

CITY OF LA CRESCENT
AGENDA
REGULAR MEETING
LA CRESCENT COMMUNITY BUILDING
336 SOUTH FIRST STREET
May 11, 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 – APRIL 27, 2026
- 1.2 BILLS PAYABLE THROUGH May 8, 2026

2. PUBLIC HEARING/MEETING

3. ITEMS FOR CONSIDERATION

- 3.1 CITY ADMINISTRATOR INTRODUCTION
- 3.2 ENGINEERING AGREEMENT- LEAD SERVICE LINE REPLACEMENT
- 3.3 DRIFTY SUSTAINABILITY AWARD
- 3.4 ACTIVE TRANSPORTATION PLAN
- 3.5 E-BIKE DRAFT ORDINANCE
- 3.6 LA CROSSE AREA URBAN STORMWATER AGREEMENT
- 3.7 BIKE MONTH PROCLAMATION
- 3.8 COMMISSION RECOGNITION- SUSTAINABILITY/NATURAL RESOURCE
- 3.9 FEE SCHEDULE AMENDMENT
- 3.10 AUTHORIZE EXPENDITURE- PUSH BUTTON ALARM
- 3.11 GREAT GREEN RUN AND ROLL REQUEST
- 3.12 CLOSED SESSION- The City Council may convene in a closed session pursuant to Minnesota Statutes § 13D.05, subdivision 3(c) to consider the possible purchase of real property located at 421 Walnut Place, La Crescent, MN 55947 with tax identification no. 25.0086.000. The purpose of the closed session is to consider the City's offer to purchase and to develop or consider offers or counteroffers for the property.



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Following conclusion of the closed session, the City Council will reconvene in open session.

4. UNFINISHED BUSINESS

4.1

5. MAYOR'S COMMENTS

5.1

6. STAFF CORRESPONDENCE/COMMITTEE UPDATES

6.1

6.2

6.3

7. CORRESPONDENCE

7.1

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
APRIL 27, 2026

Pursuant to due call and notice thereof, the second 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, April 27, 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, Interim City Administrator/Public Works Director Tyler Benish, City Attorney Skip Wieser, Assistant Attorney Kayla Schmidt, Finance Director Kara Tarrence, 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 – APRIL 13, 2026
- 1.2 BILLS PAYABLE THROUGH – APRIL 24, 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 Williams, 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 – LA CROSSE AREA PLANNING COMMITTEE-SAFE STREETS FOR ALL

La Crosse Area Planning Committee Member Travis Key presented the La Crosse Regional Comprehensive Safety Action Plan with City Council. This item was informational only. No action was required.

ITEM 3.2 – CIGARETTE/TOBACCO LICENSE APPLICATION

City Council reviewed a memorandum from Administrative Assistant Chris Fortsch regarding a retail sale license application of cigarette and other tobacco products from Heather Ries, owner of Vapor Vault LLC, who will be leasing space owned by Lori (Bauer) Wolfe at 704 Hwy 16, La Crescent. The application appears to be in order, and it was recommended that City Council approve the license application and authorize that it be forwarded to the Minnesota Department of Revenue. Following discussion, Member Langen made a motion, seconded by Member Williams as follows:

MOTION TO APPROVE THE RETAIL SALES OF CIGARETTE AND OTHER TOBACCO PRODUCT LICENSE APPLICATION FROM HEATHER RIES OWNER OF VAPOR VAULT LLC, FOR LEASED PROPERTY LOCATED AT 704 HWY 16, LA CRESCENT AND AUTHORIZE THAT IT BE FORWARDED TO THE MINNESOTA DEPARTMENT OF REVENUE.

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 – MORATORIUM ORDINANCE ON TOBACCO LICENSES

City Assistant Attorney Kayla Schmidt reviewed with City Council for adoption, an Interim Ordinance Establishing a Moratorium on the Issuance of Licenses for the Sale of Tobacco, Tobacco-Related Devices, and Electronic Delivery Devices following the council’s discussion at the April 13th Council Meeting. This proposed Moratorium Ordinance, if adopted, would temporarily halt the issuance or approval of any new licenses or permits for the sale of tobacco or tobacco products for a period of up to one (1) year pending a study to determine whether an ordinance establishing a cap for tobacco licenses in the City of La Crescent

and/or distance requirements from schools or parks is appropriate. An exception to this rule would be to renew licenses as any renewals would come due. It was recommended that City Council adopt the Tobacco Moratorium Ordinance. Following discussion Member O'Donnell-Ebner introduced the following Ordinance and moved its passage and adoption:

ORDINANCE NO. 599

AN INTERIM ORDINANCE ESTABLISHING A MORATORIUM ON THE ISSUANCE OF LICENSES FOR THE SALE OF TOBACCO, TOBACCO-RELATED DEVICES, AND ELECTRONIC DELIVERY DEVICES

SECTION 1. AUTHORITY. Pursuant to Minnesota Statutes Section 462.355, Subd, 4, the City is authorized to impose a temporary moratorium on certain uses within the City, pending study of an issue, before enacting long-term official controls.

SECTION 2. DEFINITIONS.

- (1) "Electronic Delivery Device" shall mean an electronic product that is designed to use, or that uses, liquids or pre-loaded cartridges to simulate smoking in the delivery of nicotine or any other substance through inhalation of the aerosol or vapor produced from the substance.
- (2) "Tobacco" shall mean and include cigarettes and any product containing, made, or derived from tobacco that is intended for human consumption, whether chewed, smoked, absorbed, dissolved, inhaled, snorted, sniffed, or ingested by any other means, or any component, part, or accessory of a tobacco product; cigars; cheroots; stogies; perique; granulated, plug cut, crimp cut, ready rubbed, and other smoking tobacco; snuff; snuff flour; cavendish; plug and twist tobacco; fine cut and other chewing tobaccos; shorts; refuse scraps, clippings, cuttings and sweepings of tobacco; and other kinds and forms of tobacco. Tobacco excludes any tobacco product that has been approved by the United States Food and Drug Administration for sale as a tobacco cessation product, as a tobacco dependence product, or for other medical purposes, and is being marketed and sold solely for such an approved purpose.
- (3) "Tobacco-Related Products" shall mean Tobacco and related materials and devices used in rolling, smoking, or storing Tobacco. The term includes Electronic Delivery Devices and the substances sold for use by such devices.
- (4) "Tobacco Shop" shall mean a retail establishment with sales, or projected sales, of Tobacco-Related Products constituting at least 40% of the establishment's total sales in any month.

SECTION 3. PURPOSE AND FINDINGS. The City Council finds that it is in the best interest of the health, safety, and welfare of residents to review the current zoning and licensing ordinances regarding the sale of tobacco, tobacco-related devices, and electronic delivery devices. The City requires time to conduct a study to consider potential amendments to City Ordinances regarding the number of licenses issued and the distance between tobacco retailers and schools, parks, or residential areas. A temporary moratorium is necessary to prevent the establishment of new tobacco retailers during this study and potential ordinance adoption.

SECTION 4. STUDY. It is intended that the City Council refer this matter for study by appropriate city committees, to in turn make recommendations to the City Council to assist the Council in adopting long-term official controls, regulating businesses selling tobacco, tobacco-related devices and electronic delivery devices and nicotine products within the city limits.

SECTION 5. MORATORIUM ESTABLISHED. For a period of one (1) year from the date of introduction of this ordinance, throughout the City of La Crescent:

- (1) No license, permit, or approval shall be granted, accepted, or acted upon by the City for any new business, person, or entity intended for the sale of tobacco, tobacco-related devices, electronic delivery devices, and nicotine or any other substance through inhalation of the aerosol or vapor produced from the substance.
- (2) This moratorium applies to any new license application, site plan review, or zoning approval that would allow for the sale of these products.
- (3) Exceptions. Subject to compliance with all applicable, existing ordinances, license renewals shall be allowed during the interim ordinance period, as well as the continued operation of a Tobacco Shop lawfully existing prior to the effective date of this Ordinance.

SECTION 6. PENALTY. Any person or entity violating this moratorium ordinance is, upon conviction, guilty of a misdemeanor and/or may be subject to civil enforcement, including injunctive relief.

SECTION 7. SEVERABILITY. Should any section, subdivision, clause or other provision of this Ordinance be held to be invalid by any court of competent jurisdiction, such decision shall not affect the validity of this Ordinance as a whole, or of any part thereof, other than the part held to be invalid.

SECTION 8. EFFECTIVE DATE. This Ordinance shall take effect and be enforced from and after its passage and publication.

PASSED AND ENACTED THIS ____ day of _____, 2026.

Mayor

ATTEST:

Interim City Administrator

The foregoing motion was duly seconded by Member Langen 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.

Following discussion, Member Langen made a motion, seconded by Member Williams as follows:

MOTION THAT A PRÉCIS FORMAT OF SAID ORDINANCE 599 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.

ITEM 3.4 – UPDATE ON PENDING LAWSUIT: Gregory M. Meinertz, Rebecca M. Wolf v. Town of La Crescent a/k/a La Crescent Township, a Minnesota Municipal Corporation, City of La Crescent, a Minnesota Municipal Corporation, Houston County Case No. 28-CV-24-518.

City Attorney Skip Wieser reviewed with City Council that Meinertz/Wolf v. City of La Crescent mediation has been scheduled for May 8, 2026. The litigation counsel, Andrew Wolf, Attorney Wieser, Interim City Administrator/Public Works Director Tyler Benish, and City Administrator Cassandra Hanan will be attending mediation on behalf of the City Staff. It was recommended that City Council authorize Mayor Poellinger and Council Member Teresa O'Donnell-Ebner also participate on behalf of the City at mediation. City Council will be provided with an update of the result of mediation at the May 26, 2026, City Council meeting. Following discussion, Member Williams made a motion, seconded by Member Langen, as follows:

MOTION TO AUTHORIZE MAYOR POELLINGER AND COUNCIL MEMBER TERESA O'DONNELL-EBNER TO PARTICIPATE AT THE MEINERTZ/WOLF V. CITY OF LA CRESCENT MEDIATION ON BEHALF OF THE CITY.

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 3.5 – 2026 MEMORIAL DAY PARADE EVENT

City Council reviewed a letter from Police Chief Luke Ahlschlager regarding the 2026 Memorial Day Parade event. The event will be held on Monday, May 25, 2026, with the parade beginning at 12:00 p.m. Parade participants will line up between 11:30 a.m. and 11:45 a.m. in the 100 block of South Oak Street.

The parade will proceed north through La Crescent and conclude at Veterans Park. The La Crescent Police Department and La Crescent Fire Department will provide traffic control throughout the parade to ensure the safety of participants, spectators, and the general public. A section of the south parking lot of Veterans Park will be closed, and barricades will be placed during the duration of the event. It was recommended that City Council approve the Memorial Day Parade event. Following discussion, Member Williams made a motion, seconded by Member Langen as follows:

MOTION TO APPROVE THE LA CRESCENT MEMORIAL DAY PARADE EVENT ON MONDAY, MAY 25, 2026, 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 3.6 – MINNESOTA DEPARTMENT OF HEALTH PILOT PROGRAM-LEAD SERVICE POTHOLING

Interim City Administrator/Public Works Director Tyler Benish reviewed with City Council a pilot program between the Minnesota Department of Health (MDH) and Minnesota Rural Water Association (MNRWA) to pothole (hydro excavate) unknown water service lines, aiding in updating lead service inventories. MDH and MNRWA approached the City's Engineer firm WHKS to engage public water system clients to participate in the pilot program. The project would be an agreement between WHKS and MDH, with a potholing subcontractor operating under the WHKS agreement. The purpose of the project would be to identify fifty (50) unknown water service lines and restoration. The project will be at no cost to the City. It was recommended that City Council approve participating in the Lead service potholing program. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Jostad as follows:

MOTION TO APPROVE PARTICIPATING IN THE LEAD SERVICE POTHOLING PROGRAM 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
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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 – RESOLUTION-LOCAL OPTION SALES TAX

City Council reviewed for adoption a resolution amending the verbal local option sale tax resolution that was made at the April 13, 2026, City Council meeting. The House tax committee bill that was introduced has been amended to align with the proposed amended resolution. Following discussion, Member Williams introduced the following resolution and moved its passage and adoption:

CITY OF LA CRESCENT, MINNESOTA RESOLUTION 4-26-10

RESOLUTION SUPPORTING THE AUTHORITY TO IMPOSE A LOCAL SALES TAX TO FUND SPECIFIC CAPITAL IMPROVEMENT PROVIDING REGIONAL BENEFIT TO ESTABLISH THE DURATION OF THE TAX AND THE REVENUE TO BE RAISED BY THE TAX, AND TO AUTHORIZE THE CITY TO ISSUE BONDS SUPPORTED BY THE SALES TAX REVENUE

WHEREAS, the City has engaged community residents and businesses and identified the La Crescent Community Arena ice system replacement project; the project will replace the banned R-22 refrigerant system, improve the efficiency and reliability of the coolant system as well as extend the seasonal use of the ice arena, other improvements include solar installation and energy efficiency upgrades;

WHEREAS, the project(s) will result in benefits to both the residents and businesses of the City of La Crescent and to non-resident visitors and businesses; and,

WHEREAS, funding the project(s) with a local sales tax will more closely distribute the cost of the project(s) to the users of the facilities; and,

WHEREAS, the project(s) are estimated to cost approximately \$6,500,000 and,

WHEREAS, the city estimates that a local sales tax of one half of one percent (0.5%) would generate \$6,500,000 over 20 years; and,

WHEREAS, the city has provided documentation of the regional significance of each project, including the share of the economic benefit to or use of each project by persons residing, or businesses located, outside of the jurisdiction; and,

WHEREAS, Minn. Stat. § 297A.99 authorizes the imposition of a general sales tax if permitted by special law of the Minnesota Legislature; and,

WHEREAS, Minn. Stat. § 297A.99 requires the City to pass a resolution authorizing such a local tax and to obtain Legislative approval prior to approval by the local voters to enact the local tax;

THEREFORE, BE IT RESOLVED the following:

1. The city council supports the authority to impose a general local sales tax of one half of one percent for a period of 20 years to fund the aforementioned project;
2. Upon approval of this resolution, the city will submit the adopted resolution and documentation of regional significance to the chairs and ranking minority members of the House and Senate Taxes committees for approval and passage of a special law authorizing the tax.
3. Upon Legislative approval and passage of the special law authorizing the tax, the city will adopt a resolution accepting the new law, which will be filed with a local approval certificate to the Office of the Secretary of State before the following Legislative session.
4. The city will put a detailed ballot question(s), which includes separate questions for each project, on a general election ballot for local voter approval. This will be done within two years of receiving legislative authority.
5. If one or more ballot questions pass, the city will also pass an ordinance imposing the tax and notify the commissioner of Revenue at least 90 days before the first day of the calendar quarter that the tax will be imposed.
6. Upon completion of the aforementioned requirements, the local sales tax will commence and run for a period of 20 years or until a sum sufficient to fund the voter approved project, including related debt costs, is raised, whichever comes first.

Adoption by the City Council of the City of La Crescent this 27th day of April, 2026.

Signed:

Mayor

ATTEST:

Interim City Administrator

The foregoing motion was duly seconded by Member Langen and 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.

ITEM 3.8 – RAILROAD CROSSING ELIMINATION GRANT RFP

Interim City Administrator/Public Works Director Tyler Benish reviewed with City Council information regarding the Railroad Crossing Elimination Grant. The grant requires the City to provide a selection process for the consultant that will perform the work outlined in the grant. A Request for Proposals (RFP) to perform the services outlined in the grant was included for City Council review and consideration. The City has submitted all the necessary documents to the Federal Railroad Administration (FRA) and is anticipating a grant contract within the next three weeks. The timing of the RFP will allow the consultant time to do field work this summer and fall, with time to construct and finalize the plan over the winter. The tentative plan would be to bring the FRA grant agreement and a recommendation for selecting a consultant to the City Council at the July 13, 2026, Council meeting. It was recommended that City Council approve the Railroad Crossing Elimination Grant RFP and authorize to advertise for proposals. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Langen as follows:

MOTION TO APPROVE THE RAILROAD CROSSING ELIMINATION GRANT REQUEST FOR PROPOSALS (RFP) FOR CONSULTANT SERVICES AND AUTHORIZE TO ADVERTISE FOR PROPOSALS.

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 – PERSONNEL COMMITTEE RECOMMENDATION

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

1. That the City Council approve an increase to the Fire Chief Supplemental Fee from \$150 per month to \$250 per month, and an increase in subsequent years at the same percentage as the Union and non-union cost of living increase. The fee was set in 2010 and has not been increased since. The increase would be effective May 1, 2026. Following discussion, Member Williams made a motion, seconded by Member O'Donnell-Ebner as follows:

MOTION TO APPROVE AN INCREASE TO THE FIRE CHIEF SUPPLEMENTAL FEE FROM \$150 PER MONTH TO \$250 PER MONTH AND AN INCREASE IN SUBSEQUENT YEARS AT THE SAME PERCENTAGE AS THE UNION AND NON-UNION COST OF LIVING INCREASE, EFFECTIVE MAY 1, 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.

2. The Personnel Committee is recommending that the City Council accept Randy Urich's resignation from the Sustainability and Natural Resource Committee, effective April 22nd, 2026. A copy of Mr. Urich's notice is included. There are no current applications for appointments to the Sustainability and Natural Resource Committee. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Langen as follows:

MOTION TO ACCEPT RANDY URICH’S RESIGNATION FROM THE SUSTAINABILITY AND NATURAL RESOURCE COMMITTEE EFFECTIVE APRIL 22ND, 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 3.10 – AUTHORIZE EXPENDITURE – SHORE ACRES GRINDER TANK

Interim City Administrator/Public Works Director Tyler Benish reviewed with City Council that the City of La Crescent has received \$18,000 from FEMA for flood mitigation from the flooding in 2024; the mitigation project is to replace and waterproof one grinder tank that serves 414 and 410 Shore Acres Road to reduce the impacts of future flooding. The cost of the tank is \$6,400 from Midwest Pump Works and the cost to install is \$11,250 from BKC Construction. The remaining funds will include updating the control box and reconnecting electricals. It was recommended that City Council authorize the expenditure for the replacement of the grinder tank. Following discussion, Member Jostad made a motion seconded by Member Langen as follows:

MOTION TO AUTHORIZE THE EXPENDITURE OF \$17,650 FROM THE \$18,000 FLOOD MITIGATION FUNDS RECEIVED FROM FEMA IN 2024 FOR THE REPLACEMENT AND WATERPROOFING OF A GRINDER TANK THAT SERVES 410 AND 414 SHORE ACRES ROAD WITH THE REMAINING FUNDS USED TO UPDATE THE CONTROL BOX AND RECONNECTION OF ELECTRICALS.

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 – DEVELOPMENT AGREEMENT EXTENTION REQUEST – 350 Strupp Avenue and 270 Strupp Avenue

City Attorney Skip Wieser reviewed with City Council a request from the developer at 270 Strupp Avenue for an extension to the development agreement deadlines and request to assign the development agreement to BKW 270 Strupp LLC, the entity that is acquiring the property at 270 Strupp Avenue. A copy of the developers proposed amendment and assignment (11.3) along with the first amendment of the development agreement (11.4) was included. It was recommended that City Council authorize the assignment of the development agreement for 270 Strupp Avenue to BKW 270 Strupp LLC, and extend the development agreement deadlines as follows:

Article 3 section E Streets:

1. Irrevocable Letter of Credit: May 15, 2026
 2. Completion of road construction: October 31, 2026
- Article 3 section F Certificate of Occupancy: October 31, 2026

Following discussion, Member Williams made a motion, seconded by Member Langen as follows:

MOTION TO AUTHORIZE THE ASSIGNMENT OF THE DEVELOPMENT AGREEMENT FOR 270 STRUPP TO BKW 270 STRUPP LLC AND EXTEND THE DEVELOPMENT AGREEMENT DEALINES AS STATED.

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.

City Attorney Skip Wieser reviewed with City Council a request from the developer at 350 Strupp Avenue for an extension to the development agreement deadlines and a request to assign the development agreement to Minn Comm RE2 LLC, the entity that is acquiring the property at 350 Strupp Avenue. The developer's request (11.1) and a copy of the first amendment of the development agreement (11.2) were included; the first amendment includes the original development agreement as exhibit A. It was recommended that City Council authorize the assignment of the development agreement for 350 Strupp Avenue to Minn Comm RE2 LLC, and extend the development agreement deadlines as follows:

Article 3 section E Streets:

1. Irrevocable Letter of Credit: May 15, 2026

2. Completion of road construction: October 31, 2026
Article 3 section F Certificate of Occupancy: October 31, 2026

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

MOTION TO AUTHORIZE THE ASSIGNMENT OF THE DEVELOPMENT AGREEMENT FOR 350 STRUPP TO MINN COMM RE2 LLC AND EXTEND THE DEVELOPMENT AGREEMENT DEADLINES AS STATED.

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.

ITEM 2 – PUBLIC HEARING/MEETING - 5:30 P.M. – LOCAL BOARD OF APPEAL & EQUALIZATION MEETING

At 5:30 pm Mayor Poellinger recessed the regular City Council meeting and convened the annual Board of Appeal and Equalization meeting. Lucas Onstad, Mark Bennett, and Joe Olson from the Houston County Assessor's Office were present as well as Stephanie Smith and Scott Heftman from the Winona County Assessor's Office. Houston County Assessor Lucas Onstad reviewed the Board of Appeal and Equalization proceedings and Winona County Assessor Stephanie Smith gave a review of the market values for the City of La Crescent properties located in Winona County.

Mayor Poellinger opened the meeting to the public beginning with Houston County.

The following members of the public wished to address the City Council and representatives from the Houston County Assessor's Office for Appeal:

Jack Haase – 817 Stoney Point Road. Following discussion, Member Jostad made a motion, seconded by Member Williams as follows:

MOTION TO REDUCE THE ESTIMATED MARKET VALUE FROM \$487,000 TO \$467,000 BASED ON THE FINDINGS PROVIDED.

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.

John and Jan Munson – 829 Bridle Lane. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Jostad as follows:

MOTION TO MAKE NO CHANGE TO THE ESTIMATED MARKET VALUE FOR THE PROPERTY LOCATED AT 829 BRIDLE LANE.

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.

Joe Zoellner – 1112 Spruce Drive an eight-plex apartment building. Following discussion, Member Langen made a motion, seconded by Member Williams as follows:

MOTION TO MAKE NO CHANGE TO THE ESTIMATED MARKET VALUE FOR THE PROPERTY LOCATED AT 1112 SPRUCE DRIVE.

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.

Lynne and Scott Lintelman – 1127 Jonathan Lane. Following discussion, Member O’Donnell-Ebner made a motion seconded by Member Jostad as follows:

MOTION TO REDUCE THE ESTIMATED MARKET VALUE OF THE PROPERTY LOCATED AT 1127 JONATHAN LANE FROM \$518,000 TO \$502,000 TO \$485,000 BASED ON THE FINDINGS OF THE HOUSTON COUNTY ASSESSOR.

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.

Dick Wieser – 610 Hillcrest Avenue. Following discussion, Member Williams made a motion, seconded by Member Langen as follows:

MOTION TO MAKE NO CHANGE TO THE ESTIMATED MARKET VALUE OF THE PROPERTY LOCATED AT 610 HILLCREST AVENUE.

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.

Michael Oliver – 514 South Hill Street. Following discussion, Member Jostad made a motion, seconded by Member O’Donnell-Ebner as follows:

MOTION TO ADOPT THE RECOMMENDATION OF THE HOUSTON COUNTY ASSESSOR AND REDUCE THE ESTIMATED MARKET VALUE OF THE PROPERTY LOCATED AT 514 SOUTH HILL STREET FROM \$229,400 TO \$194,100.

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.

There were no members of the public that wished to appeal before the City Council and representatives from the Winona County Assessor's Office.

There being no further appeals to come before the Council at this time, Mayor Poellinger closed the public hearing and reconvened the regular City Council meeting at 6:32 p.m.

ITEM 3.12 – INSURANCE LIABILITY COVERAGE WAIVER

City Finance Director Kara Tarrence reviewed with City Council the annual requirement for the City Council to adopt the liability coverage waiver form, included in the packet, for the City's general liability insurance coverage with the League of Minnesota Cities Insurance Trust. Based on the recommendation of the City's insurance agent, the City Council has always not waived the statutory tort limits. This established by MN Statute 466.04 limits the amount an individual or multiple claimants could recover from a single occurrence. It was recommended that City Council continue with not waiving the statutory limits for the 2026/2027 renewal. Following discussion, Member O'Donnell-Ebner made a motion, seconded by Member Jostad as follows:

MOTION TO NOT WAIVE THE STATUTORY LIMITS FOR THE CITY'S 2026/2027 GENERAL LIABILITY INSURANCE COVERAGE WITH THE LEAGUE OF MINNESOTA CITIES INSURANCE TRUST.

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 3.13 – EXCLUSIVE BEVERAGE AGREEMENT – AQUATIC CENTER

Interim City Administrator/Public Works Director Tyler Benish reviewed with City Council an exclusive beverage agreement between Pepsi-Cola Bottling Company of La Crosse and the La Crescent Aquatic Center, which was originally signed in 2001. The City of La Crescent receives rebates from Gillette Pepsi Companies for the sale of 20 oz. beverage products at the Aquatic Center. The agreement is for a term of five (5) years and requires the Aquatic Center only sell beverages provided by Pepsi-Cola Bottling Company of La Crosse. It was recommended that City Council approve the agreement. Following discussion, Member Langen made a motion, seconded by Member Williams as follows:

MOTION TO APPROVE THE AGREEMENT BETWEEN PEPSI-COLA BOTTLING OF LA CROSSE AND THE LA CRESCENT AQUATIC CENTER.

