVELOPMENT BUT MUST BE REVIEWED AND APPROVED BY THE PRODUCT MANUFACTURER TO BE CONSIDERED ACCURATE.
5. CONTRACTOR'S NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info AND ENTER REFERENCE NUMBER 3354-167.
6. THE CONTRACTOR SHALL PROVIDE A THICKER CONCRETE SECTION TO ACCOMMODATE THE ANCHOR BOLTS IF REQUIRED. THE ADDITIONAL COSTS FOR THE THICKER CONCRETE SHALL BE INCIDENTAL TO THE BIKE HOOPS PAY ITEM.

MODEL 10145 SM&SMSSFA
FOUNTAIN AND BOTTLE FILLER W/ PET FOUNTAIN (SIDE)

REVISION DATE 03/20/2026
CADdetails.com

3 L10 DRINKING FOUNTAIN - GATEWAY & TRAILHEAD
DETAIL FOR REFERENCE ONLY - REFER TO SPECIFICATIONS

HKGi
engineers + planners + land surveyors
800 WASHINGTON AVE N. #207
MINNEAPOLIS, MN 55401
www.hkgi.com

I hereby certify that this plan, specification or report was prepared by me or under my direct personal supervision and that I am a duly Licensed Landscape Architect under the laws of the State of Minnesota.

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Name _____ License No. _____

Date _____

REVISIONS

NO.	DATE	DESCRIPTION

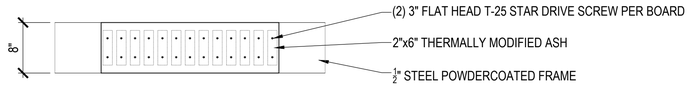
STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

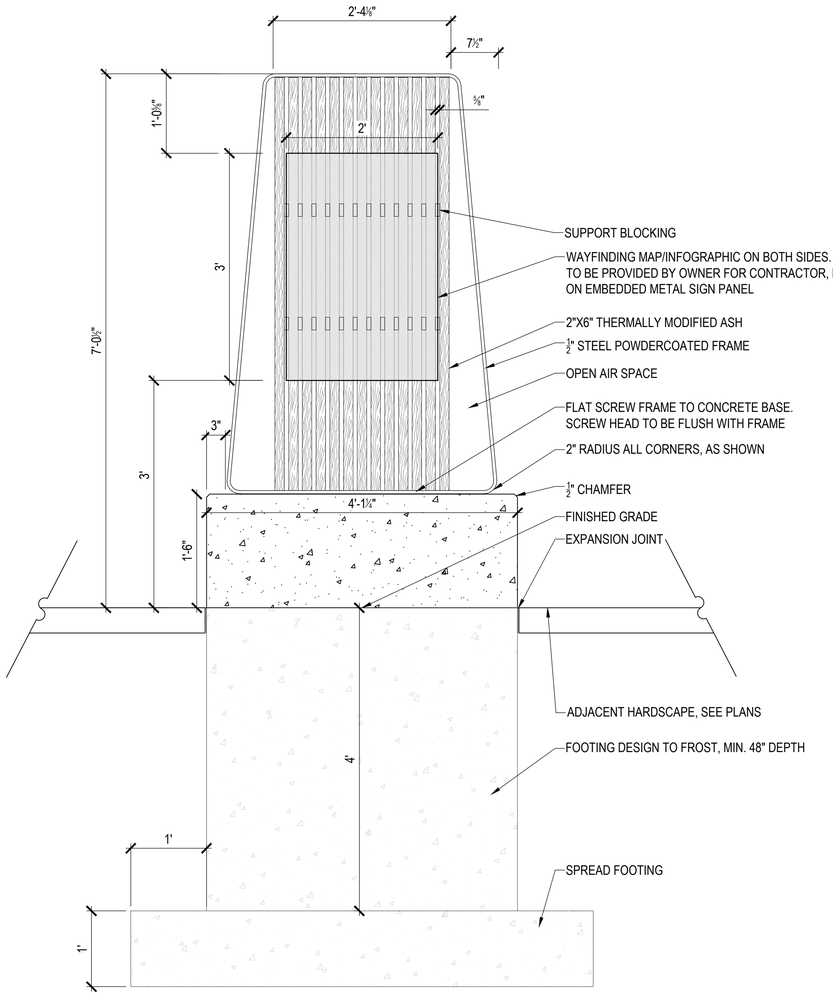
SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: POK
CHECKED BY: AB
SHEET L10 OF L11

FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:43 AM

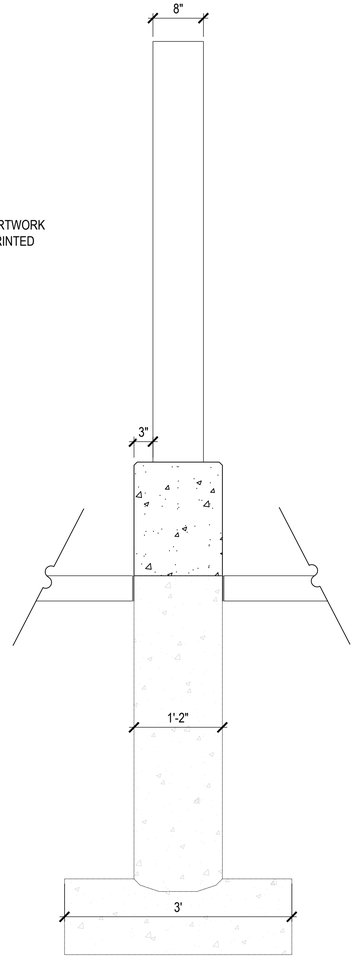
TOP VIEW MOUNTING PATTERN



NORTH/SOUTH ELEVATION



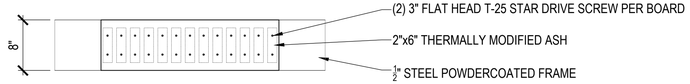
EAST/WEST ELEVATION



NOTES:

1. INTERIOR FRAME SHALL BE ATTACHED DIRECTLY TO THE THERMALLY MODIFIED ASH BOARDS AS SHOWN ON THE TOP VIEW MOUNTING PATTERN DIAGRAM.
2. THE EXTERIOR FRAME SHALL BE ATTACHED DIRECTLY TO THE INTERIOR FRAME.
3. THE EXTERIOR FRAME SHALL BE ATTACHED DIRECTLY TO THE CONCRETE BASE WITH TAPERED FLAT HEAD CONCRETE SCREWS OR ANCHORS.
4. ALL CONNECTION CONTACT POINTS SHALL BE FLUSH.
5. NO GAP BETWEEN BOARDS SHALL BE LARGER THAN 3.5" OR LESS THAN ¾"

BOTTOM VIEW MOUNTING PATTERN



1 L11 TRAILHEAD KIOSK

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Name _____ License No. _____

Date _____

REVISIONS

NO.	DATE	DESCRIPTION

STREETSCAPE

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

DRAWN BY: POK

CHECKED BY: AB

SHEET L11 OF L11

FILE PATH: M:\La Crescent\025-045-La Crescent Walnut Streetscape\06 Autocad\Drawings\03 CD Phase\025-045 LAND SHEET_90 CD.dwg PLOT DATE: 3/20/2026 9:43 AM

ELECTRICAL ABBREVIATIONS

1P	1 POLE (2P, 3P, 4P, ETC.)	MC	MECHANICAL CONTRACTOR
A, AMP	AMPERE	MCB	MAIN CIRCUIT BREAKER
AC	ABOVE COUNTER	MCC	MOTOR CONTROL CENTER
ACLG	ABOVE CEILING	MCCB	MOLDED CASE CIRCUIT CB
ADO	AUTOMATIC DOOR OPENER	MCP	MOTOR CIRCUIT PROTECTOR
AFF	ABOVE FINISHED FLOOR	MDP	MAIN DISTRIBUTION PANEL
AFG	ABOVE FINISHED GRADE	MFR	MANUFACTURER
AFI	ARC FAULT CIRCUIT INTERRUPTER	MFS	MAIN FUSED DISCONNECT SW
		MH	MANHOLE
AHU	AIR HANDLING UNIT	MIC	MICROPHONE
AL	ALUMINUM	MIN	MINIMUM
ALT	ALTERNATE	MLO	MAIN LUGS ONLY
AMP	AMPERE	MMS	MANUAL MOTOR STARTER
AMPL	AMPLIFIER	MOA	MULTIOUTLET ASSEMBLY
ANN	ANNUNCIATOR	MSP	MOTOR STARTER PANELBOARD
APPX	APPROXIMATELY	MSB	MAIN SWITCHBOARD
AQ-ST	AQUASTAT	MSD	MAIN SERVICE DISCONNECT
ARCH	ARCHITECT, ARCHITECTURAL	MSS	MOTOR STARTER SWITCH
ATS	AUTOMATIC TRANSFER SWITCH	MT	MOUNT
AUTO	AUTOMATIC	MTS	MANUAL TRANSFER SWITCH
AUX	AUXILIARY	MTR	MOTOR, MOTORIZED
AV	AUDIO VISUAL	MW	MICROWAVE
AWG	AMERICAN WIRE GAUGE	N.C.	NORMALLY CLOSED
BATT	BATTERY	NEC	NATIONAL ELECTRICAL CODE
BD	BOARD	NEMA	NATIONAL ELECTRICAL MANUFACTURER'S ASSOCIATION
BLDG	BUILDING		
BMS	BUILDING MANAGEMENT SYSTEM	NIC	NOT IN CONTRACT
C	CONDUIT	NL	NIGHT LIGHT
CAB	CABINET	N.O.	NORMALLY OPEN
CATV	CABLE TELEVISION	NPF	NORMAL POWER FACTOR
CB	CIRCUIT BREAKER	NTS	NOT TO SCALE
CCTV	CLOSED CIRCUIT TELEVISION	OC	ON CENTER
CKT	CIRCUIT	OH	OVERHEAD
CLG	CEILING	OHD	OVERHEAD DOOR OPERATOR
COMB	COMBINATION	OL	OVERLOADS
CMPR	COMPRESSOR	PA	PUBLIC ADDRESS
CONN	CONNECTION	PB	PULL BOX OR PUSHBUTTON
CONT	CONTINUATION OR CONTINUOUS	PED	PEDESTAL
CP	CONTROL PANEL	PF	POWER FACTOR
CT	CURRENT TRANSFORMER	PH	PHASE
CTR	CENTER	PM	POWER METER
CU	COPPER	PNL	PANEL
DEPT	DEPARTMENT	PP	POWER POLE
DIA	DIAMETER	PRI	PRIMARY
DISC	DISCONNECT	PRV	POWER ROOF VENTILATOR
DN	DOWN	PVC	POLYVINYL CHLORIDE (CONDUIT)
DPR	DAMPER	PWR	POWER
DS	SAFETY DISCONNECT SWITCH	RCPT	RECEPTACLE
DT	DOUBLE THROW	REF	REFRIGERATOR
DW	DISHWASHER	RM	ROOM
DWG	DRAWING	RNG	RANGE
DR	CLOTHES DRYER	RSC	RIGID STEEL CONDUIT
EC	ELECTRICAL CONTRACTOR	RTU	ROOF TOP UNIT
ELEC	ELECTRIC, ELECTRICAL	SCCR	SHORT-CIRCUIT CURRENT RATING
ELEV	ELEVATOR		
ELU	EMERGENCY LIGHTING UNIT	SEC	SECONDARY
EM	EMERGENCY	SHT	SHEET
EMS	ENERGY MANAGEMENT SYSTEM	SIM	SIMILAR
EMT	ELECTRICAL METALLIC TUBING	SPEC	SPECIFICATION
EP	ELECTRIC PNEUMATIC	SPKR	SPEAKER
EQUIP	EQUIPMENT	SP	SPARE
EWC	ELECTRIC WATER COOLER	SPD	SURGE PROTECTION DEVICE
EXIST	EXISTING	SPP	SINGLE-POINT POWER
EXH	EXHAUST	SS	STAINLESS STEEL
EXP	EXPLOSION PROOF	SSW	SELECTOR SWITCH
FA	FIRE ALARM	S/S	STOP/START PUSHBUTTONS
FACP	FIRE ALARM CONTROL PANEL	STA	STATION
FCU	FAN COIL UNIT	STD	STANDARD
FIXT	FIXTURE	SURF	SURFACE MOUNTED
FLR	FLOOR	SW	SWITCH
FLUOR	FLUORESCENT	SB	SWITCHBOARD
FUDS	FUSED SAFETY DISCONNECT SWITCH	SYM	SYMMETRICAL
		SYS	SYSTEM
GA	GAUGE	TC	TIME CLOCK
GALV	GALVANIZED	TEL	TELEPHONE
GC	GENERAL CONTRACTOR	TERM	TERMINAL
GEN	GENERATOR	TL	TWIST LOCK
GFI	GROUND FAULT CIRCUIT INTERRUPTER	TR	TAMPER RESISTANT
		T-STAT	THERMOSTAT
GFP	GROUND FAULT PROTECTOR	TTC	TELEPHONE TERMINAL CABINET
GND	GROUND		
GYP BD	GYPSUM BOARD	TV	TELEVISION
HMCP	MOTOR PROTECTION CIRCUIT BREAKER	TVTC	TELEVISION TERMINAL CABINET
HOA	HANDS-OFF-AUTOMATIC SWITCH	TYP	TYPICAL
HORIZ	HORIZONTAL	UC	UNDER COUNTER
HMCP	MOTOR PROTECTION CIRCUIT BREAKER	UE	UNDERGROUND ELECTRICAL
		UG	UNDERGROUND
HP	HORSEPOWER	UH	UNIT HEATER
HT	HEIGHT	UNO	UNLESS NOTED OTHERWISE
HTG	HEATING	UT	UNDERGROUND TELEPHONE
HTR	HEATER	UTIL	UTILITY
HV	HIGH VOLTAGE	UV	ULTRAVIOLET
HVAC	HEATING, VENTILATING AND AIR CONDITIONING	V	VOLT
		VA	VOLT-AMPERES
IG	ISOLATED GROUND	VERT	VERTICAL
IMC	INTERMEDIATE METAL CONDUIT	VFD	VARIABLE FREQUENCY DRIVE
INCAND	INCANDESCENT	VOL	VOLUME
IR	INFRARED	W	WATT
I/W	INTERLOCK WITH	W/	WITH
J-BOX	JUNCTION BOX	WG	WIRE GUARD
KAIC	KILO-AMPS INTERRUPTING CAPACITY	WH	WATER HEATER
		W/O	WITHOUT
KV	KILOVOLT	WP	WEATHERPROOF
KVA	KILOVOLT-AMPERE	XFMR	TRANSFORMER
KVAR	KILOVOLT-AMPERE REACTIVE	XFR	TRANSFER
KW	KILOWATT	∠	ANGLE
KWH	KILOWATT HOUR	@	AT
LOC	LOCATE OR LOCATION	▲	DELTA
LT	LIGHT	'	FEET
LTG	LIGHTING	"	INCHES
LTNG	LIGHTNING	#	NUMBER
LV	LOW VOLTAGE	Ø	PHASE
MAX	MAXIMUM	C	CENTER LINE
MAG.S	MAGNETIC STARTER	P	PLATE
M/C	MOMENTARY CONTACT		

ELECTRICAL SYMBOL LEGEND

LIGHTING FIXTURE SYMBOLS

- RECESSED
- SURFACE
- EMERGENCY EGRESS
- CRITICAL POWER
- NIGHT LIGHT
- PENDANT MOUNTED
- WALL MOUNTED

NOTE: A FIXTURE MAY CONTAIN MULTIPLE SYMBOL TYPES

- TAPE LIGHTING
- TRACK LIGHTING
- EMERGENCY LIGHTING UNIT CEILING MOUNTED
- EMERGENCY LIGHTING UNIT WALL MOUNTED
- EMERGENCY LIGHTING UNIT REMOTE HEAD
- EXIT LIGHT CEILING MOUNTED
- EXIT LIGHT WALL MOUNTED
- EXIT LIGHT/ EMERGENCY LIGHTING UNIT
  NOTE: SHADING AND ARROWS INDICATE FACES AND DIRECTIONAL CHEVRONS ON EXIT SIGNS
- POLE/AREA LIGHT
- FLOOD LIGHT
- POST-TOP LIGHT
- DIRECTIONAL INDICATOR
- BOLLARD LIGHT
- EXTERIOR WALL PACK

LIGHTING CONTROL SYMBOLS

- SINGLE-POLE SWITCH
- TWO-POLE SWITCH

SWITCH MODIFIERS:
3: 3-WAY
4: 4-WAY
K: KEYED
D: DIMMING
T: TIMER
VS: VACANCY SENSOR
AC: ABOVE-COUNTER
LV: LOW-VOLTAGE
M: MOTOR-RATED
F: CEILING FAN CONTROL

- CONTACTOR
- OCCUPANCY SENSOR
- DAYLIGHT SENSOR
- PHOTOCELL

LIGHTING TAGS

TOP VALUE: FIXTURE TYPE ID
BOTTOM VALUE, LOWERCASE LETTER: SWITCH ID
BOTTOM VALUE, NUMBER(S): CIRCUIT NUMBER
BOTTOM VALUE, UPPERCASE LETTER(S): PANEL DESIGNATION (ON PANEL SCHEDULE)

ABSENCE OF A SWITCH DESIGNATION ON A LIGHTING FIXTURE INDICATES SPACE HAS A SINGLE SWITCHING ZONE AND LUMINAIRE IS CONTROLLED BY THE LIGHTING DEVICE(S) SHOWN IN THE SPACE.

