

Houston County Agenda Request Form

Date Submitted: February 3, 2026 Board Date: February 10, 2026

Person requesting appointment with County Board: Brian Pogodzinski

Issue:

The City of La Crescent is preparing an Active Transportation Action Plan. Many of the priority projects are along Houston County roadways, with action efforts being suggested to start in 2026. For these projects to move forward, county resources will be required for corridor studies, planning, design, and construction.

Attachments/Documentation for the Board's Review:

Draft La Crescent Active Transportation Action Plan

Justification:

County resources will be required for the City projects to be implemented along county roadways and the County will be one of the primary agencies involved with any modifications to the transportation system along these routes.

Action Requested:

1) Discussion with the County Board on the draft plan, and; 2) input on if the county wants to submit comments on the plan, what those comments are, and if the comments submitted by the county should come directly from the Board or from the Highway Dept.

For County Use Only			
<u>Reviewed by:</u>	_____ County Auditor	_____ County Attorney	_____ Zoning Administrator
	_____ Finance Director	_____ County Engineer	_____ Environmental Services
	_____ IS Director	_____ Other (indicate dept)	_____
<u>Recommendation:</u>			
<u>Decision:</u>			

All agenda request forms must be submitted to Allison Wagner at BOC@co.houston.mn.us by 12:00 p.m. on Thursday in order to be considered for inclusion on the following week's agenda. The Board will review all requests and determine if the request will be heard at a County Board meeting.



City of La Crescent

Active Transportation ACTION PLAN



January 2026



Acknowledgements

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

Learn more:

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

MnDOT Consultant Team

Terra Soma, LLC
Alta Planning + Design

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- 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

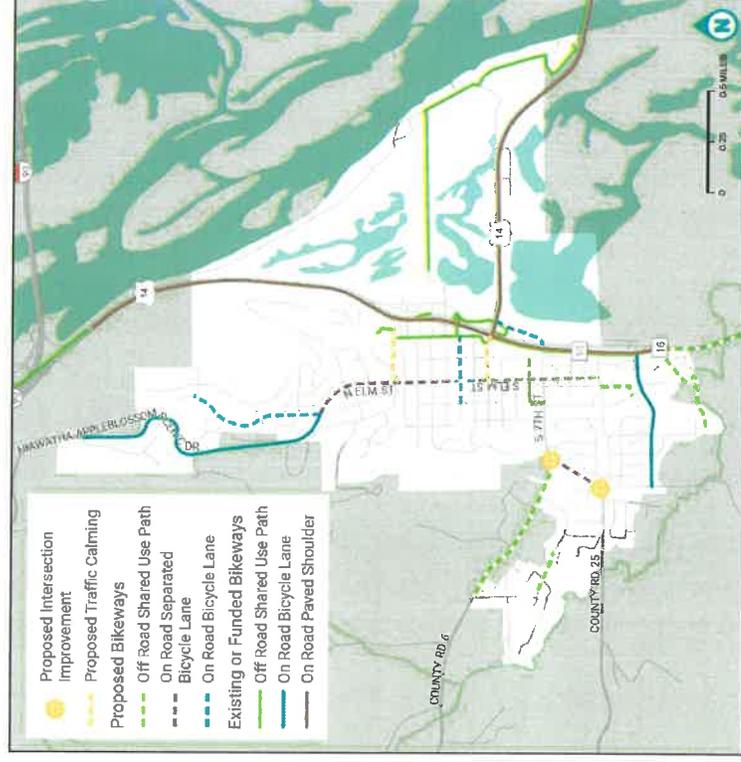
Recommended Active Transportation Network

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

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.

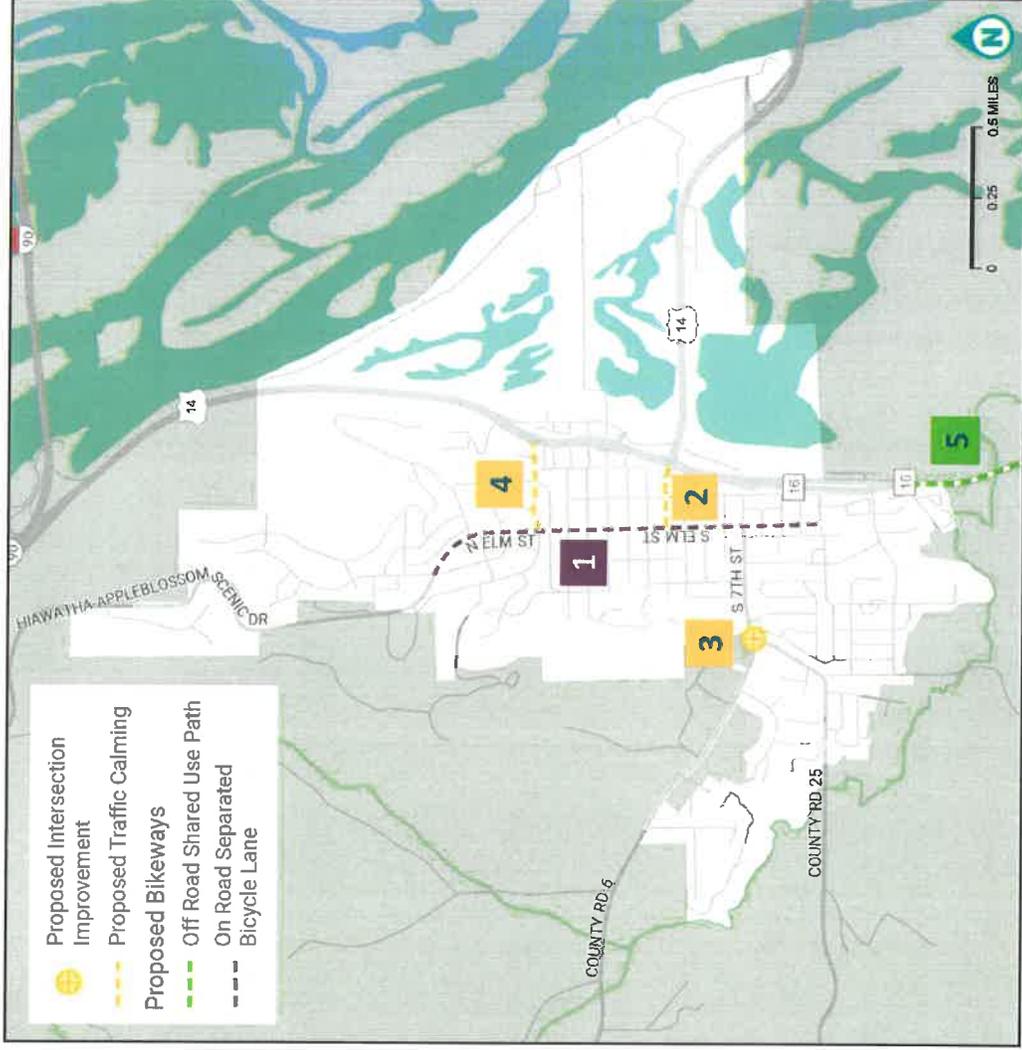
Separated bicycle lanes are bike lanes with some form of both horizontal and vertical separation from motor vehicle traffic. They are separated from pedestrian spaces and can be for one-way or two-way travel.

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



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 Hwy 14/16.
 - 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.
- Sidewalk Infill Policy** – Develop a policy with guidelines for sidewalk infill, including width requirements and funding plan.





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 centering active transportation users, the most vulnerable users, in 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 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 biking 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://naacto.org/docs/uscde/walking_the_walk_copyright.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>

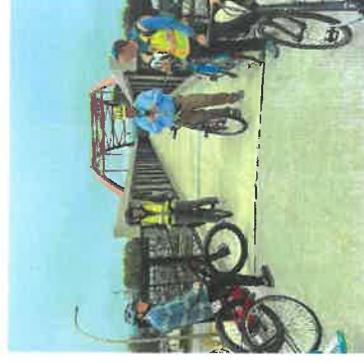
How the Plan was Developed

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.

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

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

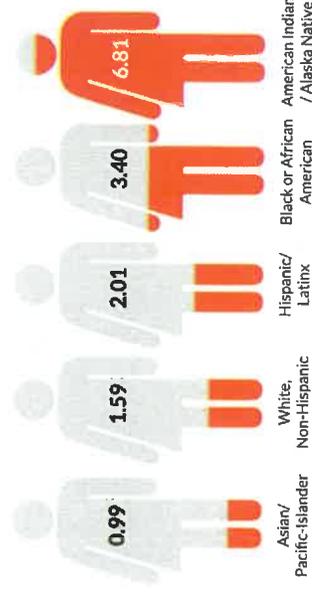
Safety is Not Shared Equally

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](#)).

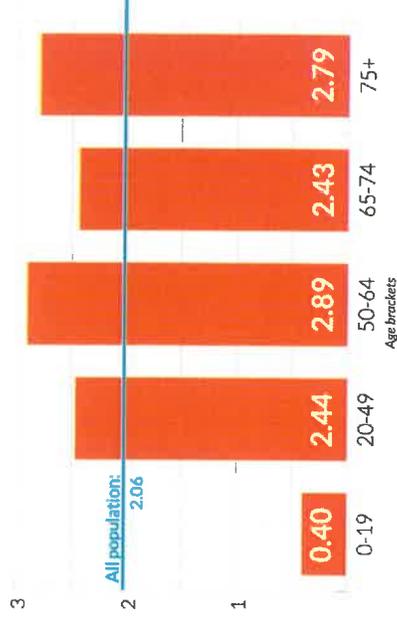
State and national trends show that speed-related crashes have increased. There are differences in equitable access and safety outcomes for all users of the transportation system. Active transportation users are the most vulnerable, specifically older adults, people walking in low-income communities,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

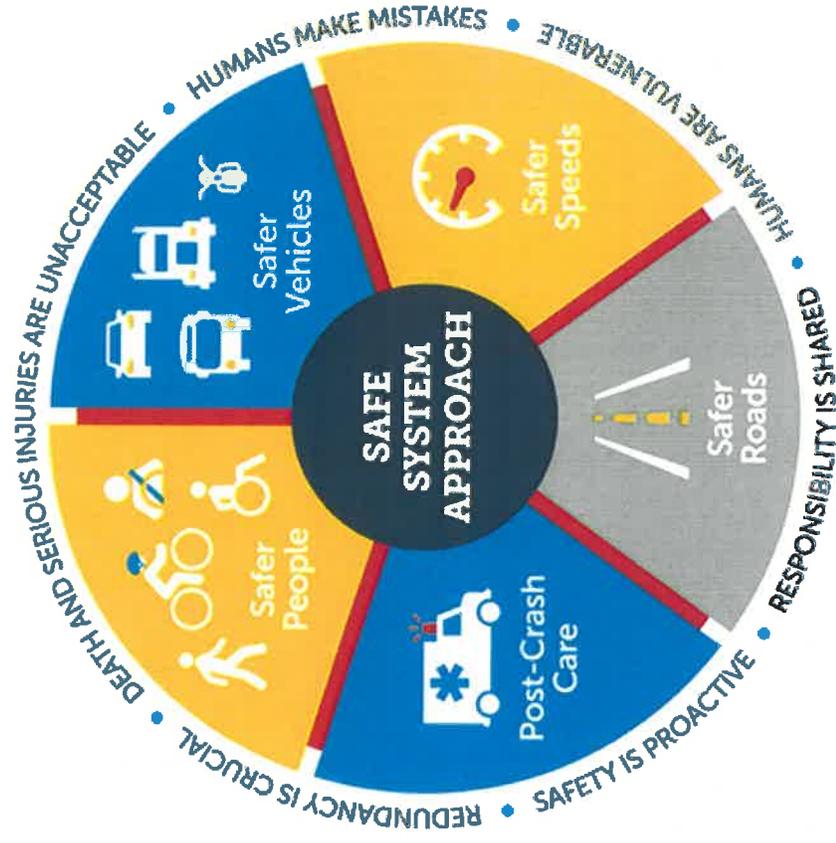
The Safe System Approach focuses roadway safety efforts on ways to effectively:

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>

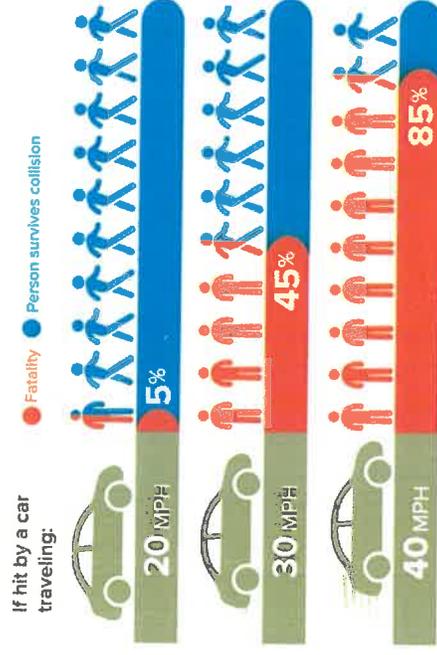
Making Safety a Priority Over Speed

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

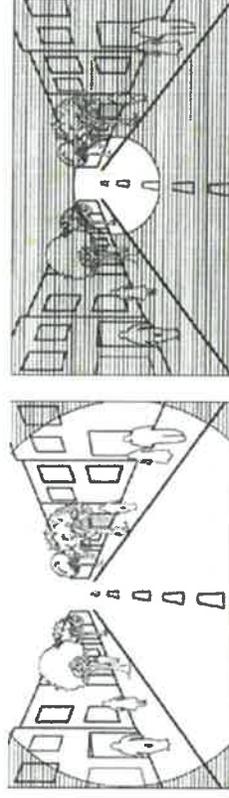
Why Speed Matters

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.nhtsa.gov/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.