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 3.14 – JDRF-BIKE RIDE REQUEST

City Council reviewed a letter from Police Chief Luke Ahlschlager with a request from the Juvenile Diabetes Research Foundation (JDRF) to hold their Ride to Cure Diabetes event in the City of La Crescent, scheduled for Saturday, August 15, 2026. The event coordinators are requesting permission from the La Crescent Police Department to assist with traffic control at the intersection of south Chestnut Street and Highway 16 (northbound lanes) to facilitate the safe crossing of participants. The expected impact on normal traffic flow is minimal. A map of the designated route was included. It was recommended that City Council approve the event requests. Following discussion, Member Williams made a motion, seconded by Member Jostad as follows:

MOTION TO APPROVE THE JUVENILE DIABETES RESEARCH FOUNDATION RIDE TO CURE DIABETES EVENT TO BE HELD ON SATURDAY, AUGUST 15, 2026, WITH POLICE DEPARTMENT ASSISTANCE 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 3.15 – COULEE CRUSHERS GRAVEL RACE REQUEST

City Council reviewed a letter from Police Chief Luke Ahlschlager with a request from Trek Bicycles to host the inaugural Supper Club Gravel Series event in La Crescent on Saturday, May 23rd, 2026. This is a new Midwest gravel racing series. The event will have three (3) race distances of 25, 50, and 75 miles with a mass starting time of 8:00 a.m. on Timm Lane near Veterans Park and Swing Bridge Pub. There will be a neutral, police-led rollout through the City before riders head into the county. Riders will return on South 7th Street and finish on the off-road double-track leading to Stoney Point Road. No full road closures are required, and riders will follow all traffic laws. Trek is requesting use of Veterans Park and city-owned lots from morning through 3:00 p.m. on May 23rd, a temporary 15-minute traffic hold on Timm Lane from 7:45-8:00 a.m., LCPD support for the neutral lead-out, LCPD assist for left turn from County Road 6/S 7th Street onto the off-road finish, and coordination with the Fire Department and Public Works as needed for safety and traffic management. It was recommended that City Council approve the event requests. Following discussion, Member Williams made a motion, seconded by Member Langen as follows:

MOTION TO APPROVE TREK BICYCLES INAUGURAL SUPPER CLUB GRAVEL SERIES EVENT ON SATURDAY, MAY 23RD, 2026, WITH ASSISTANCE FROM THE LA CRESCENT POLICE DEPARTMENT, LA CRESCENT FIRE DEPARTMENT, AND PUBLIC WORKS DEPARTMENT AS REQUESTED.

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 3.16 – REQUEST TO USE ICE ARENA PARKING LOT

Interim City Administrator/Public Works Director Tyler Benish stated that this item no longer requires action.

6. STAFF CORRESPONDENCE/COMMITTEE UPDATES

6.1 RIBBON CUTTINGS – 5/11/2026

City Council reviewed a press release regarding a ribbon cutting on South 6th Street in La Crescent for the Electric Vehicle Chargers and DriftCycle Bike Station to be held on May 11, 2026.

6.2 EXPLORE LA CROSSE-MARCH 2026 MINUTES

City Council reviewed the March 24, 2026, Explore La Crosse Board meeting minutes.

6.3 EXPLORE LA CROSSE-APRIL AGENDA

City Council reviewed the April 21, 2026, Explore La Crosse Board meeting agenda.

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 6:39 P.M.

APPROVAL DATE:

SIGNED:

Mayor

ATTEST:

Interim City Administrator

TO: Honorable Mayor and City Council Members
FROM: Cassie Hanan, City Administrator
DATE: May 8, 2026
RE: Bills payable

Attached for review and consideration by the City Council are the bills payable for the period ending May 8, 2026. We would suggest that the City Council approve the payment of the bills payable as presented.

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
ACENTEK						
4/26 STMT	LIBRARY PHONE CHARGES	04/30/2026	135.12	.00		
4/26 STMT	SEWER DEPT PHONE CHARGES	04/30/2026	125.22	.00		
4/26 STMT	PARKS PHONE CHARGES	04/30/2026	164.90	.00		
4/26 STMT	STREET PHONE CHARGES	04/30/2026	43.67	.00		
4/26 STMT	POLICE DEPT PHONE CHARGES	04/30/2026	315.95	.00		
4/26 STMT	GOLF COURSE PHONE CHARGES	04/30/2026	452.45	.00		
4/26 STMT	ARENA PHONE CHARGES	04/30/2026	310.15	.00		
4/26 STMT	CITY HALL PHONE CHARGES	04/30/2026	411.75	.00		
4/26 STMT	WATER DEPT PHONE CHARGES	04/30/2026	154.19	.00		
4/26 STMT	PUBLIC WORKS PHONE CHARGES	04/30/2026	91.50	.00		
4/26 STMT	LIC BUR PHONE CHARGES	04/30/2026	170.98	.00		
4/26 STMT	BLDG/ZNG PHONE CHARGES	04/30/2026	91.50	.00		
4/26 STMT	FIRE DEPT PHONE CHARGES	04/30/2026	477.24	.00		
4/26 STMT	POOL PHONE CHARGES	04/30/2026	89.85	.00		
Total 24:			3,034.47	.00		
AFLAC						
4/26 STMT	INSURANCE PREMIUMS	05/01/2026	42.00	.00		
Total 72:			42.00	.00		
AFSCME						
4/26 DUES	PAYROLL DEDUCTED UNION DUES	05/01/2026	570.24	.00		
Total 25:			570.24	.00		
AHLSCHLAGER, LUKE M.						
4/26 REIMB	MEAL REIMB - POLICE DEPT TRAINING	04/28/2026	16.42	.00		
Total 8274:			16.42	.00		
AMAZON CAPITAL SERVICES						
117P-67R7-D1GL	LIBRARY - BOOKS GRANT FUNDED	04/22/2026	12.99	.00		
14FD-1NPY-DCJ	LIBRARY - BOOKS GRANT FUNDED	04/22/2026	12.10	.00		
1641-1JKJ-49LC	CITY HALL - OFFICE SUPPLIES	04/27/2026	121.15	.00		
1DL7-PFVD-GFV	SEWER DEPT - MARKING PAINT	04/27/2026	45.05	.00		
1DL7-PFVD-GFV	MAINT - SOLDERING IRON	04/27/2026	39.19	.00		
1DL7-PFVD-GFV	WATER DEPT - MARKING PAINT	04/27/2026	45.06	.00		
1G3N-YKV4-74K	MAINT - OFFICE SUPPLIES	04/30/2026	167.67	.00		
1LHR-NGLL-NQ	CITY HALL - FILE CABINET RETURNED CREDIT	03/11/2026	1,895.84	.00		
1MNW-J9JP-7X6	FD - EMS MEDICAL SUPPLIES	05/07/2026	204.40	.00		
1R6V-4KQ3-1KW	GC - COMMERCIAL FREEZER	04/28/2026	1,949.00	.00		
1TFX-CY1P-CT3	PARKS - PRESSURE WASHER	04/15/2026	374.99	.00		
1TPX-DVRK-VG	PARKS - MOWER REPAIR	04/27/2026	20.95	.00		
1VH7-GPHY-HNL	GC - BAGS FOR USED GOLF BALLS	04/29/2026	84.95	.00		
1Y47-KCCH-DY	GC - UMBRELLAS FOR PATIO TABLES	04/28/2026	341.94	.00		
1YQY-HX66-1WJ	GC - EQUIPMENT CREDIT	04/28/2026	100.00	.00		
Total 9956:			1,423.60	.00		
AUTO VALUE LA CROSSE						
516567286	PARKS - MOWER REPAIR	04/22/2026	139.74	.00		
516567526	FD - TRUCK REPAIR	04/24/2026	16.39	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 2106:			156.13	.00		
BAILEY NURSERIES, INC.						
INV0741108	TREES FOR PINE CREEK PLANTING	04/21/2026	3,020.50	.00		
INV0741109	TREES FOR 6TH STREET PLANTING	04/21/2026	204.85	.00		
INV0741110	TREES FOR MNDOT PARTNERSHIP	04/21/2026	478.86	.00		
INV0745280	TREES FOR RE-LEAF GRANT	05/05/2026	6,328.50	.00		
Total 10176:			10,032.71	.00		
BAKALARS SAUSAGE CO INC						
785235B	GC - FOOD FOR RESALE	04/27/2026	219.80	.00		
Total 101:			219.80	.00		
BAUMGARTNER, DAVE						
282334	DOWN TREE REMOVAL - TRIFECTA AVE	05/04/2026	300.00	.00		
Total 8714:			300.00	.00		
BEAM INSURANCE ADMINISTRATORS LLC						
5/26 STMT	EMPLOYER PAID DENTAL -CLERK	05/05/2026	131.06	131.06	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -FD	05/05/2026	6.90	6.90	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -LIBRARY	05/05/2026	50.11	50.11	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -LICENSE BUREAU	05/05/2026	172.46	172.46	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -STREETS	05/05/2026	64.66	64.66	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -WATER	05/05/2026	61.36	61.36	05/05/2026	
5/26 STMT	A/R DENTAL- PHYLLIS FEIOCK	05/05/2026	50.11	50.11	05/05/2026	
5/26 STMT	A/R DENTAL- ROSE ALBRECHT	05/05/2026	50.11	50.11	05/05/2026	
5/26 STMT	A/R DENTAL- PAUL KENAGA	05/05/2026	100.26	100.26	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -REC	05/05/2026	5.52	5.52	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -SEWER	05/05/2026	43.31	43.31	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -PARKS	05/05/2026	10.02	10.02	05/05/2026	
5/26 STMT	EMPLOYER PAID DENTAL -PD	05/05/2026	272.68	272.68	05/05/2026	
5/26 STMT	DENTAL INSURANCE WITHHELD	05/05/2026	567.49	567.49	05/05/2026	
5/26 STMT	A/R DENTAL- BARB GILE	05/05/2026	100.26	100.26	05/05/2026	
5/26 STMT	A/R DENTAL- DEB OLIVER	05/05/2026	50.11	50.11	05/05/2026	
Total 9858:			1,736.42	1,736.42		
BLUE ROSE CAPITAL ADVISORS, LLC						
4195	2026 PRICING OPINION SERVICE	04/30/2026	1,600.00	.00		
Total 9759:			1,600.00	.00		
BOB'S SERVICE						
970654	POOL - FIXED LEAK IN PIPES	04/26/2026	183.40	.00		
Total 8841:			183.40	.00		
BREYER'S SALES AND SERVICE INC						
21609	PARKS - NEW PUSH MOWER	04/16/2026	699.00	.00		
21609	PARKS - OIL	04/16/2026	15.98	.00		
21609	PARKS - AIR FILTERS	04/16/2026	57.85	.00		
21609	PARKS - 2 NEW TRIMMERS	04/16/2026	859.98	.00		
21661	PARKS - CHAINSAW OIL	04/23/2026	44.98	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
21682	PARKS - KEY SWITCH	04/27/2026	46.56	.00		
21694	GC - ELECTRIC CHAINSAW	04/28/2026	298.48	.00		
Total 131:			2,022.83	.00		
CITY OF LA CRESCENT						
4/26 ICE ARENA	WATER/SEWER UTIL - ICE ARENA	04/30/2026	691.52	.00		
4/26 WIESER PA	WATER/SEWER UTIL - WIESER PAVILION	04/30/2026	151.31	.00		
Total 196:			842.83	.00		
CLASSIC ROCK PRODUCTS INC						
1120	PARKS - SOIL & MULCH FOR TREES AND PLANTS	05/01/2026	5,844.00	.00		
Total 278:			5,844.00	.00		
CLEARWAY COMMUNITY SOLAR LLC						
3/26 STMT	407 ORCHARDVIEW - BOOSTER STATION	03/31/2026	262.25	.00		
3/26 STMT	400 LARCH VE - WELL 2	03/31/2026	561.74	.00		
3/26 STMT	193 MCINTOSH RD - BOOSTER STATION	03/31/2026	158.52	.00		
3/26 STMT	608 S 7TH ST - POOL	03/31/2026	442.56	.00		
3/26 STMT	321 MAIN ST - LIBRARY	03/31/2026	141.50	.00		
3/26 STMT	209 S. WALNUT ST- LAC SIGN	03/31/2026	12.15	.00		
3/26 STMT	1450 HWY 16 - LIFT STATION	03/31/2026	25.78	.00		
3/26 STMT	31 MCINTOSH RD - LIFT STATION	03/31/2026	9.77	.00		
3/26 STMT	200 STONEY PT - WELL HOUSE	03/31/2026	686.67	.00		
3/26 STMT	110 MIDNIGHT ST - LIFT STATION	03/31/2026	44.95	.00		
3/26 STMT	1200 JONATHAN LN - PARK SHELTER	03/31/2026	37.00	.00		
3/26 STMT	1323 SPRUCE DR - ABNET FIELDS	03/31/2026	27.17	.00		
3/26 STMT	608 S 7TH ST - TENNIS COURT LIGHTS	03/31/2026	8.65	.00		
3/26 STMT	336 S 1ST ST - COMMUNITY BLDG	03/31/2026	133.21	.00		
3/26 STMT	202 MAIN ST - FLAG LIGHT	03/31/2026	2.75	.00		
3/26 STMT	722 N 2ND ST - RADIUM PLANT	03/31/2026	1,719.40	.00		
3/26 STMT	219 CHESTNUT ST - BRIDGE LIGHT	03/31/2026	48.47	.00		
3/26 STMT	520 S 14TH ST - ICE ARENA	03/31/2026	2,214.15	.00		
3/26 STMT	219 MAIN ST - UNIT LIGHTS	03/31/2026	67.63	.00		
3/26 STMT	523 S CHESTNUT - ANIMAL SHELTER	03/31/2026	34.77	.00		
Total 9854:			6,639.09	.00		
CULLIGAN WATER CONDITIONING						
285X22376606	MAINT - WATER COOLER RENTAL	05/01/2026	39.95	.00		
285X22376606	CITY HALL - WATER COOLER RENTAL	05/01/2026	39.95	.00		
285X22376606	PD - WATER COOLER RENTAL	05/01/2026	39.95	.00		
285X22397503	FD - WATER COOLER RENTAL	05/01/2026	39.95	.00		
Total 231:			159.80	.00		
CUSTOM ALARM						
636433	GC - MONTHLY ALARM MONITORING SYSTEM	05/01/2026	46.89	.00		
Total 290:			46.89	.00		
DEPT OF NATURAL RESOURCES						
4/21/26-4/27/26	WEEKLY RECREATIONAL VEH. REGIST.	04/27/2026	5,485.32	5,485.32	05/01/2026	
4/28/26-5/4/26	WEEKLY RECREATIONAL VEH. REGIST.	05/04/2026	3,453.87	3,453.87	05/08/2026	

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 318:			8,939.19	8,939.19		
DEPT. OF ADMINISTRATION SURPLUS SERVICES						
21681	GC - TORO GREENS MASTER 3300	04/16/2026	2,059.13	2,059.13	04/27/2026	
21685	GC - TORO 5210 REEL MASTER	04/16/2026	4,795.60	4,795.60	04/27/2026	
Total 10255:			6,854.73	6,854.73		
DEPUTY #031 LA CRESCENT						
5/1/26 PISHK M	LIC BUR - NSF STATE REIMBURSEMENT	05/01/2026	695.50	695.50	05/01/2026	
5/1/26 PISHK M	LIC BUR - NSF STATE REIMBURSEMENT	05/01/2026	547.50	547.50	05/01/2026	
Total 9750:			1,243.00	1,243.00		
DIGICOM INC						
INV30652	WIRELESS CONNECTION AT COMM BLDG - 2026	04/29/2026	240.00	.00		
Total 347:			240.00	.00		
ECM PUBLISHERS, INC.						
1097123	AD FOR PLANNING COMMISSION MEETING	04/29/2026	23.75	.00		
Total 8062:			23.75	.00		
ECO THRIVE, LLC						
4/26 LCA GRANT	GRANT HOURS - LOCAL CLIMATE ACTION GRANT	04/30/2026	75.00	.00		
4/26 REGULAR	SUSTAINABILITY SERVICES	04/30/2026	4,952.55	.00		
4/26 RELEAF GR	GRANT HOURS - RELEAF GRANT	04/30/2026	300.00	.00		
Total 9632:			5,327.55	.00		
EFTPS - ELECTRONIC FEDERAL TAX						
4/24/26 P/R	FED/FICA/MEDICARE	04/28/2026	19,662.04	19,662.04	04/28/2026	
Total 1127:			19,662.04	19,662.04		
FLAGSHIP RECREATION						
F24351	NEW SURFACE CHIPS AT VETERANS PARK PLAYGROUN	04/23/2026	5,193.85	.00		
Total 9160:			5,193.85	.00		
GEMPLER'S INC						
INV0004635730	PRO CUT BYPASS LOPPER	04/29/2026	69.99	.00		
Total 10163:			69.99	.00		
GMPT						
2026 DUES	2026 MEMBERSHIP DUES	01/01/2026	175.00	.00		
Total 9395:			175.00	.00		
GOPHER STATE ONE-CALL						
6040521	WATER - LOCATE	04/30/2026	52.65	.00		
6040521	SEWER - LOCATE	04/30/2026	52.65	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 620:			105.30	.00		
GRAF ELECTRIC, INC.						
25072	WELL #2 REPAIR	04/14/2026	1,445.96	.00		
Total 619:			1,445.96	.00		
HANCOCK & ROBINSON CPAS						
46620	DECEMBER 31, 2025 - YEAR END ASSISTANCE	04/27/2026	1,000.00	.00		
Total 10294:			1,000.00	.00		
HILLTOPPER REFUSE & RCYL SRVC						
4/26 BAGS	MONTHLY REFUSE P/U	04/30/2026	2,964.00	.00		
4/26 GOLF	RECYCLING & REFUSE P/U GOLF COURSE	04/30/2026	74.50	.00		
4/26 STMT	REFUSE P/U ARENA	04/30/2026	160.00	.00		
4/26 STMT	RECYCLING P/U FIRE DEPT	04/30/2026	16.48	.00		
4/26 STMT	REFUSE P/U CITY HALL	04/30/2026	67.89	.00		
4/26 STMT	REFUSE P/U FIRE DEPT	04/30/2026	26.11	.00		
4/26 STMT	REFUSE P/U MAINT SHOP	04/30/2026	230.71	.00		
4/26 STMT	REFUSE P/U PARKS	04/30/2026	405.37	.00		
4/26 STMT	REFUSE P/U ANIMAL SHELTER	04/30/2026	76.53	.00		
4/26 STMT	REFUSE P/U LIBRARY	04/30/2026	10.45	.00		
4/26 STMT	CITYWIDE RECYCLING P/U	04/30/2026	7,797.48	.00		
Total 9233:			11,829.52	.00		
HOFFMAN & McNAMARA						
MO32961	TREES FOR CITY TREE PLANTING	04/23/2026	4,178.00	.00		
Total 8935:			4,178.00	.00		
HOKAH CO-OP OIL ASSOCIATION						
3028	GC - DIESEL AND GAS FILL	05/01/2026	2,387.82	.00		
Total 715:			2,387.82	.00		
HOUSTON CNTY TREASURER						
5/26 25.0085.000	SPECIAL ASSESSMENT - PRINCIPAL	05/01/2026	598.49	598.49	05/01/2026	
5/26 25.0085.000	SPECIAL ASSESSMENT - INTEREST	05/01/2026	841.85	841.85	05/01/2026	
5/26 25.0094.000	SPECIAL ASSESSMENT - PRINCIPAL	05/01/2026	598.49	598.49	05/01/2026	
5/26 25.0094.000	SPECIAL ASSESSMENT - INTEREST	05/01/2026	841.85	841.85	05/01/2026	
5/26 25.0847.000	SPECIAL ASSESSMENT - PRINCIPAL	05/01/2026	598.49	598.49	05/01/2026	
5/26 25.0847.000	SPECIAL ASSESSMENT - INTEREST	05/01/2026	841.85	841.85	05/01/2026	
5/26 25.1155.000	SPECIAL ASSESSMENT - PRINCIPAL	05/01/2026	598.49	598.49	05/01/2026	
5/26 25.1155.000	SPECIAL ASSESSMENT - INTEREST	05/01/2026	841.85	841.85	05/01/2026	
5/26 25.1156.000	SPECIAL ASSESSMENT - PRINCIPAL	05/01/2026	598.49	598.49	05/01/2026	
5/26 25.1156.000	SPECIAL ASSESSMENT - INTEREST	05/01/2026	841.85	841.85	05/01/2026	
Total 7222:			7,201.70	7,201.70		
INGRAM LIBRARY SERVICES LLC						
96058281	LIBRARY - BOOKS GRANT FUNDED	04/22/2026	78.07	.00		
96058282	LIBRARY - BOOKS GRANT FUNDED	04/22/2026	118.42	.00		
96091350	LIBRARY - BOOKS GRANT FUNDED	04/23/2026	20.28	.00		
96091351	LIBRARY - BOOKS GRANT FUNDED	04/23/2026	21.20	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 10337:			237.97	.00		
INNOVATIVE OFFICE SOLUTIONS						
IN5108647	CITY HALL - NAME PLATE	04/28/2026	32.07	.00		
Total 9471:			32.07	.00		
J & K OF LA CROSSE, INC.						
73989	CLEANING SERVICE - WIESER PAVILION	05/01/2026	466.15	.00		
Total 10265:			466.15	.00		
KANSAS CITY LIFE INSURANCE CO.						
5/26 STMT	EMPLOYER PAID INS. -FD	05/04/2026	1.27	1.27	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -PARKS	05/04/2026	3.45	3.45	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -PD	05/04/2026	52.05-	52.05-	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -PUBLIC WORKS	05/04/2026	22.40-	22.40-	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -REC	05/04/2026	1.82	1.82	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -SEWER	05/04/2026	8.21	8.21	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -STREET	05/04/2026	18.58	18.58	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -WATER	05/04/2026	11.00	11.00	05/04/2026	
5/26 STMT	P/R DEDUCTIONS	05/04/2026	505.95	505.95	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -CLERK	05/04/2026	24.05	24.05	05/04/2026	
5/26 STMT	EMPLOYER PAID INS. -LIBRARY	05/04/2026	27.86	27.86	05/04/2026	
Total 8915:			527.74	527.74		
KOCH, ANDREW						
2026 BOOT	REIMBURSE SAFETY BOOT PER CONTRACT	05/01/2026	200.00	.00		
Total 9661:			200.00	.00		
KWIK TRIP INC						
4/26 STMT	STREETS - FUEL	04/30/2026	516.43	.00		
4/26 STMT	WATER - FUEL	04/30/2026	85.45	.00		
4/26 STMT	PD - FUEL	04/30/2026	1,688.53	.00		
4/26 STMT	FD - FUEL	04/30/2026	470.72	.00		
4/26 STMT	PARKS - FUEL	04/30/2026	525.62	.00		
4/26 STMT	SEWER - FUEL	04/30/2026	85.45	.00		
4/26 STMT	B&Z - FUEL	04/30/2026	122.65	.00		
Total 1014:			3,494.85	.00		
LA CRESCENT ACE HARDWARE						
4/26 STMT	GC - COURSE MAINT	04/30/2026	17.99	.00		
4/26 STMT	FD - FLAG	04/30/2026	41.99	.00		
4/26 STMT	SIDEWALK REPAIR	04/30/2026	19.18	.00		
4/26 STMT	STREETS - SWEEPER REPAIR	04/30/2026	5.59	.00		
4/26 STMT	WELL #3 BLDG MAINT	04/30/2026	4.40	.00		
4/26 STMT	GC - FERTILIZER	04/30/2026	199.98	.00		
4/26 STMT	WATER DEPT - UPS SHIPPING WATER SAMPLES	04/30/2026	16.93	.00		
4/26 STMT	STREETS - FASTENERS	04/30/2026	2.55	.00		
4/26 STMT	GC - WATER FOR GOLF CARS	04/30/2026	16.74	.00		
4/26 STMT	STREETS - TRAILER HITCH	04/30/2026	12.58	.00		
4/26 STMT	MAINT - CARB CLEANER	04/30/2026	15.98	.00		
4/26 STMT	GC - BLDG MAINT	04/30/2026	18.58	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
4/26 STMT	PARKS - SAW FOR TREE PLANTING	04/30/2026	263.99	.00		
4/26 STMT	PARKS - CLEANING SUPPLIES	04/30/2026	35.98	.00		
4/26 STMT	GC - BLDG MAINT	04/30/2026	3.42	.00		
4/26 STMT	POOL FILTER REPAIR	04/30/2026	13.95	.00		
4/26 STMT	STREETS - EQUIPMENT REPAIR	04/30/2026	2.37	.00		
4/26 STMT	GC - SMALL TOOLS	04/30/2026	34.72	.00		
4/26 STMT	PARKS - VETS PARK SWING REPAIR	04/30/2026	17.12	.00		
4/26 STMT	MAINT - SHOP SUPPLIES	04/30/2026	47.35	.00		
4/26 STMT	GC - CLEANING SUPPLIES	04/30/2026	6.99	.00		
4/26 STMT	DRINKING FOUNTAIN REPAIR	04/30/2026	80.95	.00		
4/26 STMT	STREETS - SILICONE SPRAY	04/30/2026	23.97	.00		
4/26 STMT	STREETS - PIN FOR HITCH	04/30/2026	7.99	.00		
4/26 STMT	GC - POSTAGE/SHIPPING	04/30/2026	76.86	.00		
4/26 STMT	GC - COURSE MAINT	04/30/2026	17.96	.00		
4/26 STMT	PARKS - SMALL TOOLS	04/30/2026	44.99	.00		
4/26 STMT	LIC BUR - OFFICE SUPPLIES	04/30/2026	3.99	.00		
4/26 STMT	PD - RANGE ITEMS	04/30/2026	22.98	.00		
Total 717:			1,078.07	.00		
LA CRESCENT ROCK PRODUCTS INC						
26-96	STREETS - ROAD ROCK	04/30/2026	700.26	.00		
Total 1121:			700.26	.00		
LABELS PLUS						
2243	SEWER - UTILITY BILLS	05/05/2026	1,132.95	.00		
2243	WATER - UTILITY BILLS	05/05/2026	1,132.95	.00		
Total 8270:			2,265.90	.00		
LAW ENFORCEMENT LABOR SERVICES						
4/26 DUES	PD - PAYROLL DEDUCTED UNION DUES	05/01/2026	584.00	.00		
Total 1134:			584.00	.00		
LEAGUE OF MN CITIES INS TRUST						
26151	FD - WORKERS COMP DEDUCTIBLE	05/01/2026	410.29	.00		
Total 1116:			410.29	.00		
LEASE SERVICING CENTER, INC.						
52755	PD TESLA - LEASE PYMT PRINCIPAL	05/01/2026	1,059.48	1,059.48	05/01/2026	
52755	PD TESLA - LEASE PYMT INTEREST	05/01/2026	207.84	207.84	05/01/2026	
52755	EQUINOX - LEASE PYMT PRINCIPAL	05/01/2026	1,415.87	1,415.87	05/01/2026	
52755	EQUINOX - LEASE PYMT INTEREST	05/01/2026	250.80	250.80	05/01/2026	
Total 10152:			2,933.99	2,933.99		
MAYO CLINIC AMBULANCE SERVICE						
3937120	CPR CLASS FOR LIFEGUARDS	04/15/2026	126.00	.00		
Total 8150:			126.00	.00		
MINNESOTA CHILD SUPPORT PAYMENT CENTER						
4/24/26 PR00156	MN CHILD SUPPORT	04/27/2026	525.14	525.14	04/27/2026	