SWITCH ID INDICATED BY A LOWERCASE LETTER. SWITCH IDS ARE UNIQUE PER SPACE. A SWITCH WITH AN ID "a" CONTROLS ALL DEVICES WITHIN THE SPACE IN WHICH IT IS LOCATED TAGGED WITH "a". A SWITCH WITHOUT A TAGGED ID CONTROLS ALL LIGHTING FIXTURES WITHIN A SPACE. ID TAGS MAY BE USED ON CONTROL DEVICES OTHER THAN SWITCHES, SUCH AS OCCUPANCY SENSORS, DAYLIGHT SENSORS, SWITCHED RECEPTACLES, OR CONTACTORS.

WIRING

- SOLID, ARCED LINES CONNECTING EQUIPMENT, DEVICES, OR FIXTURES INDICATE POWER CIRCUITING. LINE INTENDED TO INDICATE TO WHAT DEVICES ARE CONNECTED. ACTUAL CONNECTIONS, CIRCUIT ROUTING, INSTALLATION, JUNCTION BOXES, ETC. SHALL BE FIELD-DETERMINED BY THE CONTRACTOR.
- EXPOSED CONDUIT AND WIRE RUN.
- CONCEALED/UNDERGROUND CONDUIT AND WIRE RUN
- XXX-X-X: CONDUIT TAG (REFER TO SCHEDULE)

POWER SYMBOLS

- SIMPLEX RECEPTACLE
- DUPLEX RECEPTACLE
- DOUBLE DUPLEX RECEPTACLE
- SPECIAL RECEPTACLE
- SWITCHED RECEPTACLE
- CRITICAL/HOSPITAL RECEPTACLE
- EMERGENCY RECEPTACLE
- JUNCTION BOX
- MULTIOUTLET ASSEMBLY - FILLED SQUARES INDICATE 120V OUTLET OPEN SQUARES INDICATE WITH USB
- RETRACTABLE CORD REEL & RECEPTACLE
- DROP CORD CEILING MOUNTED
- FLOOR BOX, SEE SCHEDULE FOR TYPE
- EMERGENCY STOP PUSH BUTTON
- AUTOMATIC DOOR PUSH PLATE
- POWER METER
- TIME CLOCK
- POWER POLE
- SAFETY SWITCH, FUSED
- SAFETY SWITCH, CIRCUIT BREAKER
- SAFETY SWITCH, UNFUSED
- MOTOR CONTROLLER
- COMBINATION MOTOR CONTROLLER
- CONTACTOR
- MOTOR

POWER DEVICE AND EQUIPMENT TAGS

A2 / G/48"/WP: ELECTRICAL DEVICE TAGS: PANEL DESIGNATOR AND CIRCUIT NUMBER(S) ARE INDICATED ON TOP OF LINE. OPTIONAL LABELS ARE LISTED BELOW OR NEAR SYMBOL.

AHU-1 / B1,3,5: EQUIPMENT TAGS: PANEL DESIGNATOR AND CIRCUIT NUMBER(S) ARE INDICATED ON TOP OF LINE. EQUIPMENT ID IS INDICATED BELOW THE LINE.

POWER DISTRIBUTION EQUIPMENT

SB(A) — LP-1-1(E), LP-1-2(D), LC-1-2(C), DP-1-2(B)

MCC(A)

ATS

SB - SWITCHBOARD
MCC - MOTOR CONTROL CENTER
DP - DISTRIBUTION PANEL
LP - LIGHTING PANEL
LC - LOAD CENTER
ATS - AUTOMATIC TRANSFER SWITCH

LP-1-1(E): BUILDING OR FLOOR IDENTIFIER; PANEL CIRCUIT DESIGNATOR (PANEL ID); PANEL NUMBER; PANEL TYPE

DP-1-1-1(B): BUILDING OR FLOOR IDENTIFIER; PANEL CIRCUIT DESIGNATOR (PANEL ID); PANEL NUMBER; FLOOR IDENTIFIER; PANEL TYPE

LC-A1: PANEL IDENTIFIER; PANEL TYPE

DOOR INDICATES FRONT OF RECESSED PANEL. PANEL WITHOUT DOOR INDICATES SURFACE MOUNTED PANEL. PANELBOARDS ARE ASSIGNED AN ABBREVIATED PANEL CIRCUIT DESIGNATOR (PANEL ID) FOR USE WITH CIRCUIT NUMBERS. PANEL ID IS LISTED WITHIN THE PANEL SCHEDULE.

EQUIPMENT IS TAGGED WITH PANEL NAME AND WITH PANEL ID IN PARENTHESES. PANEL ID IS INTENDED AS A DESIGN DOCUMENTATION AID ONLY. DO NOT INCLUDE PANEL ID IN CIRCUIT DIRECTORIES OR LABELS.

DEVICES AND FIXTURE ARE TAGGED WITH PANEL ID AND CIRCUIT NUMBER. FOR EXAMPLE A DEVICE TAGGED WITH "A2" INDICATED THAT THE DEVICE IS CIRCUITED TO PANEL ID "A," CIRCUIT NUMBER "2". THE PANEL SCHEDULE CIRCUIT NUMBER CONTAINS BOTH THE PANEL ID AND CIRCUIT NUMBER.

T-1-1: BUILDING OR FLOOR IDENTIFIER; TRANSFORMER NUMBER

TRANSFORMER: TYPICALLY TRANSFORMER NAME BEGIN WITH OR CONTAIN THE LETTER "T".

TELECOM SYMBOLS

- DATA OUTLET
- TELEPHONE OUTLET
- DATA/TELEPHONE OUTLET
- WIRELESS ACCESS POINT
- TELEVISION OUTLET

DATA OUTLET MODIFIERS:
#: NUMBER OF PORTS
##": HEIGHT AFF OC
AC: ABOVE COUNTER

NURSE CALL SYMBOLS

- NURSE CALL CORRIDOR LIGHT
- NURSE CALL DEVICE
  B: CODE BLUE
  D: DUTY STATION
  E: EMERGENCY
  P: PATIENT CALL
  S: STAFF
- XXXX: NURSE CALL CONTROL UNIT
  NCAP: NURSE CALL ANNUNCIATOR PANEL
  NCHS: NURSE CALL HOST CONTROLLER
  NCPA: NURSE CALL POWER SUPPLY
  NCTC: NURSE CALL TERMINAL CABINET
  NCUPS: NURSE CALL UNINTERRUPTIBLE POWER SUPPLY

SECURITY SYMBOLS

- SECURITY CAMERA
  PLZ: PAN/TILT/ZOOM
- CARD READER
- CARD READER WITH KEYPAD
- KEYPAD
- ELECTRIC DOOR ACCESS HARDWARE (REFER TO DOOR SCHEDULES)
- INTERCOM
- MAGNETIC LOCK
- MOTION DETECTOR
- CLOSED CIRCUIT TV OUTLET
- XXX: SECURITY CONTROL UNIT
  SP: SECURITY PANEL
  SPS: SECURITY POWER SUPPLY UNIT

COMMUNICATION

- AUDIO SPEAKER
- AUDIO VISUAL JUNCTION BOX

CONSTRUCTION PHASING

(TYPICAL ALL SYMBOLS AND EQUIPMENT, UNLESS NOTED OTHERWISE)

- EXISTING TO REMAIN
- EXISTING TO BE DEMOLISHED
- NEW

MISCELLANEOUS

- AREA NOT IN CONTRACT
- KEYNOTE
- CALLOUT: TOP VALUE: DETAIL NUMBER ON SHEET; BOTTOM VALUE: SHEET NUMBER OF DETAIL
- ROOM
- XX: ROOM NAME AND NUMBER

GENERAL DEVICE ABBREVIATIONS

WP = WEATHER PROOF WHILE IN-USE COVER
AC= ABOVE COUNTER
G = GROUND FAULT CIRCUIT INTERRUPTER (GFCI)
U = USB
OC = OCCUPANCY CONTROLLED
HH - IN-USE HAND HOLE
X" = MOUNTING HEIGHT AFF
P = 120V POWER JUNCTION BOX
A = ANALOG SIGNALS JUNCTION BOX
D = DIGITAL SIGNALS JUNCTION BOX

FIRE ALARM SYMBOLS

- MANUAL PULL STATION
- HORN, WALL
- HORN, CEILING
- STROBE, WALL
- STROBE, CEILING
- HORN/STROBE, CEILING
- SPEAKER, WALL
- SPEAKER, CEILING
- SPEAKER/STROBE, CEILING
- DUAL COIL FIRE ALARM/PAGING SPEAKER
- SMOKE DETECTOR
- HEAT DETECTOR
- CARBON MONOXIDE DETECTOR
- DUCT SMOKE DETECTOR
- COMBINATION DETECTOR (UP TO THREE)
- TAMPER SWITCH
- FLOW SWITCH
- DOOR HOLDER
- DOOR CLOSER
- XXXX: FIRE ALARM CONTROL UNIT
  FAA: FIRE ALARM ANNUNCIATOR
  FACP: FIRE ALARM CONTROL PANEL
  NACP: NOTIFICATION APPLIANCE CIRCUIT PANEL
- XX: SUPERVISORY OR INTERFACE DEVICE
  PS: PRESSURE SWITCH
  R: NON-ADDRESSIBLE RELAY
  VS: VALVE SUPERVISORY SWITCH
  WF:WATER FLOW SWITCH
  PIV: POST INDICATOR VALVE SUPERVISORY
- 'xcd': CANDELA RATING

CONTROL

- ANALOG DEVICE
- DIGITAL DEVICE
- LOCAL CONTROL STATION (REFER TO CONTRACT DOCUMENTS FOR TYPE AND QUANTITY OF DEVICES)

CONTROL DEVICE SCHEDULE

SYMBOL TEXT	ANALOG DEVICE	DIGITAL DEVICE
D		MOTORIZED DAMPER
DO	DISSOLVED OXYGEN SENSOR	
DC		DOOR CONTACT
EV	ELECTRIC VALVE ACTUATOR - MODULATING	ELECTRIC VALVE ACTUATOR - OPEN/CLOSE
F	FLOW METER/FLOW TUBE	FLOW SWITCH
FF		FLOOD FLOAT
L	LEVEL TRANSDUCER	LEVEL (FLOAT) SWITCH
LS		LIMIT SWITCH
P	PRESSURE TRANSDUCER	PRESSURE SWITCH
PV	PNEUMATIC VALVE ACTUATOR - MODULATING	PNEUMATIC VALVE ACTUATOR - OPEN/CLOSE
S		SOLENOID
T	TEMP. TRANSDUCER	THERMOSTAT/TEMP. SWITCH
TB	TURBIDITY SENSOR	

SCP-1: CONTROL PANEL SYMBOL
SCP - SUPERVISORY OR SCADA CONTROL PANEL
RTU - REMOTE TELEMETRY UNIT
TX - REMOTE TRANSMITTER
CONTROL PANEL IDENTIFIER

ONE-LINE DIAGRAM SYMBOLS

- ATS: AUTOMATIC TRANSFER SWITCH (ATS) MANUAL TRANSFER SWITCH (MTS) DOUBLE POLE DOUBLE THROW (DPDT)
- 0 A, 1 P: CIRCUIT BREAKER
- 'X': 0 A, 1 P, 0 KAIC: DISCONNECT SAFETY SWITCH 'X': F - FUSE CB - CIRCUIT BREAKER

ONE-LINE DIAGRAM SYMBOLS

- DV/DT FILTER
- NEMA 'x': MOTOR CONTROL STARTER NEMA 'x' - RATED SIZE
- NEMA 'x': COMBINATION MOTOR CONTROL STARTER NEMA 'x' - RATED SIZE
- SSRV: MOTOR CONTROL SOFT STARTER
- VFD: VFD MOTOR CONTROLLER
- HP 'X': MOTOR
- 'x'kW 'X': PANEL / ELECTRIC UNIT HEATER
- T-1-1 15kVA 480V: 208Y/120V: TRANSFORMER
- M: UTILITY METER
- PM: POWER METER
- PH: PHASE MONITOR
- SPD: SURGE PROTECTION DEVICE (SPD)
- 480V, 3PH, 60HZ FROM UTILITY: UTILITY CONNECTION
- GENERATOR: STANDBY ENGINE GENERATOR
- GENERATOR RECEPTACLE: PORTABLE GENERATOR RECEPTACLE

ELECTRICAL GENERAL NOTES

A. COORDINATE LOCATIONS OF DEVICES WITH ALL DISCIPLINE'S ELEVATIONS AND DETAILS. OTHER DISCIPLINE'S ELEVATIONS AND DETAILS TAKE PRECEDENCE OVER LOCATIONS SHOWN ON THE ELECTRICAL DRAWINGS.
B. IT IS THE RESPONSIBILITY OF THIS CONTRACTOR TO COORDINATE INSTALLATION OF ELECTRICAL SYSTEMS AND THOSE REQUIRING ELECTRICAL CONNECTIONS TO MAINTAIN NEC REQUIRED CLEARANCES, INCLUDING, BUT NOT LIMITED TO, AREAS ABOVE ACCESSIBLE CEILINGS.
C. COORDINATE WITH OTHER TRADES FOR PROPER INSTALLATION OF EQUIPMENT. CONSULT THE DRAWINGS OF OTHER TRADES OR CRAFTS TO AVOID CONFLICTS WITH EQUIPMENT, ETC. CONFLICTS SHALL BE RESOLVED PRIOR TO ROUGH-IN AND AT NO ADDITIONAL COST TO THE OWNER.
D. LEAVE THE SITE CLEAN AND READY FOR OCCUPANCY. REMOVE DIRT, DEBRIS, TOOLS, EMPTY CARTONS, WIRE SCRAPS, AND CONDUIT, AND MISCELLANEOUS SPARE EQUIPMENT AND MATERIALS USED IN THIS DIVISION OF THE WORK DURING CONSTRUCTION. COMPONENTS SHALL BE FREE OF DUST, GRIT, AND FOREIGN MATERIALS AND LEFT AS NEW BEFORE FINAL ACCEPTANCE OF WORK.
E. PERFORM WORK TO COMPLY WITH THE STANDARDS PRACTICES FOR GOOD WORKMANSHIP PUBLISHED BY NATIONAL ELECTRICAL CONTRACTORS ASSOCIATION (NECA). COMPLY WITH THE LATEST ENFORCED EDITION OF THE NATIONAL ELECTRICAL CODE (NEC), LOCAL CODES, AMENDMENTS, AND ORDINANCES.
F. FIELD COORDINATE ALL EQUIPMENT LOCATIONS ALONG WITH THE CONNECTION REQUIREMENTS AND CONTROL WIRING PRIOR TO ISSUING SUBMITTALS. ADJUST CORRESPONDING CIRCUIT BREAKER RATINGS AND BRANCH CIRCUITING ACCORDINGLY.