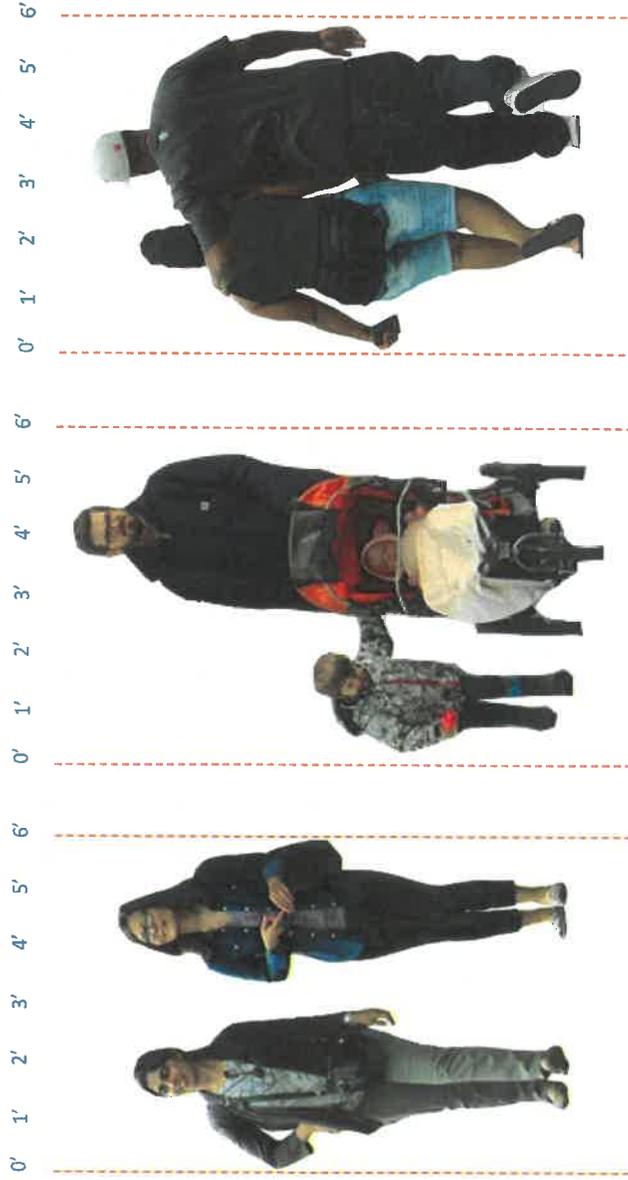
People Walking: Everyone is a pedestrian at some point in their day because every trip begins and ends with walking. Walking is a key component of successful public transit, supports vibrant business districts and healthy people, reduces carbon footprint and contributes to safer neighborhoods by putting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

Graphic adapted from AASHTO Guide for the Development of Bicycle Facilities

Comfort Types of Bicyclists



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 “enthusiased and confident” riders who still prefer having their own dedicated space.

LTS 4

High stress streets with high-speed limits, multiple travel lanes and limited or non-existent marked bikeways.

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

Chart adapted from MnDOT Bicycle Facility Design Guide

Safe System: When to Mix, When to Separate?

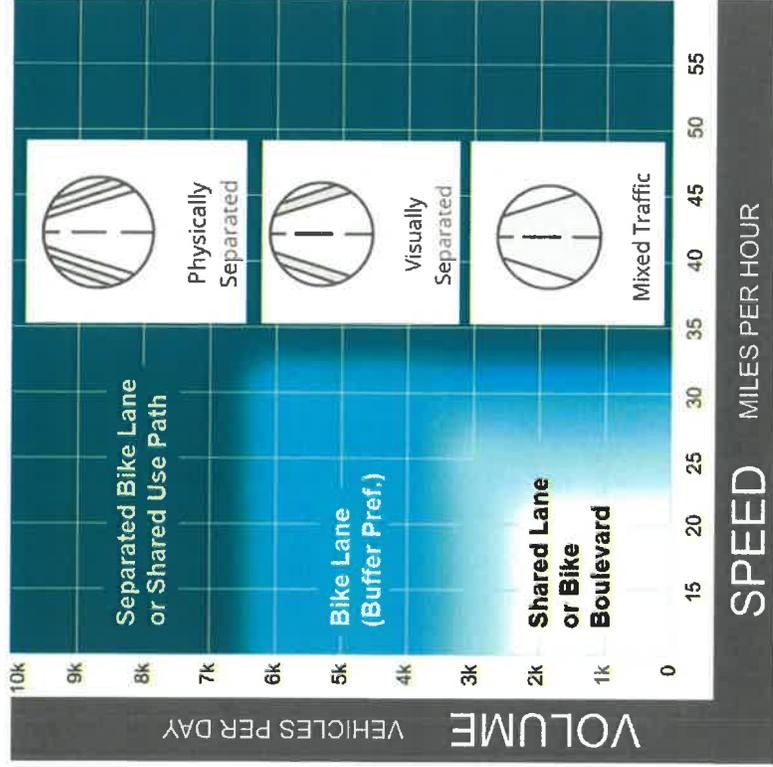


Chart adapted from *Federal Highway Administration Bicycle Selection Guide (2019)*.
 Note: Chart assumes operating speeds are similar to posted speeds. If they differ, operating speed should be used rather than posted speed.

SELECTING BIKEWAY FACILITIES

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

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

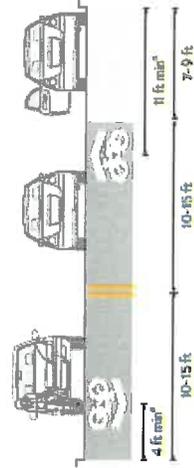
Separate and protect people from moving traffic when **vehicle speeds are above 20 mph**. This can be done visually with painted bike lanes or buffered bike lanes or physically with bikeways fully separated by curbs, street trees, on-street parking and more.

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

Types of Bike Facilities



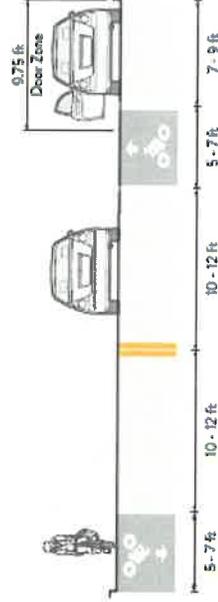
Bicycle Boulevard (traffic calmed local streets that prioritize bicycle travel)



Shared Lane Marking Placement from the Minnesota Bicycle Facility Design Manual



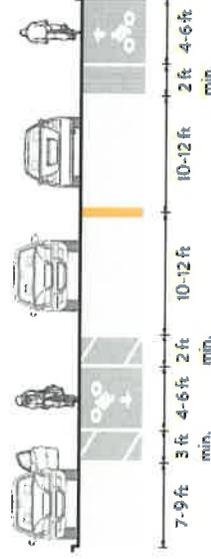
Conventional Bike Lane



Bike Lane Dimensions from the Minnesota Bicycle Facility Design Manual



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



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)



Two-way Cycle Track example from NACTO.



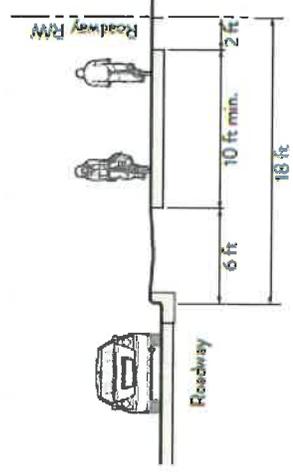
One-Way Cycle Track



Example of a One-Way Cycle Track from NACTO.



Shared Use Path (also called a paved multi-use trail, some may also be a sidepath)



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.

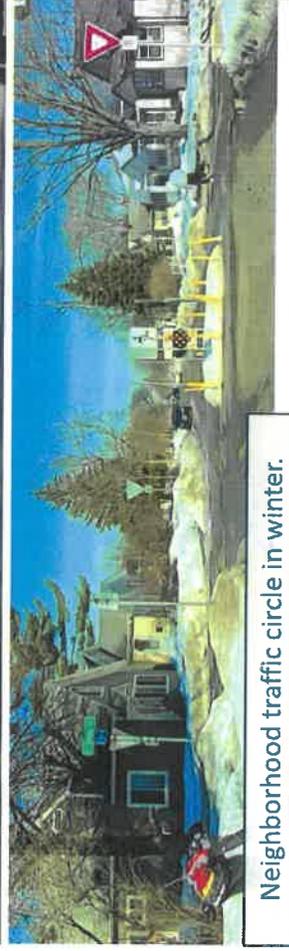
Streets that are complete put people first and become even greater community assets. They are places where people want to walk and bike, rather than places where people can walk and bike if they must. In turn, more people choose to walk and bike.