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 9597:			525.14	525.14		
MINNESOTA DEPT OF REVENUE						
4/24/26 P/R	MN STATE WHT	04/28/2026	4,118.00	4,118.00	04/28/2026	
Total 227:			4,118.00	4,118.00		
MN UNEMPLOYMENT INSURANCE						
G.C. UI Q1 2026	G.C. UNEMPLOYMENT INS.	05/04/2026	1,282.00	1,282.00	05/04/2026	
Total 1321:			1,282.00	1,282.00		
MORRIS ELECTRONICS INC.						
19718	PD - G1 LICENSES	04/24/2026	79.84	.00		
19718	FD - G3 LICENSES	04/24/2026	12.40	.00		
19718	B&Z - G1 LICENSES	04/24/2026	9.98	.00		
19718	B&Z - G3 LICENSES	04/24/2026	12.40	.00		
19718	GC - G1 LICENSES	04/24/2026	9.98	.00		
19718	CLERK - G1 LICENSES	04/24/2026	99.80	.00		
19718	PLANNING COMM - G1 LICENSES	04/24/2026	69.86	.00		
19718	STREETS - G1 LICENSES	04/24/2026	19.96	.00		
19718	WATER - G3 LICENSES	04/24/2026	24.80	.00		
19718	CLERK - G3 LICENSES	04/24/2026	99.20	.00		
19718	PARKS - G1 LICENSES	04/24/2026	9.98	.00		
19718	CONTRACTED - G1 LICENSES	04/24/2026	19.96	.00		
19718	PD - G3 LICENSES	04/24/2026	49.60	.00		
19718	POOL - G3 LICENSES	04/24/2026	24.80	.00		
19718	COUNCIL - G1 LICENSES	04/24/2026	49.90	.00		
19718	FIRE DEPT - G1 LICENSES	04/24/2026	69.86	.00		
19718	PUBLIC WORKS - G1 LICENSES	04/24/2026	9.98	.00		
Total 10081:			672.30	.00		
MUNICIPAL EMERGENCY SERVICES, INC.						
IN2490261	FD - PPE	04/22/2026	378.55	.00		
IN2493308	FD - UNIFORMS	04/25/2026	137.62	.00		
Total 8816:			516.17	.00		
NCPERS GROUP LIFE INSURANCE						
4/26 STMT	LIFE INSURANCE PREMIUMS	05/01/2026	128.00	.00		
Total 1619:			128.00	.00		
NORTHERN BEVERAGE DISTRIBUTING						
1573743	GC - BEER FOR RESALE- CREDIT	04/01/2026	487.00-	.00		
1667673	GC - BEER FOR RESALE	04/30/2026	278.20	.00		
1671414	GC - BEER FOR RESALE	05/07/2026	347.35	.00		
Total 2311:			138.55	.00		
PALE BLUE DOT LLC						
1554	PROGRESS PAYMENT - LOCAL CLIMATE ACTION GRANT	03/31/2026	6,300.00	.00		
1565	PROGRESS PAYMENT - LOCAL CLIMATE ACTION GRANT	04/30/2026	13,440.00	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 10309:			19,740.00	.00		
PANGILINAN, LIAM						
5/26	REFUND UTILITY BILL DOUBLE PAYMENT	05/07/2026	193.02	193.02	05/07/2026	
Total 10351:			193.02	193.02		
PEPSI-COLA BOTTLING COMPANY						
9119140	GC - POP FOR RESALE	04/21/2026	832.50	.00		
Total 1615:			832.50	.00		
PERFORMANCE FOODSERVICE						
300840	GC - CHIPS, SNACKS, NUTS	04/01/2026	53.37	.00		
300840	GC - FOOD FOR RESALE	04/01/2026	875.54	.00		
311984	GC - CLEANING SUPPLIES	04/15/2026	45.00	.00		
311984	GC - CHIPS, SNACKS, NUTS	04/15/2026	53.37	.00		
311984	GC - FOOD FOR RESALE	04/15/2026	352.37	.00		
316552	GC - CLEANING SUPPLIES	04/22/2026	60.60	.00		
316552	GC - FOOD FOR RESALE	04/22/2026	484.12	.00		
316552	GC - KITCHEN SUPPLIES	04/22/2026	57.18	.00		
322386	GC - FOOD FOR RESALE	04/29/2026	551.28	.00		
322386	GC - CHIPS, SNACKS, NUTS	04/29/2026	106.72	.00		
Total 10087:			2,639.55	.00		
PETTY CASH-CITY HALL						
2026 SIGN UP	CHANGE FOR PARK & REC SIGN UP	04/28/2026	200.00	200.00	04/29/2026	
Total 1605:			200.00	200.00		
PROLOGUE PLANNING GROUP						
4/1/26 - 4/30/26	ECONOMIC DEVELOPMENT SERVICES	04/30/2026	1,918.39	.00		
Total 10006:			1,918.39	.00		
PUBLIC EMPLOYEES RETIREMENT						
4/24/26 P/R	RETIREMENT DEDUCTIONS/CONTRIB.-CORD & PF	04/29/2026	17,950.74	17,950.74	04/29/2026	
Total 1612:			17,950.74	17,950.74		
QUADIENT LEASING USA, INC						
Q2337608	POSTAGE METER RENT- CITY	04/26/2026	44.49	.00		
Q2337608	POSTAGE METER RENT- LIC. BUR.	04/26/2026	11.12	.00		
Q2337608	POSTAGE METER RENT-ARENA	04/26/2026	11.12	.00		
Q2337608	POSTAGE METER RENT- PUB WORKS	04/26/2026	11.12	.00		
Q2337608	POSTAGE METER RENT- LIBRARY	04/26/2026	11.12	.00		
Q2337608	POSTAGE METER RENT- G.C.	04/26/2026	11.12	.00		
Q2337608	POSTAGE METER RENT-B&Z	04/26/2026	11.12	.00		
Q2337608	POSTAGE METER RENT-WATER	04/26/2026	44.49	.00		
Q2337608	POSTAGE METER RENT- PD	04/26/2026	22.26	.00		
Q2337608	POSTAGE METER RENT-SEWER	04/26/2026	44.49	.00		
Total 9213:			222.45	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
QUILLINS LA CRESCENT						
4/26 FIRE	FD - ICE FOR EVENT	04/30/2026	8.98	.00		
4/26 STMT	GC - FOOD FOR RESALE	04/30/2026	12.16	.00		
Total 1707:			21.14	.00		
RELIABLE PEST MANAGEMENT						
18534	CITY HALL - PEST CONTROL	04/13/2026	55.00	.00		
18535	GC - PEST CONTROL	04/13/2026	165.80	.00		
18536	LIBRARY - PEST CONTROL	04/13/2026	45.00	.00		
Total 9871:			265.80	.00		
SAM'S CLUB						
4/26 STMT	GC - CHIPS, SNACKS, NUTS	04/30/2026	68.47	68.47	05/01/2026	
4/26 STMT	CITY HALL - OFFICE SUPPLIES	04/30/2026	269.14	269.14	05/01/2026	
Total 1861:			337.61	337.61		
SHERWIN-WILLIAMS						
83246108530426	STREET - PAINT	04/24/2026	5,897.60	.00		
Total 1906:			5,897.60	.00		
SOLAR CONNECTION INC.						
3549	EQUIPMENT PAYMENT FOR SOLAR PV SYSTEM AT WIES	04/27/2026	49,800.00	.00		
Total 10264:			49,800.00	.00		
SUMMIT FIRE PROTECTION						
4029510	GC - FIRE EXT ANNUAL INSPECTION	04/17/2026	223.30	.00		
4029526	GC - SYSTEM INSPECTION - CLUBHOUSE	04/17/2026	275.25	.00		
Total 50:			498.55	.00		
THE BUYERS EX-PRESS						
5061	GC - ADVERTISING	05/01/2026	150.00	.00		
Total 9513:			150.00	.00		
THORSON GRAPHICS LLC						
10464	ADOPT A DRAIN POSTCARD - ROOT RIVER SWCD	04/27/2026	233.05	.00		
Total 8998:			233.05	.00		
TRI-STATE BUSINESS MACHINES IN						
651642	LIBRARY - COPY/PRINTER	04/10/2026	98.00	.00		
652090	GOLF COURSE - COPY/PRINTER	04/17/2026	30.16	.00		
652090	PD - COPY/PRINTER	04/17/2026	107.74	.00		
652090	WATER - COPY/PRINTER	04/17/2026	49.11	.00		
652090	MOTOR VEHICLE - COPY/PRINTER	04/17/2026	68.13	.00		
652090	B&Z - COPY/PRINTER	04/17/2026	73.68	.00		
652090	PUBLIC WORKS - COPY/PRINTER	04/17/2026	122.80	.00		
652090	SEWER - COPY/PRINTER	04/17/2026	49.11	.00		
652090	FD - COPY/PRINTER	04/17/2026	9.39	.00		
652090	CLERK - COPY/PRINTER	04/17/2026	122.80	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 2024:			730.92	.00		
US POSTAL SERVICE						
5/26 CYCLE 3 BI	POSTAGE - WATER/SEWER BILL	05/01/2026	226.00	226.00	05/01/2026	
5/26 CYCLE 3 BI	POSTAGE - WATER/SEWER BILL	05/01/2026	226.01	226.01	05/01/2026	
Total 2102:			452.01	452.01		
VERIZON WIRELESS						
6142225716	WATER DEPT - DATA	04/28/2026	20.02	.00		
6142225716	B&Z - COMPUTER DATA	04/28/2026	40.04	.00		
6142225716	PD - COMPUTER DATA & PHONE SERVICE	04/28/2026	552.63	.00		
6142225716	SEWER DEPT - DATA	04/28/2026	20.02	.00		
Total 8973:			632.71	.00		
VISA						
4/26 STMT	PD - POST LICENSE RENEWAL FOR PETERSON & CLARK	04/30/2026	180.00	.00		
4/26 STMT	LIBRARY - HOTEL FOR CONFERENCE	04/30/2026	763.74	.00		
4/26 STMT	2026 BOARD OF APPEAL AD CREDIT	04/30/2026	23.95-	.00		
4/26 STMT	LIBRARY - PROGRAM FEE	04/30/2026	400.00	.00		
4/26 STMT	PD - INTERNET PEOPLE SEARCH	04/30/2026	100.00	.00		
4/26 STMT	NEWSLETTER WEBSITE EMAIL	04/30/2026	26.50	.00		
4/26 STMT	B&Z - LICENSE FEE	04/30/2026	40.00	.00		
4/26 STMT	PD - TESLA CHARGING	04/30/2026	36.16	.00		
4/26 STMT	YEARLY SUBSCRIPTION CALEDONIA ARGUS	04/30/2026	69.40	.00		
4/26 STMT	ADMIN LUNCH	04/30/2026	71.51	.00		
4/26 STMT	2026 BOARD OF APPEAL AD	04/30/2026	23.95	.00		
4/26 STMT	LIBRARY - PROGRAM WORKSITE WELLNESS PRESENTA	04/30/2026	280.08	.00		
4/26 STMT	B&Z - MEAL AT TRAINING	04/30/2026	14.04	.00		
4/26 STMT	SUMMMARY OF ORD 598 AD	04/30/2026	67.08	.00		
4/26 STMT	PD - EQUIPMENT REPAIR CREDIT	04/30/2026	19.18-	.00		
4/26 STMT	PROJECT MEETING LUNCH	04/30/2026	32.94	.00		
4/26 STMT	PD - HOTEL FOR TRAINING	04/30/2026	190.76	.00		
4/26 STMT	DRIFTLESS AWARD BANQUET	04/30/2026	400.00	.00		
Total 2208:			2,653.03	.00		
VOLUNTEER FIREFIGHTERS'						
2026 30@\$10	FD - FIREFIGHTERS ANNUAL INSURANCE RENEWAL	05/01/2026	300.00	.00		
Total 8070:			300.00	.00		
VON ARX STUMP GRINDING						
118	STUMP REMOVAL AT DOG PARK	04/17/2026	550.00	.00		
Total 10291:			550.00	.00		
VOYA INSTITUTIONAL TRUST COMPANY						
4/24/26 P/R	DEFERRED COMP. DEDUCTIONS/CONTRIBUTIONS	04/28/2026	3,840.50	3,840.50	04/28/2026	
Total 10290:			3,840.50	3,840.50		
WIESER BROTHERS, INC.						
25023	WIESER PAVILION WALL REPAIR	04/28/2026	55,475.00	.00		

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
Total 2338:			55,475.00	.00		
WIESER LAW OFFICE PC						
4/26 CITY	CLERK - LEGAL FEES	04/30/2026	4,548.76	.00		
4/26 CITY	BLDG/ZNG - LEGAL FEES	04/30/2026	4,548.76	.00		
4/26 CITY	WATER DEPT - LEGAL FEES	04/30/2026	2,274.38	.00		
4/26 CITY	COUNCIL - LEGAL FEES	04/30/2026	4,548.76	.00		
4/26 CITY	SEWER DEPT - LEGAL FEES	04/30/2026	2,274.39	.00		
4/26 POLICE	PD - LEGAL FEES	04/30/2026	9,926.59	.00		
Total 2361:			28,121.64	.00		
WIESER, MATTHEW						
2026 SHOE	SHOE REIMBURSEMENT	05/02/2026	200.00	.00		
Total 9920:			200.00	.00		
ZIEBELL'S HIAWATHA FOODS INC						
451044	GC - FOOD FOR RESALE	04/14/2026	688.74	.00		
451044	GC - CLEANING SUPPLIES	04/14/2026	290.96	.00		
451044	GC - ITEMS FOR RESALE	04/14/2026	30.19	.00		
451044	GC - KITCHEN SUPPLIES	04/14/2026	73.99	.00		
451044	GC - CHIPS, SNACKS, NUTS	04/14/2026	143.53	.00		
451896	GC - CHIPS, SNACKS, NUTS	04/24/2026	56.93	.00		
451896	GC - FOOD FOR RESALE	04/24/2026	336.70	.00		
451896	GC - CLEANING SUPPLIES	04/24/2026	174.53	.00		
Total 2417:			1,795.57	.00		
Grand Totals:			326,837.26	77,997.83		

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

City Treasurer: _____

Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid	Voided
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Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: May 7, 2026
RE: Engineering Agreement- Lead service line replacement

Attached for review and consideration is an engineering agreement with WHKS to prepare plans and specifications for the lead service line replacement project. City Engineer Tim Hruska will be in attendance at the meeting to review the agreement with the City Council.

The City received a \$1,000,000 grant from the Minnesota Public Facilities Authority for the replacement of lead and galvanized service lines. The engineering costs will be included in the grant. The project will replace water service lines from the main into the properties; the project is expected to begin in the fall of 2026 and be completed in 2027. The water department will have to carry the cost to design the project until a contract is executed, at which time the incurred cost will become reimbursable.

In order to continue moving forward with the project, we suggest the City Council approve the agreement with WHKS.



PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, by and between **City of La Crescent** hereinafter referred to as the "Client" and WHKS & Co., hereinafter referred to as "WHKS", is made as follows:

WHEREAS, the Client has a need for certain professional services relating to the project described as **2026 Lead Service Line Replacement**.

WHEREAS, WHKS proposes to furnish the professional services required by the Client for said project,

NOW THEREFORE, the Client hereby agrees to retain and compensate WHKS to perform the professional services in accordance with the terms and conditions of this Agreement and the attached Standard Terms and Conditions.

Scope of Services

WHKS shall perform the following described services for the Client:

Design, bid, and construction phase engineering services as described on the attached Scope of Services included in Exhibit A.

Basis of Compensation

For the services described above, the Client shall remunerate WHKS as follows:

Items 1-3 (Design / Project Implementation) - Billed Hourly with an Estimated Fee of \$40,000. Expenses billed at actual cost and mileage at the current published IRS rate per mile. External expenses include an administrative charge of 10 percent.

Items 4-5 (Construction) - Billed Hourly with an Estimated Fee of \$80,000. Expenses billed at actual cost and mileage at the current published IRS rate per mile. External expenses include an administrative charge of 10 percent.

Executed this _____ day of _____, 2026

City of La Crescent

By: _____

Printed Name: _____

Title: _____

WHKS & CO.

By: _____

Printed Name: Timothy A. Hruska

Title: Vice President



Exhibit A to Professional Services Agreement

A. Project Description:

In January this year, the City was awarded \$1,000,000 by the Minnesota Public Facilities Authority (MPFA). This money will be used to replace approximately 40 Lead and Galvanized water services. Water service lines ownership is split between the City and property owner. The funding will be a grant for the private side and a 0% interest loan that will be repaid by a grant for the public side.

The project consists of the preparation of plans and specifications, and construction services to replace Lead and Galvanized water services. This is a continuation of the work to identify lead water service lines that started in 2024.

After the project is bid, the City will enter into an agreement with the MPFA to finalize the funding amount. Once this agreement is in place the city can submit for reimbursement.

B. Scope of Services Provided Under This Agreement:

1. Project Management and Meetings

- Perform general project administrative duties including supervision and coordination of the project team, review of project costs and billings, prepare invoices using Consultant's standard forms, preparation of status reports, and general administrative activities.
- Hold kick-off meeting with Client to discuss the project and review the scope.
- Advise the Client of the necessity of obtaining Special Engineering Services as described in Paragraph C., and act as the Client's representative in connection with any such services not actually performed by WHKS.
- Attend two (2) meetings for the project.

2. Research of Existing Conditions

- Collect, obtain and review relevant information from the Client.

3. Preliminary and Final Design

- Prepare preliminary and final plans and specifications to show the character and scope of work to be performed by contractors on the Project.
- Prepare forms of advertisement for bids – use for Minnesota, contractor's proposal, construction agreement, payment bond and performance bond for approval by the Client, subject to prior review and approval by Client's Attorney, Bond Counsel, and/or Fiscal Agent.
- Prepare opinion of probable construction cost on completed plans and specifications.
- Furnish two (2) original signed copies of the plans, specifications, and other contract documents as required to the Client.
- Furnish plans and specifications to bidders through the use of a web based plan room.
- Answer contractor's questions during the bidding phase.
- Prepare addendums to the contract documents prior to bid letting, if necessary.

- Assist in the receiving and tabulation of Contractors' proposals and assist in awarding construction contract.
- Prepare and submit applicable construction permit application package to the County and MnDOT for work in their Right of Ways.

4. Construction Administration

- Provide construction administration assistance during construction. Contract administration assistance activities conducted during project construction include clarification of design details, periodic visits to the construction site to observe the progress of work, review of shop drawings, review periodic payment estimates for completed construction work and recommend payments for processing, prepare change orders when required, and prepare the final summary of construction costs.
- Conduct a preconstruction meeting with Client, Contractor and Utility Owners.
- Provide construction staking.
- Prepare record drawings from Contractor provided "mark-ups" at the completion of the construction.
- Provide construction updates to the Client.

5. Construction Observation

- Provide resident project observation services during the construction of the Project. Resident observation is a part time function during construction. Duties are to provide on-site evaluations of the Project progress in accordance with the plans and specifications and report said progress to the Engineer. Additionally, the observer maintains a log book recording conditions at the job site, weather, record of visitors, summary of daily activities, actions taken, observations in general and assists in recording data for eventual preparation of Record Drawings. The observer duties do not include construction means, methods, procedures, and job-site safety. Fee based on 500 hours of observation and travel time.

C. Special Engineering Services:

Special Engineering Services are those services not listed above, but which may be required or advisable to accomplish the Project. Special Engineering Services shall be performed when authorized by the Client for additional fees, to be determined at the time authorized.

Special Engineering Services include:

1. Easement research, plats or descriptions
2. Negotiation for easements or land acquisition
3. Quality control testing and construction materials testing
4. Geotechnical design/recommendations
5. National Environmental Policy Act (NEPA) compliance, including historical and archeological investigations
6. Construction phase engineering services, including construction administration, staking, construction observation, preparation of record drawings and project close-out services

STANDARD TERMS AND CONDITIONS FOR PUBLIC SECTOR PROJECTS

1. Scope of Services

Client and WHKS have agreed to a list of services WHKS will provide to Client as listed on the Professional Services Agreement Form.

2. Governing Law

The laws of the State of Minnesota will govern this Agreement, its interpretation and performance. Any litigation arising in any way from this Agreement shall be brought in the courts of that State.

3. Standard of Care

Services provided by WHKS under this Agreement will be performed in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances and locality.

4. Integration

This Agreement comprises the final and complete agreement between Client and WHKS. It supersedes all prior communications, representations, or agreements, whether oral or written, relating to the subject matter of this Agreement. Execution of this Agreement signifies that each party has read the document thoroughly. Amendments to this Agreement shall not be binding unless made in writing and signed by both Client and WHKS.

5. Guarantees and Warranties

WHKS shall not be required to sign any documents, no matter by whom requested, that would result in WHKS having to guarantee or warrant the existence of conditions whose existence WHKS cannot ascertain. Client also agrees not to

make resolution of any dispute with WHKS or payment of any amount due to WHKS in any way contingent upon WHKS signing any such guarantee or warranty.

6. Indemnification

WHKS agrees, to the extent permitted by law, to indemnify and hold Client harmless from any damage, liability or cost (including reasonable attorney's fees and costs of defense) to the extent caused by WHKS' negligent acts, errors or omissions in the performance of professional services under this Agreement and those of its subconsultants or anyone for whom WHKS is legally liable.

Client agrees, to the extent permitted by law, to indemnify and hold WHKS harmless from any damage, liability or cost (including reasonable attorneys' fees and costs of defense) to the extent caused by Client's negligent acts, errors or omissions and those of Client's contractors, subcontractors or consultants or anyone for whom Client is legally liable.

Neither WHKS nor Client shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence.

7. Billing and Payment Provisions

Invoices shall be submitted by WHKS monthly and are due upon presentation and shall be considered PAST DUE if not paid within thirty (30) calendar days of the invoice date.

If payment is not received by WHKS within thirty (30) calendar days of the invoice date, Client shall pay as interest an additional charge of one

and one-quarter percent (1.25%) of the PAST DUE amount per month. Payment thereafter shall first be applied to accrued interest and then to the unpaid principal.

If Client fails to make payments within sixty (60) days from the date of an invoice or otherwise is in breach of this Agreement, WHKS may, at its option, suspend performance of services upon five (5) calendar days' notice to Client. WHKS shall have no liability whatsoever to Client for any costs or damages as a result of such suspension caused by any breach of this Agreement by Client. If Client fails to make payment to WHKS in accordance with the payment terms herein, this shall constitute a material breach of this Agreement and shall be cause for termination by WHKS.

In the event legal action is necessary to enforce the payment provisions of this Agreement, WHKS shall be entitled to collect from Client any judgment or settlement sums due, reasonable attorneys' fees, court costs and expenses incurred by WHKS in connection therewith and, in addition, the reasonable value of WHKS personnel time and expenses spent in connection with such collection action, computed at WHKS current fee schedule and expense policies.

Payment of invoices is in no case subject to unilateral discounting or set-offs by Client, and payment is due regardless of suspension or termination of this Agreement by either party.

8. Ownership of Records

All reports, plans, specifications, field data and notes and other

documents, including all documents on electronic media, prepared by WHKS as instruments of service shall remain the property of WHKS.

Client shall be permitted to retain copies, including reproducible copies, of the plans and specifications for information and reference in connection with Client's use of the completed project. The plans and specifications shall not be used by Client or by others on other similar projects except by agreement in writing by WHKS.

9. Delivery of Electronic Files

In accepting and utilizing any drawings, reports and data on any form of electronic media generated and provided by WHKS, Client covenants and agrees that all such electronic files are instruments of service of WHKS, who shall be deemed the author, and who shall retain all rights under common and statutory laws, and other rights, including copyrights. Client is aware that differences may exist between the electronic files delivered and the respective construction documents due to addenda, change orders or other revisions. In the event of a conflict between the signed construction documents prepared by WHKS and electronic files, the signed construction documents shall govern.

Client and WHKS agree that the electronic files prepared by WHKS shall conform to the current CADD software in use by WHKS or to other mutually agreeable CADD specifications defined in the Agreement. Any changes to the CADD specifications by either Client or WHKS are subject to review and acceptance by the other party. Additional efforts by WHKS made necessary by a change to the CADD specifications or other software shall be compensated for as Additional Services.

The electronic files provided by WHKS to Client are submitted for an acceptance period of 60 days. Any defects Client discovers during this period will be reported to WHKS and will be corrected as part of the Scope

of Services. Correction of defects detected and reported after the acceptance period will be compensated for as Additional Services.

Client agrees not to reuse the electronic files, in whole or in part, for any purpose or project other than the project that is the subject of this Agreement. Client agrees not to transfer the electronic files to others without the prior written consent of WHKS, except as required by law. In addition, Client agrees, to the extent permitted by law, to indemnify and hold WHKS harmless from any damage, liability or cost, including reasonable attorney's fees and costs of defense, arising from any changes made by anyone other than WHKS or from any reuse of the electronic files without the prior written consent of WHKS.

Under no circumstance shall delivery of the electronic files for use by Client be deemed a sale by WHKS and WHKS makes no warranties, either express or implied, of merchantability and fitness for any particular purpose. In no event shall WHKS be liable for any loss of profit or any consequential damages.

10. Changed Conditions

Client shall rely on the judgment of WHKS as to the continued adequacy of this agreement in light of occurrences or discoveries that were not originally contemplated by or known to WHKS. Should WHKS call for contract renegotiation, WHKS shall identify the changed conditions necessitating renegotiation and WHKS and Client shall promptly and in good faith enter into renegotiation of this Agreement. If terms cannot be agreed to, the parties agree that either party has the absolute right to terminate this Agreement.

11. Permits and Approvals

WHKS shall assist Client in applying for those permits and approvals typically required by law for projects similar to the one for which WHKS services are being engaged. This assistance consists of completing

and submitting forms as to the results of certain work included in the Scope of Services.

12. Suspension of Services

If the project is suspended for more than thirty (30) calendar days in the aggregate, WHKS shall be compensated for services performed and charges incurred prior to receipt of notice to suspend and, upon resumption, an equitable adjustment in fees to accommodate the resulting demobilization and remobilization costs. In addition, there shall be an equitable adjustment in the project schedule based on the delay caused by the suspension. If the project is suspended for more than ninety (90) calendar days in the aggregate, WHKS may, at its option, terminate this Agreement upon giving notice in writing to Client.

13. Termination

Either Client or WHKS may terminate this Agreement at any time with or without cause upon giving the other party seven (7) calendar days prior written notice. Client shall within thirty (30) calendar days of termination pay WHKS for all services rendered and all costs incurred up to the date of termination, in accordance with the compensation provisions of the Agreement.

14. Unauthorized Changes

In the event Client, Client's contractors or subcontractors or anyone for whom Client is legally liable makes or permits to be made any changes to any reports, plans, specifications or other contract documents prepared by WHKS without obtaining WHKS' prior written consent, Client shall assume full responsibility for the results of such changes. Therefore, Client agrees to waive any claim against WHKS and to release WHKS from any liability arising directly or indirectly from such changes.

Client also agrees, to the extent permitted by laws, to indemnify and hold WHKS harmless from any

damage, liability or cost, including reasonable attorneys' fees and costs of defense, arising from such changes.

15. Jobsite Safety

Neither the professional activities of WHKS nor the presence of WHKS or its employees and subconsultants at a construction site, shall relieve the General Contractor and any other entity of their obligations, duties and responsibilities including, but not limited to, construction means, methods, sequence, techniques or procedures necessary for performing, superintending or coordinating all portions of the construction work in accordance with the contract documents and any health or safety precautions required by any regulatory agencies. WHKS and its personnel have no authority to exercise any control over any construction contractor or other entity or their employees in connection with their work or any health or safety precautions.