ELECTRICAL REMODEL NOTES

A. EXISTING INFORMATION INDICATED ON THESE PLANS MAY NOT REPRESENT ALL EXISTING CONDITIONS. THE CONTRACTOR SHALL BECOME FAMILIAR WITH EXISTING CONDITIONS, SCOPE OF PHASING, AND PROJECT INTENT PRIOR TO BID SUBMISSION. NO EXTRA WILL BE ALLOWED DUE TO THE LACK OF KNOWLEDGE OF EXISTING CONDITIONS TO COORDINATE RELOCATION AND DEMOLITION OF ELECTRICAL SYSTEMS.
B. COORDINATE WORK IN PHASES WITH CONTRACT DOCUMENTS, GENERAL CONTRACTOR, CONSTRUCTION MANAGER, AND OWNER REPRESENTATIVE TO FACILITATE DEMOLITION AND NEW CONSTRUCTION.

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WALTER L. WEDAN
Date 03/12/26 License No. 53194

REVISIONS

NO.	DATE	DESCRIPTION

ELECTRICAL SYMBOLS AND ABBREVIATIONS

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: NJK
CHECKED BY: WLW
SHEET E1 OF E10

FILE PATH: P:\104-HKGi\10425001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ---

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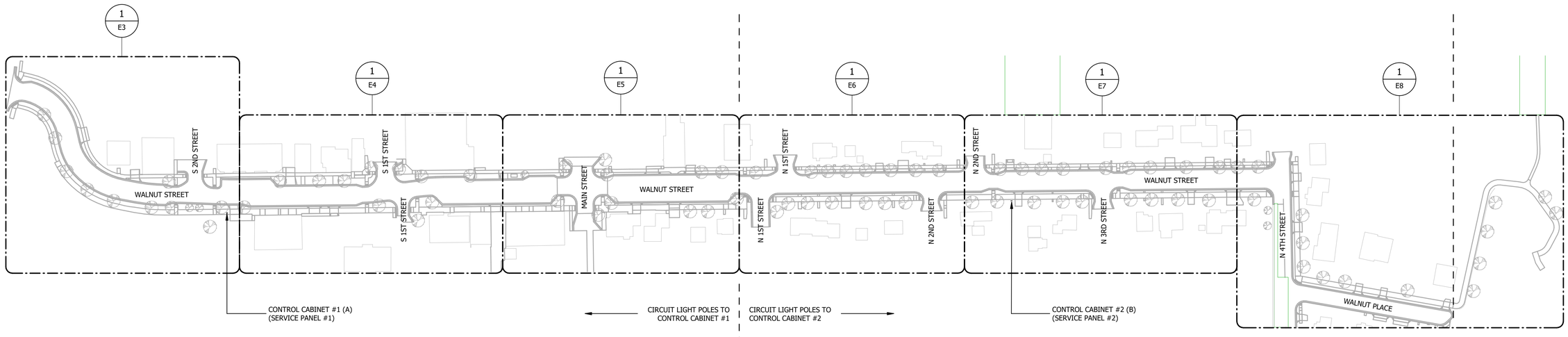
COMMERCIAL LIGHT POLES
LIGHT SOURCE @ 16' AFG

RESIDENTIAL LIGHT POLES
LIGHT SOURCE @ 21' AFG

PARK TRAIL LIGHT POLES
LIGHT SOURCE @ 12' AFG



N 1 OVERALL ELECTRICAL STREET SITE PLAN

0 50' 100' 200'

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OVERALL ELECTRICAL STREET SITE PLAN

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
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LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

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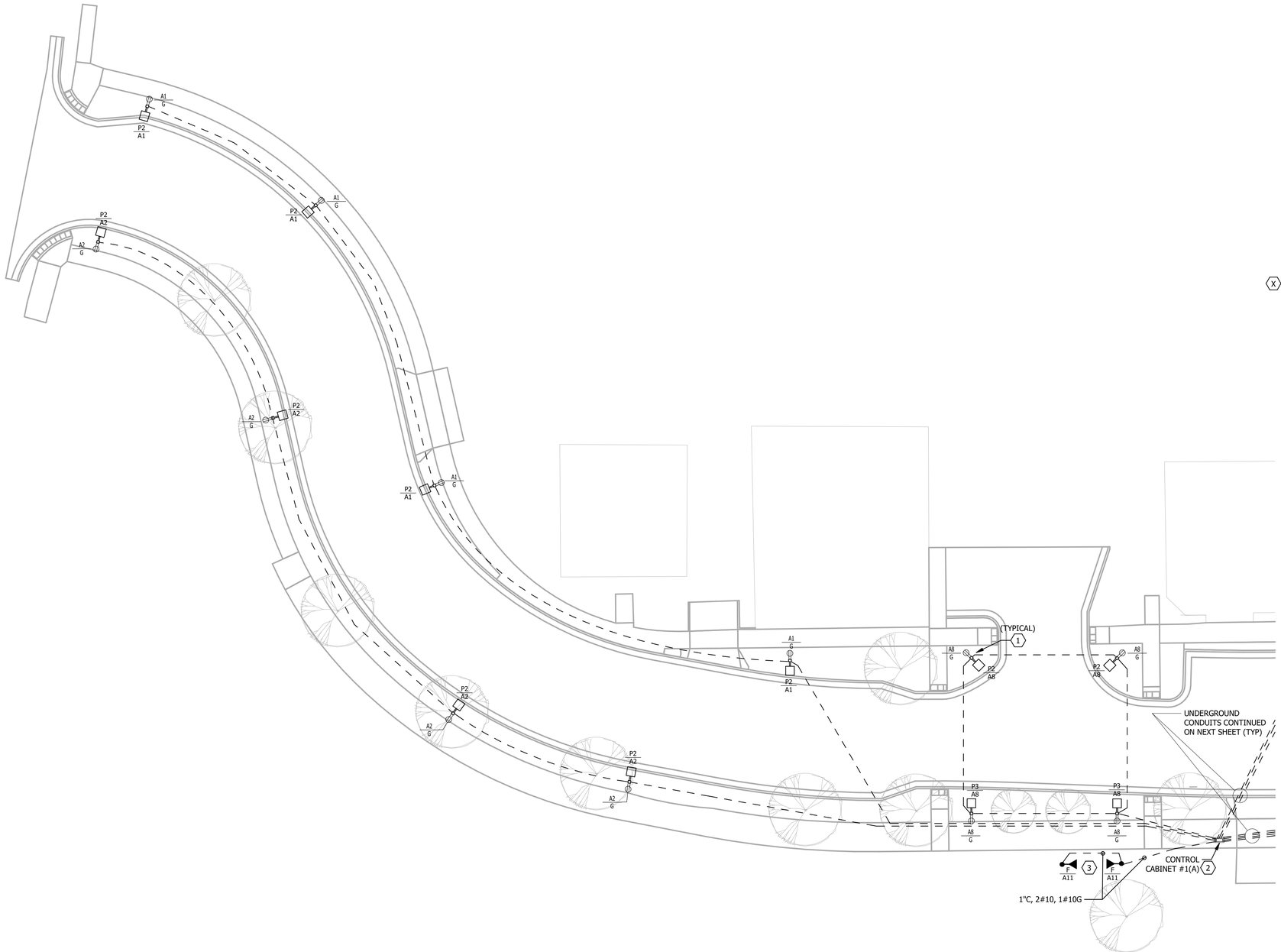
SHEET E2 OF E10

FILE PATH: P:\104-HKGi\10425001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ----



GENERAL NOTES:

1. PROVIDE EQUIPMENT GROUND THROUGHOUT BRANCH CIRCUITRY SYSTEM. REFER TO WIRING DIAGRAMS FOR GROUND SIZING.
2. REFER TO (3) ELECTRICAL DETAILS SHEETS AND (1) ELECTRICAL SCHEDULES SHEETS FOR ADDITIONAL INFORMATION, INCLUDING BRANCH CIRCUIT CONDUCTOR SIZING.
3. PROVIDE UNDERGROUND CONDUITS, SHOWN AS DASHED LINES, AT A MINIMUM BURIAL DEPTH OF 24 INCHES BELOW FINISHED GRADE UNLESS NOTED OTHERWISE IN THE CONSTRUCTION DOCUMENTS. COORDINATE UNDERGROUND CONDUIT ROUTING WITH CIVIL AND UTILITIES IN THE FIELD AS REQUIRED. PROVIDE TRENCH AND BACK FILL FOR UNDERGROUND CONDUITS. UNDERGROUND CONDUITS ARE TO BE 1.5" SCHEDULE 40 PVC UNLESS NOTED OTHERWISE, WITH LONG SWEEPS FOR 90 DEGREE BENDS. HAND HOLES NOT ALLOWED WITHOUT CIVIL & ELECTRICAL ENGINEER APPROVAL.
4. REFER TO CIVIL PLANS FOR ADDITIONAL INFORMATION INCLUDING ELECTRIC UTILITY WORK AND TELECOMMUNICATIONS PROVIDER UTILITY WORK.
5. ELECTRICAL DEMOLITION, INCLUDING EXISTING LIGHT POLES AND ASSOCIATED CIRCUIT WIRING IS NOT PROVIDED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. REFER TO CIVIL PLANS FOR DEMOLITION WORK SCOPE. ELECTRICAL CONTRACTOR SHALL DISCONNECT EXISTING STREET LIGHTING CIRCUITS TO BE DEMOLISHED; COORDINATE WITH CIVIL AND DEMOLITION WORK.
6. CONDUIT ROUTING SHOWN IS DIAGRAMMATIC. COORDINATE EXACT CONDUIT ROUTING IN THE FILED.

(X) KEYED NOTES:

1. PROVIDE GOOSENECK STYLE LIGHT POLE. REFER TO ELECTRICAL DETAILS AND LIGHT FIXTURE SCHEDULE FOR ADDITIONAL INFORMATION. LIGHT POLE BASE EDGE TO BACK CURB TO BE 18" MINIMUM UNLESS NOTED OTHERWISE. COORDINATE EXACT LIGHT POLE LOCATIONS WITH CIVIL. PROVIDE LIGHT POLE WITH HIGH-MOUNTED, FLUSH MOUNT, WEATHERPROOF GFCI RECEPTACLE WITH BLACK, CAST ALUMINUM, HINGED IN-USE COVER. GFCI RECEPTACLE TO BE OPPOSITE THE SIDE OF GOOSNECK. PROVIDE BREAKAWAY STYLE LIGHT POLE, BASE, AND ANCHOR BOLTS TO MEET MNDOT STANDARDS. COORDINATE EXACT GOOSENECK AND BOLT PATTERN ORIENTATION WITH CIVIL.
2. PROVIDE PAD MOUNT SERVICE PANELBOARD/LIGHTING CONTROL CABINET. PROVIDE ASSOCIATED PAD TO MEET UTILITY COMPANY STANDARDS. REFER TO PANELBOARD WIRING DIAGRAM AND PANELBOARD SCHEDULES FOR ADDITIONAL INFORMATION. PROVIDE WITH SEPERATE UTILITY APPROVED UTILITY METER PEDESTAL MOUNTED ON SAME CONCRETE PAD. PROVIDE METER BASE PER UTILITY COMPANY STANDARDS. COORDINATE ELECTRICAL REQUIREMENTS AND INSTALLATION TRQUIREMENTS WITH ELECTRIC UTILITY COMPANY. UTILITY METER PROVIDED BY ELECTRIC UTILITY. REFER TO SERVICE CABINET DETAIL FOR MORE INFORMATION. PROVIDE THIS CONTROL CABINET SERVICE PANELBOARD WITH THREE (3) SPARE 1.5" CONDUITS THAT EXTEND FROM 12" UP INSIDE CABINET TO 4' OUTSIDE OF CONCRETE PAD FOOTPRINT.
3. PROVIDE SPOTLIGHTS TO ILLUMINATE EXISTING FLAG POLE AND APPLE MONUMENT. COORDINATE LOCATIONS WITH CIVIL.

N 1 ELECTRICAL STREET SITE PLAN - SECTION 1

0 10' 20' 40'

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WALTER L. WEDAN Date 03/12/26 License No. 53194

REVISIONS

NO.	DATE	DESCRIPTION

ELECTRICAL STREET SITE PLAN - SECTION 1

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: NJK
CHECKED BY: WLW
SHEET E3 OF E10

FILE PATH: P:\104-HKGi\10425001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ----

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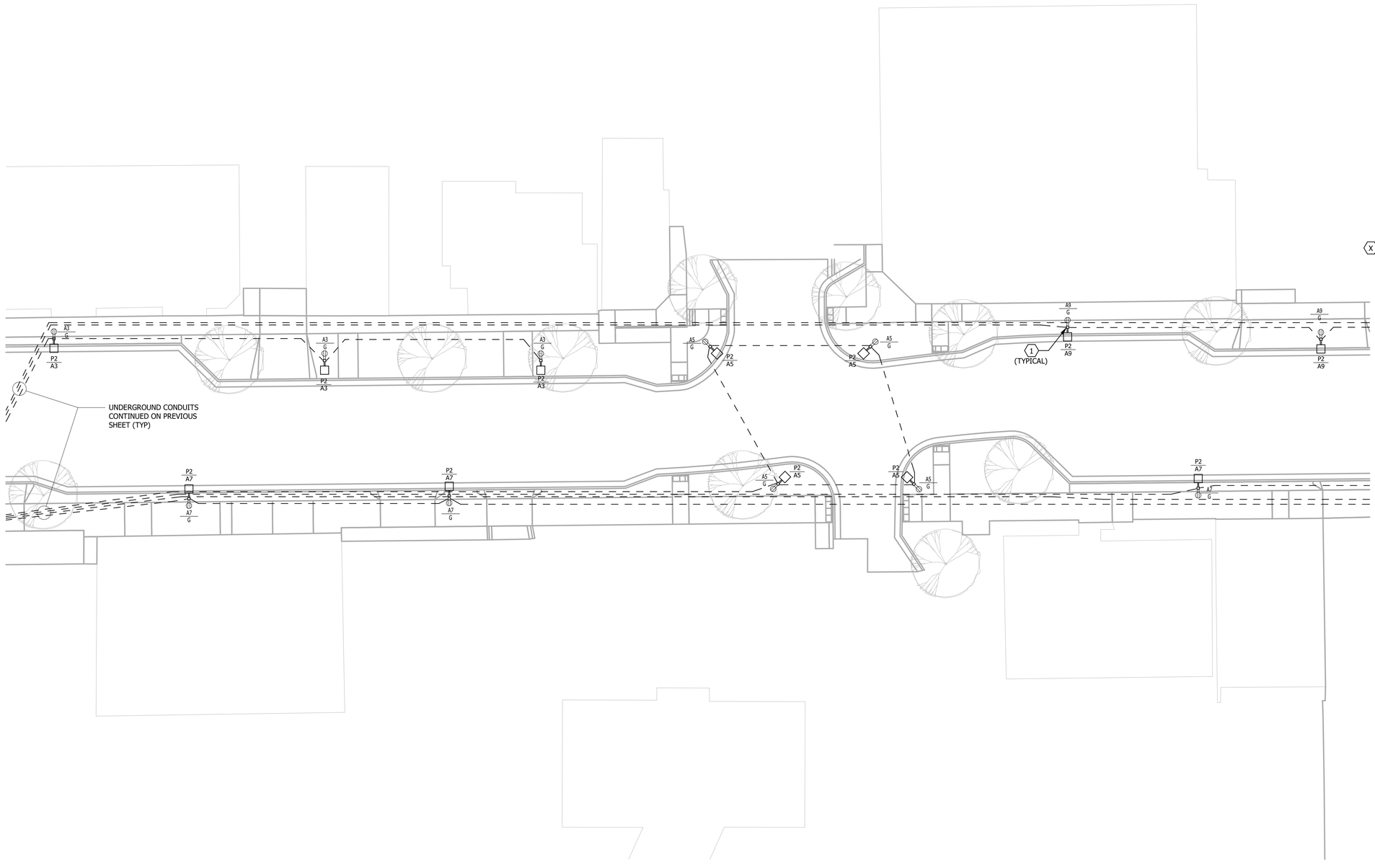
GENERAL NOTES:

1. PROVIDE EQUIPMENT GROUND THROUGHOUT BRANCH CIRCUITRY SYSTEM. REFER TO WIRING DIAGRAMS FOR GROUND SIZING.
2. REFER TO (3) ELECTRICAL DETAILS SHEETS AND (1) ELECTRICAL SCHEDULES SHEETS FOR ADDITIONAL INFORMATION, INCLUDING BRANCH CIRCUIT CONDUCTOR SIZING.
3. PROVIDE UNDERGROUND CONDUITS, SHOWN AS DASHED LINES, AT A MINIMUM BURIAL DEPTH OF 24 INCHES BELOW FINISHED GRADE UNLESS NOTED OTHERWISE IN THE CONSTRUCTION DOCUMENTS. COORDINATE UNDERGROUND CONDUIT ROUTING WITH CIVIL AND UTILITIES IN THE FIELD AS REQUIRED. PROVIDE TRENCH AND BACK FILL FOR UNDERGROUND CONDUITS. UNDERGROUND CONDUITS ARE TO BE 1.5" SCHEDULE 40 PVC UNLESS NOTED OTHERWISE, WITH LONG SWEEPS FOR 90 DEGREE BENDS. HAND HOLES NOT ALLOWED WITHOUT CIVIL & ELECTRICAL ENGINEER APPROVAL.
4. REFER TO CIVIL PLANS FOR ADDITIONAL INFORMATION INCLUDING ELECTRIC UTILITY WORK AND TELECOMMUNICATIONS PROVIDER UTILITY WORK.
5. ELECTRICAL DEMOLITION, INCLUDING EXISTING LIGHT POLES AND ASSOCIATED DEMOLISHED CIRCUIT WIRING IS NOT PROVIDED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. REFER TO CIVIL PLANS FOR DEMOLITION WORK SCOPE. ELECTRICAL CONTRACTOR TO DISCONNECT AND ABANDON EXISTING SITE LIGHTING CIRCUITS TO BE DEMOLISHED; COORDINATE WITH CIVIL AND DEMOLITION CONTRACTOR.
6. CONDUIT ROUTING SHOWN IS DIAGRAMMATIC. COORDINATE EXACT CONDUIT ROUTING IN THE FILED.