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

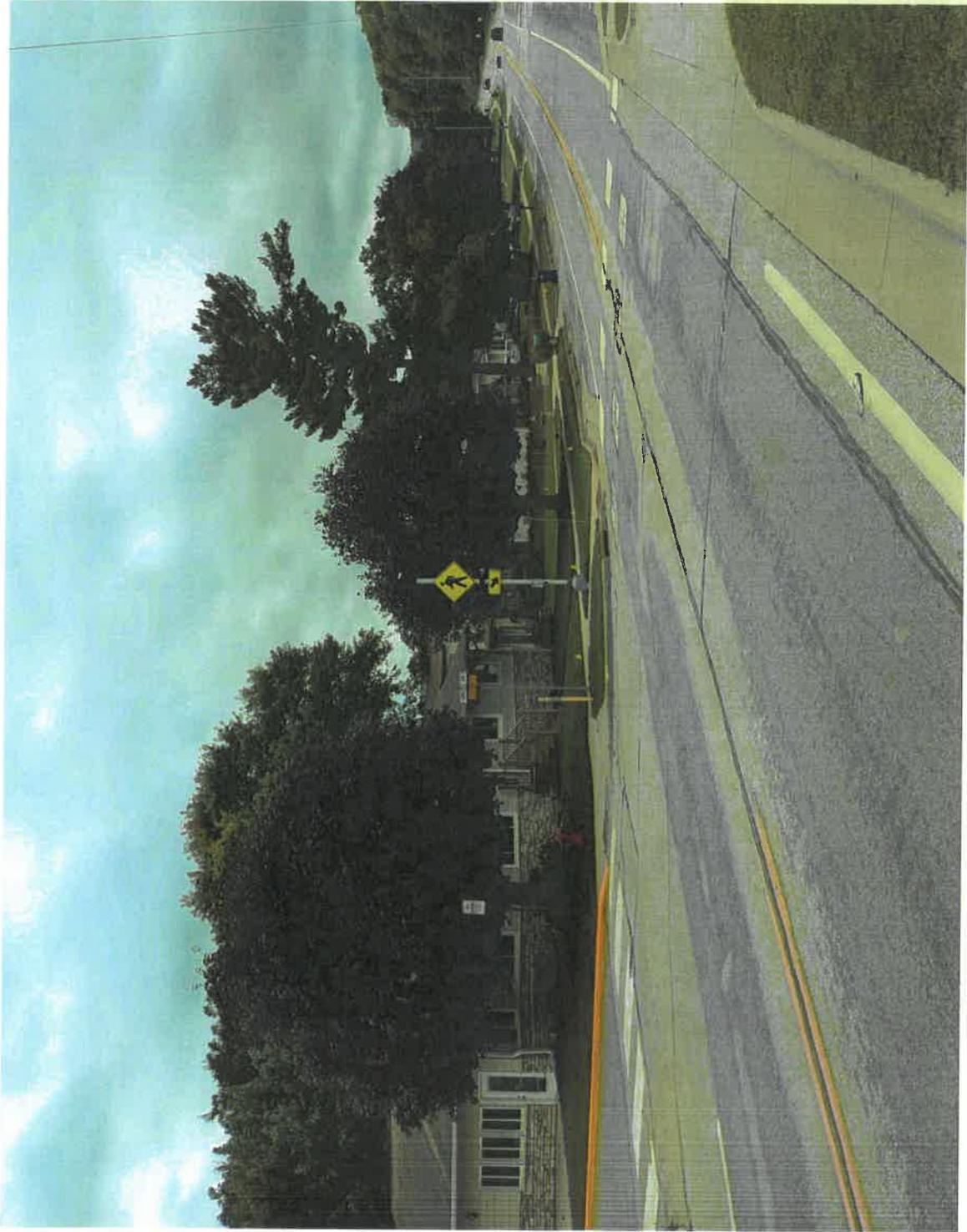
A safe, connected, and accessible active transportation network that attracts visitors, grows walking and biking skills, and creates a comfortable environment where people live, work, play, and connect to nature.

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.

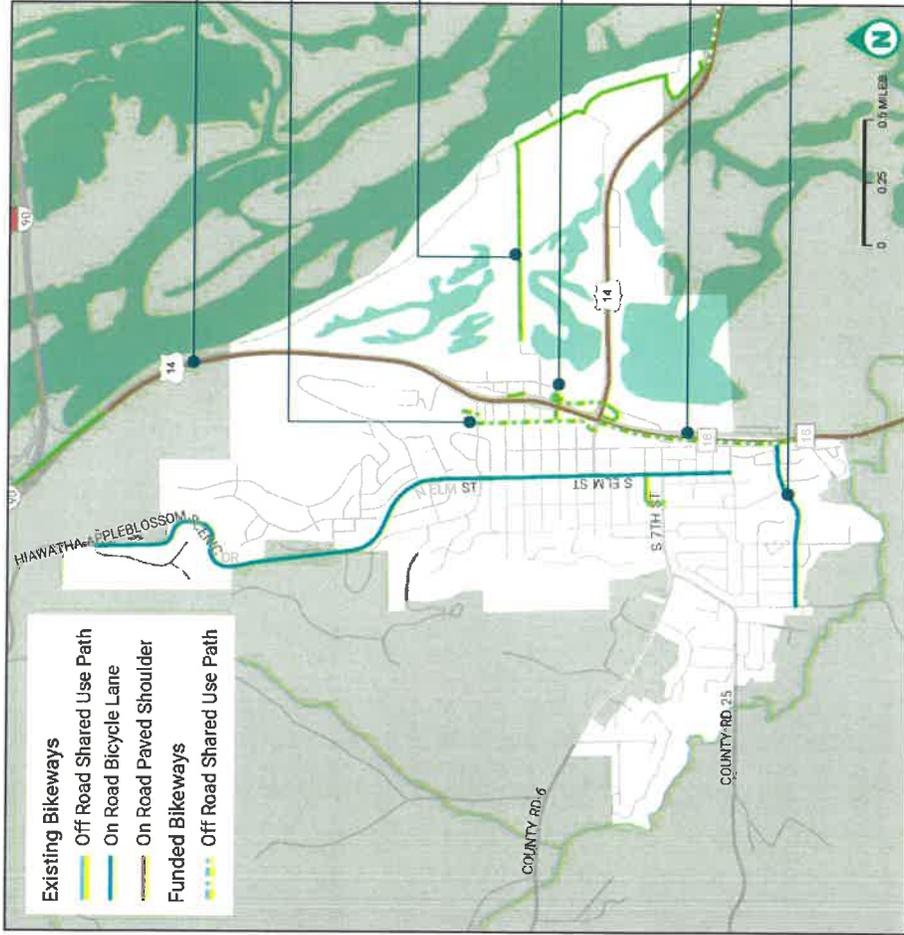


EXISTING PLANS & POLICIES

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.

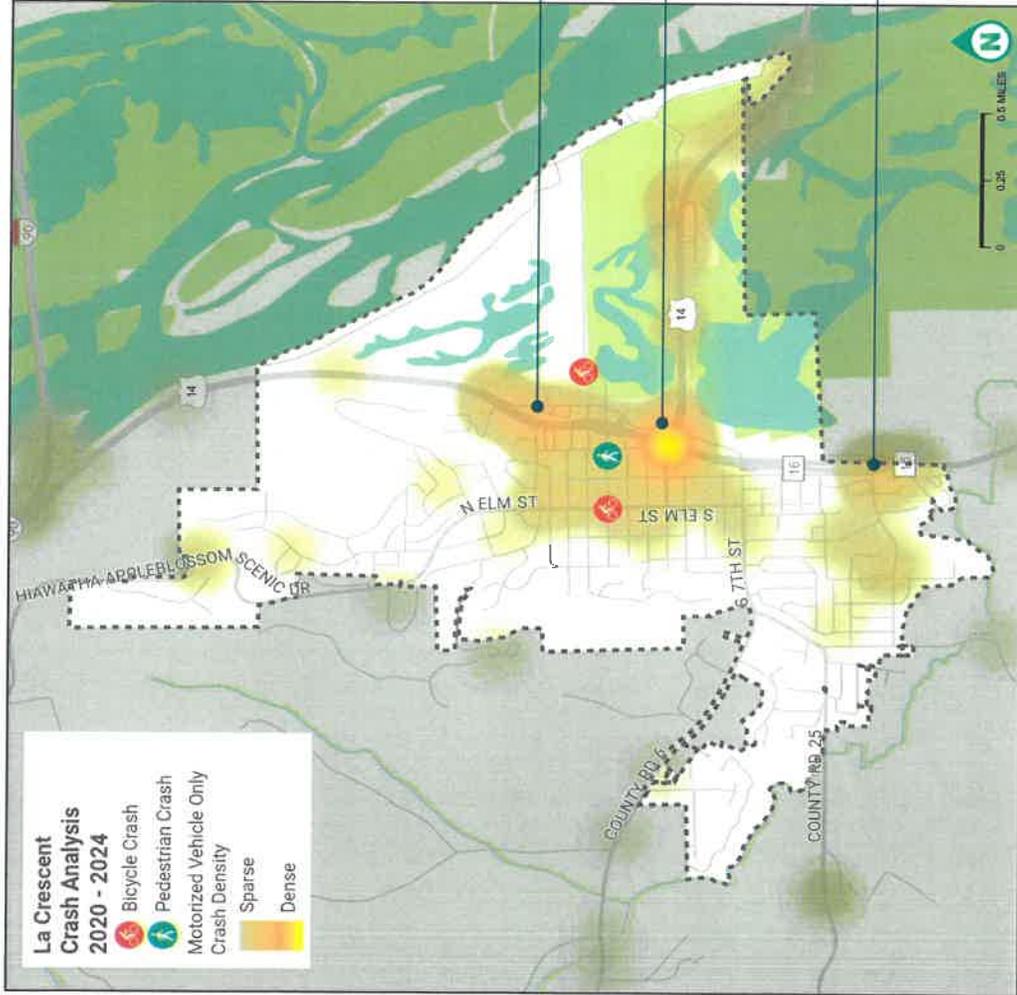
Existing Bicycle Network/ Facilities Map



- Hwy 14/16 is considered a Scenic Byway and part of the Mississippi Regional Trail, 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 recreational destination for the community. A trail extension to the east along the West Channel bridge to Sportsman's Landing is planned for construction in 2027.
- A new walking and biking bridge (2022) connects the Wagon Wheel Trail to Downtown La Crescent over Hwy 14/16. Counters on the bridge recorded over 25,000 pedestrians and almost 17,000 bicyclists in 2025.
- New trail facilities along the west side of Hwy 16 are funded for construction in 2026 (south of 14th St) and 2029 (north of 14th St).
- The 14th St bike lane connects the Middle and High Schools, school athletic facilities, community ice arena and neighborhoods to the west.