16. Additional Services

Services which are requested by Client or are required as part of the Project, but are not included in the Scope of Services, are considered Additional Services.

WHKS will notify Client in writing when Additional Services will be needed. WHKS and Client will agree on the extent of the Additional Service(s) required and will agree on the method and amount of the compensation for performance of said agreed upon Additional Services.

WHKS will not perform Additional Services which will result in additional cost to Client without documented verbal or written authority of Client.

In the event WHKS is requested or required to participate in any dispute resolution procedure which involves any aspect of the Project, Client agrees to compensate WHKS for the reasonable value of WHKS' personnel time and expenses spent

in connection with such procedures computed at WHKS' then current fee schedule and expense policies.

17. Dispute Resolution

In an effort to resolve any conflicts that arise, Client and WHKS agree that all disputes between them arising out of or relating to this Agreement shall be submitted to nonbinding mediation unless the parties mutually agree otherwise.

18. Third Party Beneficiaries

Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either Client or WHKS. WHKS' services under this Agreement are being performed solely for Client's benefit, and no other entity shall have any claim against WHKS because of this Agreement or the performance or nonperformance of services hereunder.

19. Extension of Protection

Client agrees to extend any and all liability limitations and indemnifications provided by Client to WHKS to those individuals and entities WHKS retains for performance of the services under this Agreement, including but not limited to WHKS officers and employees and their heirs and assigns, as well as WHKS subconsultants and their officers, employees, heirs and assigns.

20. Timeliness of Performance

WHKS will perform the services described in the Scope of Services with due and reasonable diligence consistent with sound professional practices.

21. Delays

WHKS is not responsible for delays caused by factors beyond WHKS' reasonable control, including but not limited to delays because of strikes, lockouts, work slowdowns or stoppages, accidents, acts of God, failure of any governmental or other

regulatory authority to act in a timely manner, failure of Client to furnish timely information or approve or disapprove of WHKS' services or work product promptly, or delays caused by faulty performance by Client or by contractors of any level. When such delays beyond WHKS' reasonable control occur, Client agrees WHKS is not responsible for damages, nor shall WHKS be deemed to be in default of this Agreement.

22. Right to Retain Subconsultants

WHKS may use the services of subconsultants when, in the sole opinion of WHKS, it is appropriate and customary to do so. Such persons and entities include, but are not limited to, aerial mapping specialists, geotechnical consultants and testing laboratories. WHKS' use of other consultants for additional services shall not be unreasonably restricted by Client provided WHKS notifies Client in advance.

23. Assignment

Neither party to this Agreement shall transfer, sublet or assign any rights under or interest in this Agreement (including but not limited to monies that are due or monies that may be due) without the prior written consent of the other party.

24. Severability and Survival

Any provision of this Agreement later held to be unenforceable for any reason shall be deemed void, and all remaining provisions shall continue in full force and effect.

25. Hazardous Materials

It is acknowledged by both parties that WHKS' Scope of Services does not include any services related to asbestos or hazardous or toxic materials. In the event WHKS or any other party encounters asbestos or hazardous or toxic materials at the jobsite, or should it become known in any way that such materials may be present at the jobsite or any adjacent areas that may affect the performance of WHKS services,

WHKS may, at its option and without liability for consequential or any other damages, suspend performance of services on the project until Client retains appropriate specialist consultant(s) or contractor(s) to identify, abate and/or remove the asbestos or hazardous or toxic materials, and warrant that the jobsite is in full compliance with applicable laws and regulations.

26. Joint Participation

The parties have participated jointly in the negotiation and preparation of all agreements between the parties. Each party has had an opportunity to obtain the advice of legal counsel and to review and comment upon this instrument. Accordingly, no rule of construction shall apply against any party or in favor of any party. This instrument shall be construed as if the parties jointly prepared it and any uncertainty or ambiguity shall not be interpreted against one party and in favor of another.

27. Record Documents

If required in the Professional Services Agreement, WHKS shall, upon completion of the Work, compile for and deliver to the Client a reproducible set of Record Documents that are based upon the marked-up record drawings, addenda, change orders and other data furnished by the Contractor or other third parties. These Record Documents may show certain significant changes from the original design made during construction. Because these Record Documents are based on unverified information provided by other parties, which the Consultant is entitled to assume as reliable, the Consultant does not warrant their accuracy.

Revised 02/23/07

Revised: 04/29/09

M E M O R A N D U M

TO: Honorable Mayor and City Council Members

FROM: Jason Ludwigson, Sustainability Coordinator

DATE: May 4th, 2026

SUBJECT: Drifty Sustainability Award

La Crescent was selected as the winner of the Outstanding Community Award at the 1st annual Sustainable Driftless banquet April 18th. Sustainable Driftless has won more than 50 film festival awards and a Midwest Regional Emmy for Decoding the Driftless and is on track to do just as well with their new release, Spirit of the Driftless. The Drifty Awards are an effort to broaden the mission by celebrating the important sustainability work being done by others to inspire resource conservation, vibrant communities and sustainable growth in the Driftless.

The city began efforts to improve community sustainability in 2015. Those efforts expanded in 2019 and have resulted in the 59 grants being awarded totaling over 4.1 million dollars. The specific project highlighted was the Pine Creek Stream restoration project funded by a \$500,000 Conservation Partners Legacy grant from the MnDNR.

The award comes with a \$500 prize and a hand turned maple bowl as the award. We would recommend that the council approve joining Sustainable Driftless, Inc. at the Coulee Champion level for \$250.

M E M O R A N D U M

TO: Honorable Mayor and City Council Members

FROM: Jason Ludwigson, Sustainability Coordinator

DATE: May 4th, 2026

SUBJECT: Active Transportation Action Plan Adoption

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 final has been completed in partnership with the La Crescent Active Transportation Planning team. Changes made to the plan since the draft plan include the addition of an executive summary, inclusion of La Crescent's Bike Friendly Bronze designation, a page on Complete Streets, a page on the Safe Systems Approach, a page on designing for safe speeds, a larger map on page 63, Appendix B on Sidewalk Policy, and an update to the priority projects on page 67.

The Active Transportation Program Planning Assistance grant provides the city with technical assistance services from Alta. We plan to utilize the technical assistance services to bring together all stakeholders to work on the 4-3 conversion of South 3rd street from Elm to the signalized intersection. This 4-3 conversion is recommended in seven plans including those funded by the county.

Included in the packet for your review is the final La Crescent Active Transportation Action Plan. We would recommend that the city council adopt the Active Transportation Action Plan. I will also be in attendance to answer any questions.



City of La Crescent

Active Transportation ACTION PLAN



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



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

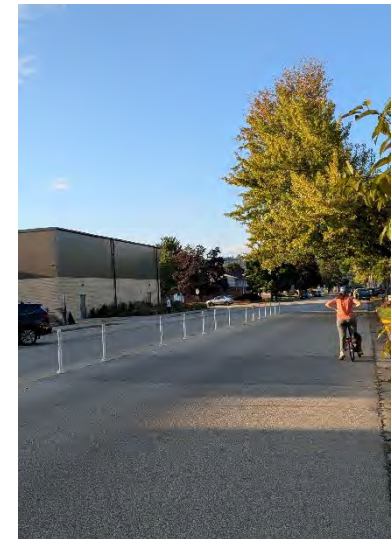
Executive Summary

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).

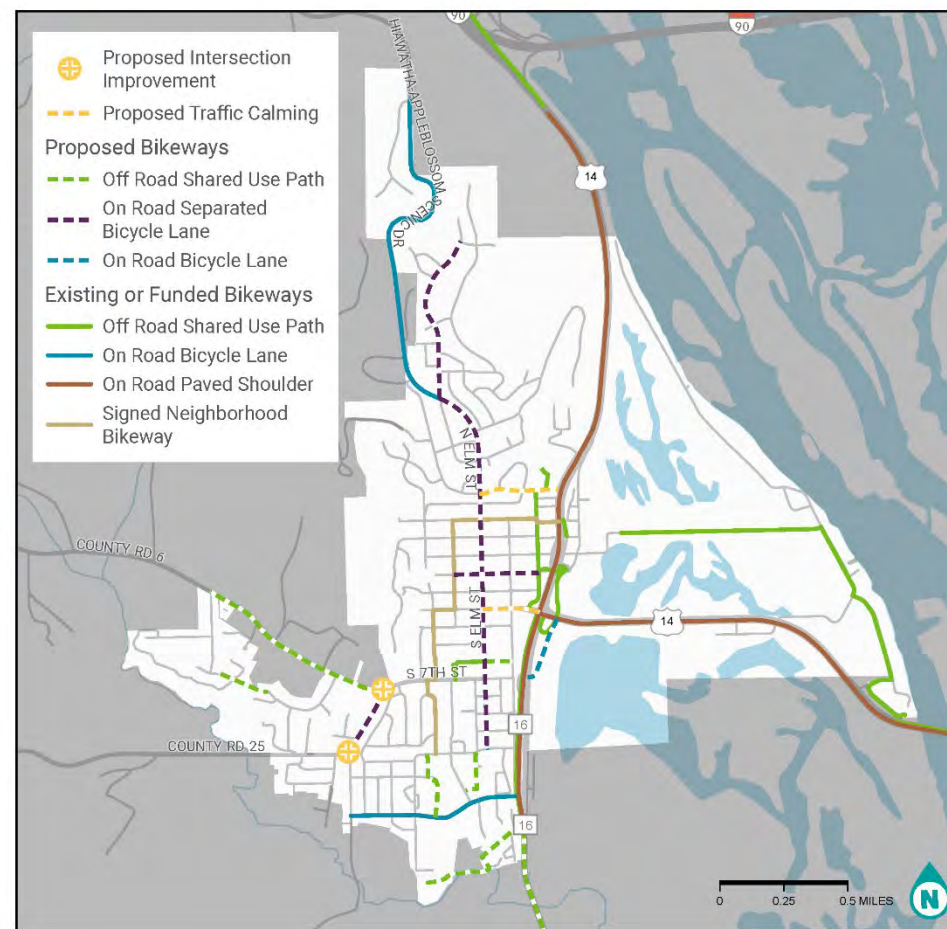


Executive Summary

Recommended Active Transportation Network

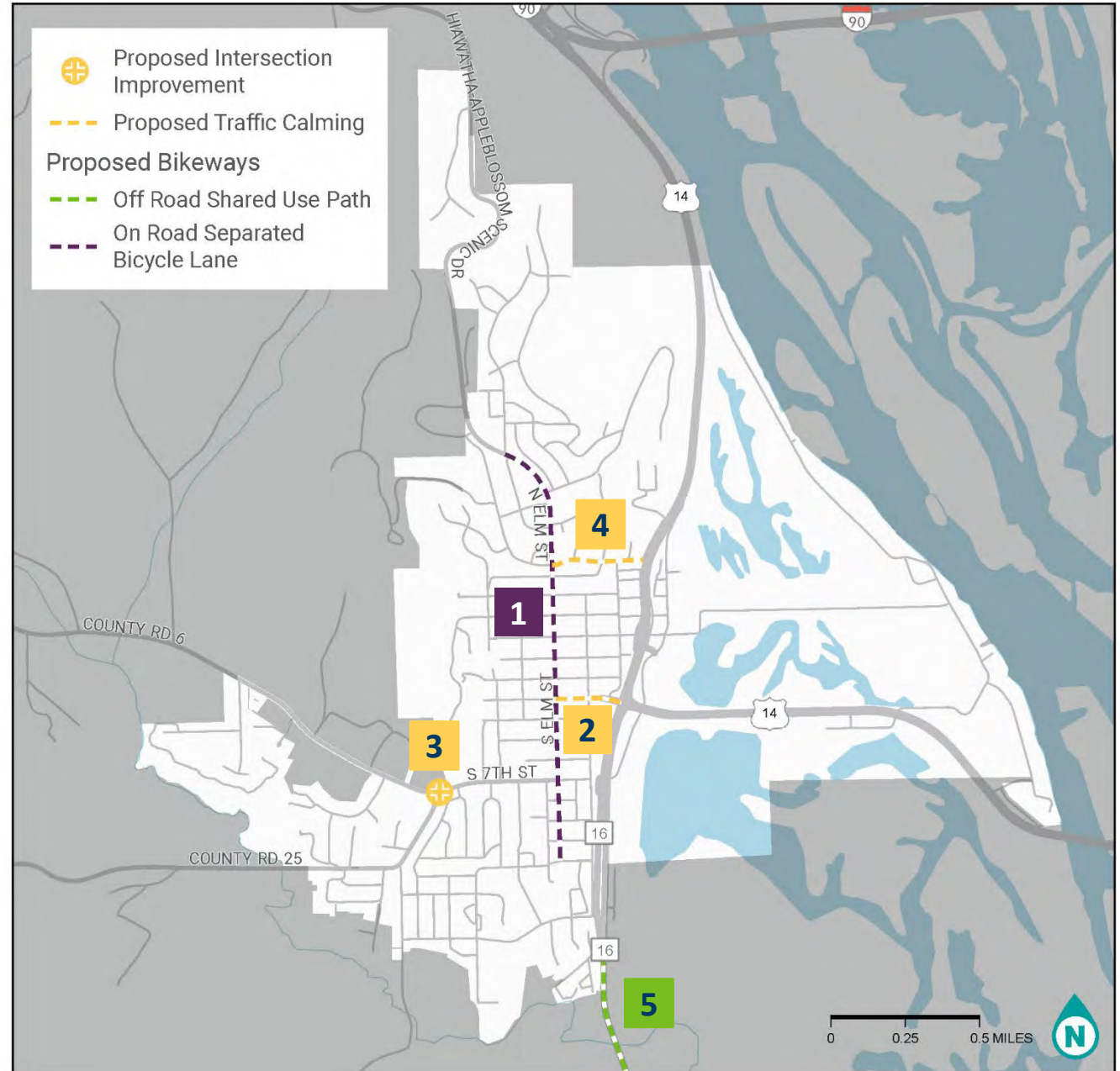
Public input and technical analysis informed the development of the recommended active transportation network. Network recommendations were developed to make connections to key community destinations.

The recommended Active 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, 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

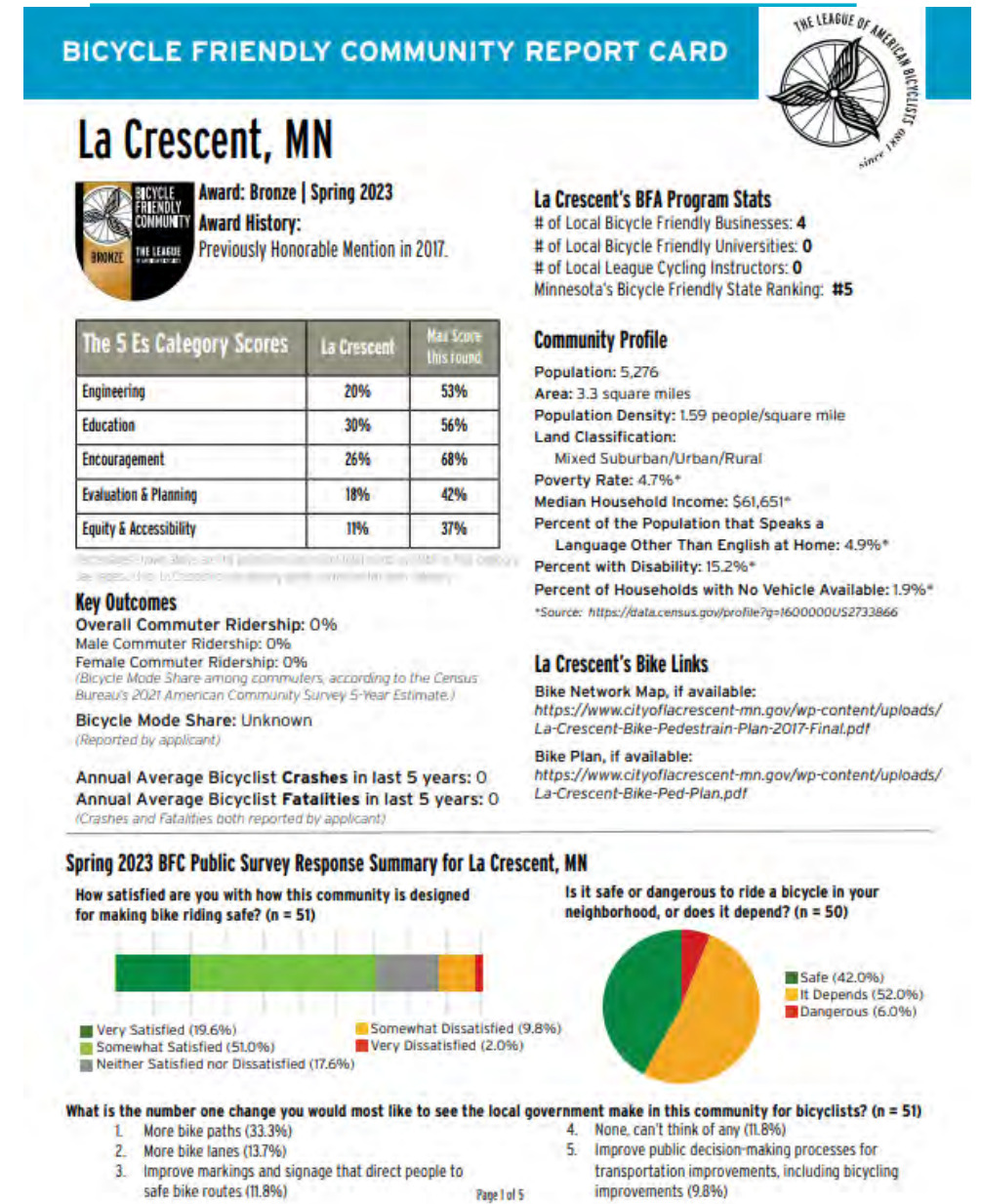
Bicycle Friendly Community Award and the 5 E's

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



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*

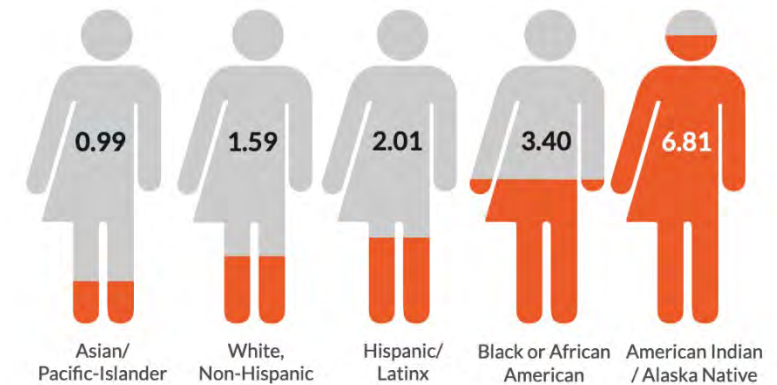
Safety is Not Shared Equally

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](#)).

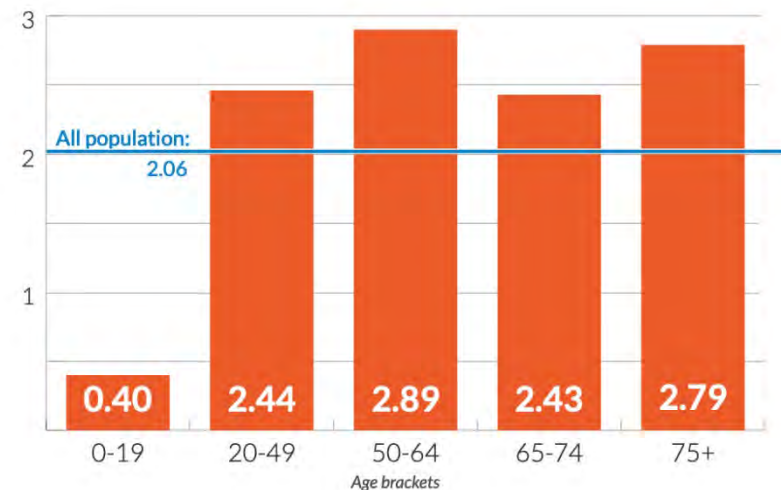
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities, 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>

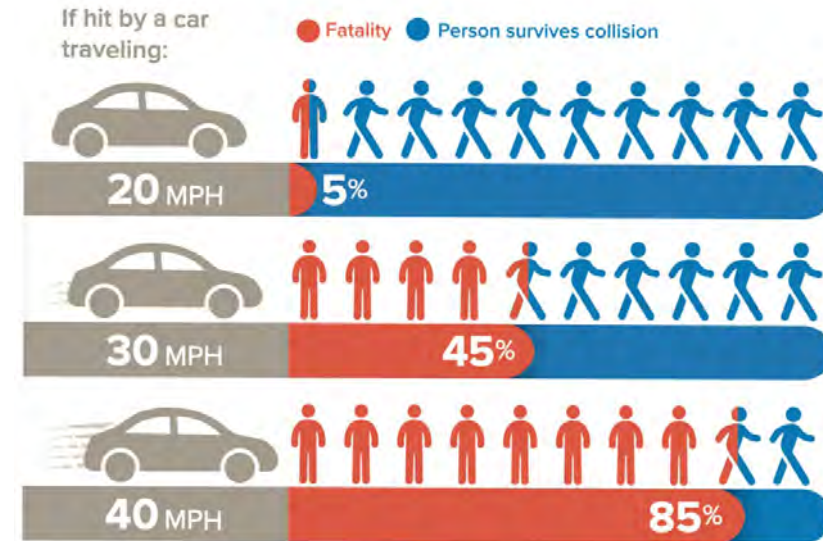
Making Safety a Priority Over Speed

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

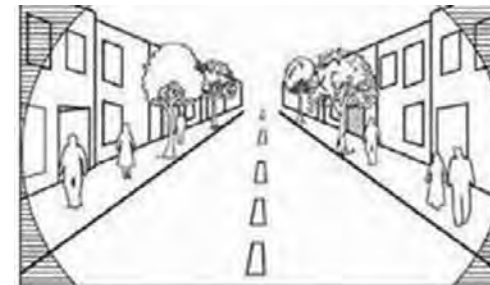
Why Speed Matters

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.**

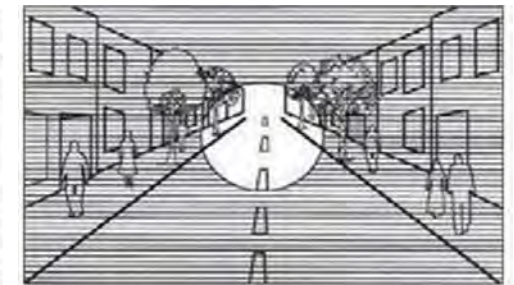
Lower speed streets better support businesses by increasing visibility. At lower speeds, drivers can see more of their surroundings and have more time to react, stop for people crossing, yield to people parking and unparking and to avoid potentially fatal crashes.



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.**

Conventional Street/Highway Design

Operating Speed = Design Speed = Posted Speed

Proactive Multimodal Street Design

Target Speed = Design Speed = Posted Speed

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.

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

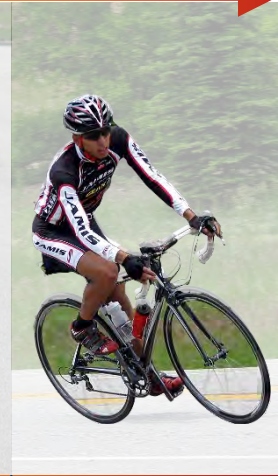
Low Stress Tolerance

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.

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

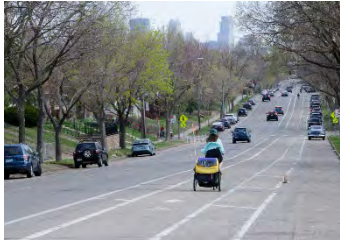
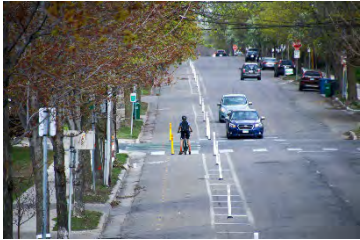
The “interested but concerned” adult population will feel safe bicycling on these streets.

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

Safe System: When to Mix, When to Separate?

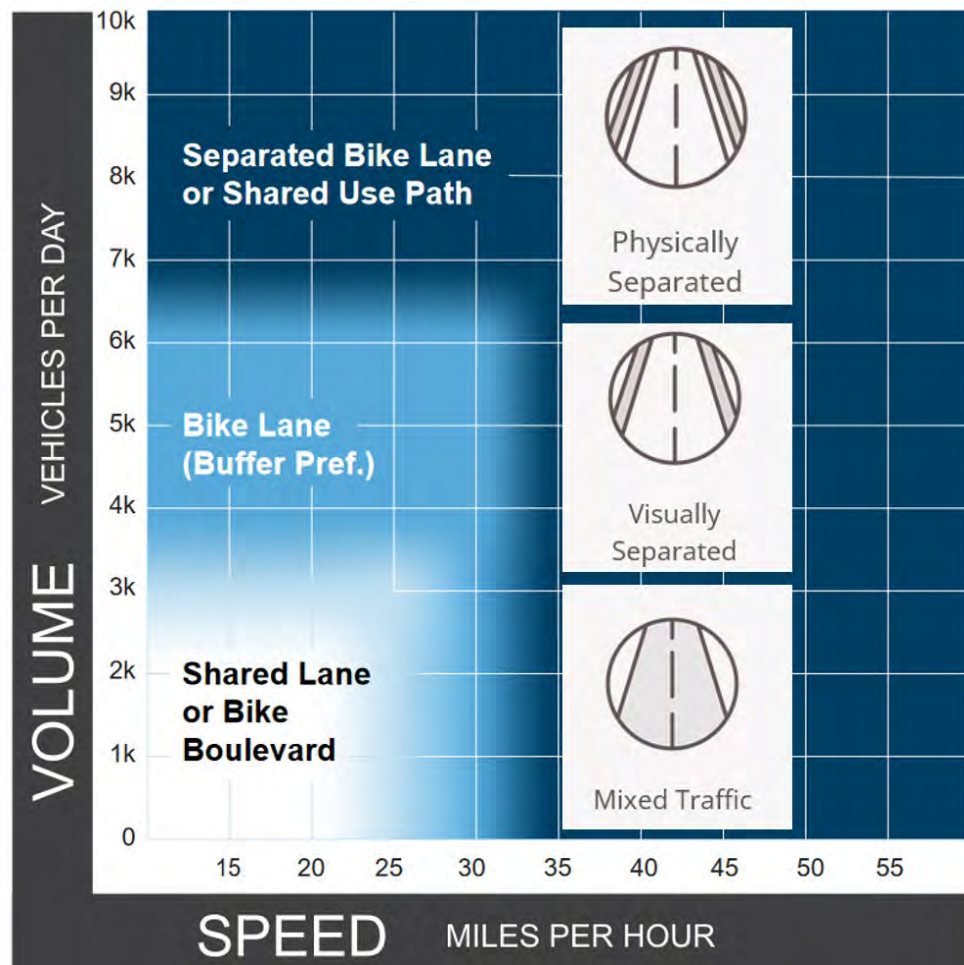


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.