(X) KEYED NOTES:

1. PROVIDE GOOSENECK STYLE LIGHT POLE. REFER TO ELECTRICAL DETAILS AND LIGHT FIXTURE SCHEDULE FOR ADDITIONAL INFORMATION. LIGHT POLE BASE EDGE TO BACK CURB TO BE 18" MINIMUM UNLESS NOTED OTHERWISE. COORDINATE EXACT LIGHT POLE LOCATIONS WITH CIVIL. PROVIDE LIGHT POLE WITH HIGH-MOUNTED, FLUSH MOUNT, WEATHERPROOF GFCI RECEPTACLE WITH BLACK, CAST ALUMINUM, HINGED IN-USE COVER. GFCI RECEPTACLE TO BE OPPOSITE THE SIDE OF GOOSNECK. PROVIDE BREAKAWAY STYLE LIGHT POLE, BASE, AND ANCHOR BOLTS TO MEET MNDOT STANDARDS. COORDINATE EXACT GOOSENECK AND BOLT PATTERN ORIENTATION WITH CIVIL.



N 1 ELECTRICAL STREET SITE PLAN - SECTION 2
0 10' 20' 40'

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ELECTRICAL STREET SITE PLAN - SECTION 2

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
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E4 OF E10

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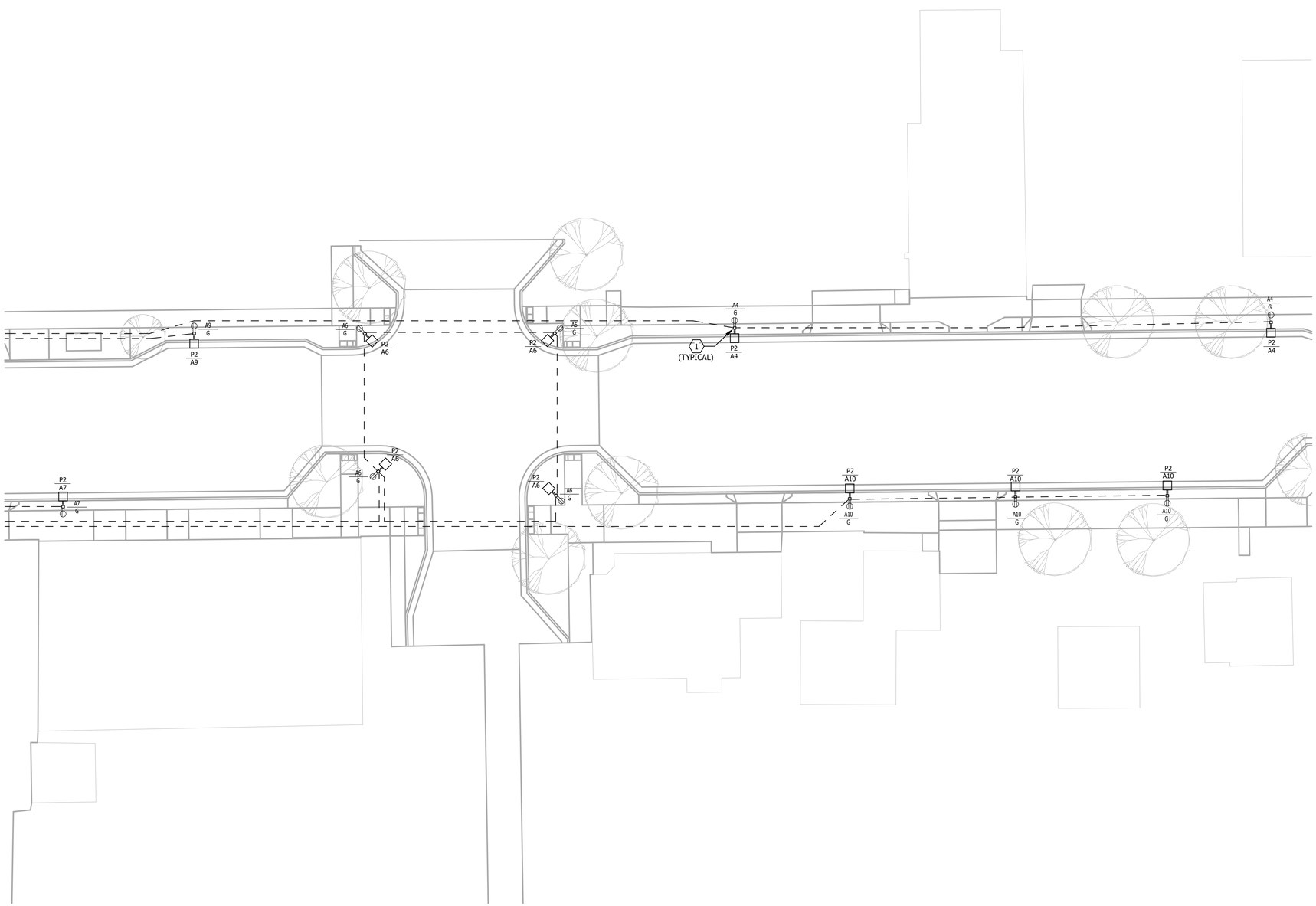

N 1 ELECTRICAL STREET SITE PLAN - SECTION 3

0 10' 20' 40'

GENERAL NOTES:

1. PROVIDE EQUIPMENT GROUND THROUGHOUT BRANCH CIRCUITRY SYSTEM. REFER TO WIRING DIAGRAMS FOR GROUND SIZING.
2. REFER TO (3) ELECTRICAL DETAILS SHEETS AND (1) ELECTRICAL SCHEDULES SHEETS FOR ADDITIONAL INFORMATION, INCLUDING BRANCH CIRCUIT CONDUCTOR SIZING.
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WALTER L. WEDAN

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ELECTRICAL STREET SITE PLAN - SECTION 3

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

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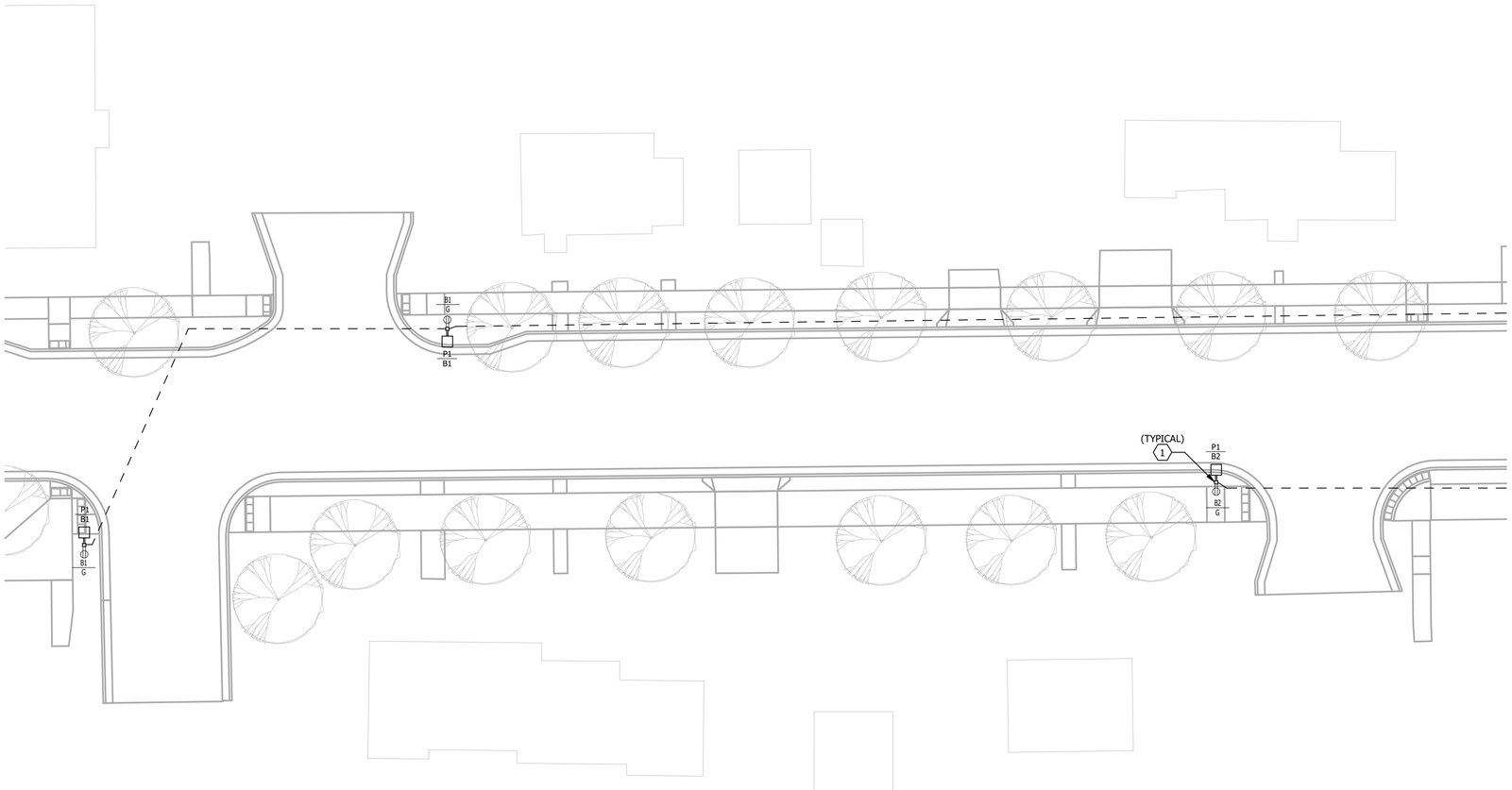
E5 OF E10

FILE PATH: P:\104-HKGi\10425001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ---



N 1 ELECTRICAL STREET SITE PLAN - SECTION 4

0 10' 20' 40'

GENERAL NOTES:

1. PROVIDE EQUIPMENT GROUND THROUGHOUT BRANCH CIRCUITRY SYSTEM. REFER TO WIRING DIAGRAMS FOR GROUND SIZING.
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ELECTRICAL STREET SITE PLAN - SECTION 4

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
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GENERAL NOTES:

1. PROVIDE EQUIPMENT GROUND THROUGHOUT BRANCH CIRCUITRY SYSTEM. REFER TO WIRING DIAGRAMS FOR GROUND SIZING.
2. REFER TO (3) ELECTRICAL DETAILS SHEETS AND (1) ELECTRICAL SCHEDULES SHEETS FOR ADDITIONAL INFORMATION, INCLUDING BRANCH CIRCUIT CONDUCTOR SIZING.
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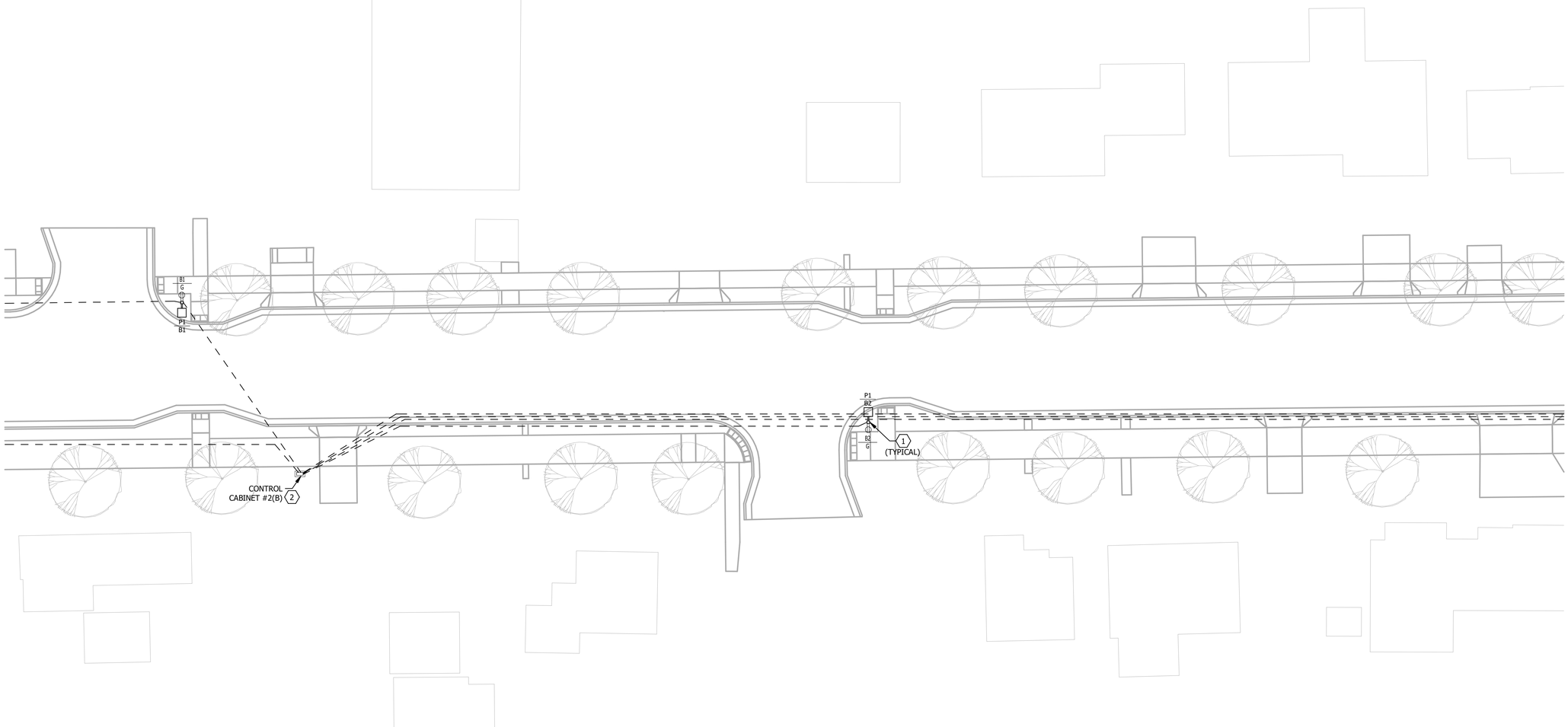

N 1 ELECTRICAL STREET SITE PLAN - SECTION 5

0 10' 20' 40'