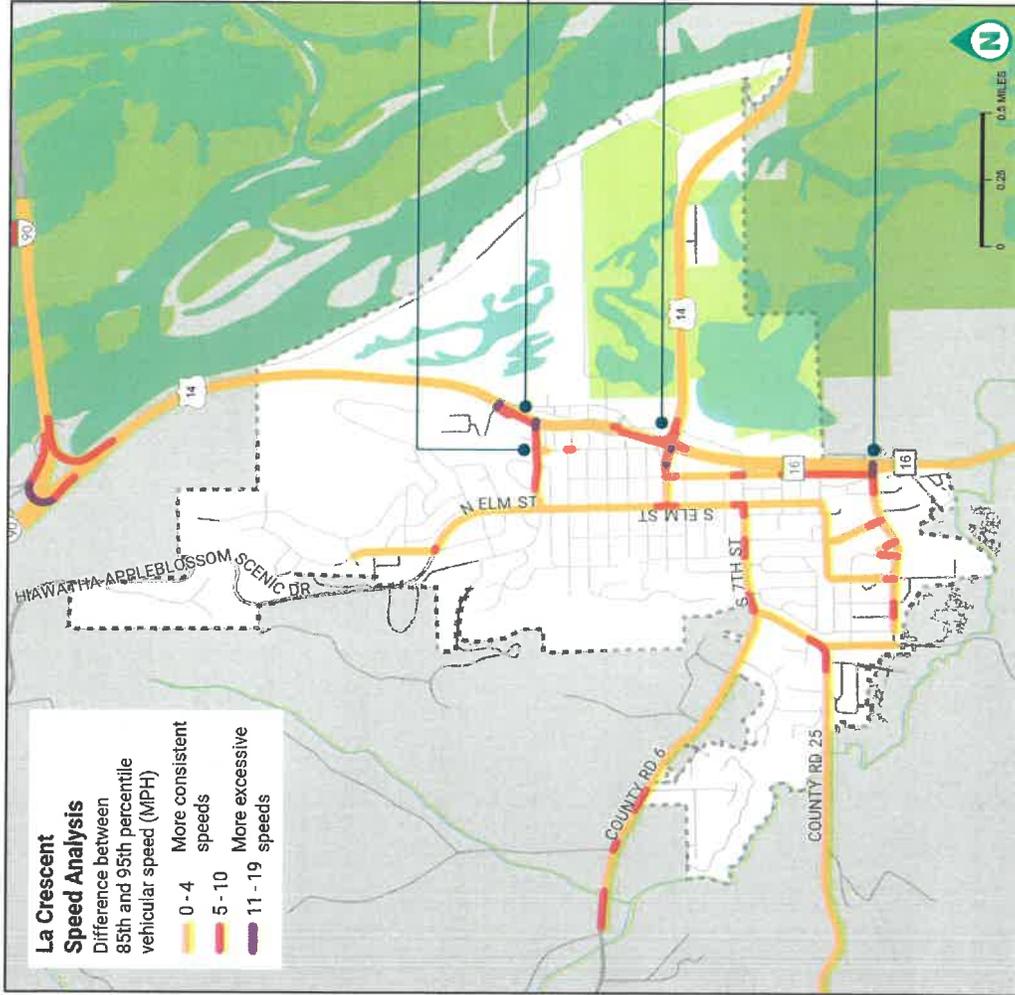
Safety Map | CRASH ANALYSIS

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



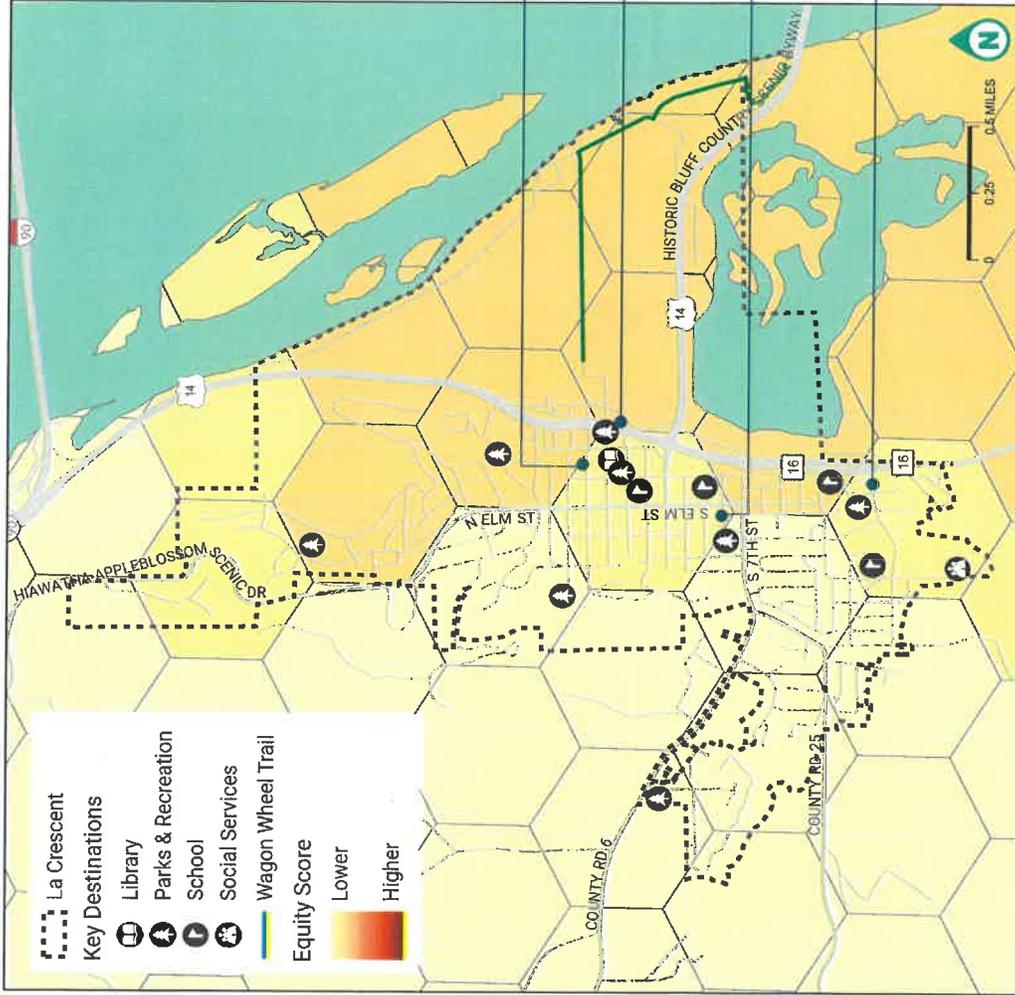
Safety Map | SPEED ANALYSIS

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.

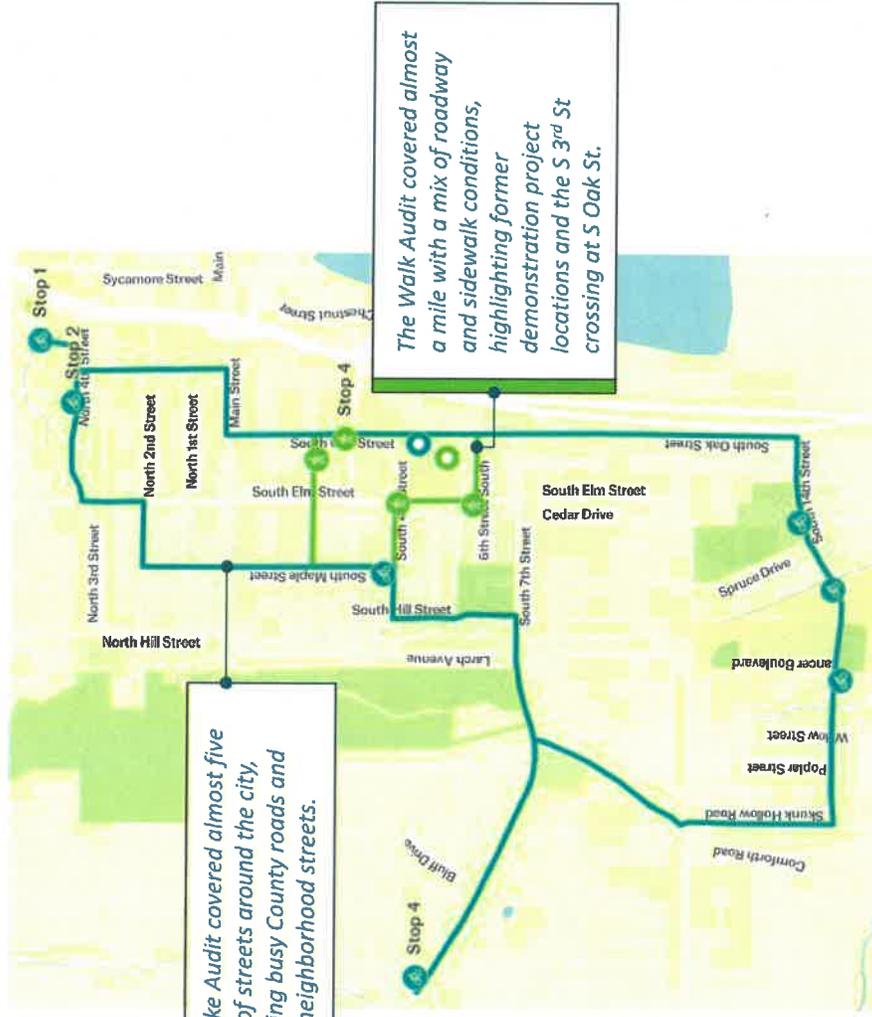


Transportation Equity and Key Community Destinations Map

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.



Walk, Bike, Roll Audits



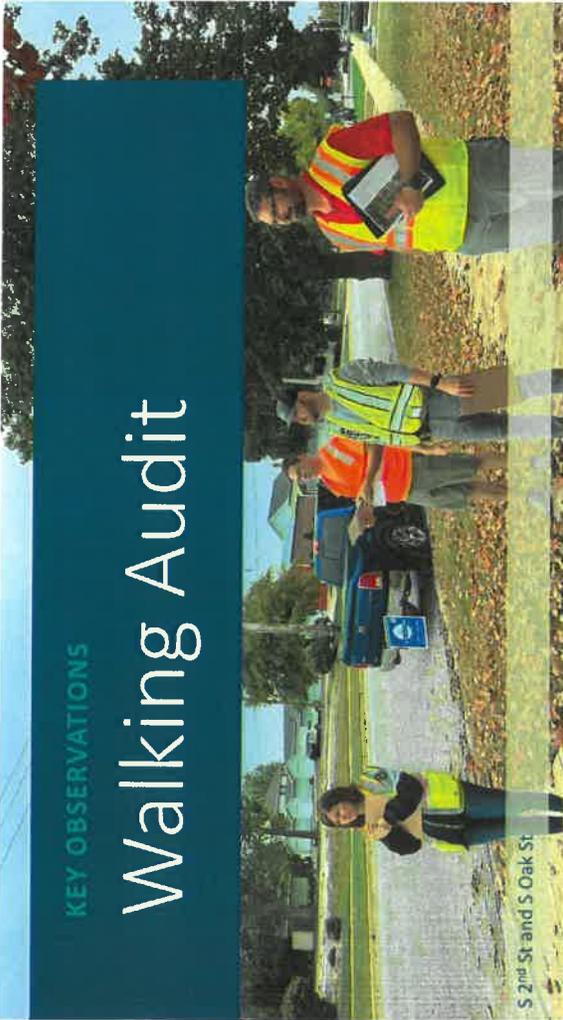
- Tuesday, September 24, 2025
- Starting location: La Crescent-Hokah Elementary School

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

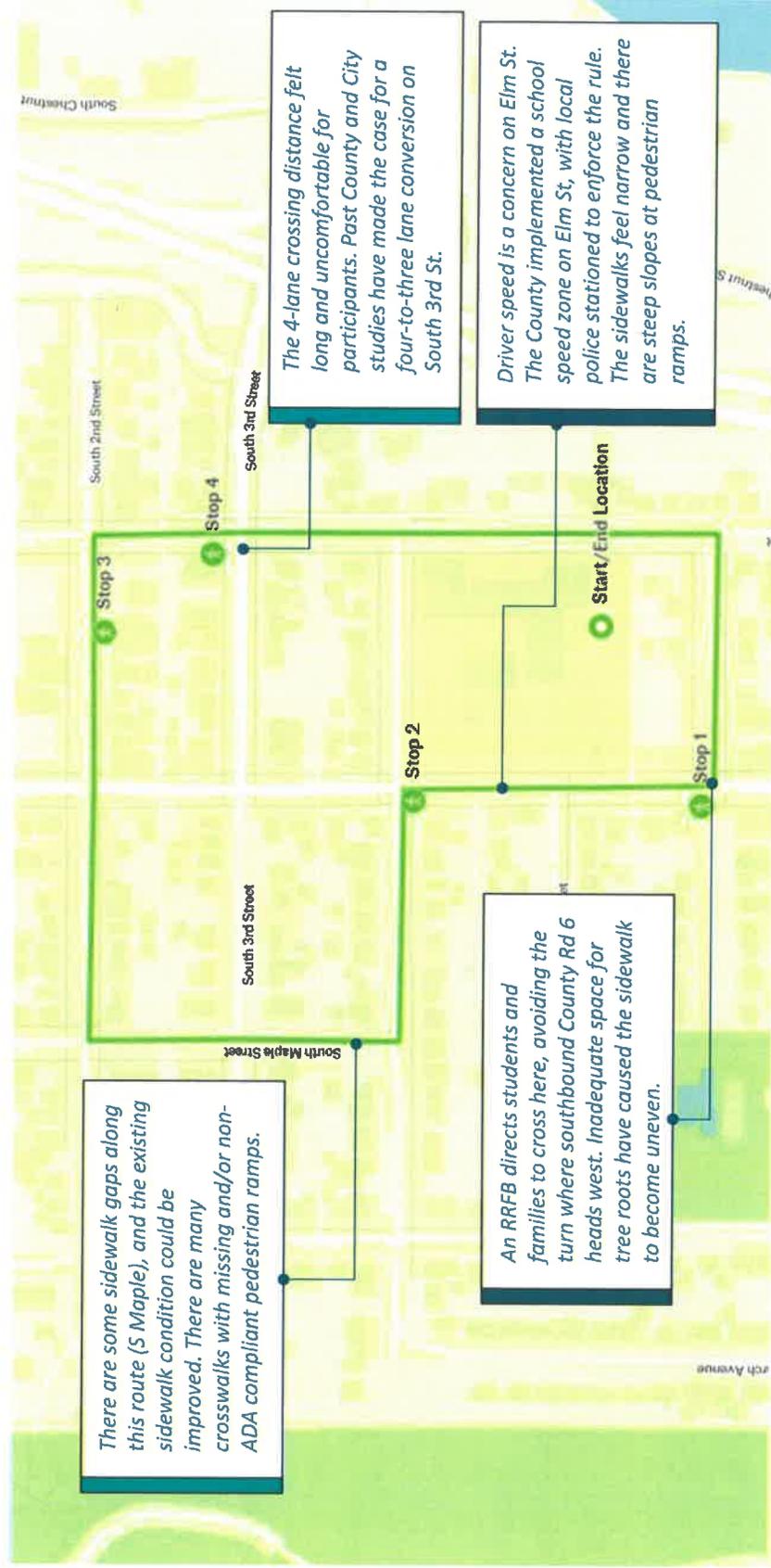


S Maple St from S 4th St to S 3rd St



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.