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



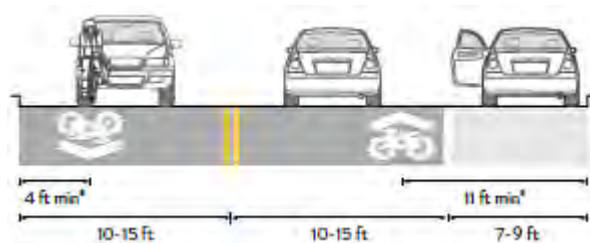
Bicycle Boulevard (traffic calmed local streets that prioritize bicycle travel)



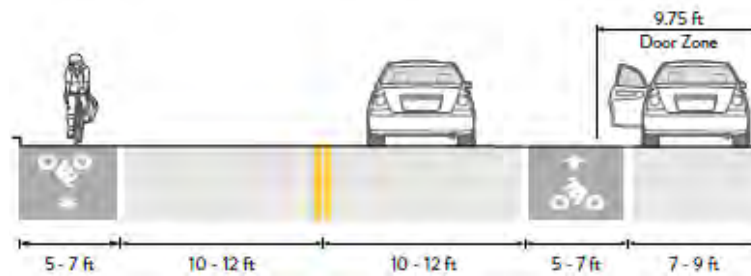
Conventional Bike Lane



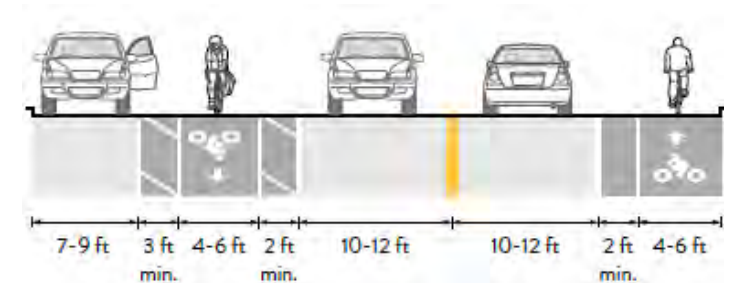
Painted Buffered Bike Lane (buffer can be on parked car side, travel lane side or both)



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



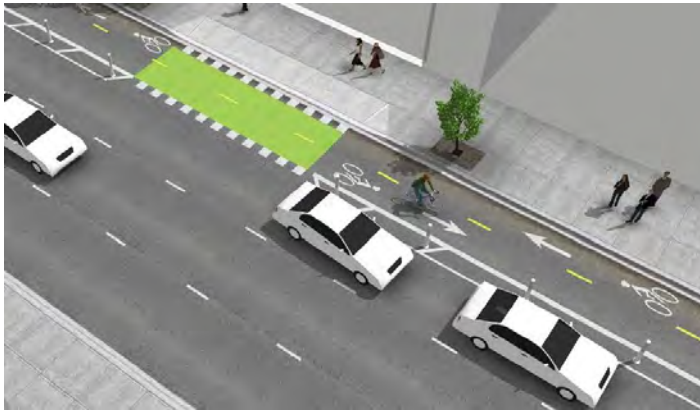
Two-Way Cycle Track (also called protected bike lane or separated bikeway)



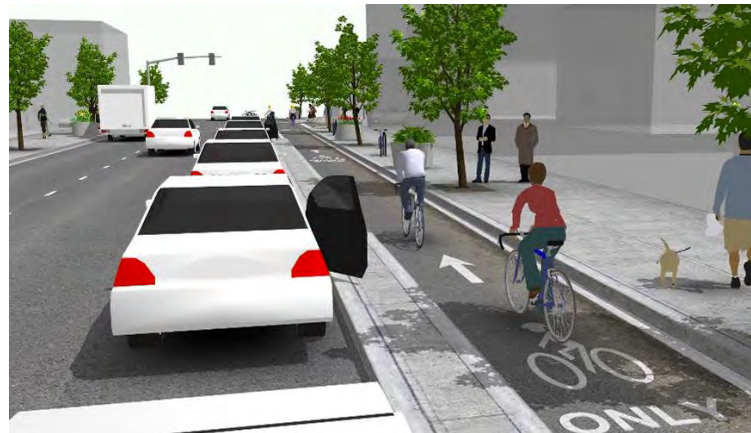
One-Way Cycle Track



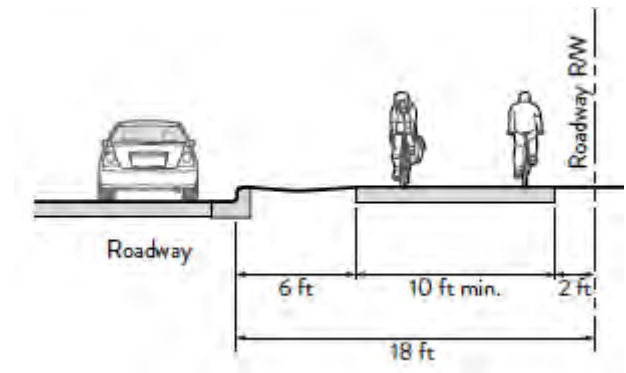
Shared Use Path (also called a paved multiuse trail, some may also be a sidepath)



Two-way Cycle Track example from NACTO.



Example of a One-Way Cycle Track from NACTO.



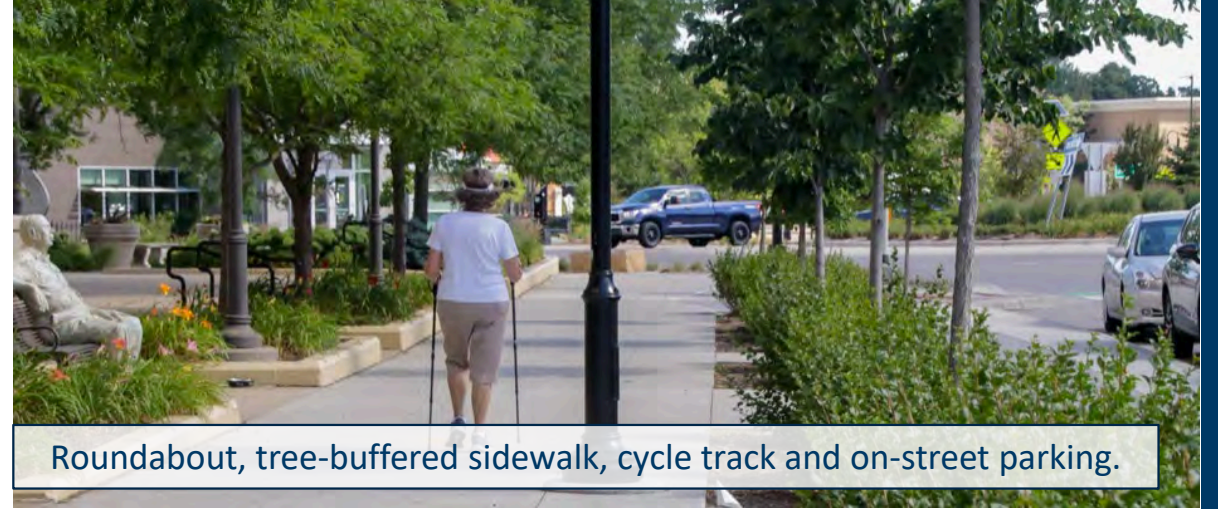
Two-way Shared Use Path Dimensions from the Minnesota Bicycle Facility Design Manual

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.

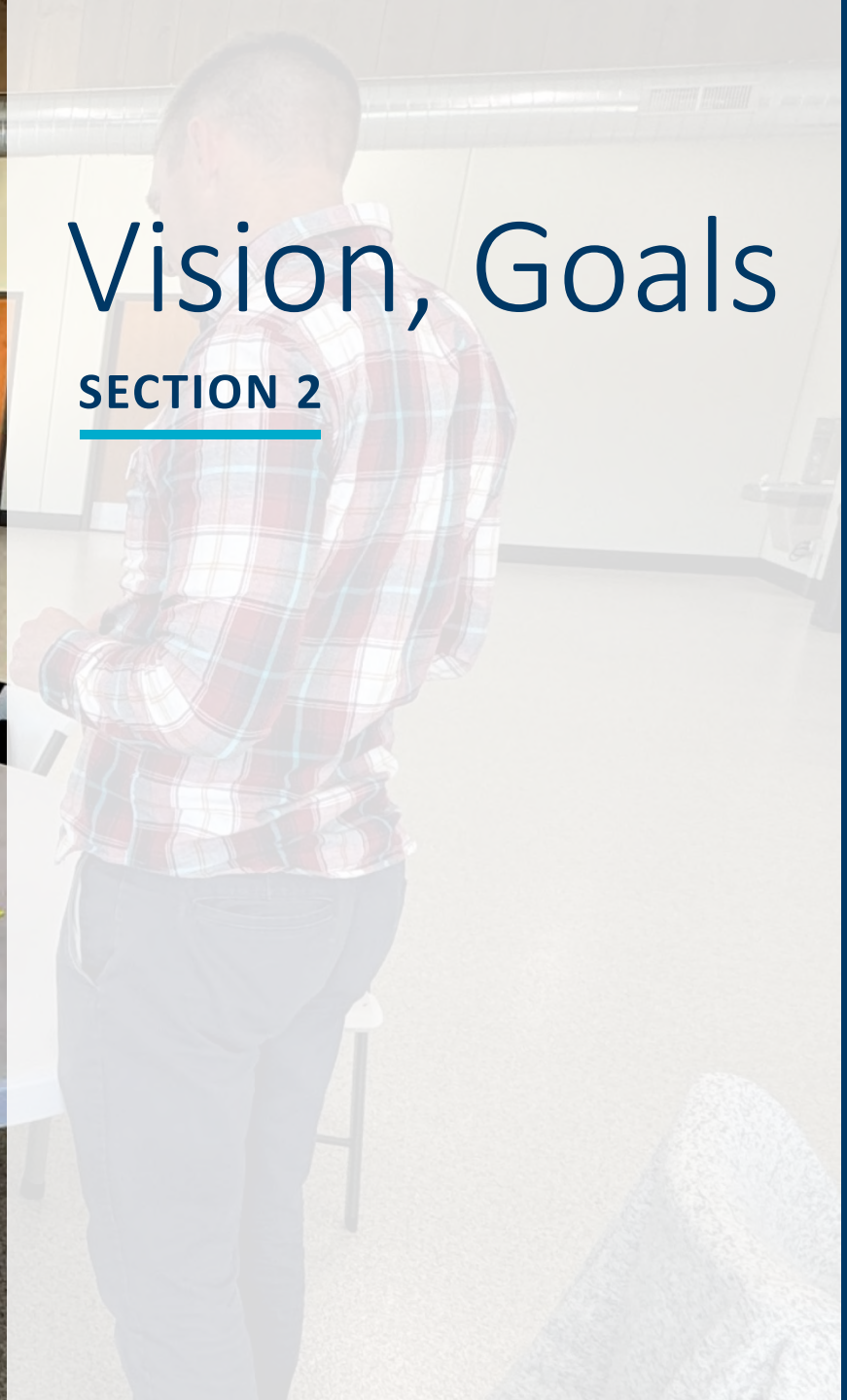


Neighborhood traffic circle in winter.



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.

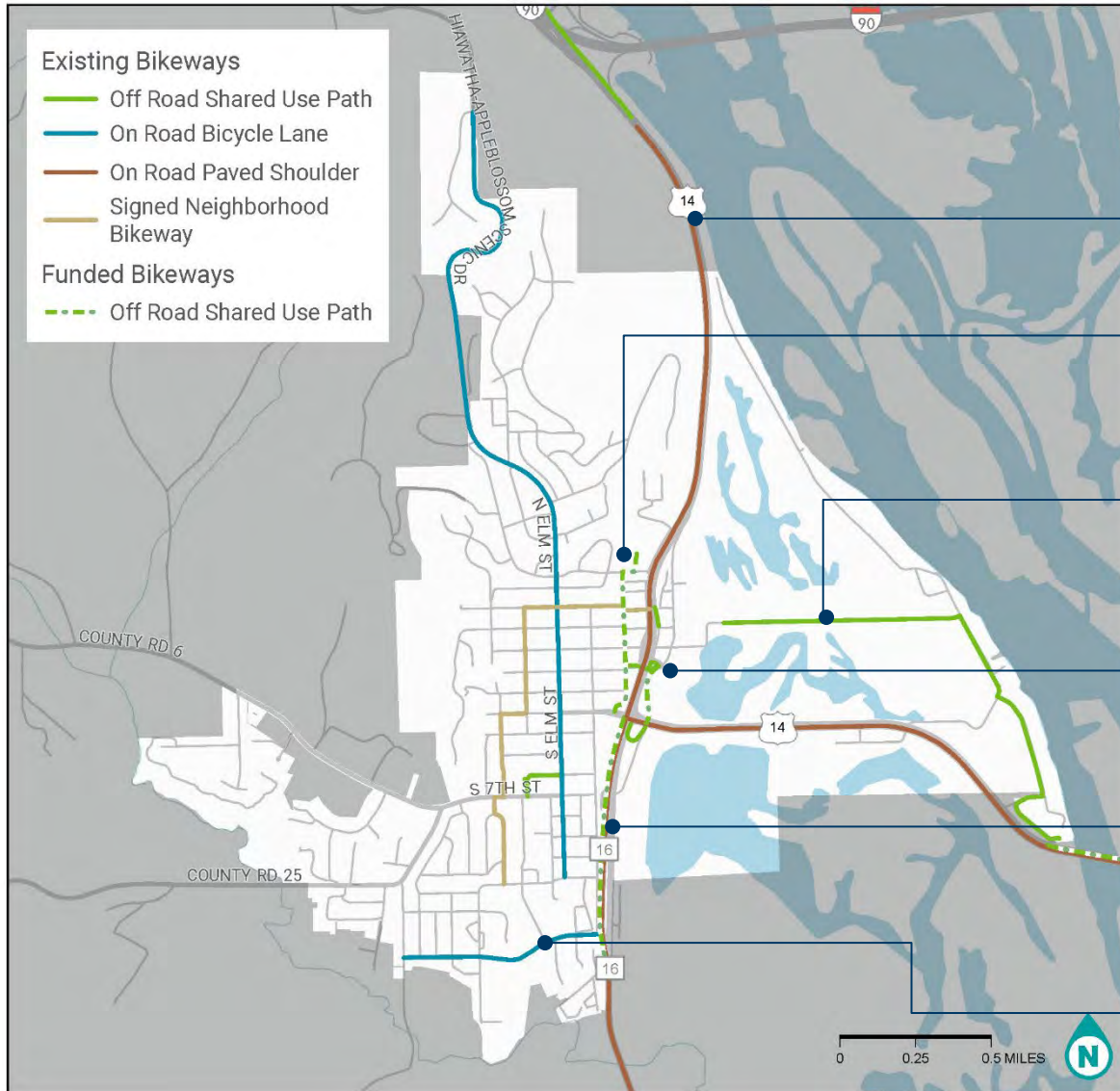


EXISTING PLANS & POLICIES

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.

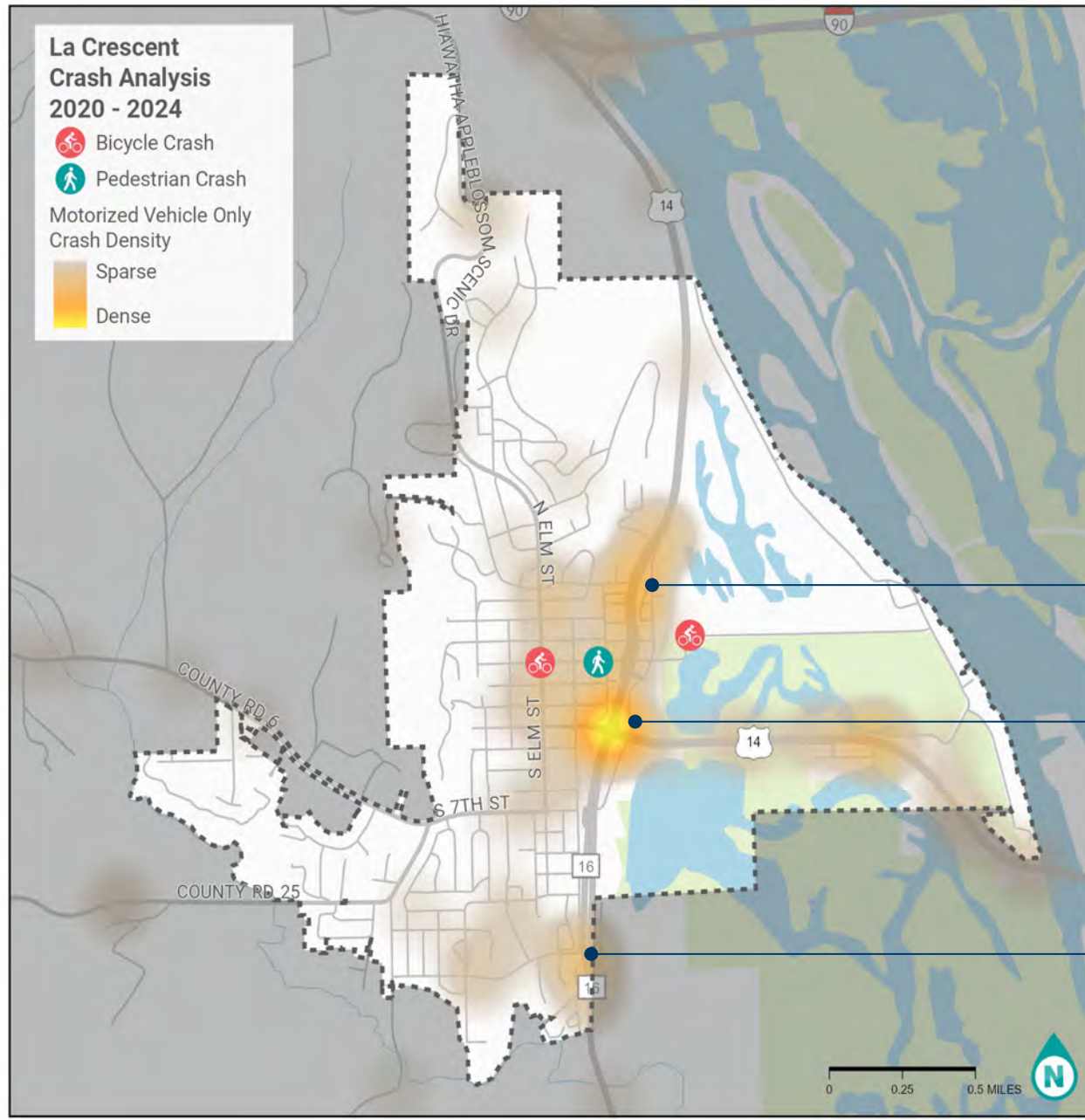
A new walking and biking bridge (2022) connects the Wagon Wheel Trail to Downtown La Crescent over U.S. Highway 14/Route 61. Counters on bridge recorded 25,000+ pedestrians and almost 17,000 bicyclists in 2025.

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

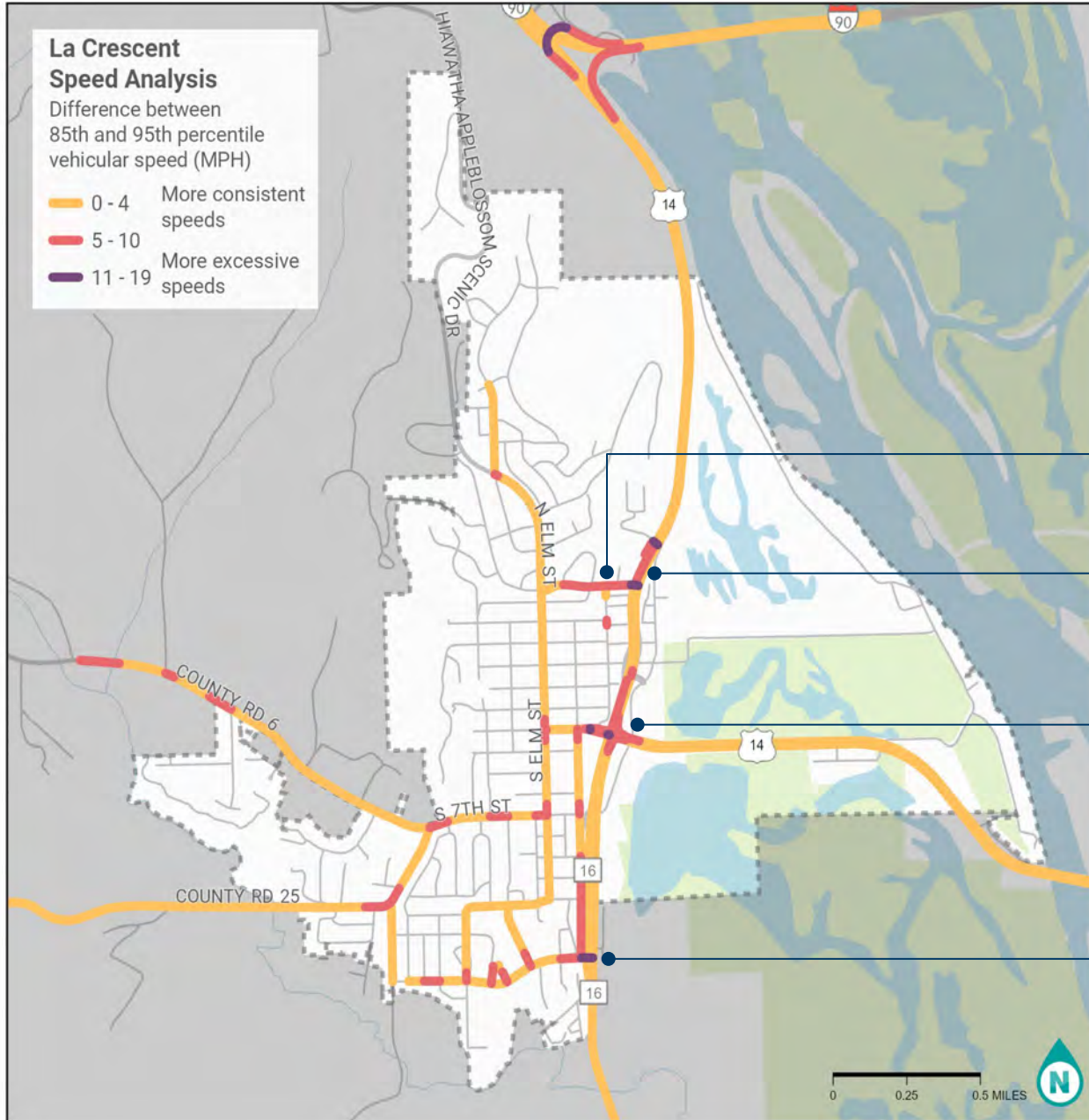
Crash data includes collisions from 2020-2024, provided by MnDOT.



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.

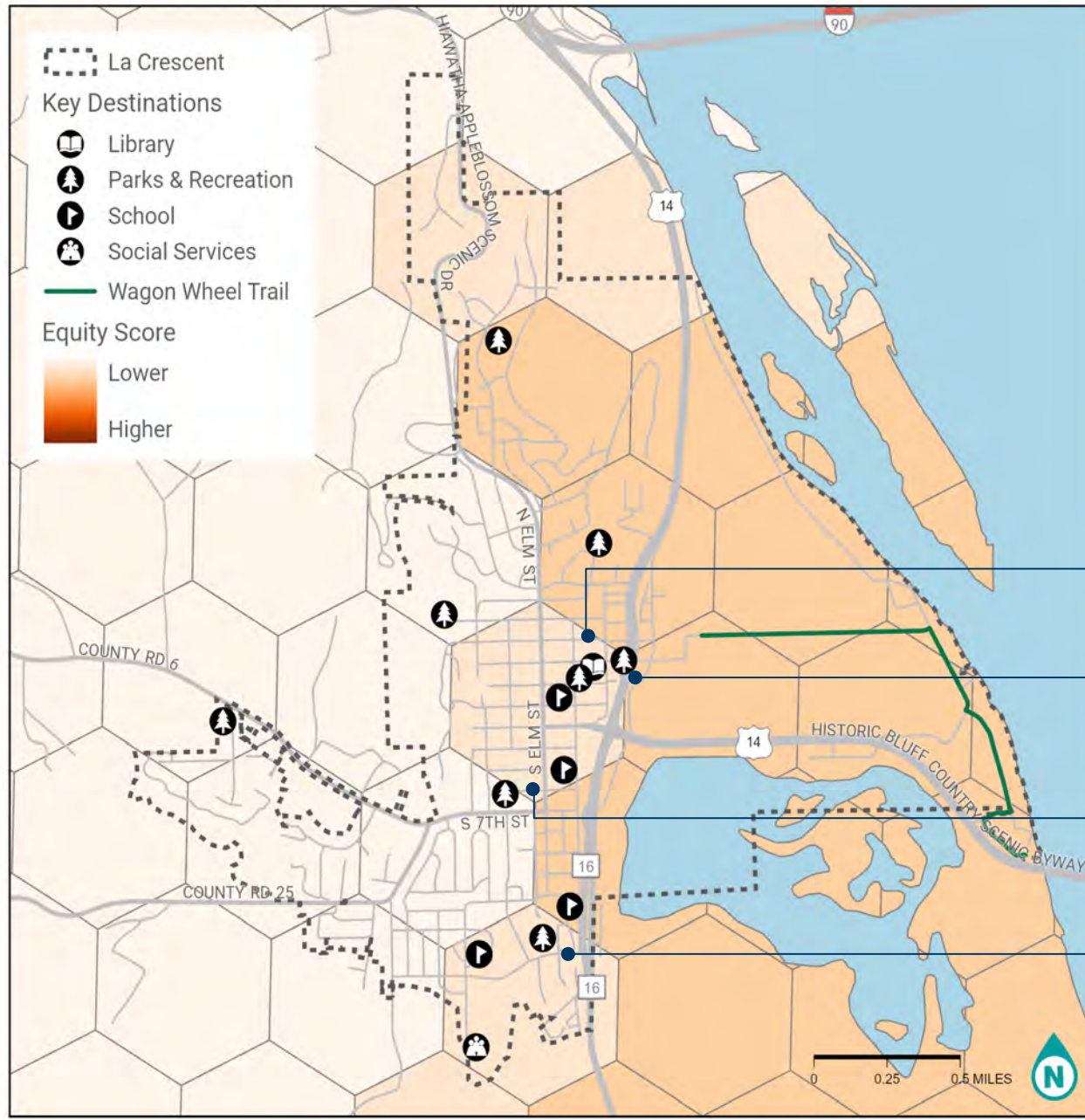
Intersections along U.S. Highway 14/Route 61 at Hillview Blvd and N 4th St provide business access to Veterans Park, gas station and recently developed event center and hotel.