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WALTER L. WEDAN

Date 03/12/26 License No. 53194

REVISIONS

NO.	DATE	DESCRIPTION

ELECTRICAL STREET SITE PLAN - SECTION 5

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA

WHKS PROJECT NO. 10218

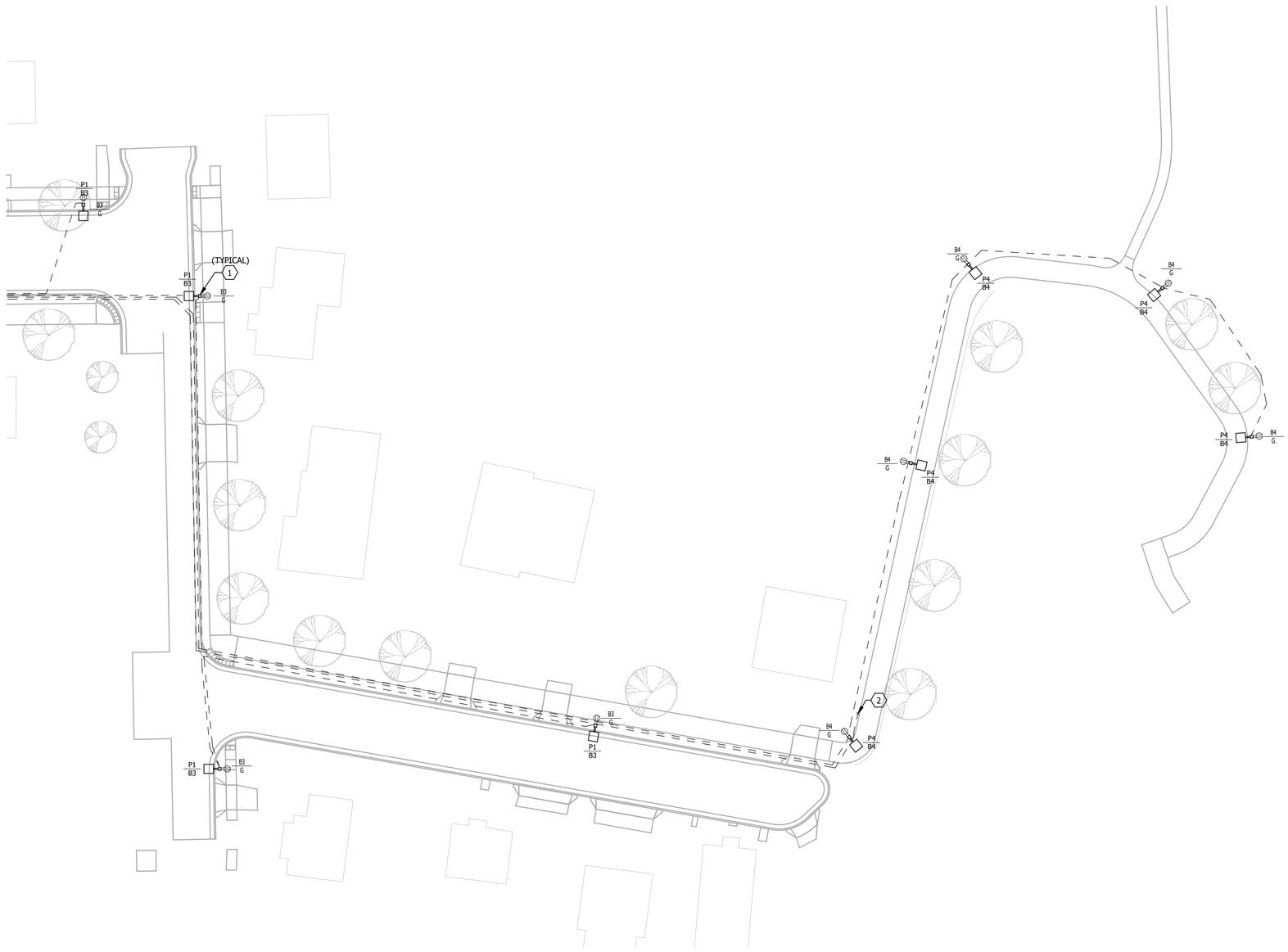
DRAWN BY: NJK

CHECKED BY: WLW

SHEET

E7 OF E10

FILE PATH: P:\104-HKGi\10425001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ----



N 1 ELECTRICAL STREET SITE PLAN - SECTION 6

0 15' 30' 60'

GENERAL NOTES:

1. PROVIDE EQUIPMENT GROUND THROUGHOUT BRANCH CIRCUITRY SYSTEM. REFER TO WIRING DIAGRAMS FOR GROUND SIZING.
2. REFER TO (3) ELECTRICAL DETAILS SHEETS AND (1) ELECTRICAL SCHEDULES SHEETS FOR ADDITIONAL INFORMATION, INCLUDING BRANCH CIRCUIT CONDUCTOR SIZING.
3. PROVIDE UNDERGROUND CONDUITS, SHOWN AS DASHED LINES, AT A MINIMUM BURIAL DEPTH OF 24 INCHES BELOW FINISHED GRADE UNLESS NOTED OTHERWISE IN THE CONSTRUCTION DOCUMENTS. COORDINATE UNDERGROUND CONDUIT ROUTING WITH CIVIL AND UTILITIES IN THE FIELD AS REQUIRED. PROVIDE TRENCH AND BACK FILL FOR UNDERGROUND CONDUITS. UNDERGROUND CONDUITS ARE TO BE 1.5" SCHEDULE 40 PVC UNLESS NOTED OTHERWISE, WITH LONG SWEEPS FOR 90 DEGREE BENDS. HAND HOLES NOT ALLOWED WITHOUT CIVIL & ELECTRICAL ENGINEER APPROVAL.
4. REFER TO CIVIL PLANS FOR ADDITIONAL INFORMATION INCLUDING ELECTRIC UTILITY WORK AND TELECOMMUNICATIONS PROVIDER UTILITY WORK.
5. ELECTRICAL DEMOLITION, INCLUDING EXISTING LIGHT POLES AND ASSOCIATED DEMOLISHED CIRCUIT WIRING IS NOT PROVIDED BY THE ELECTRICAL CONTRACTOR UNLESS NOTED OTHERWISE. REFER TO CIVIL PLANS FOR DEMOLITION WORK SCOPE. ELECTRICAL CONTRACTOR TO DISCONNECT AND ABANDON EXISTING SITE LIGHTING CIRCUITS TO BE DEMOLISHED; COORDINATE WITH CIVIL AND DEMOLITION CONTRACTOR.
6. CONDUIT ROUTING SHOWN IS DIAGRAMMATIC. COORDINATE EXACT CONDUIT ROUTING IN THE FILED.

KEYED NOTES:

X

1. PROVIDE GOOSENECK STYLE LIGHT POLE. REFER TO ELECTRICAL DETAILS AND LIGHT FIXTURE SCHEDULE FOR ADDITIONAL INFORMATION. LIGHT POLE BASE EDGE TO BACK CURB TO BE 18" MINIMUM UNLESS NOTED OTHERWISE. COORDINATE EXACT LIGHT POLE LOCATIONS WITH CIVIL. PROVIDE LIGHT POLE WITH HIGH-MOUNTED, FLUSH MOUNT, WEATHERPROOF GFCI RECEPTACLE WITH BLACK, CAST ALUMINUM, HINGED IN-USE COVER. GFCI RECEPTACLE TO BE OPPOSITE THE SIDE OF GOOSENECK. PROVIDE BREAKAWAY STYLE LIGHT POLE, BASE, AND ANCHOR BOLTS TO MEET MNDOT STANDARDS. COORDINATE EXACT GOOSENECK AND BOLT PATTERN ORIENTATION WITH CIVIL.
2. PROVIDE 1.5"C UNDERGROUND CONDUIT FROM CONTROL CABINET #2 TO THIS LOCATION. PROVIDE WATERTIGHT CAP ON END OF CONDUIT. PROVIDE DIMENSIONED DRAWING SHOWING EXACT LOCATION OF CONDUIT END AND PROVIDE TO ENGINEER AND OWNER.

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I hereby certify that this plan, specification or report was prepared by me or under my direct personal supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

WALTER L. WEDAN Date 03/12/26 License No. 53194

REVISIONS

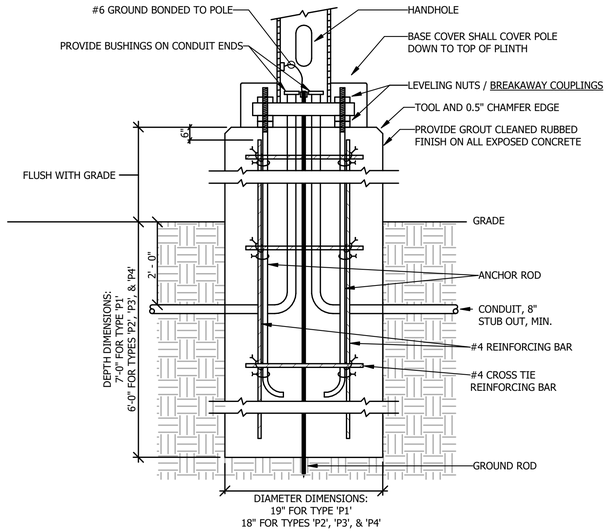
NO.	DATE	DESCRIPTION

ELECTRICAL STREET SITE PLAN - SECTION 6

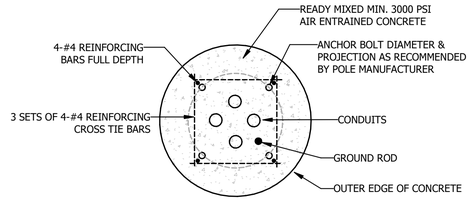
WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: NJK
CHECKED BY: WLW
SHEET E8 OF E10

FILE PATH: P:\104-HKGi\10425001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ----

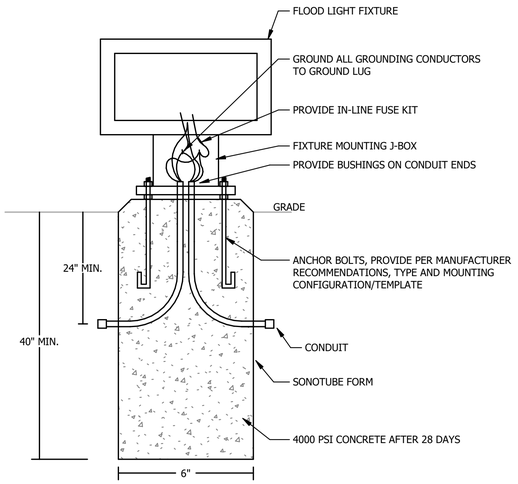


FLUSH WEATHERPROOF GFCI RECEPTACLE ELEVATION:	
LIGHT POLE TYPE	RECEPTACLE ELEVATION
P1	20'-0" AFG
P2	15'-0" AFG
P3	15'-0" AFG
P4	11'-0" AFG

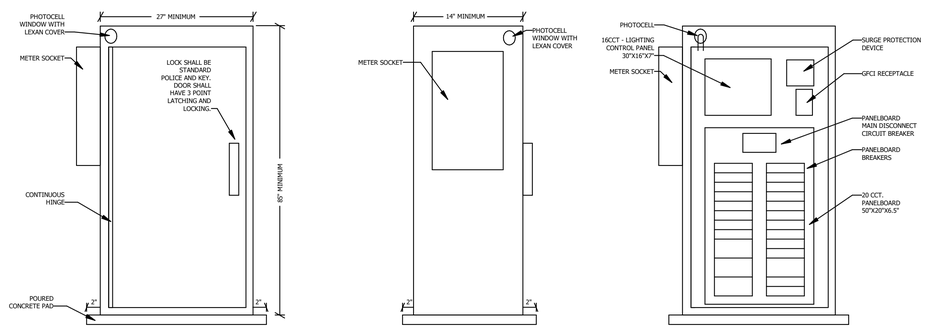


BASE SECTION

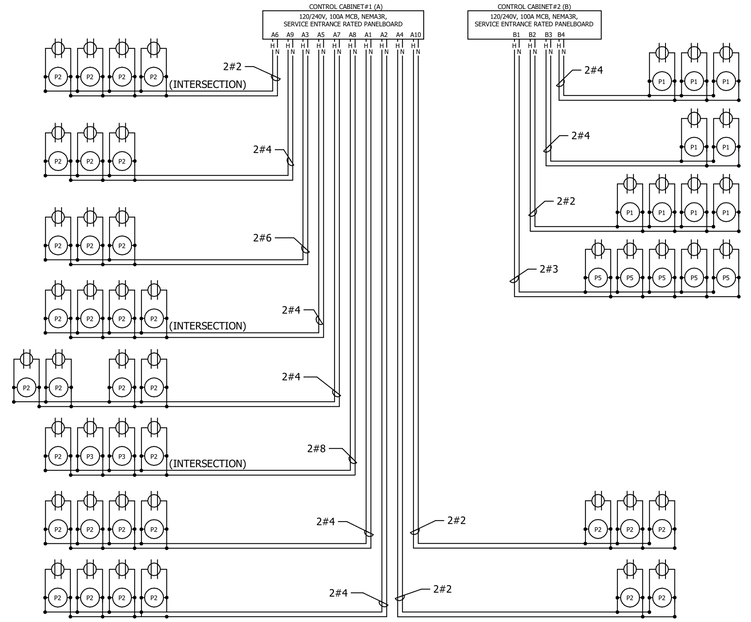
1 LUMINAIRE POLE BASE DETAIL
NO SCALE



2 FLOODLIGHT BASE MOUNTING DETAIL
NO SCALE



3 SERVICE CABINET LAYOUT
NO SCALE



WIRING DIAGRAM GENERAL NOTES:

1. EQUIPMENT GROUND CONDUCTORS SHALL MATCH ASSOCIATED CIRCUIT PHASE AND NETRAL CONDUCTOR SIZE, FOR EACH LIGHT POLE BRANCH CIRCUIT.

4 PANELBOARD WIRING DIAGRAM
NO SCALE

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I hereby certify that this plan, specification or report was prepared by me or under my direct personal supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

WALTER L. WEDAN Date 03/12/26 License No. 53194

REVISIONS

NO.	DATE	DESCRIPTION

ELECTRICAL DETAILS

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: NJK
CHECKED BY: WLW
SHEET E9 OF E10

FILE PATH: P:\104-HKGi\104250001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ----

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LIGHT FIXTURE SCHEDULE

NOTES:

1. LIGHT POLES SHALL HAVE INTEGRAL FLUSH RECEPTACLE 12" BELOW GOOSENECK ARM CENTRAL ADAPTER SLIPFITTER. REFER TO ELECTRICAL PLANS AND DETAILS FOR ADDITIONAL INFORMATION.

2. LOCATE (2) TYPE F FLAG POLE FLOOD LIGHTS, (1) 5 FEET NORTH OF FLAG POLE APPROX, AND (1) 5 FEET SOUTH OF FLAG POLE APPROX. COORDINATE EXACT LOCATIONS WITH CIVIL.