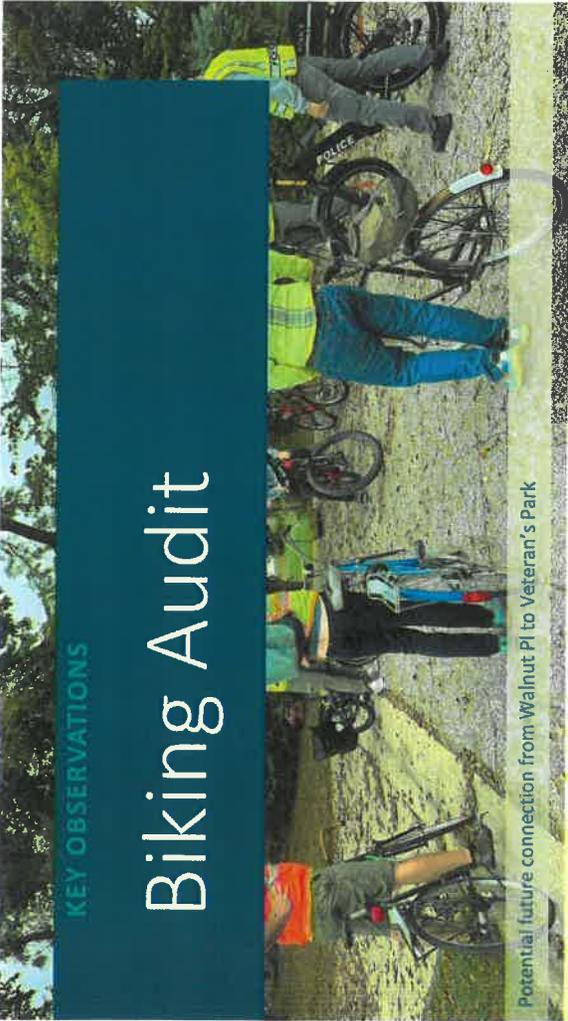


Lack of Marked Crosswalks

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

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 55 mph 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.

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.

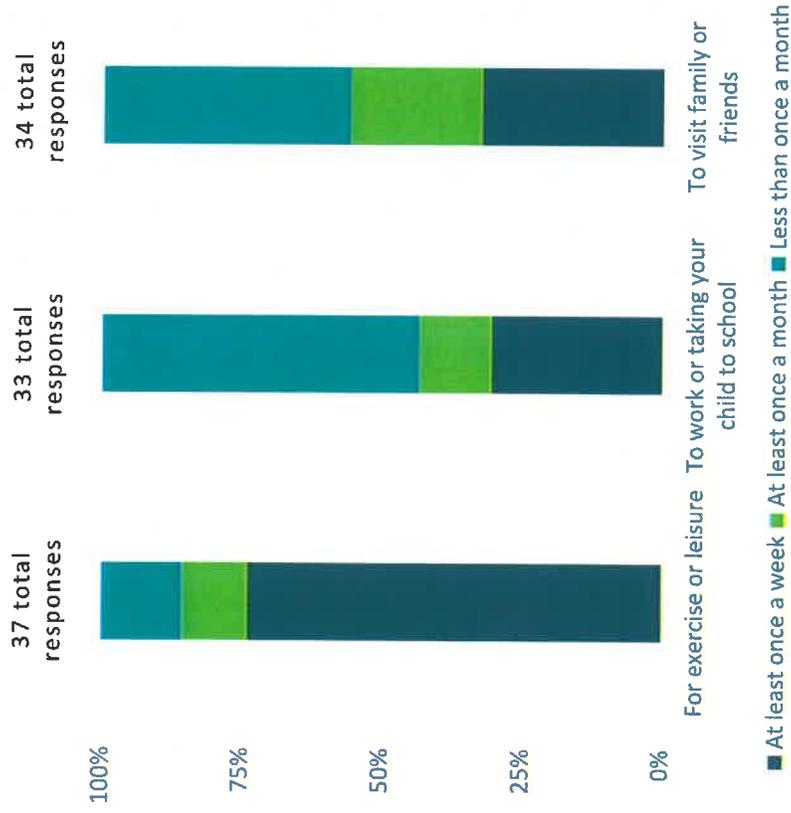
73% of respondents said they would like to walk, bike or roll to parks but are currently unable to.

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



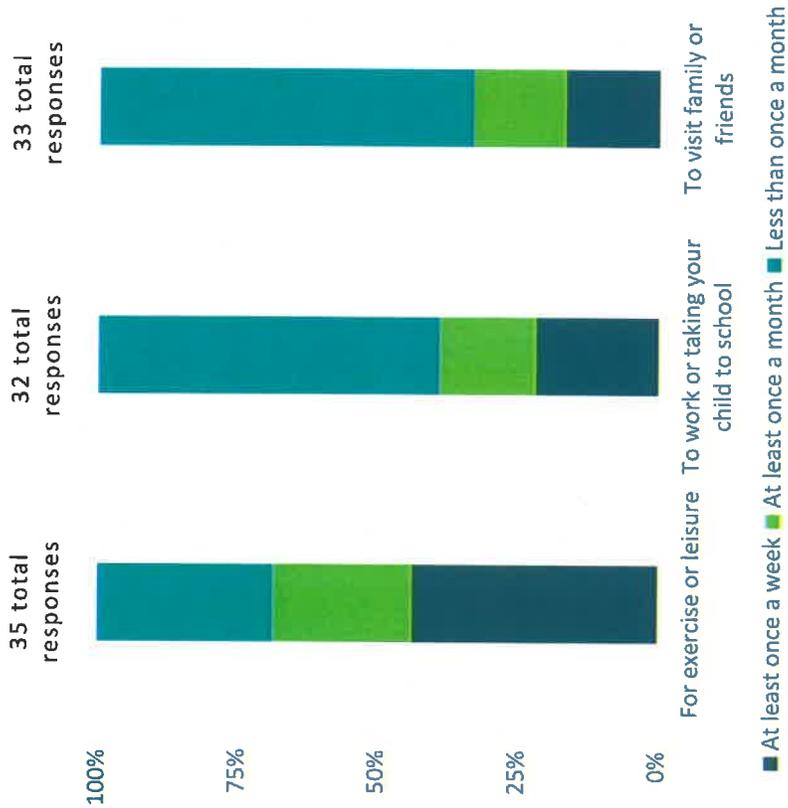
74%

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.

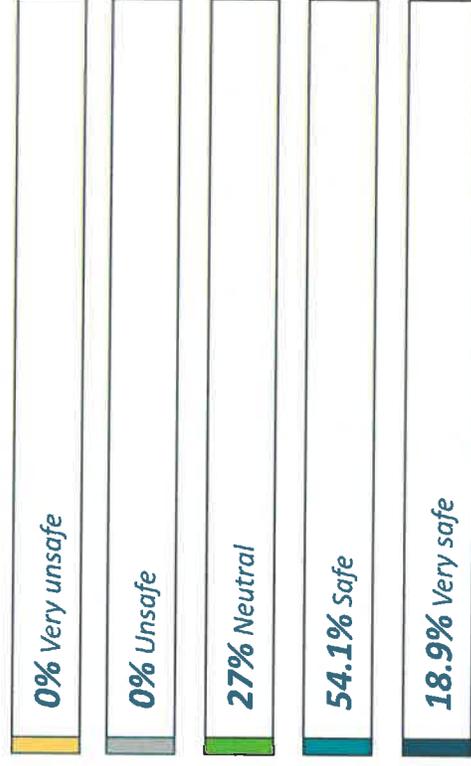
17% said they ride to visit family or friends at least once a week.

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.

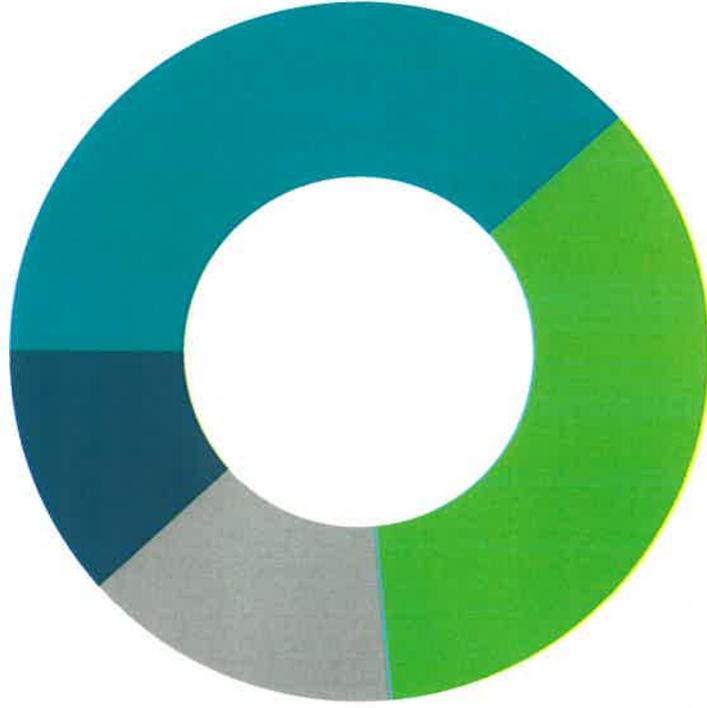
■ Neutral ■ Safe ■ Very Safe



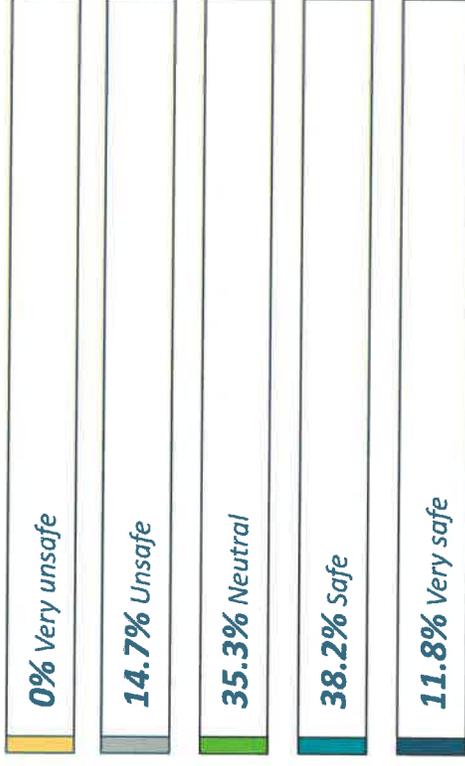
How safe do you feel biking or riding a bike-like mode in La Crescent? | Online Survey Results

34 RESPONSES

■ Unsafe ■ Neutral ■ Safe ■ Very Safe



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 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."