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.

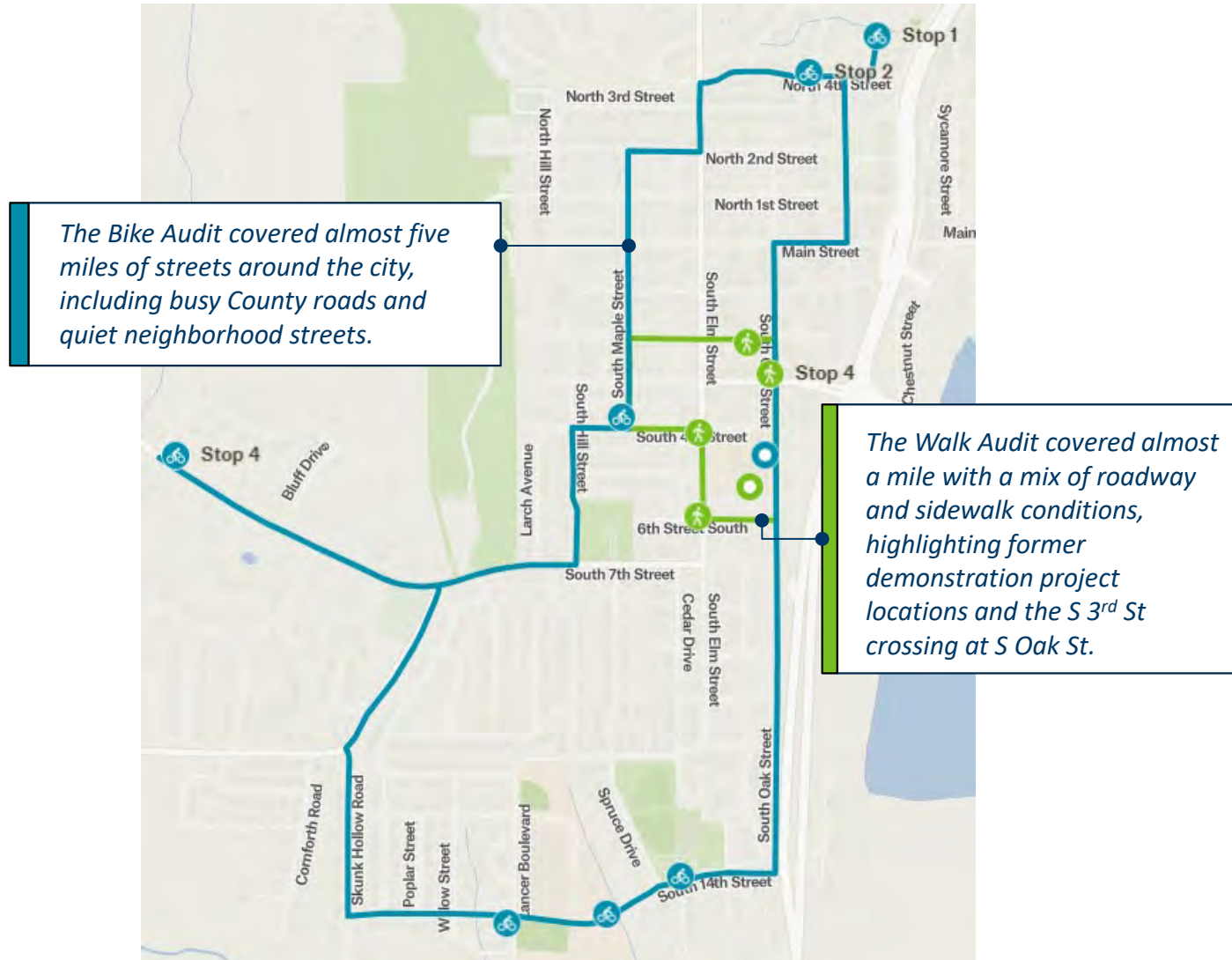
Transportation Equity and Key Community Destinations Map

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



- 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

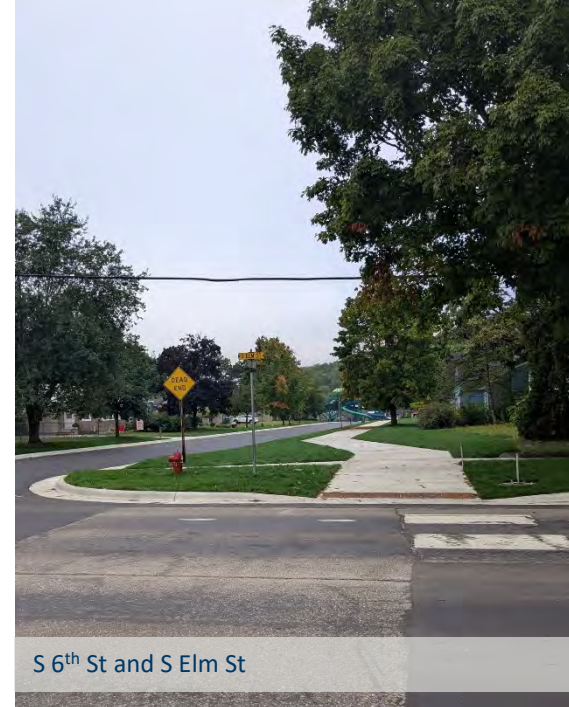
Walking Audit



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

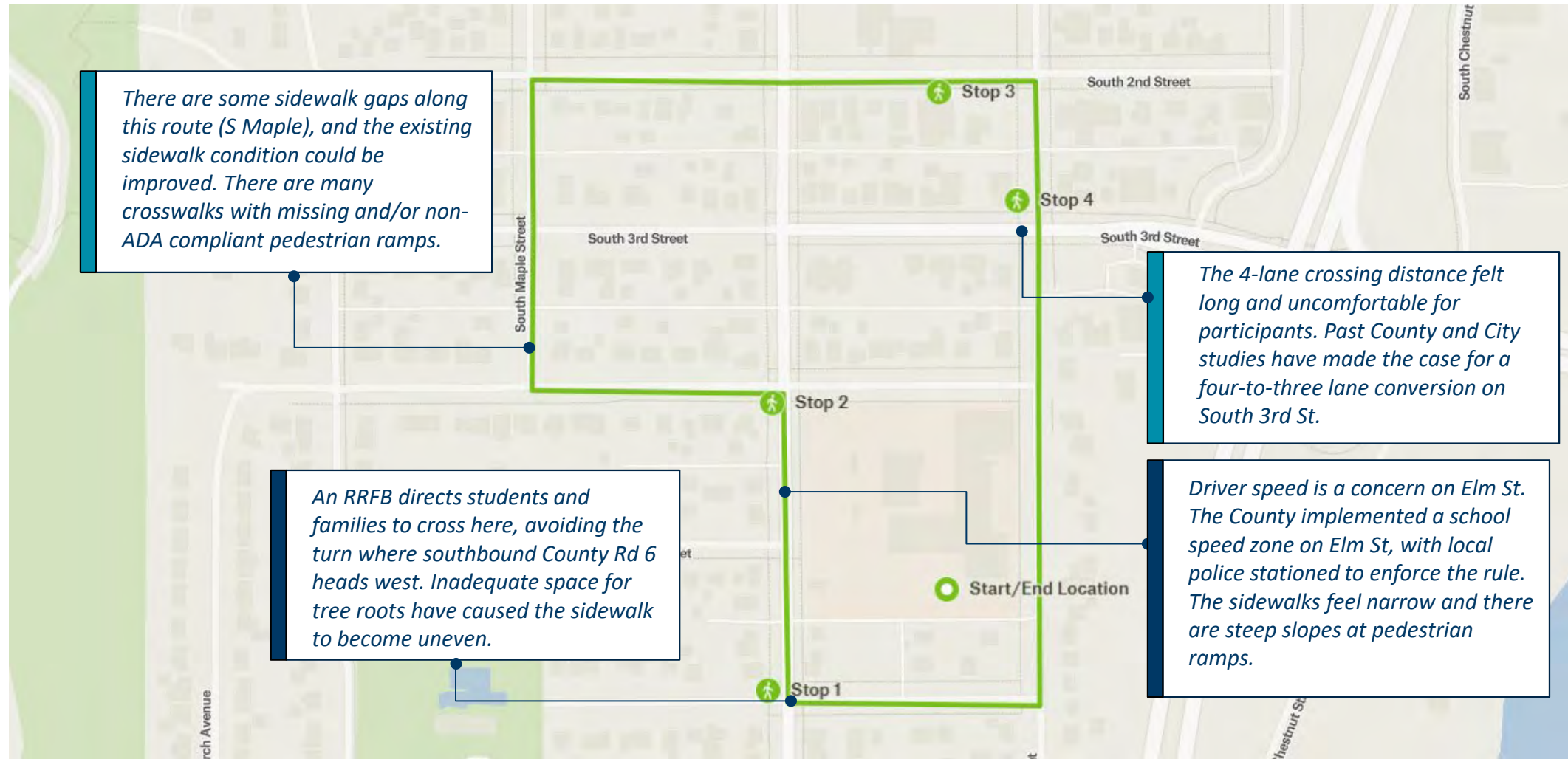


S Maple St from S 4th St to S 3rd St



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.

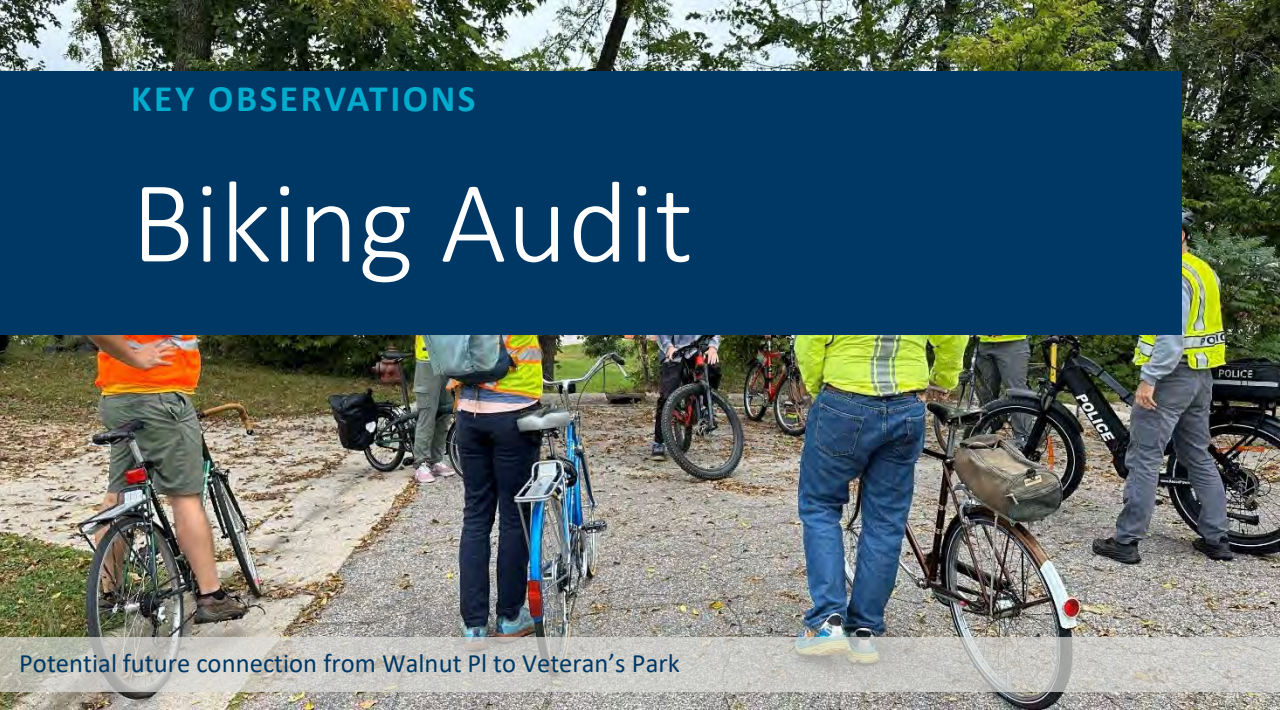


Lack of Marked Crosswalks

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

KEY OBSERVATIONS

Biking Audit



Potential future connection from Walnut Pl to Veteran's Park



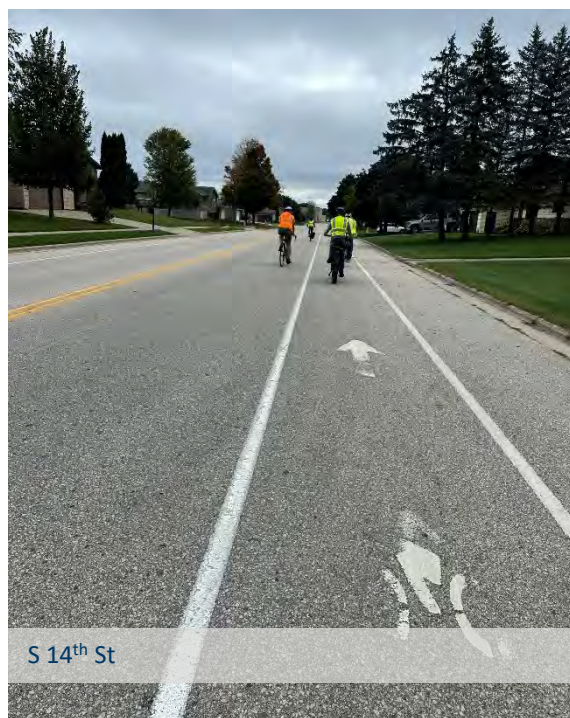
N 4th St



S 14th St at Lancer Blvd



Overlooking County Rd 6

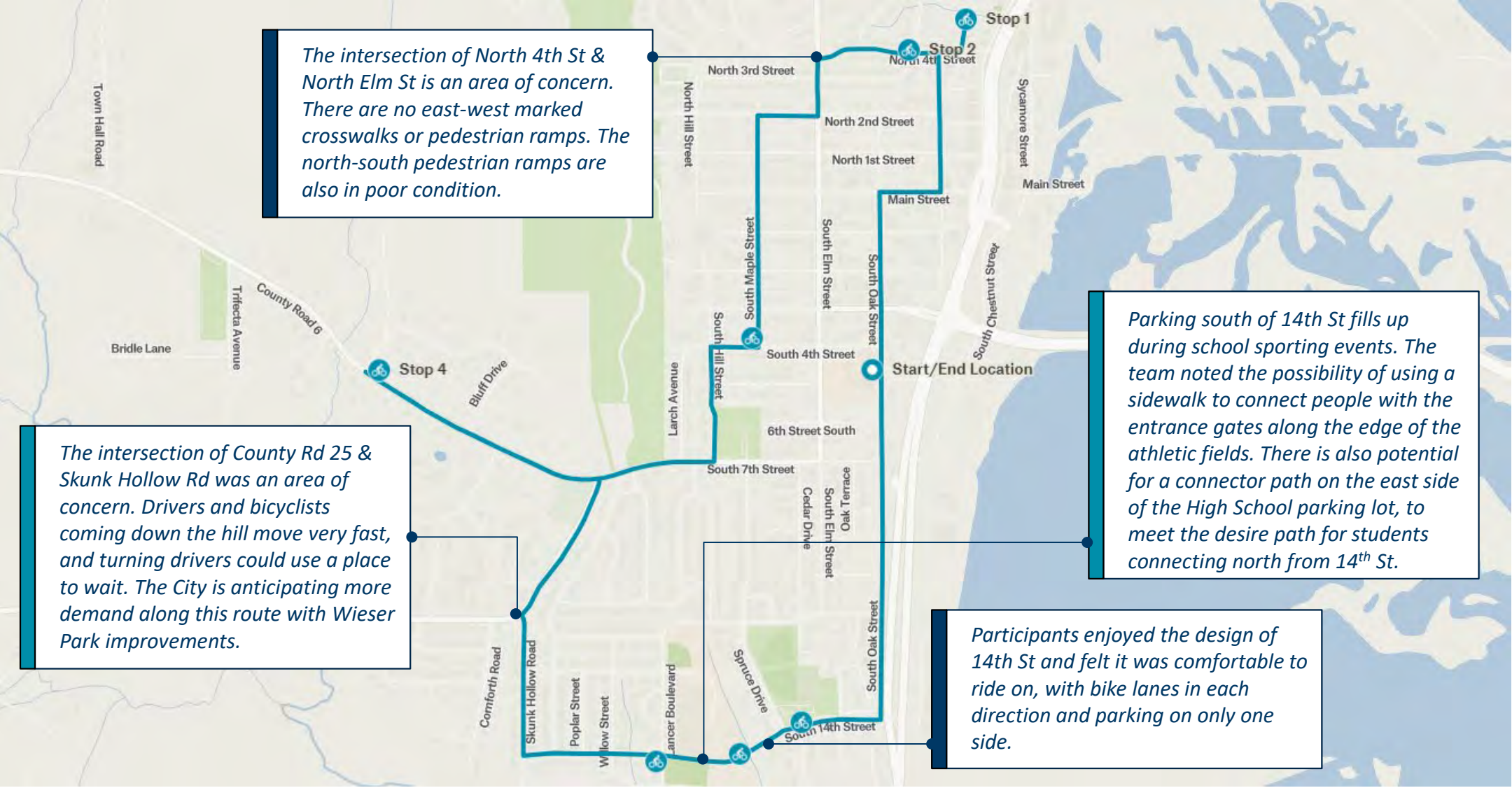


S 14th St



Wagon Wheel Trail Access

Bike Audit Summary | Barriers and Opportunities



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.

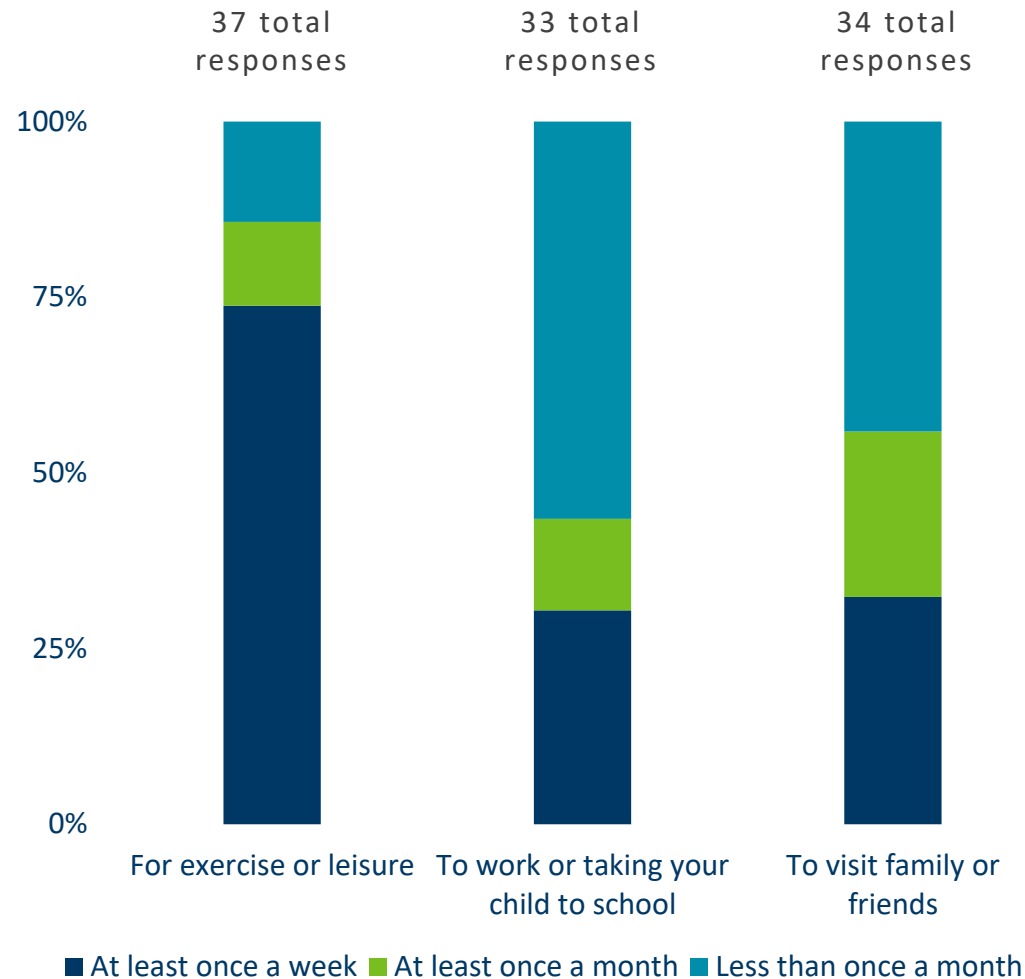
73% of respondents said they would like to walk, bike or roll to parks but are currently unable to.

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



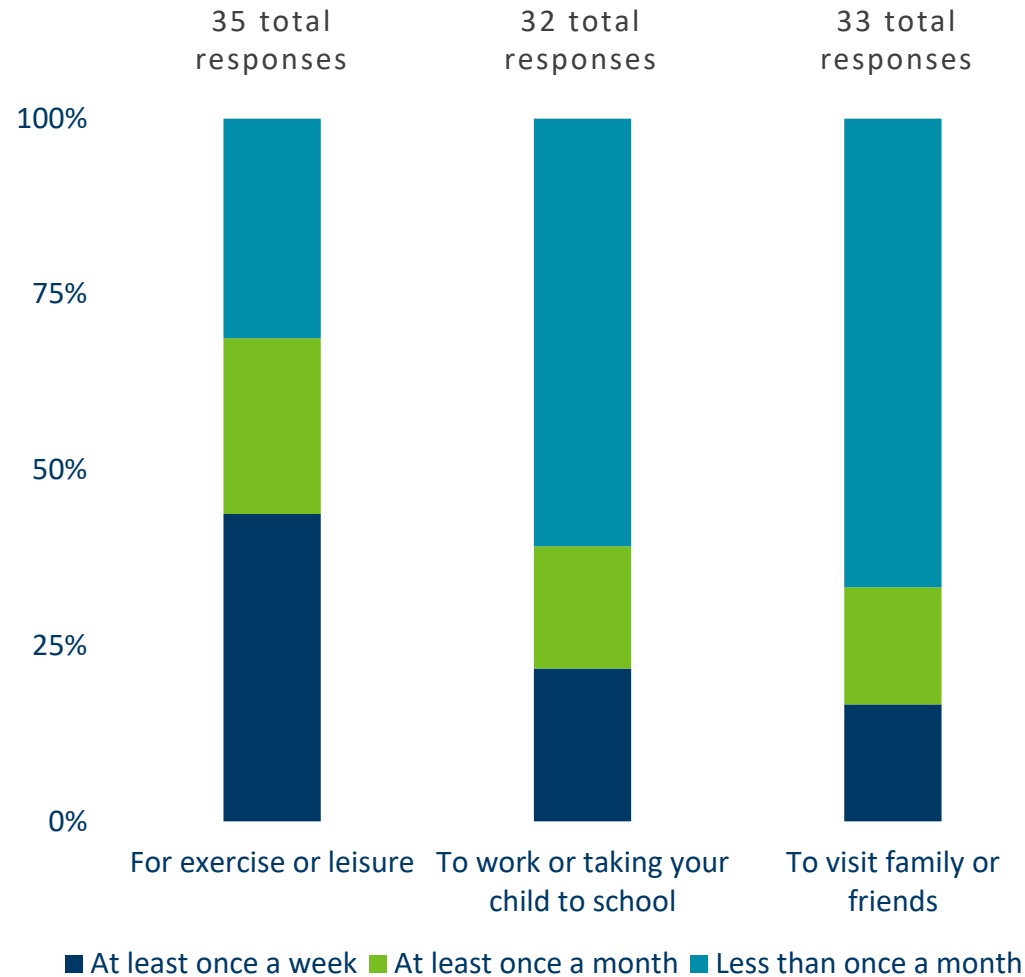
74%

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

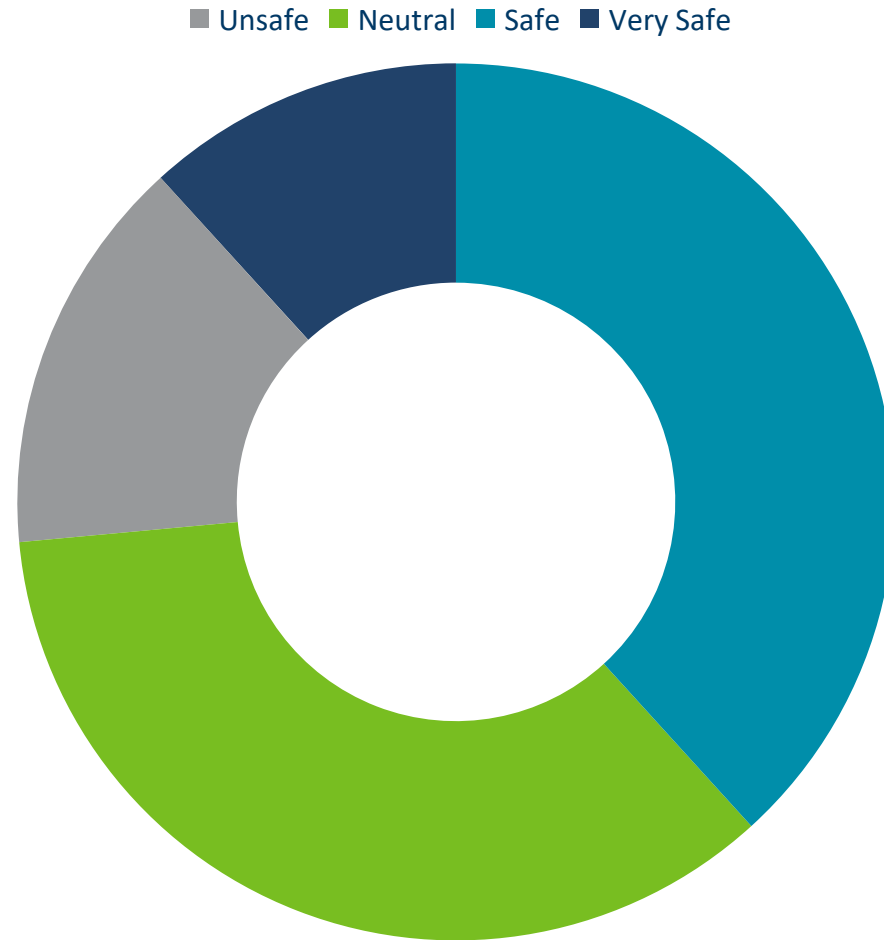


37 RESPONSES

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.