3. PROVIDE LIGHT POLE WITH FACTORY PROVISIONS REQUIRED FOR FUTURE BANNER MOUNTING HARDWARE.

FIXTURE ID	FIXTURE TYPE	MOUNTING STYLE	RATED LUMEN OUTPUT	COLOR TEMPERATURE (°K)	VOLTAGE	INPUT WATTS	FIXTURE DESCRIPTION	FINISH COLOR	APPROVED MANUFACTURER	NOTES
F	LED FLOOD LIGHT	TENNON MOUNT ON 8" POLE	1,500 LUMENS, 80CRI MIN	5000K	120 V	19 W	DIE-CAST ALUMINUM HOUSING, IP66 RATED, 25 DEGREE OPTICS.	TEXTURED BLACK	RAB EZLED ESXF SERIES OR APPROVED EQUAL	2
P1	DECORATIVE STREET POLE	21' CAST ALUMINUM 5" POLE WITH SHEPARDS HOOK	5,000 LUMENS, 80CRI MIN	4000K	120 V	40 W	TYPE 3 DISTRIBUTION WITH FLAT LENS, WITH HOUSE SIDE SHEILD. BREAKAWAY POLES WITH BREAKAWAY COUPLING ANCHOR BOLTS. PROVIDE WITH 'SM' TYPE GOOSENECK.	TEXTURED BLACK	SIGNIFY/LUMEC DOMUS 50 SERIES	1,3
P2	DECORATIVE STREET POLE	16' CAST ALUMINUM 4" POLE WITH SHEPARDS HOOK	10,000 LUMENS, 80CRI MIN	4000K	120 V	80 W	TYPE 4 DISTRIBUTION WITH FLAT LENS. BREAKAWAY POLES WITH BREAKAWAY COUPLING ANCHOR BOLTS. PROVIDE WITH 'SM' TYPE GOOSENECK	TEXTURED BLACK	SIGNIFY/LUMEC DOMUS 50 SERIES	1,3
P3	DECORATIVE STREET POLE	16' CAST ALUMINUM 4" POLE WITH SHEPARDS HOOK	10,000 LUMENS, 80CRI MIN	4000K	120 V	80 W	TYPE 5 DISTRIBUTION WITH FLAT LENS. BREAKAWAY POLES WITH BREAKAWAY COUPLING ANCHOR BOLTS. PROVIDE WITH 'SM' TYPE GOOSENECK	TEXTURED BLACK	SIGNIFY/LUMEC DOMUS 50 SERIES	1,3
P4	DECORATIVE STREET POLE	12' CAST ALUMINUM 4" POLE WITH SHEPARDS HOOK	3,000 LUMENS, 80CRI MIN	4000K	120 V	30 W	TYPE 3 DISTRIBUTION WITH FLAT LENS, WITH HOUSE SIDE SHIELD. PROVIDE WITH INTEGRAL PHOTOCEL, MOTION SENSOR, AND BILEVEL DIMMING. PROVIDE WITH 'SM' TYPE GOOSENECK	TEXTURED BLACK	SIGNIFY/LUMEC DOMUS 50 SERIES	1,3

CONTROL CABINET #1: (A)

Volts: 120/240
Phases: 1
Wires: 3
Mounting: CONCRETE PAD
Enclosure: NEMA 3R
A.I.C. Rating: 22,000
Mains Type: MCB
Mains Rating: 100 A
MCB Rating: 100 A

Notes:

CKT	Circuit Description	# of Poles	Trip Rating	Load	Circuit Notes
A1	L. POLE & R. - STREET	1	20 A	1040 VA	
A2	L. POLE & R. - STREET	1	20 A	1040 VA	
A3	L. POLE & R. - STREET	1	20 A	780 VA	
A4	L. POLE & R. - STREET	1	20 A	520 VA	
A5	L. POLE & R. - STREET INTERSECTION	1	20 A	1040 VA	
A6	L. POLE & R. - STREET INTERSECTION	1	20 A	1040 VA	
A7	L. POLE & R. - STREET	1	20 A	1040 VA	
A8	L. POLE & R. - STREET INTERSECTION	1	20 A	1040 VA	
A9	L. POLE & R. - STREET	1	20 A	780 VA	
A10	L. POLE & R. - STREET	1	20 A	780 VA	
A11	L. FLAG POLE	1	20 A	38 VA	
A12	SPARE	1	20 A	0 VA	
A13	SPARE	1	20 A	0 VA	
A14	SPACE	1	--	--	
A15	SPACE	1	--	--	
A16	SPACE	1	--	--	
A17	SPACE	1	--	--	
A18	SPACE	1	--	--	
A19	SPACE	1	--	--	
A20	SPACE	1	--	--	
				9138 VA	
				Not Computed	

Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	2838 VA	125.00%	3548 VA		
Receptacle - General	6300 VA	100.00%	6300 VA	**Total Conn. Load:**	9138 VA
				Total Est. Demand:	9848 VA
				Total Conn.:	Not Computed
				Total Est. Demand:	Not Computed

Notes:
PROVIDE SERVICE ENTRANCE RATED PANELBOARD AND FEED PER UTILITY REQUIREMENTS.

CONTROL CABINET #2 (B)

Volts: 120/240
Phases: 1
Wires: 3
Mounting: CONCRETE PAD
Enclosure: NEMA 3R
A.I.C. Rating: 22,000
Mains Type: MCB
Mains Rating: 100 A
MCB Rating: 100 A

Notes:

CKT	Circuit Description	# of Poles	Trip Rating	Load	Circuit Notes
B1	L. POLE & R. - STREET INTERSECTION	1	20 A	660 VA	
B2	L. POLE & R. - RESIDENTAIL EAST	1	20 A	440 VA	
B3	L. POLE & R. - PARK ENTRANCE	1	20 A	880 VA	
B4	L. POLE & R. - PARK	1	20 A	1050 VA	
B5	SPARE	1	20 A	0 VA	
B6	SPARE	1	20 A	0 VA	
B7	SPACE	1	--	--	
B8	SPACE	1	--	--	
B9	SPACE	1	--	--	
B10	SPACE	1	--	--	
B11	SPACE	1	--	--	
B12	SPACE	1	--	--	
B13	SPACE	1	--	--	
B14	SPACE	1	--	--	
B15	SPACE	1	--	--	
B16	SPACE	1	--	--	
B17	SPACE	1	--	--	
B18	SPACE	1	--	--	
B19	SPACE	1	--	--	
B20	SPACE	1	--	--	
				3030 VA	
				Not Computed	

Legend:

Load Classification	Connected Load	Demand Factor	Estimated Demand	Panel Totals	
Lighting	510 VA	125.00%	638 VA		
Receptacle - General	2520 VA	100.00%	2520 VA	**Total Conn. Load:**	3030 VA
				Total Est. Demand:	3158 VA
				Total Conn.:	Not Computed
				Total Est. Demand:	Not Computed

Notes:
PROVIDE SERVICE ENTRANCE RATED PANELBOARD AND FEED PER UTILITY REQUIREMENTS.

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I hereby certify that this plan, specification or report was prepared by me or under my direct personal supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

WALTER L. WEDAN Date 03/12/26 License No. 53194

REVISIONS

NO.	DATE	DESCRIPTION

ELECTRICAL SCHEDULES

WALNUT STREET RECONSTRUCTION & UTILITY IMPROVEMENTS
S.A.P. 236-594-001
LA CRESENT, MINNESOTA
2026

SCALE: NA
WHKS PROJECT NO. 10218
DRAWN BY: NJK
CHECKED BY: WLW
SHEET
E10 OF E10

FILE PATH: P:\104-HKGi\10425001-LeCrescent Walnut Street Reconstruct\Xref\025-045-L-TBK.dwg PLOT DATE: ----

MEMORANDUM

TO: Honorable Mayor and City Council
Tyler Benish, Public Works Director

FROM: Tim Hruska, P.E., L.S.
Consulting City Engineer

DATE: March 11, 2026

RE: Lead Service Line Replacement

In January this year, the City received a grant for $1,000,000. The grant will be used to replace approximately 40 Lead and Galvanized water services. This is a continuation of the work to identify lead water service lines that started in 2024.

Attached to this memo is a resolution from the Minnesota Public Facility Authority (PFA) required to complete the funding approval process. Once the funding has been finalized WHKS will produce bid documents to publicly bid the service line replacements. We anticipate construction will occur in the fall of 2026 and into the spring of 2027

The City has recently submitted another application for additional funding for 2027.

RESOLUTION NO. 03-26-08

RESOLUTION APPROVING AN APPLICATION TO THE MINNESOTA PUBLIC FACILITIES AUTHORITY FOR A LOAN AND/OR GRANT FROM THE DRINKING WATER REVOLVING FUND FOR A LEAD SERVICE LINE REPLACEMENT PROJECT

BE IT RESOLVED, that the City of La Crescent is hereby applying to the Minnesota Public Facilities Authority for a loan and/or grant from the Drinking Water Revolving Fund for lead service line replacement project as described in the application.

BE IT FURTHER RESOLVED, that the City of La Crescent estimates the MPFA-Financed amount to be $1,000,000 or the as-bid cost of the project.

BE IT FURTHER RESOLVED, that the City of La Crescent has the legal authority to apply for the loan and/or grant, and the financial, technical, and managerial capacity to repay the loan and ensure proper construction, operation and maintenance of the project for its design life.

I CERTIFY THAT, the above resolution was adopted by the City of La Crescent on March 23, 2026.

Signed: _____ Witnessed: _____

Name: _____ Name: _____

Title: _____ Title: _____

M E M O R A N D U M

TO: Honorable Mayor and City Council Members

FROM: Jason Ludwigson, Sustainability Coordinator

DATE: March 18th, 2026

SUBJECT: Service Agreement with Meyer Timber Services for CPL Blufflands Grant

---

Included in the packet is a service agreement with Meyer Timber Services. The City of La Crescent was awarded an expedited Conservation Partners Legacy grant by the MnDNR to complete invasive species removal in Stoney Point. The city has approximately 224 acres of bluffland park. With the grant funds the contractor will be able to complete invasive species removal on 44 acres in both Stoney Point and Vetsch Park. The targeted invasive species for removal are buckthorn, non-native bush honeysuckle, and round leaf bittersweet. The work will happen in 2026, 2027, and 2028. The grant award is for $50,000 and the service agreement with Meyer Timber Services is for $46,500. I will be in attendance to review the agreement and answer questions from the council.

SERVICE CONTRACT

I. The Parties. This Service Contract (“Agreement”) made 2026-03-01 (“Effective Date”), is by and between:

> **Service Provider:** Meyer Timber Services with a mailing address of 39230 120th Street, Mabel, Minnesota, 55954 ("Service Provider"), and
>
> **Client:** City of La CrescentNo ("Client").

The Service Provider and Client are each referred to herein as a “Party” and collectively as the "Parties."

NOW, THEREFORE, FOR AND IN CONSIDERATION of the mutual promises and agreements contained herein, the Client hires the Service Provider to work under the terms and conditions hereby agreed upon by the Parties:

II. Term. The term of this Agreement shall commence on 2026-06-01 and terminate upon the Service being completed by the Service Provider.

III. The Service. The Service Provider agrees to provide the following: Invasive brush control

Hereinafter known as the “Service."

The Service Provider shall provide, while performing the Service, that they shall comply with the policies, standards, and regulations of the Client, including local, state, and federal laws.

The Service Provider agrees to provide the Service at the at Stoney Point Park and Vetsch Park

IV. Payment Amount. The Client agrees to pay the Service Provider per service/per year.
A "Service" is defined as: Year 1 Service- Cut and treat all buckthorn, honeysuckle, black locust, barberry, and bittersweet. ($29,250)

Year 2 Service- Cut and treat and/or foliar spray any remaining invasives ($11,250)

Year 3 Service- Cut and treat and/or foliar spray any remaining invasives ($6,000)

Hereinafter known as the “Payment Amount.” Total Payment amount over three years: $46,500

V. Payment Method. The Client shall make the payment in the following method: after each Service.

Hereinafter known as the “Payment Method.” The Payment Amount and Payment Method collectively shall be referred to as “Compensation.”

VI. Retainer. The Client is not required to pay a retainer as part of this Agreement. The Compensation shall be paid in accordance with the terms of this Agreement.

VII. Inspection of Services. Any Compensation shall be subject to the Client inspecting the completed Services of the Service Provider. If any of the Services performed by the Service Provider pursuant to this Agreement are defective or incomplete, the Client shall have the right to notify the Service Provider, at which time the Service Provider shall promptly correct such work within a reasonable time.

VIII. Return of Property. Upon the termination of this Agreement, all property provided by the Client, including, but not limited to, cleaning supplies, uniforms, equipment, and any other items must be returned by the Service Provider. Failure to do so may result in a delay in any final payment made by the Client.

IX. Time is of the Essence. The Service Provider acknowledges that time is of the essence in regard to the performance of all Services.

X. Confidentiality. The Service Provider acknowledges and agrees that all financial and accounting records, lists of property owned by Client, including amounts paid, therefore, client and customer lists, and any other data and information related to the Client's business is confidential ("Confidential Information"). Therefore, except for disclosures required to be made to advance the business of the Client and information which is a matter of public record, the Service Provider shall not, during the term of this Agreement or after its termination, disclose any Confidential Information for the benefit of the Service Provider or any other person, except with the prior written consent of the Client.

a.) Return of Documents. The Service Provider acknowledges and agrees that all originals and copies of records, reports, documents, lists, plans, memoranda, notes, and other documentation related to the business of the Client containing Confidential Information shall be the sole and exclusive property of the Client and shall be returned to the Client upon termination of this Agreement or upon written request of the Client.

b.) Injunction. The Client agrees that it would be difficult to measure damage to the Client's business from any breach by the Service Provider under this Section; therefore, any monetary damages would be an inadequate remedy for such breach. Accordingly, the Service Provider agrees that if they should breach this Section, the Client shall be entitled to, in addition to all other remedies it may have at law or equity, an injunction or other appropriate orders to restrain any such breach, without showing or proving actual damages sustained by the Client.

c.) No Release. The Service Provider agrees that the termination of this Agreement shall not release them from the obligations in this Section.

XI. Taxes. The Service Provider shall pay and be solely responsible for all withholdings, including, but not limited to, social security, state unemployment, state and federal income taxes, and any other obligations. In addition, the Service Provider shall pay all applicable sales or use taxes on the labor provided and materials furnished or otherwise required by law in connection with the Services performed.

XII. Independent Contractor Status. The Service Provider acknowledges that they are an independent contractor and not an agent, partner, joint venture, nor an employee of the Client. Service Provider shall have no authority to bind or otherwise obligate the Client in any manner, nor shall the Service Provider represent to anyone that it has a right to do so. Service Provider further agrees that in

the event the Client suffers any loss or damage as a result of a violation of this provision, the Service Provider shall indemnify and hold harmless the Client from any such loss or damage.

XIII. Safety. The Service Provider shall, at their own expense, be solely responsible for protecting its employees, sub-Service Providers, material suppliers, and all other persons from risk of death, injury or bodily harm arising from or in any way related to the Services or the site where it is being performed ("Work Site"). In addition, the Service Provider agrees to act in accordance with the rules and regulations administered by federal law and OSHA. Service Provider shall be solely responsible and liable for any penalties, fines, or fees incurred.

XIV. Alcohol and Drugs. The Service Provider agrees that the presence of alcohol and drugs are prohibited on the Work Site and while performing their Services. If the Service Provider or any of their agents, employees, or subcontractors are determined to be present or with alcohol or drugs in their possession, this Agreement shall terminate immediately.

XV. Successors and Assigns. The provisions of this Agreement shall be binding upon and inured to the benefit of heirs, personal representatives, successors, and assigns of the Parties. Any provision hereof which imposes upon the Service Provider or Client an obligation after termination or expiration of this Agreement shall survive termination or expiration hereof and be binding upon the Service Provider or Client.

XVI. Default. In the event of default under this Agreement, the defaulted Party shall reimburse the non-defaulting Party or Parties for all costs and expenses reasonably incurred by the non-defaulting Party or Parties in connection with the default, including, without limitation, attorney's fees. Additionally, in the event a suit or action is filed to enforce this Agreement or with respect to this Agreement, the prevailing Party or Parties shall be reimbursed by the other Party for all costs and expenses incurred in connection with the suit or action, including, without limitation, reasonable attorney's fees at the trial level and on appeal.

XVII. No Waiver. No waiver of any provision of this Agreement shall be deemed or shall constitute a continuing waiver, and no waiver shall be binding unless executed in writing by the Party making the waiver.

XVIII. Governing Law. This Agreement shall be governed by and shall be construed in accordance with the laws in the State of Minnesota.

XIX. Severability. If any term, covenant, condition, or provision of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remainder of the provisions shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.

XX. Entire Agreement. This Agreement constitutes the entire agreement between the Parties to its subject matter and supersedes all prior contemporaneous agreements, representations, and understandings of the Parties. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing by all Parties.

IN WITNESS WHEREOF, the Parties hereto agree to the above terms and have caused this Agreement to be executed in their names by their duly authorized officers.

Client's Signature _____ Date _____

Print Name _____

Service Provider's Signature _____ Date _____

Print Name _____

TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 19, 2026
RE: Lease agreement- Healthy Community Partnership

Attached for review and consideration by the City Council is the lease agreement with La Crescent Area Healthy Community Partnership (HCP) for the house that the City owns at 333 Main Street. The City has leased the property to HCP since 2016.

The lease agreement with HCP is for 6 months, with an expiration date of October 31, 2026. The HCP board has reviewed and approved the lease agreement.

HCP has been actively looking, and will continue to look for another site that meets their needs and is within their budget. In the meantime, we would suggest that the City Council approve the lease agreement with HCP.