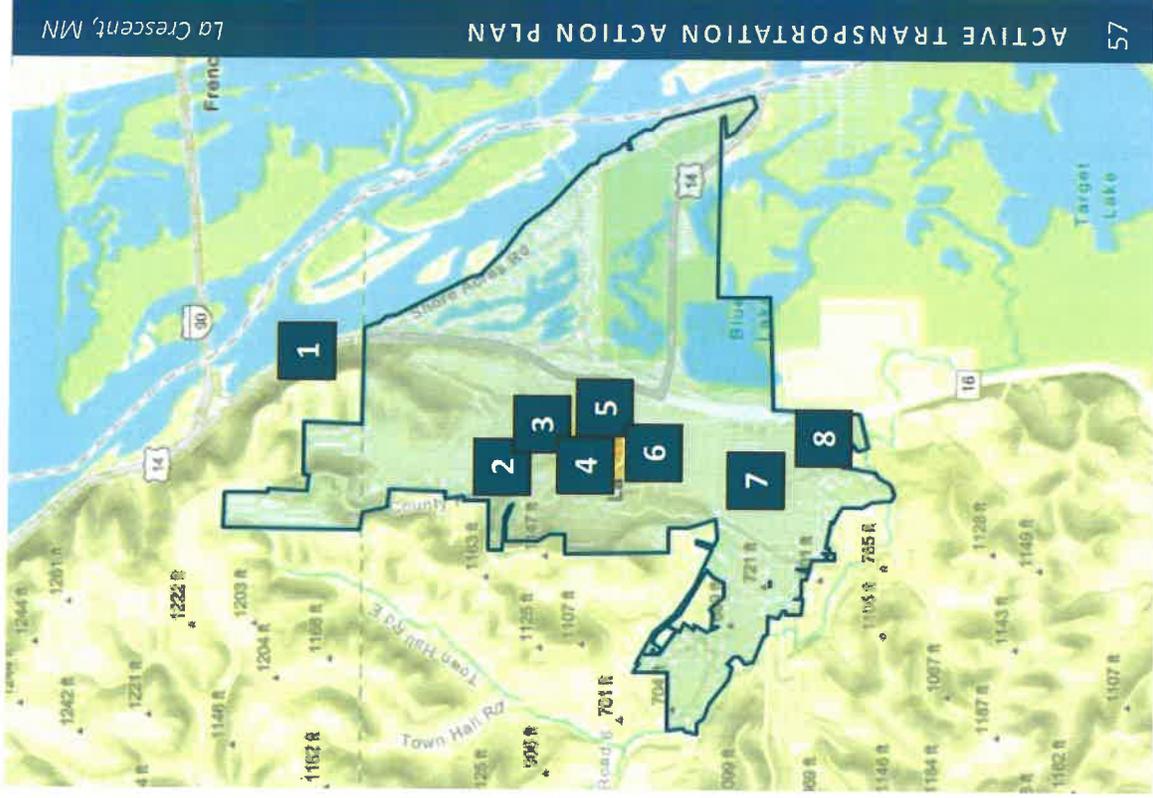
4 "The dead-end sidewalks should be finished on N 1st Street and Maple Street."

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

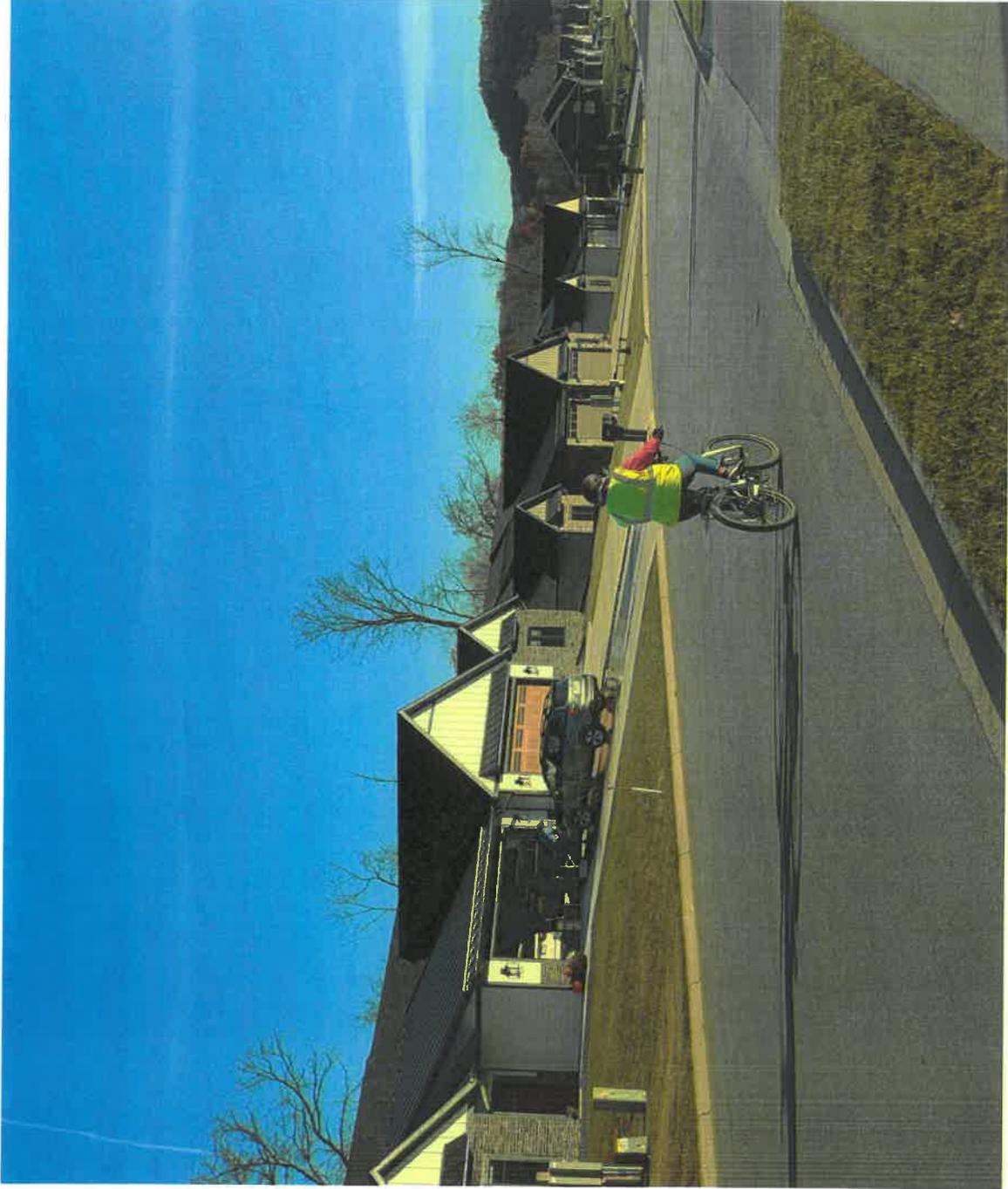
The proportion of people more likely to depend on active transportation is higher on the eastern and southern parts of La Crescent. Key destinations are spread out throughout the city and demonstrate Elm St's importance as a north-south connector for the city.

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 Streets Tomorrow

SECTION 4

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 MinDOT. 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**, 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.



Active Transportation Network | Recommended Citywide Connections

Off Road Shared-Use Path

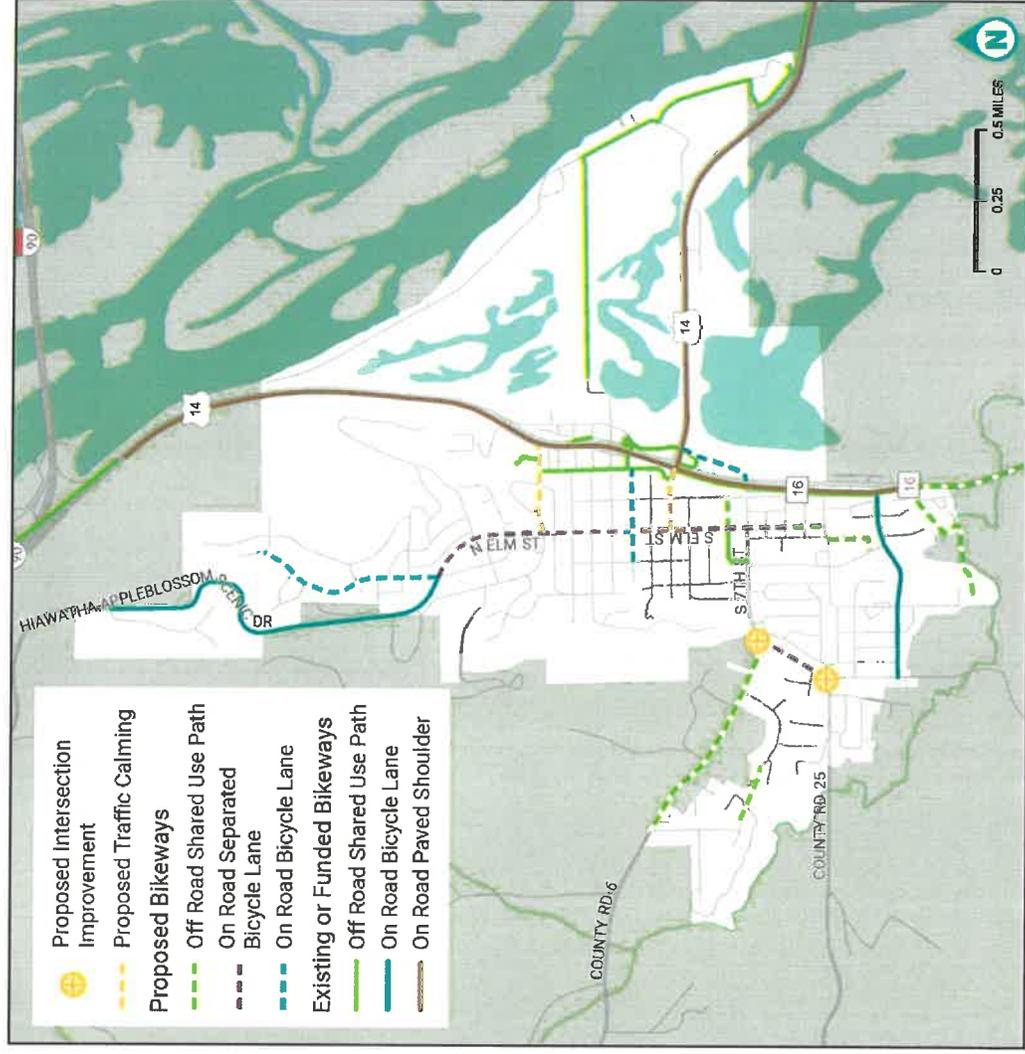
Shared-use paths are two-way facilities that are physically separated from motor vehicle traffic. They may be within parkland, natural areas or adjacent to roadways. They are used by people walking and bicycling.

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.



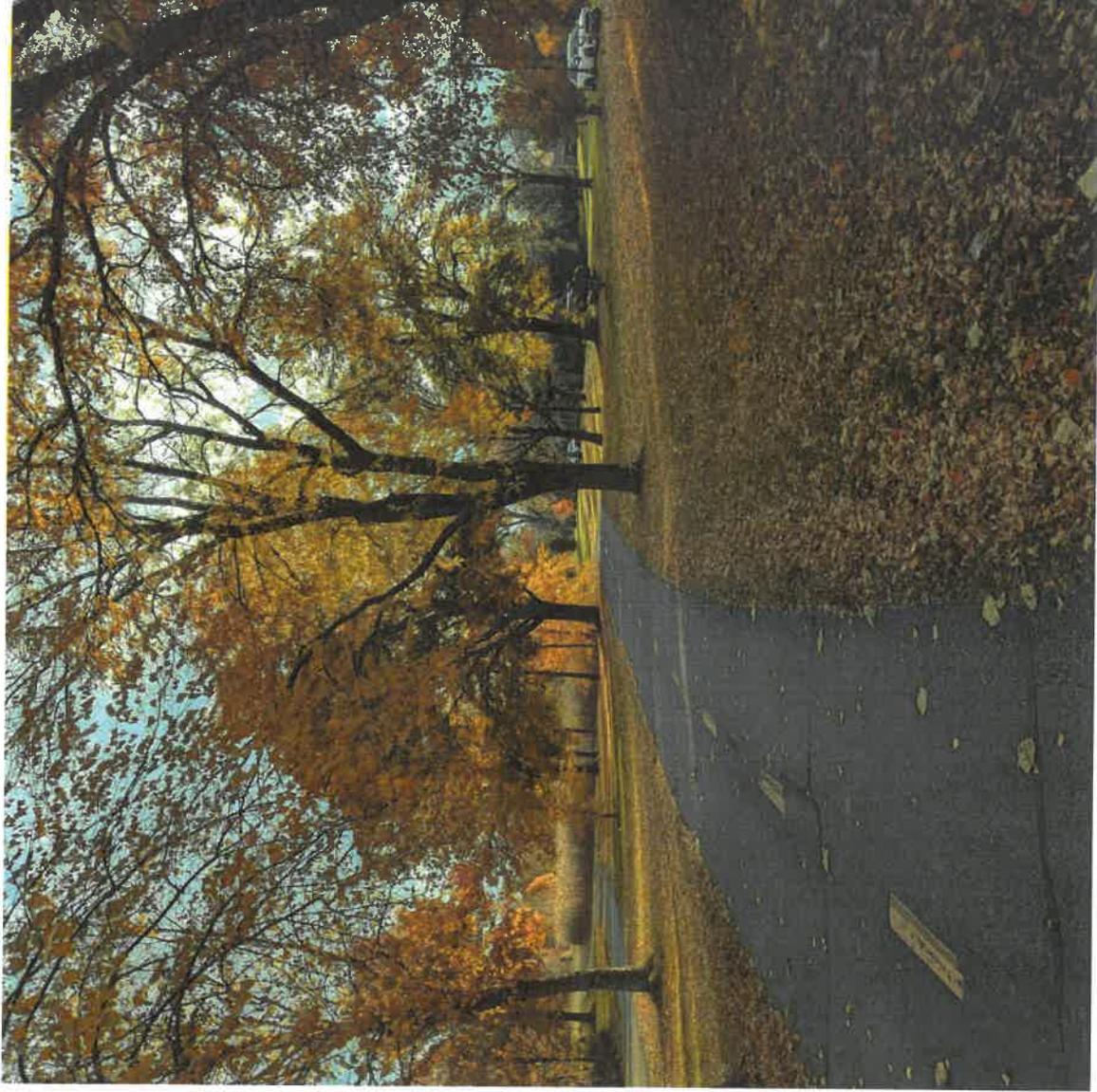
Active Transportation Network | Recommended Facility Types