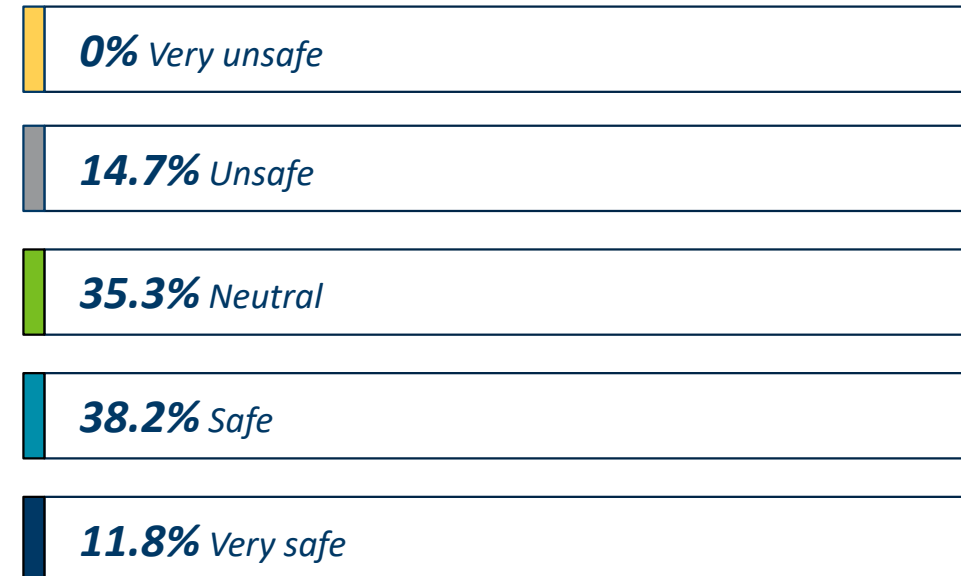


How safe do you feel biking or riding a bike-like mode in La Crescent? | Online Survey Results



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.



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

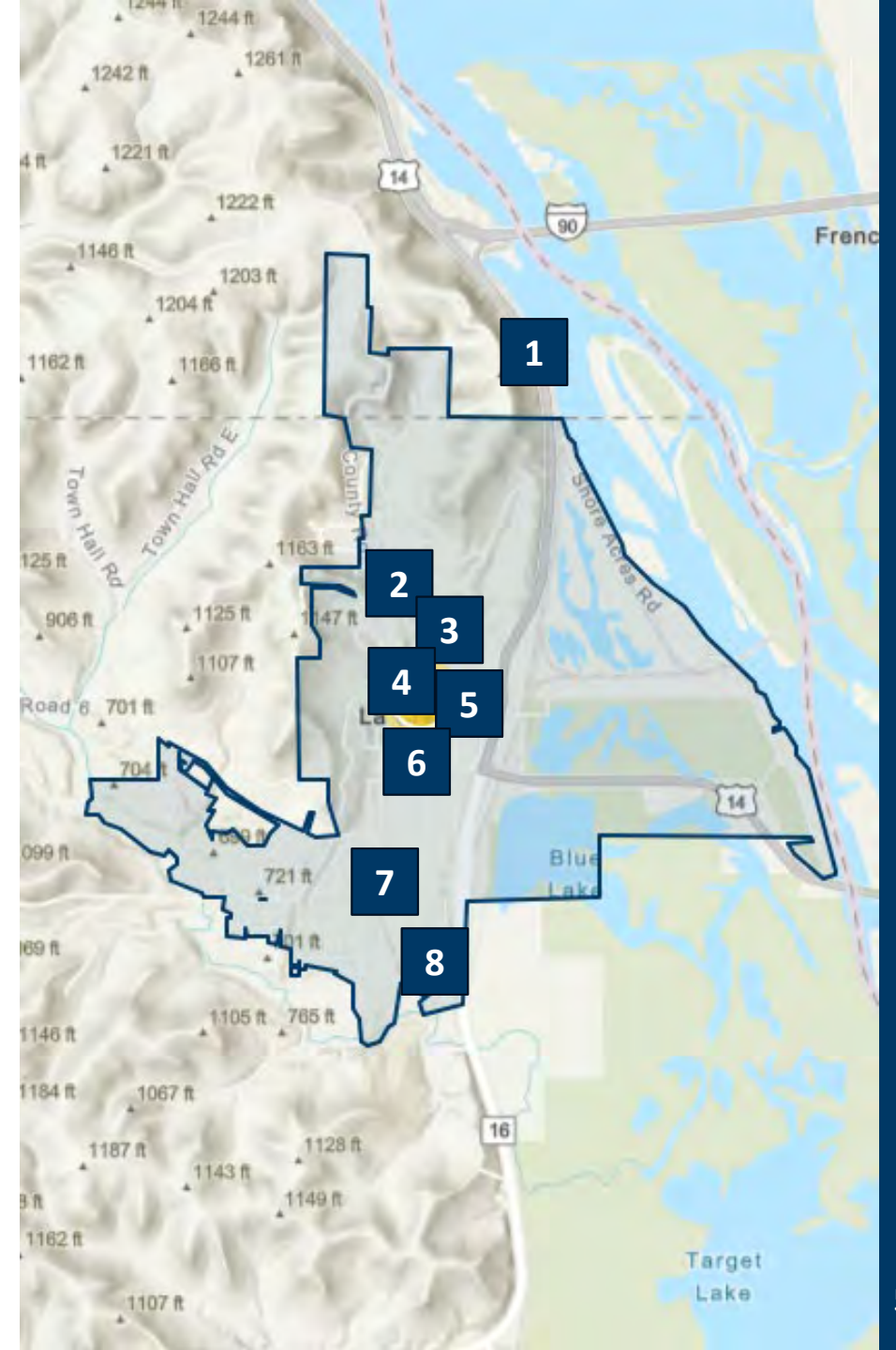
"I would put a High-Vis crossing on the West side of the intersection of Elm & S. 3rd to encourage Ped traffic to cross on the lowest-used side of that intersection. I live very close to this, and never once let my kids walk to school because they would have to at some point cross Elm St to get to school."

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

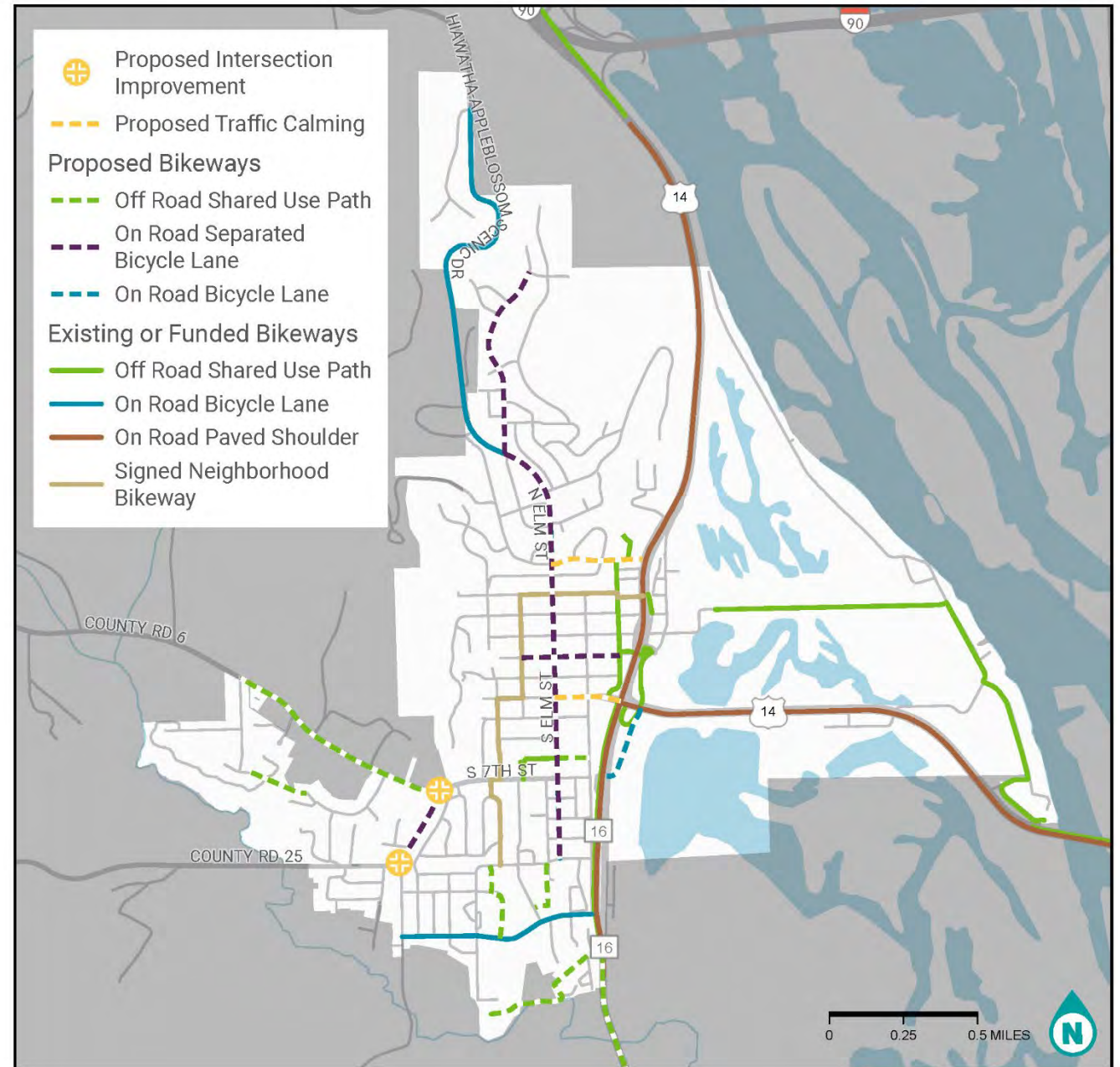
Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

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.

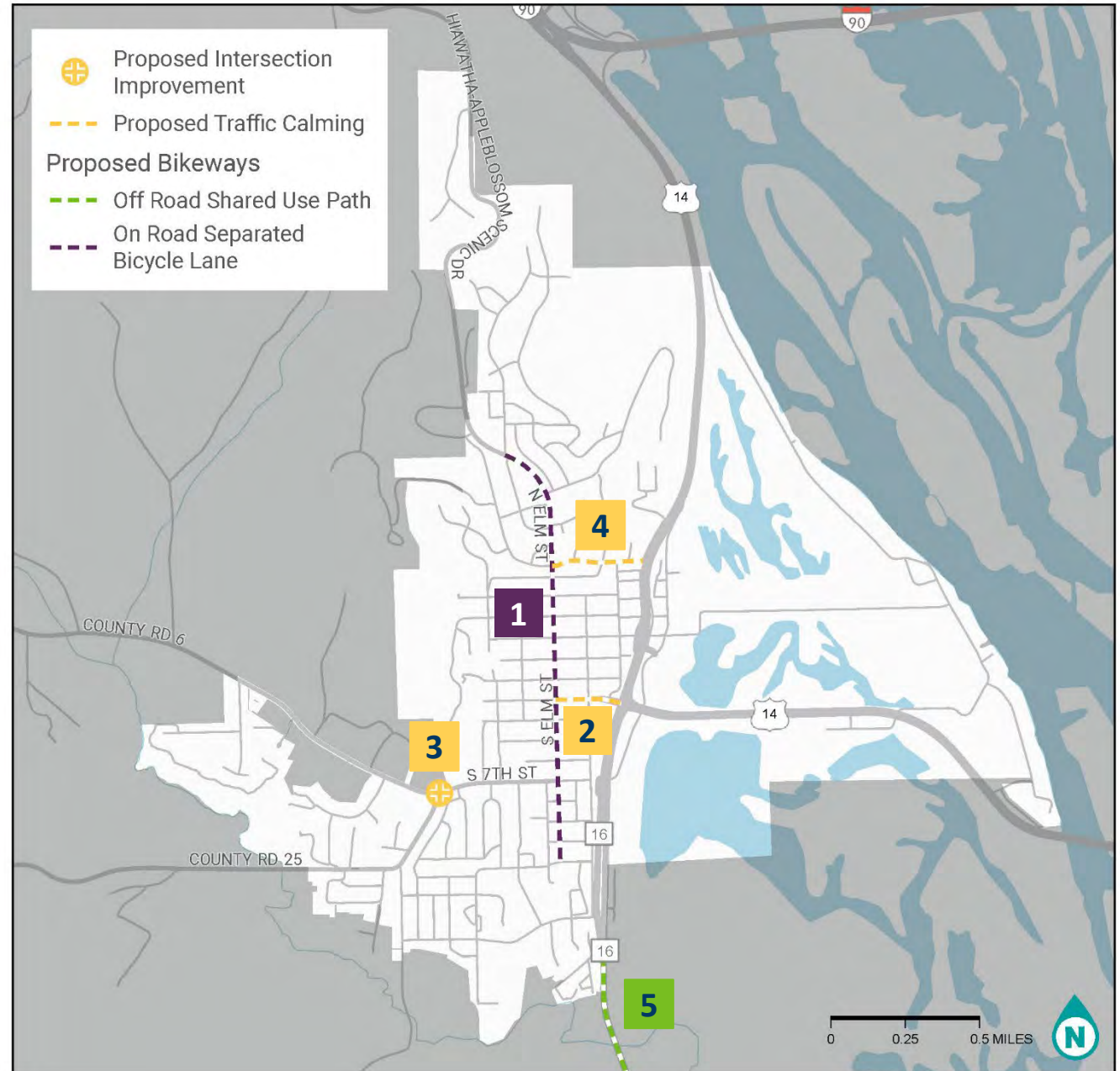
Local Examples

- 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 4 th St to S 3 rd 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 3 rd 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 7 th 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 4 th 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 4 th 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 project 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 2023 Hwy 16 Active Transportation Action Plan.	2026-2027 (YEARS 0-1) 2028-2029 (YEARS 2-3) 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?	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

Project Actions – High Priority

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

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

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. 7 th 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 / 7 th 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 6 th 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 11 th 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 11 th 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 11 th St and S 14 th St.	Long-term opportunity to connect neighborhoods to the S 14 th 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)

Long-term Priority

Project	Action: What is being suggested?	Time Period
La Crescent – 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)

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
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 housing developments. Draft a new ordinance or amend existing ordinance to reduce or eliminate parking requirements. In the process, explore opportunities around housing development as well as additional development types. This strategy has been deployed in a variety of communities, from towns with population under 500 (Gilman, WI) to the cities of Minneapolis and Saint Paul that both eliminated minimum parking requirements for most new projects in 2021. Locally the City of La Crosse eliminated parking minimums in 2024. More information can be found at parkingreform.org.	☐ 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

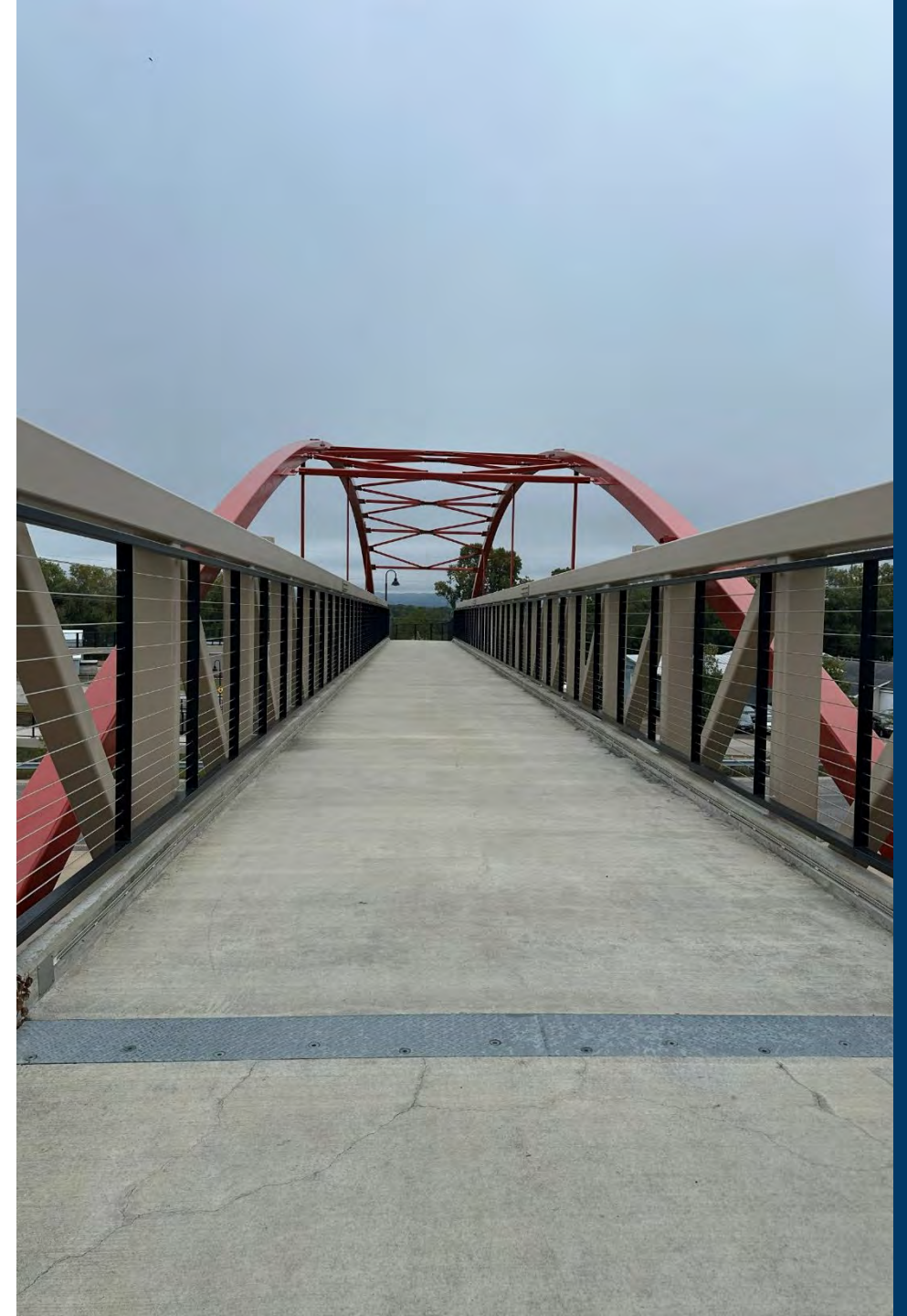
The following are program actions that will support the implementation of active transportation.

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	<i>Are we building safer, higher-quality places for everyone to walk, bike, and roll?</i>	• 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	<i>How do people feel about the walking and biking network and are they using it?</i>	• 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	<i>Are we resourced, supported, and structurally ready to deliver the work?</i>	• 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

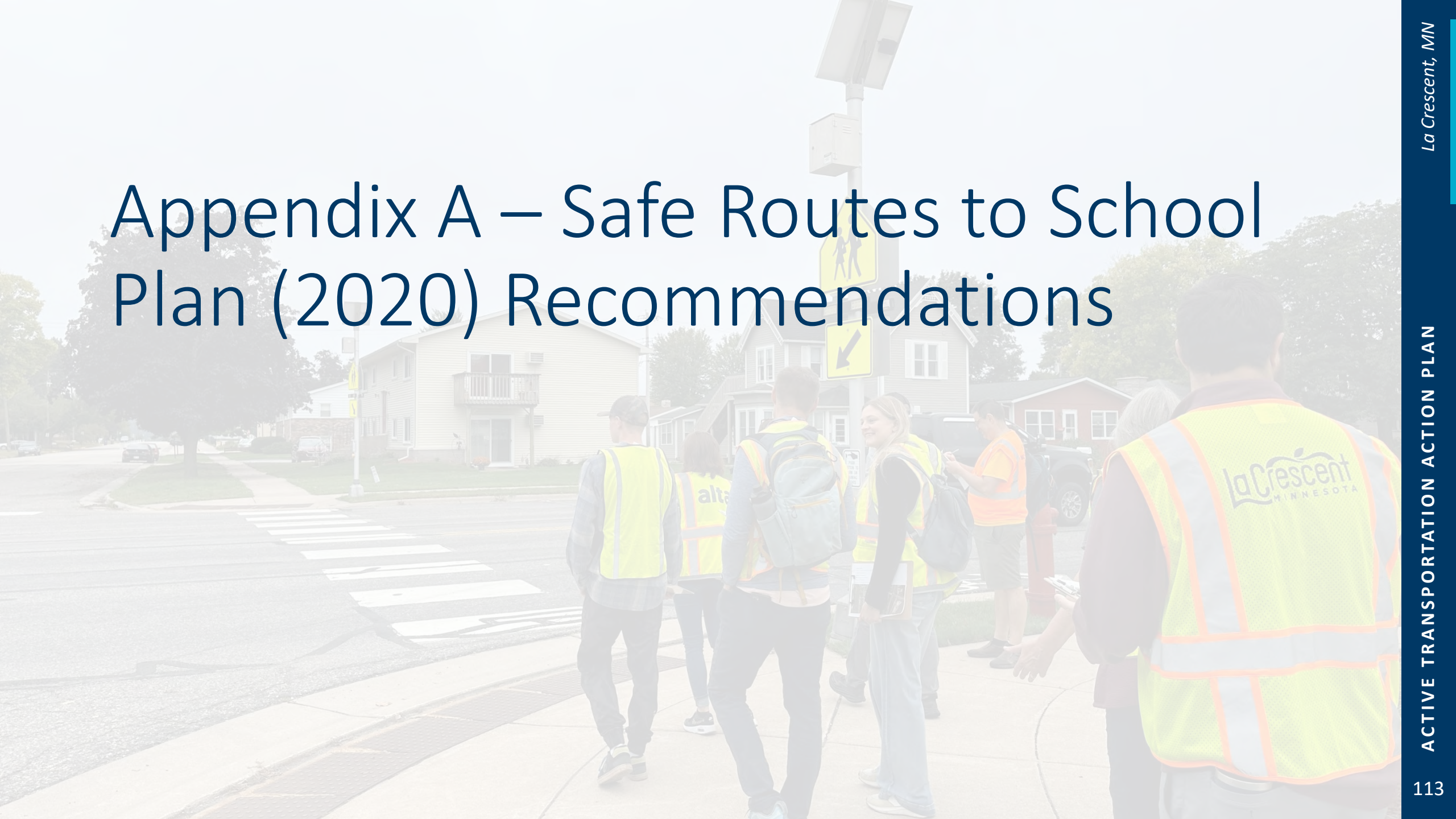
"[This plan] helps to make the community a more accessible and safer place for kids to move via biking, walking, rolling."

"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

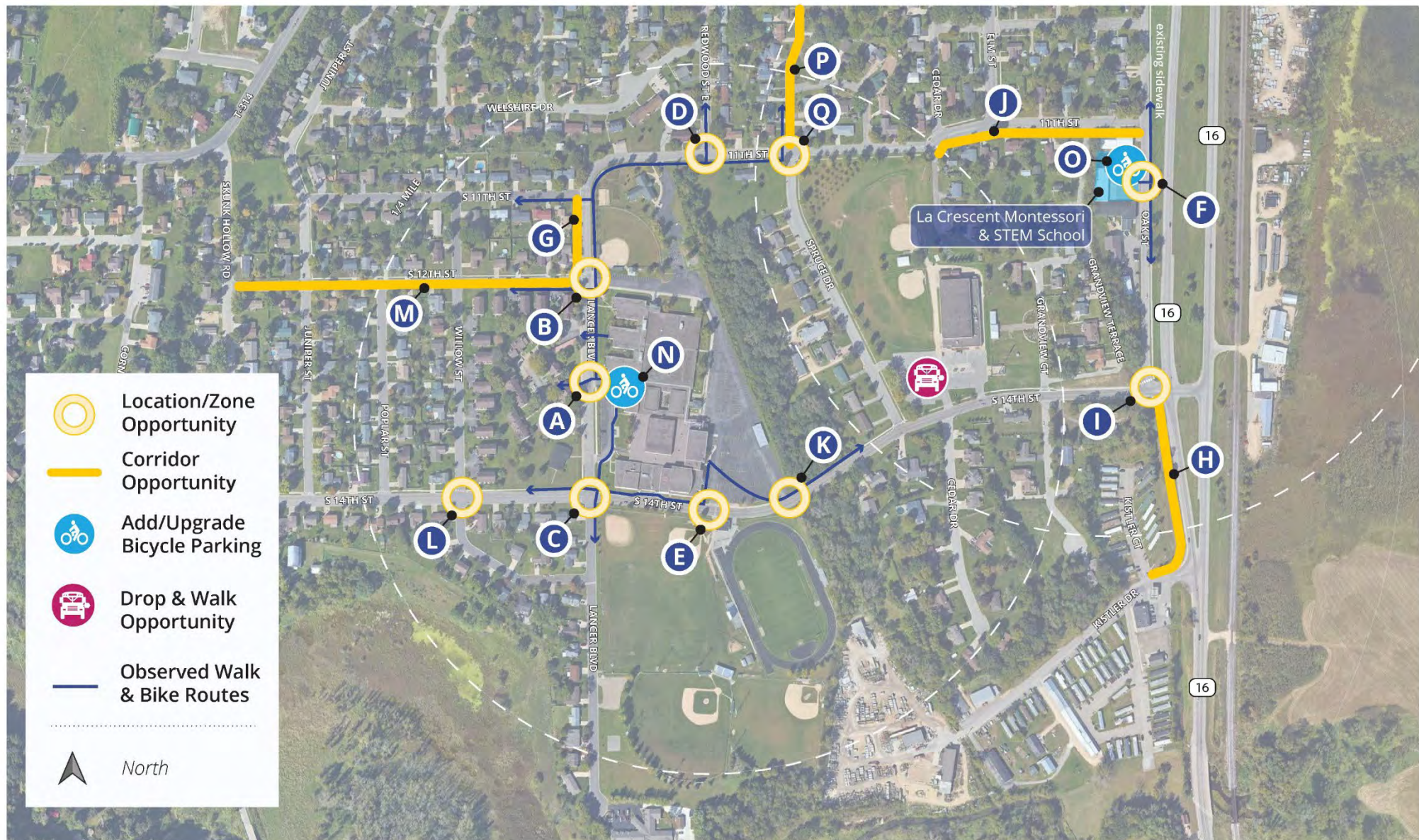




LA CRESCENT HOKAH ELEMENTARY SCHOOL
LA CRESCENT, MN

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 St 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 St; 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 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 closest 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.



CITY OF LA CRESCENT

Department of Police

Chief Luke M. Ahlschlager



May 5, 2026

Honorable Mayor and City Council Members

City Administrator Cassandra Hanan

Re: Proposed e-bike ordinance

Attached for review is a proposed ordinance regulating E-bike and E-scooter use in the City of La Crescent. The police department and city have evaluated recent and local trends, and I believe this issue warrants serious consideration by the City Council. The use of electric-assisted bicycles and scooters in La Crescent has clearly increased and is likely to continue growing. Along with this rise, we have seen a corresponding increase in concerns related to speed, sidewalk use, and underage operation.