CITY OF LA CRESCENT
315 Main Street
P.O. BOX 142
La Crescent, MN 55947
P: (507) 895-2595
cityoflacrescent-mn.gov

Minnesota Lease Agreement

THIS LEASE AGREEMENT (hereinafter referred to as the "Agreement") made and entered into this _____ day of _____, 2026, by and between City of La Crescent (hereinafter referred to as "Landlord") and La Crescent Area Healthy Community Partnership (hereinafter referred to as "Tenant" or "HCP").

WITNESSETH:

WHEREAS, Landlord is fee owner of certain real property being, lying and situated in Houston County, Minnesota, such real property having a street address of 333 Main Street, La Crescent, Minnesota (hereinafter referred to as the "Premises").

WHEREAS, Landlord desires to lease the Premises to Tenant upon the terms and conditions as contained herein; and

WHEREAS, Tenant desires to lease the Premises from Landlord on the terms and conditions as contained herein;

NOW, THEREFORE, for and in consideration of the covenants and obligations contained herein and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto hereby agree as follows:

1. **TERM.** Landlord leases to Tenant and Tenant leases from Landlord the above described Premises together with any and all appurtenances thereto, for a term beginning on May 1, 2026 and extend until its expiration on October 31, 2026. Landlord or Tenant reserves the right to unilaterally terminate the Lease upon ninety (90) days written notice.

2. **RENT.** The total rent for the term hereof is the sum of One 00/100 Dollars ($1.00) and good and valuable consideration. The receipt of which is hereby acknowledged by Landlord.

3. **USE OF PREMISES.** The Premises shall be used and occupied by Tenant for space needed by Tenant and it's eight ~~(8)~~ 9 partner programs.

4. **CONDITION OF PREMISES.** Tenant stipulates, represents and warrants that Tenant has examined the Premises, and that they are at the time of this Lease in good order, repair, and in a safe, clean and tenantable condition. Tenant accepts the condition of the Premises in its ***"AS IS"*** and ***"WHERE IS"*** condition and waives all disclosures.

5. **ASSIGNMENT AND SUB-LETTING.** Tenant shall not assign this Agreement or sub-let or grant any license to use the Premises or any part thereof without the prior written consent of Landlord. A consent by Landlord to one such assignment, sub-letting or license shall not be deemed to be a consent to any subsequent assignment, sub-letting or license. An assignment, sub-letting or license without the prior written consent of Landlord or an assignment or sub-letting by operation of law shall be absolutely null and void and shall, at Landlord's option, terminate this Agreement.

6. **ALTERATIONS AND IMPROVEMENTS.** Tenant shall make no alterations to the buildings or improvements on the Premises or construct any building or make any other improvements on the Premises without the prior written consent of Landlord.

Any and all alterations, changes, and/or improvements built, constructed or placed on the Premises by Tenant shall, unless otherwise provided by written agreement between Landlord and Tenant, be and become the property of Landlord and remain on the Premises at the expiration or earlier termination of this Agreement.

7. **HAZARDOUS MATERIALS.** Tenant shall not keep on the Premises any item of a dangerous, flammable or explosive character that might unreasonably increase the danger of fire or explosion on the Premises or that might be considered hazardous or extra hazardous by any responsible insurance company.

8. **UTILITIES.** Tenant shall be responsible for arranging for and paying for all utility services required on the Premises. Tenant shall provide verification that all utilities are paid current at request of Landlord.

9. **MAINTENANCE AND REPAIR; RULES.** Tenant will, at its sole expense, keep and maintain the Premises and appurtenances in good and sanitary condition and repair during the term of this Agreement and any renewal thereof. Landlord shall have no obligations regarding maintenance.

10. **DAMAGE TO PREMISES.** In the event the Premises are destroyed or rendered wholly uninhabitable by fire, storm, earthquake, or other casualty not caused by the negligence of Tenant, this Agreement shall terminate from such time except for the purpose of enforcing rights that may have then accrued hereunder.

11. **INSPECTION OF PREMISES.** Landlord and Landlord's agents shall have the right at all reasonable times during the term of this Agreement and any renewal thereof to enter the Premises for the purpose of inspecting the Premises and all buildings and improvements thereon. And for the purposes of making any repairs, additions or alterations as may be deemed appropriate by Landlord for the preservation of the Premises or the building. Landlord and its agents shall further have the right to exhibit the Premises and to display the usual "for sale", "for rent" or "vacancy" signs on the Premises at any time. The right of entry shall likewise exist for the purpose of removing placards, signs, fixtures, alterations or additions, that do not conform to this Agreement or to any restrictions, rules or regulations affecting the Premises.

12. **SUBORDINATION OF LEASE.** This Agreement and Tenant's interest hereunder are and shall be subordinate, junior and inferior to any and all mortgages, liens or encumbrances now or hereafter placed on the Premises by Landlord, all advances made under any such mortgages, liens or encumbrances (including, but not limited to, future advances), the interest payable on such mortgages, liens or encumbrances and any and all renewals, extensions or modifications of such mortgages, liens or encumbrances.

13. **TENANT'S HOLD OVER.** Tenant shall not hold over. Tenant agrees to vacate the Premises upon termination of this Agreement.

14. **SURRENDER OF PREMISES.** Upon the expiration of the term hereof, Tenant shall surrender the Premises in as good a state and condition as they were at the commencement of this Agreement, reasonable use and wear and tear thereof and damages by the elements excepted.

15. **QUIET ENJOYMENT.** Tenant, upon payment of all of the sums referred to herein as being payable by Tenant and Tenant's performance of all Tenant's agreements

contained herein and Tenant's observance of all rules and regulations, shall and may peacefully and quietly have, hold and enjoy said Premises for the term hereof.

16. **INDEMNIFICATION**. Landlord shall not be liable for any damage or injury of or to the Tenant, Tenant's family, guests, invitees, agents or employees or to any person entering the Premises or the building of which the Premises are a part or to goods or equipment, or in the structure or equipment of the structure of which the Premises are a part, and Tenant hereby agrees to indemnify, defend and hold Landlord harmless from any and all claims or assertions of every kind and nature.

17. **DEFAULT**. If Tenant fails to comply with any of the material provisions of this Agreement, other than the covenant to pay rent, or of any present rules and regulations or any that may be hereafter prescribed by Landlord, or materially fails to comply with any duties imposed on Tenant by statute, within seven (7) days after delivery of written notice by Landlord specifying the non-compliance and indicating the intention of Landlord to terminate the Lease by reason thereof, Landlord may terminate this Agreement. If Tenant fails to pay rent when due and the default continues for seven (7) days thereafter, Landlord may, at Landlord's option, declare the entire balance of rent payable hereunder to be immediately due and payable and may exercise any and all rights and remedies available to Landlord at law or in equity or may immediately terminate this Agreement.

18. **ABANDONMENT**. If at any time during the term of this Agreement Tenant abandons the Premises or any part thereof, Landlord may, at Landlord's option, obtain possession of the Premises in the manner provided by law, and without becoming liable to Tenant for damages or for any payment of any kind whatever.

19. **ATTORNEYS' FEES**. Should it become necessary for Landlord to employ an attorney to enforce any of the conditions or covenants hereof, including the collection of rentals or gaining possession of the Premises, Tenant agrees to pay all expenses so incurred, including a reasonable attorneys' fee.

20. **RECORDING OF AGREEMENT**. Tenant shall not record this Agreement on the Public Records of any public office. In the event that Tenant shall record this Agreement, this Agreement shall, at Landlord's option, terminate immediately and Landlord shall be entitled to all rights and remedies that it has at law or in equity.

21. **GOVERNING LAW**. This Agreement shall be governed, construed and interpreted by, through and under the Laws of the State of Minnesota.

22. **SEVERABILITY**. If any provision of this Agreement or the application thereof shall, for any reason and to any extent, be invalid or unenforceable, neither the remainder of this Agreement nor the application of the provision to other persons, entities or circumstances shall be affected thereby, but instead shall be enforced to the maximum extent permitted by law.

23. **BINDING EFFECT**. The covenants, obligations and conditions herein contained shall be binding on and inure to the benefit of the heirs, legal representatives, and assigns of the parties hereto.

24. **DESCRIPTIVE HEADINGS**. The descriptive headings used herein are for convenience of reference only and they are not intended to have any effect whatsoever in determining the rights or obligations of the Landlord or Tenant.

25. **CONSTRUCTION.** The pronouns used herein shall include, where appropriate, either gender or both, singular and plural.

26. **NON-WAIVER.** No indulgence, waiver, election or non-election by Landlord under this Agreement shall affect Tenant's duties and liabilities hereunder.

27. **MODIFICATION.** The parties hereby agree that this document contains the entire agreement between the parties and this Agreement shall not be modified, changed, altered or amended in any way except through a written amendment signed by all of the parties hereto.

28. **NOTICE.** Any notice required or permitted under this Lease or under state law shall be deemed sufficiently given or served if sent by United States certified mail, return receipt requested, addressed as follows:

If to Landlord to:	City of La Crescent City Administrator 315 Main Street La Crescent, MN 55947
With copy to:	Wieser Law Office, P.C. Attorney Al Wieser, III 33 South Walnut Street, Suite 200 La Crescent, MN 55947
If to Tenant to:	La Crescent Area Healthy Community Partnership 333 Main Street La Crescent, MN 55947

Landlord and Tenant shall each have the right from time to time to change the place notice is to be given under this paragraph by written notice thereof to the other party.

29. **ADDITIONAL PROVISIONS.**

See attached Exhibit A.

SIGNATURES ON FOLLOWING PAGE

As to Landlord this _____ day of _____, 2026.

LANDLORD:

CITY OF LA CRESCENT

_____

By: Mikel Poellinger
Its: Mayor

_____

By: Bill Waller
Its: City Administrator

As to Tenant, this _____ day of _____, 2026.

TENANT:

LA CRESCENT AREA HEALTHY COMMUNITY PARTNERSHIP

Lisa Docken

By: Lisa Docken
Its: Board President

CITY OF LA CRESCENT
Department of Police
Chief Luke M. Ahlschlager

3.6

March 4, 2026

Honorable Mayor and City Council Members

Interim City Administrator Tyler Benish

RE: Rotary Sponsored - Apple Blossom Bicycle Tour Saturday, August 15, 2026

The 13th annual Apple Blossom Bicycle Tour is organized and sponsored by the La Crescent Rotary Club. The event is scheduled for Saturday, August 15, 2026, running from 7:45 a.m. to 3:00 p.m., with bicyclists starting in waves between 7:45 a.m. and 8:00 a.m. from the parking lot behind The Time Out Tavern.

The organizers are requesting police assistance for traffic control at the intersection of Veterans Parkway (the frontage road) and North 4th Street, where bicyclists will be making either a right or left turn depending on their selected route beginning at 7:45 a.m.

The 5-mile family ride, which will be guided by a Rotarian at approximately 8:30 a.m., will not require traffic control as it will primarily utilize the bike/pedestrian bridge and Wagon Wheel Trail.

Additionally, the organizers are requesting the city provide four picnic tables and two garbage cans to be placed in the area between the parking lot and the playground on the far-left side of The Event Center parking lot by 10:00 a.m. Lunch will be served in this area starting at 10:30 a.m.

In cooperation and support of this event, I respectfully request permission for the event to proceed. The La Crescent Police Department will be monitoring and available to assist as needed. Disruptions to normal traffic flow are anticipated to be minimal.

Thank you in advance for your consideration and continued support of this community event.

Sincerely,

Luke Ahlschlager

Chief of Police

315 Main Street La Crescent, MN 55947
lacrescentpolice@cityoflacrescent-mn.gov 507.895.4414

From: Monica Holman <mholman924@gmail.com>
Sent: Wednesday, March 4, 2026 7:24 AM
To: Ahlschlager, Luke M. <lahlschlager@cityoflacrescent-mn.gov>
Subject: Rotary Club request for the Apple Blossom Bike Tour 2026

Rotary Club of La Crescent
PO Box 56
La Crescent, MN 55947

Luke Ahlschlager
Chief of Police
City of La Crescent
315 Main St.
La Crescent, MN 55947

Dear Luke,

I am writing on behalf of the Rotary Club of La Crescent. We are organizing and sponsoring the 13th annual **Apple Blossom Bike Tour Saturday, August 15, 2026**. The cyclists will be released in waves, from **7:45 a.m. to 8:00.**

I would like to request police assistance for traffic control at the intersection of Veterans Parkway (the frontage road) and North 4th Street from **7:45 a.m. to 8:30 a.m.** Bicyclists will either be turning right or left, depending on the route they choose, starting at 7:45.

The 5-mile family ride route will be guided by a Rotarian at approximately 8:30 a.m. and start by exiting Vet's Park on the west side of the park and eventually go over the bike/pedestrian bridge, along Wagon Wheel trail and back. This ride will not require traffic control assistance.

I would also like to request 4 picnic tables and 2 garbage cans be placed in the area between the parking lot and the playground on the far-left side of The Event Center Parking lot by 10:00 a.m. where lunch will be served starting at 10:30 a.m.

Thank you in advance for your consideration and past support of this event.

Sincerely,

Monica Holman
Apple Blossom Bike Tour
Committee Chair

--
Monica Holman

TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 20, 2026
RE: Personnel Committee recommendation- Amended

The Personnel Committee has the following recommendation for consideration by the City Council:

1. That the City Council accept Mike Poellinger's retirement from the La Crescent Fire Department and thank him for his years of service to the community. A letter from Mr. Poellinger is included in the packet.
2. That the City Council approve a tentative agreement with LELS Union (Police) on a 3-year contract, 2026- 2028. A memo is attached for City Council review.
3. That the same cost of living increase, insurance contribution and back pay amount as proposed in the LELS agreement be extended to City employees not represented by a bargaining unit for the years 2026-2028. This includes the Finance Director, Police Chief, City Clerk, Golf Course Superintendent and Public Works Director. A memo is attached for City Council review.
4. That the City Council approve a tentative agreement with IUOE #49 (Golf Course) on a 3-year contract, 2026 – 2028. A memo is attached for City Council review.
5. That the same wage increase for 2026 thru 2028 be approved for the members of the Fire Department, effective April 1, 2026. We would suggest that any City Council members that are also members of the Fire Department abstain from this vote.
6. That the same wage increase for 2026 thru 2028 be approved for all part-time seasonal employees, effective April1, 2026. This includes summer maintenance employees, summer recreation employees, part-time employees at the golf course, members of the Police Reserve.
7. That the City Council approve an MOU with LELS union regarding lateral transfer employees. A memo is attached for City Council review.

CITY OF LA CRESCENT
315 Main Street
P.O. BOX 142
La Crescent, MN 55947
P: (507) 895-2595
cityoflacrescent-mn.gov

MIKE POELLINGER
21 N ELM ST
LA CRESCENT, MN 55947
MIKE@POELLINGER.COM

3.7.1

TO: La Crescent Fire Chief
La Crescent Fire Relief Association
La Crescent City Council

FROM: Mike Poellinger

RE: Fire Department retirement

DATE: March 14, 2026

I respectfully submit notice of my retirement from the La Crescent Fire Department, as of March 28, 2026, as I will be reaching the required retirement age of 65.

It has been my honor to serve on the department, alongside many dedicated firefighters and first responders who have consistently demonstrated care and concern for the safety of our residents.

My entry into the La Crescent Fire Department was prompted during a fire in my neighborhood in 1977 when I was 16 years old. Some of the responding firefighters asked neighbors to help move hoses and supplies, and I was eager to do so. Not long after, I became a member of the Junior Firefighters and helped in the station until I could join the department (it was a volunteer organization at that time) at age 18.

I will always reflect fondly on my time on the Fire Department, and I will miss this long and important part of my life and community service. I appreciate the past and current members of the Department and feel confident in its future.

TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 20, 2026
RE: LELS union contract

A tentative agreement has been reached with the LELS Union for a three-year agreement that includes the years 2026-2028.

The following items have been modified:

- Clarifying overtime pay calculation.
- Added language regarding supervisory call outs.
- Added compensatory time notification requirements.
- Added pay for instructing field trainings.
- Modified sick leave language to incorporate ESST requirements.
- Vacation accrual has been modified to align with other union accruals.
- Probationary employees will be able to use accrued vacation during the probationary period.
- Insurance contributions per month have been increased to:

	2026	2027	2028
Single	$1200	$1320	$1451
Family	$2800	$3080	$3388

- Insurance opt out has been set at:
  Single: $700
  Family $1200

No employee hired after April 1,2026 will be eligible for the insurance opt out benefit.