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



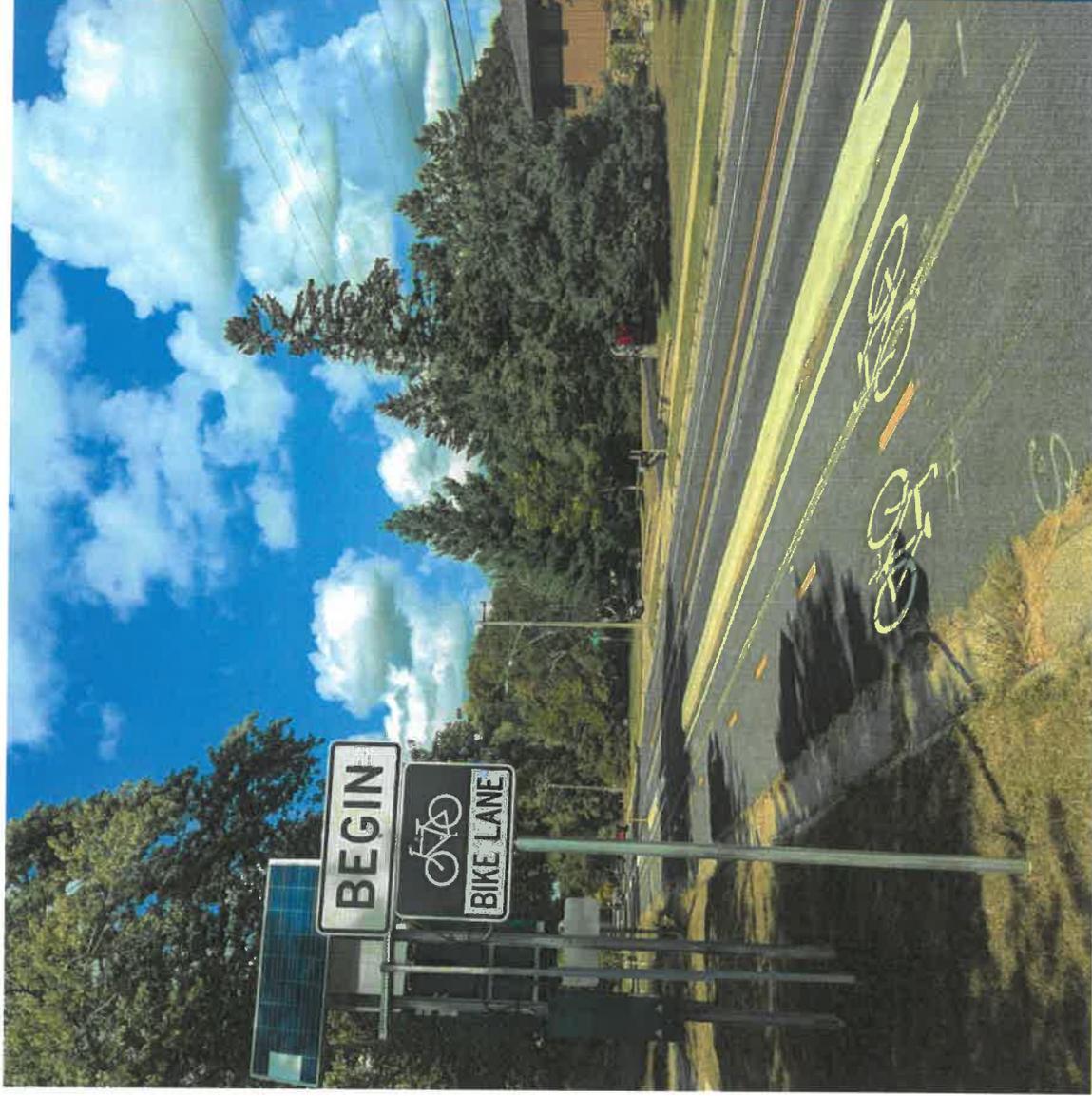
Active Transportation Network | Recommended Facility Types

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



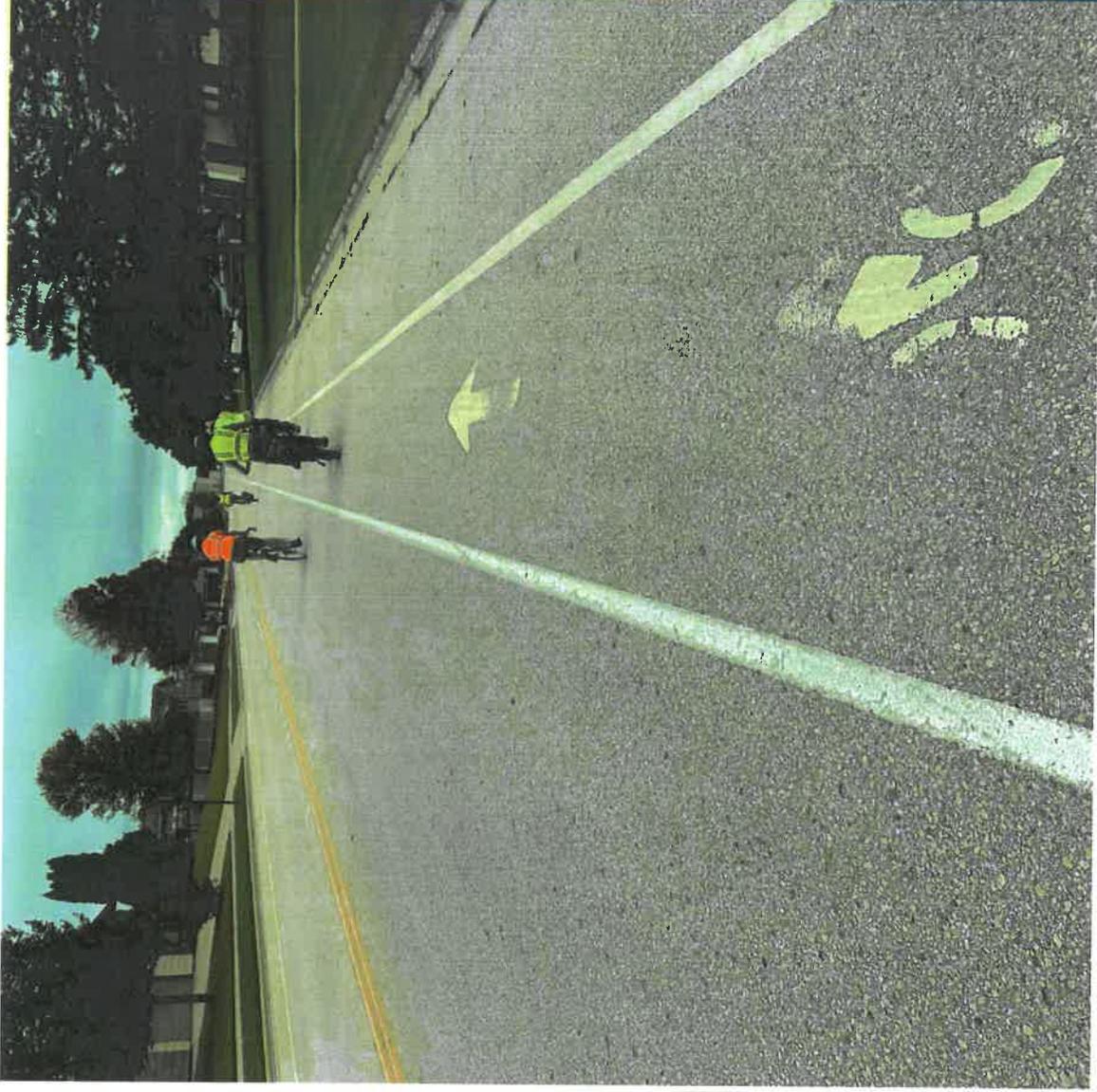
Active Transportation Network | Recommended Facility Types

On Road Bicycle Lane

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

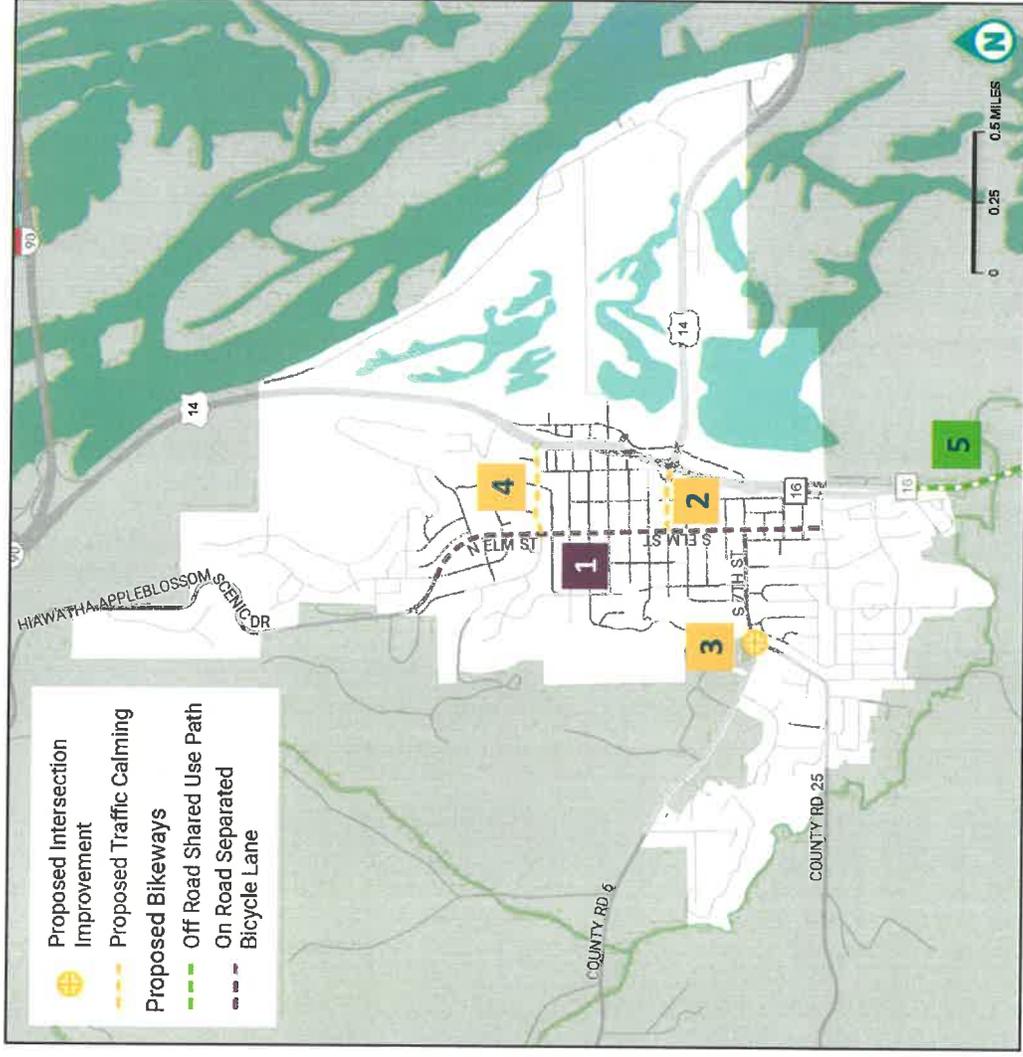
Local Examples

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



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 Hwy 14/16.
- 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.
- Sidewalk Infill Policy** – Develop a policy with guidelines for sidewalk infill, including width requirements and funding plan.