Most notably, the city experienced a serious incident last spring involving an underage operator who struck and severely injured an elderly pedestrian on a downtown sidewalk. While Minnesota law does allow for citations related to underage operation, it does not clearly define where e-bikes and similar devices may or may not be operated, particularly with respect to sidewalks and pedestrian-heavy areas. This lack of clarity creates challenges for proactive enforcement and limits our ability to address unsafe behavior before incidents occur.

The proposed ordinance would establish clearer, locally enforceable standards regarding operation, including age restrictions, permitted areas of use, and expected conduct. These provisions would better equip law enforcement to intervene early and would set consistent expectations for riders and parents alike.

Importantly, this ordinance is not intended to restrict responsible use, but rather to promote safety for all users, especially pedestrians. It represents a reasonable and proactive approach to addressing an emerging issue in our community.

For these reasons, I support an ordinance tailored to La Crescent and consistent with Minnesota law, with a particular emphasis on pedestrian safety, age requirements, and appropriate areas of operation.

CITY OF LA CRESCENT

Department of Police

Chief Luke M. Ahlschlager

Minnesota is considering new 2026 legislation that would treat high-powered electric “e-motos” more like motor vehicles than bicycles. The proposals would require these faster, more powerful devices to be licensed, registered, and insured, and they would have to meet specific safety standards. The bills aim to keep unregulated or unsafe e-motos off trails and sidewalks, set helmet rules for riders under 18, and give cities the option to set their own speed limits. Law enforcement expects to focus on public education at first, but riders, many of them minors, could receive tickets once the rules are in place. These measures are moving through committees with the goal of clarifying the law before summer 2026.



ORDINANCE NO. 70.XX

AN ORDINANCE REGULATING THE USE OF E-BICYCLES, ELECTRIC SCOOTERS, AND GAS-POWERED BICYCLES AND SCOOTERS WITHIN THE CITY OF LA CRESCENT, MINNESOTA

SECTION 1. LEGISLATIVE FINDINGS AND PURPOSE. The City Council of the City of La Crescent finds as follows:

- (1) Electric-assisted bicycles (e-bikes) have increased in use within the City and provide important transportation, recreational, and mobility benefits to residents and visitors.
- (2) The operation of e-bikes at higher speeds and weights than traditional bicycles presents unique safety concerns, particularly on sidewalks, trails, and in areas with significant pedestrian traffic.
- (3) The City has authority under its police powers and pursuant to Minnesota Statute §169.222 and Minnesota Statute § 169.011 to regulate the operation of bicycles and electric-assisted bicycles on public rights-of-way, sidewalks, and trails.
- (4) Regulation of the time, place, and manner of e-bike operation is necessary to protect public health, safety, and welfare, while preserving access for lawful users.
- (5) The City Council intends by this Ordinance to:
 - (a) Promote safe coexistence between pedestrians, bicyclists, and e-bike users;
 - (b) Provide clear and enforceable operational rules;
 - (c) Avoid conflict with state law by adopting consistent definitions; and
 - (d) Address emerging safety concerns related to modified or improperly classified devices.

SECTION 2. DEFINITIONS.

- (1) **ELECTRIC-ASSISTED BICYCLE** has the meaning provided in Minn. Stat. §169.011, subd. 27, and shall be classified as follows:
 - (a) **Class 1 Electric-Assisted Bicycle** – A bicycle equipped with an electric motor of 750 watts or less that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour.
 - (b) **Class 2 Electric-Assisted Bicycle** – A bicycle equipped with an electric motor of 750 watts or less that may be used to propel the bicycle without pedaling but ceases to provide assistance when the bicycle reaches a speed of 20 miles per hour.
 - (c) **Class 3 Electric-Assisted Bicycle** – A bicycle equipped with an electric motor of 750 watts or less that provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches a speed of 28 miles per hour.

- (d) Multiple mode electric-assisted bicycle means an electric assisted bicycle equipped with switchable or programmable modes that provide for operation as two or more of a class 1, class 2, or class 3 electric-assisted bicycle in conformance with the definition and requirements for each respective class pursuant to Minn. Stat. §169.011, subd. 45a.
- (2) ELECTRIC SCOOTER means a device weighing less than one hundred (100) pounds that has handlebars, an electric motor, and is designed to transport one person and is capable of speeds not exceeding 20 miles per hour, consistent with Minn. Stat. §169.011, subd. 87.
- (3) GAS-POWERED BICYCLE OR SCOOTER refers to a bicycle or scooter that has been modified with a non-integral gasoline or other fuel-powered motor that enables speeds beyond those originally intended for the device.

SECTION 3. APPLICABILITY. This Ordinance applies to the operation of electric-assisted bicycles, electric scooters, and gas-powered bicycles and scooters on all public streets, sidewalks, trails, parks, and other public property within the City.

SECTION 4. GENERAL OPERATION.

- (1) Electric-assisted bicycles, electric scooters, and gas-powered bicycles and scooters may be operated on roadways and bicycle lanes where bicycles are permitted.
- (2) Operators of electric-assisted bicycles, electric scooters, and gas-powered bicycles and scooters shall comply with all traffic laws applicable to bicycles under Minnesota law, including Minnesota Statute §169.222.
- (3) No person shall operate an electric-assisted bicycle, electric scooter, or gas-powered bicycle or scooter in a careless, reckless, or negligent manner so as to endanger the safety of any person or property.
- (4) No electric scooter may be operated at speeds exceeding 20 miles per hour within the City limits.

SECTION 5. AGE AND HELMET REQUIREMENTS.

- (1) No person under the age of fifteen (15) may operate a Class 3 electric-assisted bicycle within the City.
- (2) Any person under the age of eighteen (18) years operating or riding upon an electric-assisted bicycle shall wear a properly fitted and fastened bicycle helmet.

SECTION 6. SIDEWALK OPERATION.

- (1) No person shall operate an electric-assisted bicycle, electric scooter, or gas-powered bicycle or scooter upon a sidewalk within the City except:
 - (a) To enter or leave adjacent property; or
 - (b) Where specifically authorized by posted signage.

- (2) Where operation is permitted, the operator must:
 - (a) Yield the right-of way to pedestrians; and
 - (b) Operate at such a speed no greater than is reasonable for pedestrian conditions.

SECTION 7. TRAILS, PARKS, AND RECREATIONAL AREAS.

- (1) Operation of e-bikes, electric scooters and gas-powered bicycles and scooters on City trails, bicycle paths, and park facilities is permitted subject to the following conditions:
 - (a) Maximum speed on trails and within parks shall be 10 miles per hour.
 - (b) When approaching a pedestrian from the opposite direction, the operator must yield the right-of-way.
 - (c) When overtaking a pedestrian traveling in the same direction, the operator must provide an audible signal (bell, horn, or verbal warning) prior to passing and pass in a safe manner.
- (2) Use of electric bicycles, electric scooters, or gas-powered bicycles and scooters on City green spaces, parkland, or property not designated for vehicle travel is prohibited unless specifically permitted.
- (3) Class 1 and Class 2 electric-assisted bicycles may be operated on multi-use trails unless otherwise prohibited by posted signage.
- (4) Class 3 electric-assisted bicycles are prohibited on multi-use trails and park paths unless expressly authorized.
- (5) The City may, by resolution or posted signage, restrict or prohibit e-bike use in specific locations where necessary for safety or resource protection.

SECTION 8. EQUIPMENT AND CLASSIFICATION.

- (1) No person shall operate an e-bike that:
 - (a) Has been modified to exceed the speed or power limitations of its designated class; or
 - (b) Does not meet the definition of an electric-assisted bicycle under Minnesota Law.
- (2) Any device that exceeds statutory limits shall be treated as a motor vehicle or motorized device subject to applicable laws.

SECTION 9. PROHIBITED CONDUCT. No Person shall:

- (1) Operate an e-bike at a speed greater than reasonable and prudent under the conditions;
- (2) Fail to yield to pedestrians when required;
- (3) Operate on restricted sidewalks, trails, or park areas;
- (4) Operate a modified or unlawfully classified device.

SECTION 10. ENFORCEMENT AND PENALTIES. A violation of this Ordinance shall constitute a petty misdemeanor. The City may utilize administrative citations or warning

notices, particularly for first-time or juvenile offenders. Each separate act of violation shall constitute a separate offense.

SECTION 11. SEVERABILITY. Should any section, subdivision, clause or other provision of this Ordinance be held to be invalid by any court of competent jurisdiction, such decision shall not affect the validity of this Ordinance as a whole, or of any part thereof, other than the part held to be invalid.

SECTION 12. EFFECTIVE DATE. This Ordinance shall take effect and be enforced from and after its passage and publication.

PASSED AND ENACTED THIS ____ day of _____, 2026.

Mayor

ATTEST:

City Administrator

M E M O R A N D U M

TO: Honorable Mayor and City Council Members

FROM: Jason Ludwigson, Sustainability Coordinator

DATE: May 4th, 2026

SUBJECT: La Crosse Area Waters Urban Stormwater Agreement

Included in the packet is a three-year stormwater management public education and outreach agreement for the city to continue participation in the La Crosse Area Waters group. This group helps to provide urban stormwater education and outreach. The group manages the Soak-It-Up award. The city has been the recipient of two Soak-It-Up signs. One is at John S. Harris Park and the other is installed at the McIntosh East rain garden. We would recommend the city council continue with the La Crosse Area Waters Urban Stormwater Agreement. The agreement is included. The annual commitment from the City of La Crescent for 2027-2030 is \$2,063 annually. I will be in attendance to answer any questions.

STORM WATER MANAGEMENT PUBLIC EDUCATION AND OUTREACH COOPERATIVE AGREEMENT

This Agreement is entered into pursuant to Wis. Stat. § 66.0301 to specify those certain responsibilities of the parties hereto in the implementation of an intergovernmental storm water public education and outreach program during the term of this Agreement.

I. PARTIES

This Agreement is between La Crosse County, City of La Crosse, City of Onalaska, City of La Crescent, Village of Holmen, Village of West Salem, Town of Campbell, Town of Onalaska, Town of Shelby and Town of Holland, herein referred to as the La Crosse County Urban Storm Water Group.

II. TERM OF AGREEMENT

This Agreement shall commence on January 1st, 2027, and continue through December 31st, 2030. This Agreement may be terminated by any party on thirty (30) days written notice to the group, subject only to the payment of any obligations due to the group under this Agreement up to the point of said termination.

III. PURPOSE OF AGREEMENT

The purpose of this Agreement is to continue implementation of the single source information and outreach program for all participating municipalities meeting the requirements of Wis. Admin. Code Section § NR 216.07 to increase awareness of storm water impacts on waters of the state while avoiding duplication of efforts and saving costs.

The parties to this Agreement may seek to improve the quality of local storm water management programs by mutually agreeing to contract for services that would evaluate institutional arrangements for long-term program delivery and develop marketing and/or educational materials on storm water impacts on waters of the state to residents of La Crosse County. The Agreement allows the parties to share resources and work together on a program that meets permit requirements of Wis. Admin. Code § NR 216.07.

IV. PROGRAM SUMMARY

The activities required to complete this project include but are not limited to the following.

- A. Maintain and update existing La Crosse Waters website
- B. Build awareness of nonpoint source pollution and its effects
- C. Expand outreach platforms through social media, new releases, email campaigns, and website
- D. Provide information directly to La Crosse metro area residents to influence changes in the behavior and encourage best practices for storm water management.
- E. Soak it up award. Promote exceptional stormwater projects throughout the county
- F. Expand La Crosse Area Waters metro-wide signage system
- G. Building public/private partnerships to assist in the coordination of stormwater public education.

V. SCOPE OF SERVICES

- A. La Crosse County Urban Storm Water Group agrees to the following:
 - 1. Continue to implement and provide public education and outreach programs for storm water management that comply with Wis. Admin. Code § NR 216.07.
 - 2. Host and facilitate all La Crosse Urban Stormwater Group meetings on an as-needed basis
 - 3. Advertise for, award and execute all associated subcontractor billings, and pass these costs equitably to all participating municipalities based on the population distribution listed below.

Municipality	Population	% Pop.	2027-2030 Annual Commitment
T. of Campbell	4,284	4%	\$1,830
T. of Holland	4,528	4%	\$1,934
T. of Onalaska	5,809	5%	\$2,481
T. of Shelby	4,804	4%	\$2,052
V. of Holmen	10,683	10%	\$4,562
V. of West Salem	5,277	5%	\$2,254
C. of Onalaska	18,829	17%	\$8,041
C. of La Crosse	52,680	47%	\$22,498
C. of La Crescent	4,830	4%	\$2,063
La Crosse County			\$7,000
	111,724		\$54,713

Note – Population amounts based on County Block Populations (March 2022)

4. Cooperate with all participating La Crosse County Urban Storm Water Group municipal members to sponsor and conduct specific activities as contributing components of a storm water management public education and outreach program, to be implemented during the term of this Agreement.

VI. NOTICES

Notices required or deemed advisable under this Agreement shall be placed in writing and delivered personally or by registered or certified mail to La Crosse County at:

Matt Hanewall, Director, Land Conservation
212 N 6th St, La Crosse WI 54601

VII. MUTUAL INDEMNIFICATION

The parties agree to fully indemnify and hold all other La Crosse County Urban Storm Water Group members harmless from and against all claims, actions, judgments, costs, and expenses, arising out of damages or injuries to third persons or their property, caused by the fault or negligence of the said party, its agents, or employees, in the performance of this Agreement. The parties shall give to each other prompt and reasonable notice of any such claims or actions and the other party shall have the right to investigate, compromise, and defend the same. This provision shall not waive municipality's limitations of liabilities.

VIII. WAIVER OF BREACHES

No waiver of any breaches of this Agreement shall be held to be a waiver of any other or any subsequent breaches. All remedies afforded in this Agreement shall be considered to be cumulative and in addition to any other remedies provided by law.

IX. APPLICABLE LAW

This Agreement shall be governed by the State of Wisconsin. Venue for any dispute hereunder shall be in La Crosse County Circuit Court.

X. SECTION HEADINGS

The headings of the several sections, and any table of contents appended hereto, shall be solely for convenience of reference and shall not affect the meaning, construction, or effect hereof.

XI. NON-ASSIGNMENT OF AGREEMENT

The parties agree that there shall be no assignment or transfer of this Agreement, nor of any interests, rights or responsibilities herein contained, except as agreed to in writing.

XII. MODIFICATIONS TO AGREEMENT

There shall be no modifications to this Agreement, except in writing, and signed by all parties.

XIII. INTEGRATION OF AGREEMENT

The entire agreement of the parties is contained herein, and this Agreement supersedes all previous agreements, whether written or oral and all negotiations as well as any previous agreements presently in effect between the Provider and the county relating to the subject matter.

Both parties hereto having read and understood the entirety of this Agreement consisting of three (3) typewritten pages hereby affix their duly authorized signatures.

Dan Kapanke, Chair
Town of Campbell

Scott Schumacher, Village President
Village of West Salem

Bob Stupi, Chair
Town of Holland

Kim Smith, Mayor
City of Onalaska

Paula Przywojski, Chair
Town of Onalaska

Shaundel Washington-Spivey, Mayor
City of La Crosse

Timothy Candahl, Chair
Town of Shelby

Patrick Barlow, Village President
Village of Holmen

Tina Tryggstad, Chair
La Crosse County Board

Tyler Benish, Interim Administrator
City of La Crescent

M E M O R A N D U M

TO: Honorable Mayor and City Council Members

FROM: Jason Ludwigson, Sustainability Coordinator

DATE: May 4th, 2026

SUBJECT: National Bike Month May 2026

May is National Bike Month, promoted by the League of American Bicyclists and celebrated in communities from coast to coast. Established in 1956, National Bike Month is a chance to showcase the many benefits of bicycling — and encourage more folks to giving biking a try.

National Bike to Work Week and Bike to Work Day are often cited as the month's flagship events, occurring the third week and third Friday of May, respectively. This year National Bike to Work Week is May 11th-17th. National Bike to Work Day falls on May 15th this year.

Encouraging more people to go places by bike is beneficial to La Crescent's health, economic growth and sustainability. According to Bill Nesper, executive director of the League of American Bicyclists, "When local communities invest in making bicycling safer and a real transportation option for more people, the return on investment is clear for individuals and society at large from cost-savings on public health to small businesses' growth and more."

Included in the packet is a Proclamation for consideration to celebrate National Bike Month.

National Bike Month Proclamation

WHEREAS: May is National Bike Month, sponsored by the League of American Bicyclists and celebrated in communities from coast to coast; and

WHEREAS: May 11-17, 2026, is “Bike to Work Week” and May 15, 2026, is “Bike to Work Day”; and

WHEREAS: the bicycle is an economical, healthy, convenient, and environmentally sound form of transportation and an excellent tool for recreation and enjoyment of La Crescent’s scenic beauty; and

WHEREAS: La Crescent’s Road and trail system attracts bicyclists each year, providing economic health, transportation, tourism, and scenic benefits; and

WHEREAS: creating bicycle-friendly communities has been shown to improve citizens’ health, well-being, and quality of life, to boost community spirit, to improve traffic safety, and to reduce pollution and congestion; and

WHEREAS: the City of La Crescent has worked diligently to promote bicycle usage with community outreach educational programs, implementation of bicycle lanes designed to increase usage to commute in the City of La Crescent and to surrounding communities, expansion and improvements to the Wagon Wheel Trail, and the continuation of creating awareness and opportunities to engage residents in the activity of bicycling.

NOW, THEREFORE, I, Mike Poellinger, Mayor of the City of La Crescent, Minnesota, do hereby proclaim May 2026, as

National Bike Month

In the City of La Crescent, I strongly encourage our community members who are able to celebrate with a bicycle ride.

Dated this 11th day of May in the year 2026.

Mayor _____

M E M O R A N D U M

TO: Honorable Mayor and City Council Members

FROM: Jason Ludwigson, Sustainability Coordinator

DATE: May 4th, 2026

SUBJECT: Commission Recognition – Sustainability and Natural Resource

Included in the packet is a recognition for Randy Urich. Randy has been an integral part of the Sustainability and Natural Resource committee for many years. Randy's expertise, particularly in the area of forestry, has been invaluable for the committee. Evidence of Randy's lasting impact on the city is seen in many places, but it's most evident in Vetsch Park. Randy helped lead the tree planting in Vetsch Park which has transformed the urban forest in that park. We appreciate Randy's service to the city and this recognition is most deserving.

TO: Honorable Mayor and City Council Members
FROM: Tyler Benish, Public Works Director
DATE: May 8, 2026
RE: Fee schedule amendment

Attached for review and consideration are two amendments to the fee schedule.

The first is incorporating the native landscape permit fee from the Native Landscape ordinance. The fee will be \$40 for a one-time plan review and a \$10 yearly fee.

The second is an update to the water fixed fee for multiple unit connections. My original water fee memo stated that "5/8-inch meters would increase \$1.50, and all other fees would increase \$1.00". The multiple unit connection fees should have multiplied the 5/8" connection charge by the number of units served by the connection. This is consistent with previous rate changes.

ORDINANCE NO. 600

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, NO. 596, NO. 597

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:

<u>ADMINISTRATION</u>	2026
Bad Check – Per Check	\$ 30.00
Brush Site Usage Fee- Yearly La Crescent Township	\$2,000.00
Cigarette License- Yearly	\$ 45.00
Add – Native Landscape Permit: Plan Review Fee (one time fee)	\$40.00
Yearly Fee	\$10.00
<u>Copies: per sheet</u>	\$.25
DOOR-TO-DOOR Solicitor – REGISTRATION ONLY Peddler/Transient Merchants plus \$5.00 per tag for all individuals named as sales persons for that particular company	N/C \$50.00 fee
Election Fee Filing	\$ 2.00
Fax Machine – Income and Outgoing	\$ 1.00

		FIXED WATER FEE Effective 4/1/2026	FIXED WATER FEE Effective 1/1/2027
<u>Residential:</u>			
rate code #1	5/8"	\$4.50	\$5.50
rate code #2	3/4"	\$11.50	\$12.50
rate code #3	1"	\$22.00	\$23.00
rate code #4	1 1/4"	\$32.50	\$33.50
rate code #5	1 1/2"	\$43.00	\$44.00
rate code #6	2"	\$69.25	\$70.25
rate code #7	3"	\$85.00	\$86.00
rate code #8	4"	\$106.00	\$107.00
rate code #9	6"	\$137.50	\$138.50
rate code #10	8"	\$169.00	\$170.00
rate code #11	metered wells	\$8.35	\$9.35
rate code #12	sewer only	0.00	0.00
rate code #25	2 units	~~\$5.20~~ to \$9.00	~~\$6.20~~ to \$11.00
rate code #27	3 units	~~\$7.30~~ to \$13.50	~~\$8.30~~ to \$16.50
rate code #31	4 units	~~\$9.40~~ to \$18.00	~~\$10.40~~ to \$22.00
rate code #28	5 units	~~\$11.50~~ to \$22.50	~~\$12.50~~ to \$27.50
rate code #34	6 units	~~\$13.60~~ to \$27.00	~~\$14.60~~ to \$33.00
rate code #36	8 units	~~\$17.80~~ to \$36.00	~~\$18.80~~ to \$44.00
rate code #35	10 units	~~\$22.00~~ to \$45.00	~~\$23.00~~ to \$55.00
rate code #30	12 units	~~\$26.20~~ to \$54.00	~~\$27.20~~ to \$66.00
rate code #33	16 units	~~\$34.60~~ to \$72.00	~~\$35.60~~ to \$88.00
rate code #32	20 units	~~\$43.00~~ to \$90.00	~~\$44.00~~ to \$110.00
rate code #29	34 units	~~\$72.40~~ to \$153.00	~~\$73.40~~ to \$187.00

THERE IS AN ADDITIONAL SEWER CHARGE IF SPRING QUARTER IS OVER 30,000 GALLONS

Adopted: May 11, 2026

SIGNED:

Mayor

ATTEST:

City Administrator



La Crescent Police Department 3.10

Chief Luke Ahlschlager

Sergeant Michael Ernster
Corporal Roth Clark

May 7, 2026

Honorable Mayor and City Council Members

City Administrator Cassandra Hanan

Subject: Panic/Duress Button System Installation at City Hall/Police Department

I am writing to present a recommendation regarding the installation of a panic/duress button system for City Hall, with a focus on improving the safety and security of city staff working in the front office areas.

As you are aware, the offices located at the front of City Hall, including the City Administrative Assistant (who serves as the primary contact for residents seeking assistance with utilities, licensing, and other city services), the two DMV personnel and the Police Administrative Secretary regularly interact with members of the public. While these interactions are typically routine, there are occasions when individuals become frustrated or upset, sometimes escalating into disruptive or concerning behavior.

A recent incident on April 10, 2026, at the La Crescent DMV highlights this concern. During this event, an individual became extremely agitated, raised his voice, and slammed the door while staff were attempting to assist him. While no one was harmed, this situation underscores the need for a reliable and immediate way for staff to summon assistance when faced with escalating behavior.

While calling 911 or the department directly remains an option a panic/duress button provides a faster, more discreet, and reliable method for staff to request police officer assistance. In situations involving escalating behavior, staff may not be able to safely or effectively place a phone call. A panic/duress button activation allows for an almost immediate notification to our police department's dispatch center (Houston County Law Enforcement Center) without further agitating the individual or requiring staff to place a phone call during a potentially volatile situation. Additionally, because an officer or police staff member are not always present in the office, direct connection to dispatch through this system ensures the most reliable and immediate way to summon law enforcement assistance.

To address this need, I received and reviewed three proposals for a panic/duress button system from Per Mar, Ban-Koe, and Verkada/Five Star Telecom. I met with representatives from each company and conducted follow-up discussions to better understand their systems.

After evaluating each proposal based on cost, reliability, warranty coverage, monitoring capabilities, and long-term support, I recommend selecting Per Mar for this project.

Per Mar offers the strongest overall value for the city. Their proposal includes full monitoring, installation, staff training, and a comprehensive service plan that covers parts, labor, battery replacements, and hardware failures at no additional cost. Their system also features a two-button activation design, which helps prevent accidental alarms, an important consideration in busy, public-facing workspaces such as the DMV and Utilities counters.

In addition, Per Mar provides in-house monitoring with fast response times and allows for future system expansion at minimal cost. Notably, their proposal also comes in at the lowest upfront cost among the three vendors.

While both Ban-Koe and Verkada offer functional systems, they present higher overall costs with less favorable long-term support. Ban-Koe provides only a one-year warranty and requires City staff to manage battery replacements. Verkada's system is the most expensive and is better suited for larger, cloud-based security infrastructures that exceed the City's current needs.

Based on these factors, cost effectiveness, reduced long-term expenses, reliability, and overall suitability, I recommend moving forward with Per Mar.

Implementing this system will enhance staff safety, provide peace of mind, and ensure a quicker response in the event of a potentially volatile situation.

The panic / duress button system installation would cost \$1,850 with a monthly recurring fee of \$59.99. The City Finance Director has reviewed this proposal and reports funding would be available in the general fund budget for this expense.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "L. H. Anthony". The signature is fluid and cursive, with a large, stylized initial "L" and "H".



CITY OF LA CRESCENT

Department of Police

Chief Luke M. Ahlschlager

3.11



May 8, 2026

Honorable Mayor and City Council Members

City Administrator Cassandra Hanan

Request for Temporary Street Closure / Parade Permit

La Crescent Elementary PTO – 13th Annual Great Green Run and Roll 2026

Friday, October 2nd, 2026

The La Crescent Elementary School PTO is holding a “fun run” called the Great Green Run and Roll, scheduled on Friday, October 2nd 2026 between the hours of 8:00 am to 12:00 pm. Utilizing sidewalks, the event will start on South 4th Street (northside of school) then travel south down South Oak Street to South 6th Street to South Elm Street and then return to the elementary school building and ending back on South 4th Street.

I would respectfully request permission to barricade South 4th Street between Oak and Elm Street during the event. I also would request permission to temporarily post the northside of South 4th Street “No Parking”. This request would minimally impact daily traffic and parking.

Given consideration of previous year’s events, there was minimal disruption to daily traffic and it should be noted the event is a huge success for the PTO organization and benefit to the school.

Thank you in advance for your consideration.

Sincerely,

Luke Ahlschlager

Chief of Police



3.12

WIESER LAW OFFICE, P.C.

ATTORNEYS AT LAW
WIESER PROFESSIONAL BUILDING
33 SOUTH WALNUT - SUITE 200
LA CRESCENT, MN 55947

KELLY M. IVERSON
AL "SKIP" WIESER, III
KAYLA C. SCHMITZ

PHONE: (507) 895-8200
FAX: (507) 895-8458

TO: Honorable Mayor and City Council Members
CC: Cassandra J. Hanan, City Administrator
FROM: Skip Wieser, City Attorney
DATE: May 8, 2026
RE: 421 Walnut Place, La Crescent

At the City Council meeting the City Administrator and City Attorney will review a purchase agreement submitted on behalf of the City for the above reference property. The City Attorney will review the process to close the meeting. The City Administrator will review the location of this property in relation to other property adjacent to City owned property.