- Minnesota Paid leave payroll tax will be split equally by the City and the Employee.
- Language was added that an employee may not go into an unpaid status if the employee has accrued leave available to them; except when the employee is on workers compensation or MN paid leave.
- Language was added to incorporate employee rights under Military leave laws.
- Uniform allowance was increased from $775 to $900 per year.
- Wage scales were updated to clarify movement of employee's steps.
- Cost of Living adjustment:
- 2026 2027 2028
- 4% 5% 4.5%
- In lieu of retro pay, the city would make a one-time payment of $750 to each union employee.

The contract would take effect April 1, 2026.

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TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 20, 2026
RE: Department Head cost of living adjustment

Pending the approval of the LELS union contract the personnel committee recommends the following for Department Heads:

- Insurance contributions per month have been increased to:

	2026	2027	2028
Single	$1200	$1320	$1451
Family	$2800	$3080	$3388

- Insurance opt out to be set at:

Single: $700
Family $1200
No Department Head hired after April 1,2026 will be eligible for the insurance opt out benefit.

- Cost of Living adjustment:

2026	2027	2028
4%	5%	4.5%

The City Administrator job advertisement had previously included a 4% increase above the 2025 wage and would be excluded from an additional increase in 2026, but would be included in 2027 and 2028.

- Minnesota Paid leave payroll tax will be split equally by the City and the Employee.
- In lieu of retro pay, the city would make a one-time payment of $750 to each Department Head excluding the City Administrator.

Department Heads include the Golf Course superintendent, Police Chief, City Clerk, Finance Director, Public Works Director and City Administrator.

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TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 20, 2026
RE: IUOE #49 tentative agreement

A tentative agreement has been reached with IUOE #49 for a three-year agreement that includes the years 2026-2028.

The following items have been modified:

- Shift pay differential- increase by $1.00 to $2.50 for all hours worked on Sunday and all hours worked after 4 pm.
- Cost of Living adjustment:

2026	2027	2028
4%	5%	4.5%

- Cost of living allowance- increase from $400 to $550 per month worked, prorated if the whole month is not worked.
- Incorporate MN paid leave language
- Incorporate ESST language

The contract would take effect April 1, 2026.

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TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 21, 2026
RE: LELS union- MOU

The City of La Crescent has recently hired employees in the Police Department as lateral transfers, meaning that the employees have started at a step higher than step one. The 2023-2025 LELS union contract had verbiage that in some cases would require 48 months of service before receiving a step increase.

The proposed contract addresses this issue, but in an effort to remedy this, the City and LELS have agreed to position the affected employees at a step consistent with years of service.

A copy of the MOU is attached for review.

CITY OF LA CRESCENT
315 Main Street
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P: (507) 895-2595
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MEMORANDUM OF UNDERSTANDING

Between the City of La Crescent and Law Enforcement Labor Services, Inc., Local No. 120

This Memorandum of Understanding (hereafter, "MOU") is entered into between the City of La Crescent (hereafter, "La Crescent") and Law Enforcement Labor Services, Inc., Local No. 120 (hereafter, "Union").

WHEREAS, La Crescent and the Union are parties to a Labor Agreement effective April 1, 2026 through December 31, 2028 (hereafter "Agreement").

WHEREAS, the parties would like to address the step level of various officers within the department.

NOW THEREFORE, effective April 1, 2026 the parties agree as follows:

1.

Employee Name	Current Placement	Placement April 1, 2026
Tanner Weinfurtner	Investigator	Step 4
Joshua DeBoer	Step 3	Step 4
Kaleb Peterson	Step 3	Step 5
Darin Daveau	Step 5	Step 6

2. On the officer's anniversary date of employment, officers would be eligible to move to the next step.

3. This MOU or any of its terms may only be amended or modified by written instrument signed by or on behalf of the parties hereto and ratified by the Union and City Council.

4. This MOU is intended to be in conformity with all applicable and valid federal and state laws and rules and regulations promulgated thereunder having the force and effect of law. In the event any provision of this MOU is found to be inconsistent with such statutes, rules, or regulations, the provisions of the latter shall prevail. If any provision of this MOU is found to be invalid or unenforceable by a court or other competent authority having jurisdiction, then the provisions shall be considered void, but all other provisions shall remain in full force and effect.

5. This MOU is intended for the sole and limited purpose specified herein. The parties expressly agree that this MOU shall not constitute or establish any precedent, past practice or otherwise place any limitation on any management right of the Employer.

6. This MOU is effective on the latest date affixed to the signatures hereto.

DRAFT

This Memorandum of Understanding shall remain in effect for the duration of the Agreement.

In witness whereof, the parties have caused this Memorandum of Understanding to be executed this _____ day of _____, 2026.

LAW ENFORCEMENT LABOR SERVICES, INC. LOCAL NO. 120

Date: _____ _____
President Local No. 120

Date: _____ _____
Business Agent/LELS

DRAFT

CITY OF LA CRESCENT

Date: _____ _____

Mayor

Date: _____ _____

Chief of Police

DRAFT

TO: Honorable Mayor and City Council Members

FROM: Chris Fortsch, Administrative Assistant

DATE: March 12, 2026

RE: Update to Liquor & Cigarette Licenses

The City has been notified that the property currently owned by Srisai Corporation at 301 Kistler Dr. will be sold. They're planning for a closing date of March 24, 2026. This is the building which is currently occupied by La Crescent Convenience Center and La Crescent Tobacco. The new owner of the property will be Witting, Inc. dba Marathon Mart. Rupesh Patel will occupy two spaces of the property under the name of Marathon Mart and will continue leasing the additional space to La Crescent Tobacco.

Mr. Patel has submitted to license applications. One for the sale of cigarettes, and the other for off-sale liquor. The applications appear to be in order, and I would suggest that the City Council approve the license applications and authorize that they be forwarded to the state.

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La Crescent Police Department

Chief Luke Ahlschlager

Sergeant Michael Ernster
Corporal Roth Clark

February 3, 2026

Honorable Mayor and City Council Members

City Administrator Bill Waller

Subject: Background Investigation Report – Wittig Inc. Liquor License Application

As requested, the La Crescent Police Department has completed a Background Investigation Inquiry on Rupesh Patel, the owner of Wittig Inc, in connection with his application for a liquor license.

The investigation included the following checks:

- **Criminal History:**
  A review of state and national criminal databases (Minnesota BCA and FBI NCIC) revealed no felony convictions, alcohol-related offenses, or crimes of moral turpitude for Mr. Patel.
- **Local Records:**
  No local ordinance violations, unpaid fines, or prior liquor license issues were found.
- **Outstanding Warrants:**
  No active warrants exist for Mr. Patel.
- **Driving Records:**
  Mr. Patel holds a valid driver's license.
- **Additional Searches:**
  Computerized checks revealed no bankruptcy filings, liens, or judgments.

Based on these findings, the La Crescent Police Department reports no disqualifying information regarding Mr. Patel or Wittig Inc's ownership and management.

Please let me know if you require any additional information or clarification.

It should be noted Mr. Patel lists no other owners or managers and reports he is in the process of obtaining the required liability insurance.

Respectfully submitted,

315 Main Street, La Crescent, MN 55947 | 507-895-4414 | lacrescentpolice@cityoflacrescent-mn.gov

3.9

TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: March 20, 2026
RE: Board of Appeal and Equalization meeting

Included in the packet is the schedule of the 2026 Board of Appeal and Equalization meetings for Houston County and the notice that will be in the city's official newspaper.

The City of La Crescent's meeting will be held April 27, 2026 at 5:30, this date is the second regular City Council meeting in April.

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2026 Board of Appeal & Equalization Meeting Schedule

City/Township	Date	Time	Location
Brownsville Township	*5/6/26*	*7:00 PM*	Brownsville Community Center, Council Room 104 6th Street N., Brownsville
Crooked Creek Township	*4/21/26*	*8:00 PM*	Crooked Creek Town Hall 16295 Pleasant Valley Road, Caledonia
Hokah Township	*4/21/26*	*6:00 PM*	Hokah Fire Station 9 Mill Street, Hokah
Houston Township	*4/21/26*	*7:00 PM*	Houston Town Hall 110 Henderson Street N., Houston
Mayville Township	*4/21/26*	*10:00 AM*	Houston County Courthouse 304 S. Marshall Street, Room 219, Caledonia
Money Creek Township	*5/7/26*	*5:00 PM*	Money Creek Town Hall 1937 Money Creek Rd, Houston
Mound Prairie Township	4/16/26	7:30 PM	Mound Prairie Town Hall 9749 County 21, Houston
Sheldon Township	*4/20/26*	*5:00 PM*	Sheldon Town Hall 11652 Wall Road, Caledonia
Winnebago Township	*5/14/26*	*7:00 PM*	Eitzen Fire Station (west door) 202 E. Main Street, Eitzen
Brownsville City	*5/6/26*	*6:00 PM*	Brownsville Community Center, Council Room 104 6th Street N., Brownsville
Eitzen City	*5/14/26*	*6:00 PM*	Eitzen City Hall 202 E. Main Street, Eitzen
La Crescent City	*4/27/26*	*5:30 PM*	La Crescent Community Building 336 South First Street, La Crescent
CBAE Meeting	*6/16/26*	*6:00 PM*	Houston County Courthouse, Commissioners Room 304 S. Marshall Street, Caledonia

- Have not had a meeting since 2023
- Confirmed on 1/20/2026 with Wayne Runningen that they would like a meeting
- Sheldon Township Board must vote on a resolution and submit to the Assessor

Change time to 8pm

Not on day of their regular meeting due to conflict with La Crescent

Notice of Local Board of Appeal and Equalization
Important Information Regarding Property Assessments
This may affect your 2027 property taxes

NOTICE IS HEREBY GIVEN, that the Board of Appeal and Equalization for the City of La Crescent in Houston and Winona County, Minnesota, will meet at the La Crescent City Hall 315 Main Street, La Crescent, Minnesota, at 5:30 o'clock P.M., on Monday, the 27th day of April 2026.

The purpose of this meeting is to determine whether taxable property in the jurisdiction has been properly valued and classified by the assessor and to determine whether corrections need to be made.

If you believe the value or classification of your property is incorrect, please contact your assessor's office to discuss your concerns. If you disagree with the valuation or classification after discussing it with your assessor, you may appear before the local board of appeal and equalization. The board will review your assessments and may make corrections as needed. You must appeal to the local board of appeal and equalization before appealing to the county board of appeal and equalization.

Given under my hand this 25th day of March 2026.

Angie Boettcher
City Clerk
City of La Crescent

TO: Honorable Mayor and City Council Member
FROM: Angie Boettcher
DATE: March 13, 2026
RE: December 10, 2025 Heart Safe Committee Meeting Minutes

HEART SAFE COMMITTEE
DECEMBER 10, 2025
MEETING MINUTES

The La Crescent Heart Safe Committee met at 4:00 p.m. on Wednesday, December 10th at the La Crescent Community Building. Members Present: Cheri Olson, Eileen Krenz, Dave Krenz, Mary Sue Busch, Teresa O'Donnell-Ebner, Darin Daveau, Cassie Buehler, and Angie Boettcher.

Business program update:
Cheri provided and update on the Business program. The program was launched mid-November at a lunch and learn hosted by the La Crescent Chamber of Commerce with Chamber President Michelle Hoskins. There were approximately twenty people in attendance. Since the program was launched, Cheri has been to two businesses and MarySue has been to five businesses.

Interested Businesses can reach out to Angie, and she will email them the link to the program questionnaire, which can be filled in online or printed off and then manually entered. One of the Heart Safe Committee members will then visit the business and provide them with the appropriate level window cling award. Members of the Heart Safe Committee will also visit businesses within the City to promote the program. The businesses will also be recognized at the annual La Crescent Chamber dinner and be listed on the City of La Crescent and Chamber websites. Businesses do not need to be members of the Chamber to participate.

2025 Event/Training summary:
The Heart Safe Committee members were present at several events within the city promoting the program in 2025 including Neighbor's Night Out, La Crescent Live, and the Fire Department open house. Cheri and Cassie went to Houston County Social Services and Sherrif's Office and had approximately one hundred participants. Cassie visited the La Crescent middle school eighth grade class and taught approximately ninety students non-certified CPR and 1st Aid. The goal for 2026 is to increase the presence at community events. We will work on developing a calendar of events.

Cheri attended the 2025 7R CAPE Cardiac Arrest Survival Summit in Phoenix, Arizona and provided the committee with a summary as well as informative links regarding updates on CPR guidelines and other helpful information and new ways to educate and encourage people to learn CPR.

Review annual goals:
Continue to reach out to local businesses to promote CPR/AED certifications.

Look to increase membership on the Heart Safe Committee. Ideas include someone representing the schools and a member from the “Young Rotarians”.

Park AED update:
The committee discussed AED placement in the parks and other areas throughout the city. It was recommended that Angie fill out an Agenda request for the committee to present their achievements since launching the program and request funds to purchase more AED’s at a City Council meeting in February or March of 2026.

The meeting adjourned at 5:12 p.m. and the next meeting was scheduled for March 11, 2026 at 4:00 p.m. at the Community Room.

TO: Honorable Mayor and City Council Members
Heart Safe Committee Members

6.2

FROM: Angie Boettcher, City Clerk
DATE: March 13, 2026
RE: Meeting Minutes-March 11, 2026

HEART SAFE COMMITTEE
MARCH 11, 2026
MEETING MINUTES

The La Crescent Heart Safe Committee met at 4:00 p.m. on Wednesday, March 11th at City Hall. Members Present: Eileen Krenz, Dave Krenz, Mary Sue Busch, Teresa O'Donnell-Ebner, Cassie Buehler, and Angie Boettcher.

It was the consensus of the committee to approve the December 10, 2025, minutes.

La Crescent Chamber Annual Banquet

Teresa provided an update on the Heart Safe Committee presence at the La Crescent Chamber annual banquet which was held on February 21st. The Heart Safe business program was well received, and it seemed that the businesses that received recognition were very appreciative.
A discussion was had about how we can make more businesses aware of the program. Angie will be putting an article in the Spring Newsletter and Angie will ask Chris Fortsch to put the business program flier on the City's website. Mary Sue will reach out to Michelle Hoskins at the Chamber to create a survey form that can be sent out to Chamber business members asking if they are interested in becoming a Heart Safe business.

City Website/Heart Safe link

Angie reviewed the Heart Safe Committee link located on the City's website. It can be found under the City Government link. Input was provided on what could be added to the site. Committee members can send ideas to Angie's email. Angie will add the mission statement to the site.

New Committee Members

Angie talked to the police chief about a police officer presence on the committee. He was going to talk to officer Bryce Helke. Angie also sent an email to Brent Thesing from the F.D. as he showed interest when talking to Cheri. Angie will also reach out to the school superintendent about having a school representative on the committee since Lauren Dodson left.

Meeting Minutes

Going forward, once meeting minutes are approved by the committee, Angie will put them on the City Council agenda as an informational item. If the committee has specific requests for City Council, Angie will make sure the request gets put on a City Council agenda for approval.

Event/Training Update

- April 18th Neighbor's Day. Angie will reach out to Linsie about having a table with some information.
- La Crescent Live events – have a presence at a couple of the events. Angie will send out dates and see who would be able to attend.
- Gravel Bike Race will be held the weekend before Applefest. Angie will find out if we can have a table at the event.
- Cassie trained the Best Western staff in January and hands only CPR to the La Crescent-Hokah 8th graders.
- Mary Sue stated that Deb from the Event Center is interested in staff training and will reach out to her with some dates.
- Cassie and Angie will present an AED to the First Steps daycare in La Crescent on Tuesday, March 17th.

Review Annual Goals

Discussion was had about whether the committee must continue to provide data for the City to maintain a Heart Safe recognition. Will review at next meeting.

Park AED Update

Angie confirmed that there is an AED for Old Hickory Park, it is on hold to be installed until the box and electrical are installed.

Agenda Items for Next Meeting:

1. Review annual goals
2. Confirm additional committee members
3. Business updates

The meeting adjourned at 4:45 p.m. and the next meeting was scheduled for June 10, 2026, at 4:00 p.m. at the Community Room.