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	<p>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; Long-term, repair sidewalks.</p>	<p>Opportunity to improve separation between people biking and vehicle traffic. Elm St from N 4th St to S 3rd St is identified as part of the High Injury Network (roadways where fatal and severe injury collisions are concentrated) in the draft La Crosse Regional Safety Action Plan. A long-term all ages and abilities facility would improve safety for all users and provide an important connection in the regional trail system. This recommendations supports key intersections identified as SRTS priorities in the 2020 La Crescent Safe Routes to School Plan.</p>	<p><input type="checkbox"/> Work with Houston County to introduce the idea of a corridor study.</p> <p><input type="checkbox"/> Identify funding and design for bollards or vertical separation, potentially starting as a demonstration project.</p> <p><input type="checkbox"/> 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.</p>	<p>2026-2027 (YEARS 0-1)</p> <p>2030-2031 (YEARS 4-5)</p>

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
<p>S 3rd St: S Elm St to Hwy 14/16</p>	<p>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.</p>	<p>Opportunity to improve crossing conditions and slow vehicle speeds at a challenging existing crossing location and important community connection, with a long history of community concerns and vehicle crashes. This recommendation is consistent with the 2023 La Crescent Highway 16 Active Transportation Action Plan, 2020 La Crescent Safe Routes to School Plan, as well as the draft La Crosse Regional Safety Action Plan, which identified the S 3rd St and Hwy 14/16 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.</p>	<p><input type="checkbox"/> Work with Houston County and MnDOT to use AT Planning Technical Assistance on a design concept from Elm to the Hwy 14/16 intersection, ahead of 2026 MnDOT pavement maintenance. <input type="checkbox"/> Work with the La Crosse Area Planning Committee to prioritize this segment in implementation activities that result from the Regional Safety Action Plan.</p>	<p>2026 (YEAR 0)</p>

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 7 th 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 connections between town and destinations to the west on County Rd 6, where community members have noted risky driving behaviors.	<input type="checkbox"/> Coordinate with Houston County on an engineering study to identify solutions for this location, including quick-build treatments. <input type="checkbox"/> Align coordination with recommendation at County Rd 25 and Skunk Hollow Rd to maximize efficiency in 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. 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.	<input type="checkbox"/> Work with Public Works to develop a demonstration or quick-build design for the corridor. <input type="checkbox"/> 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
Hwy 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.	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. The City of La Crescent received an IJJA Technical Assistance grant to work through more detailed design for the corridor, including identifying a technical preferred alternative. That process is currently underway.	<input type="checkbox"/> Continue to participate in Citizen Exploratory Committee meetings to pursue larger regional connections through Hokah and Houston, to the Root River Trail. <input type="checkbox"/> After completion of the IJJA Technical Assistance work, pursue infrastructure funding to continue developing recommended facilities. <input type="checkbox"/> See additional next steps in the 2023Hwy 16 Active Transportation Action Plan.	2026-2027 (YEARS 0-1) 2028-2029 (YEARS 2-3) 2030-2031 (YEARS 4-5)

Project Actions – Medium Priority

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

Project	Action: What is being suggested?	Description: What is the project opportunity?	Action Step: What is a next step(s) to take?	Time Period
Jonathan Ln: N 14 th St to N Elm St	Install a 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.	<input type="checkbox"/> Work with La Crescent Public Works to create a striping and pavement marking 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	Add a shared use path alongside County Rd 6. 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.	<input type="checkbox"/> Continue coordinating with utility companies to understand upcoming expansion and repair work impacting the right-of-way.	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.	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.	<input type="checkbox"/> Partner with Houston County to explore potential traffic calming treatments and funding sources. <input type="checkbox"/> 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.	<input type="checkbox"/> Partner with Houston County to explore potential traffic calming treatments and funding sources. <input type="checkbox"/> 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 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.	<input type="checkbox"/> 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 to 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.	<input type="checkbox"/> Work with Public Works to create a design for the corridor and fit striping / signage needs into regular roadway maintenance schedule. <input type="checkbox"/> 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.	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.	<input type="checkbox"/> 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.	<input type="checkbox"/> 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.	<input type="checkbox"/> 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.	<input type="checkbox"/> Identify funding sources for a future trail. <input type="checkbox"/> Identify opportunities to update development code to incentivize / require trail development.	2030-2031 (YEARS 4-5)

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 .	<input type="checkbox"/> Draft a Complete Streets Checklist to use in support of Complete Streets Policy.	2026-2027 (YEARS 0-1)
		Having a Complete Streets checklist is a key tool for supporting a sidewalk infill policy and expansion of All Ages and Abilities facilities.		

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: <ul style="list-style-type: none"> • 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 	<input type="checkbox"/> 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.	<input type="checkbox"/> 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
Active Transportation Committee	Combine existing SRTS and Bicycle and Pedestrian Committees into a unified Active Transportation Committee.	Build on recent planning efforts and momentum around active transportation to combine existing City committees with shared interests. Combining groups will allow volunteers to more efficiently collaborate on City goals shared across multiple initiatives.	<input type="checkbox"/> Prepare draft policy language for presentation to City Council. <input type="checkbox"/> Confirm participation from current committee members and expectations for the revised approach.	2026-2027 (YEARS 0-1)
Citywide speed limit	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.	<input type="checkbox"/> Prepare draft policy language for presentation to City Council.	2026-2027 (YEARS 0-1)
		Cities including Richfield and Rochester, MN have recently adopted speed limits of 20-25 mph on city streets unless otherwise posted.		

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	Create a policy explicitly stating requirements for sidewalk infill.	Policy language should include specifications to promote high quality sidewalk development (such as a 6' width minimum in neighborhoods and 8' minimum near schools and commercial areas), as well as a funding plan to support ongoing sidewalk infill and maintenance. 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.	<input type="checkbox"/> 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
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.	<input type="checkbox"/> Prepare draft policy language for presentation to City Council.	2028-2029 (YEARS 2-3)
Reduce or eliminate parking minimums	Reduce or eliminate requirements for minimum numbers of parking spaces for new housing development.	Amend the city's zoning code to reduce or eliminate car parking minimum requirements at new developments. Draft a new ordinance or amend existing ordinance to reduce or eliminate parking requirements. The cities of Minneapolis and Saint Paul both eliminated minimum parking requirements for most new projects in 2021.	<input type="checkbox"/> 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.	<input type="checkbox"/> Assign staff to evaluate what is needed to achieve silver status and develop an action plan to implement and track progress, and 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.	<input type="checkbox"/> 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.	<input type="checkbox"/> 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.	<input type="checkbox"/> Assess 2026 bikeshare use and identify areas of potential expansion. <input type="checkbox"/> 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.	<input type="checkbox"/> Identify potential walk bike incentive resources available within the City. <input type="checkbox"/> Connect with the local Chamber of Commerce to explore partnering with other local businesses on employee incentive programs.	2028-2029 (YEARS 2-3)

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.



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 Wheels in Motion

SECTION 5

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



- Work with Houston County and MnDOT to use AT Planning Technical Assistance on a design concept for 3rd St from Elm St to the Hwy 14/16 intersection, ahead of 2026 MnDOT pavement maintenance.
- Combine existing SRTS and Bicycle and Pedestrian Committees into a unified Active Transportation Committee.

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.
- Establish a sidewalk infill policy
- 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.

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.

It is a tool to monitor progress 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>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • 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>	<ul style="list-style-type: none"> • 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





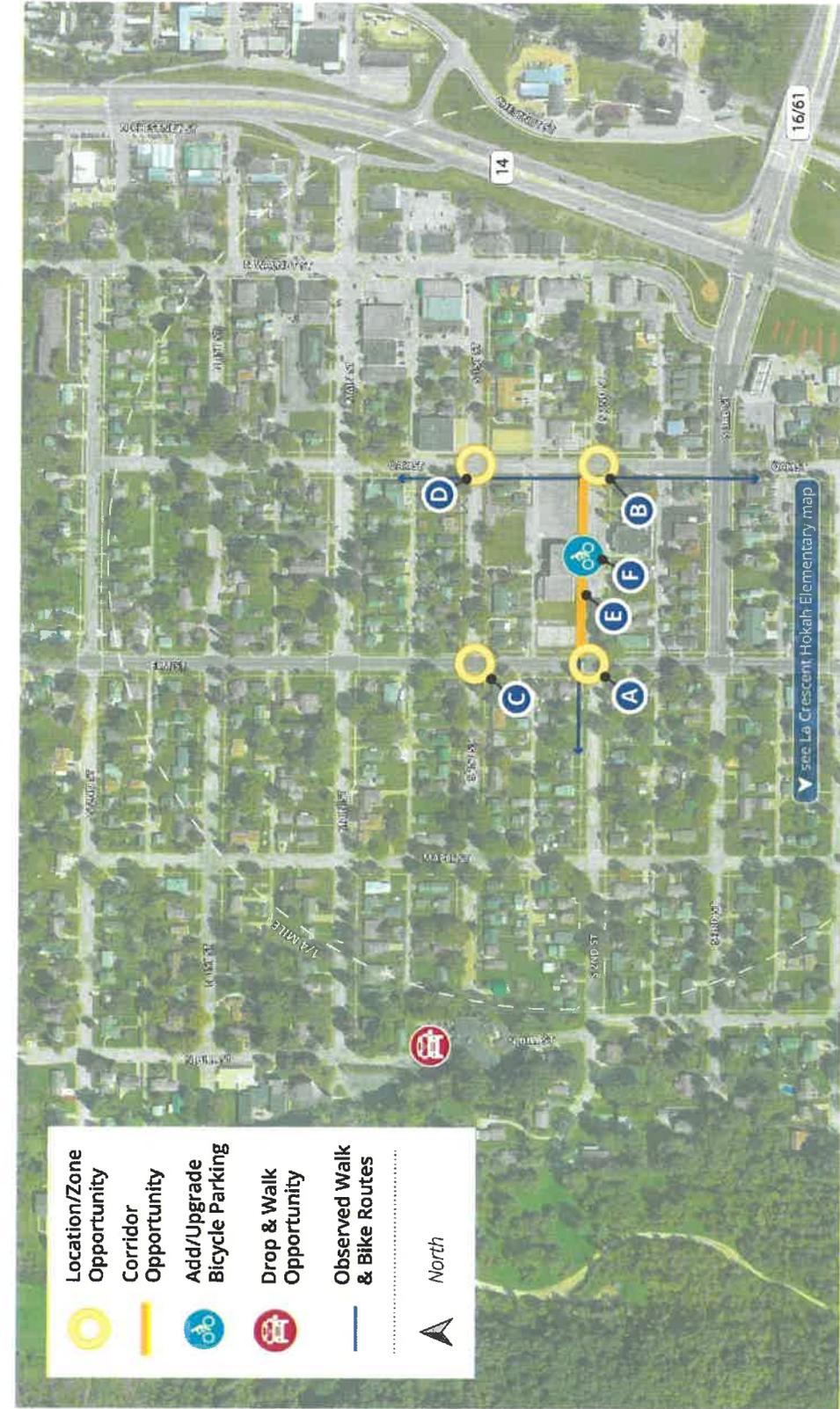
LA CRESCENT HOKAH ELEMENTARY SCHOOL
LA CRESCENT, MN

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	Slowers 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 re-design 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 16/16S	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 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 at 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 for 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 (priority marked as ENTER ONLY)	Increased comfort for people walking along S 14th St	ISD 300	Low
L S 14th St and Willow St	Long and uncomfortable crossing distances; missing ADA compliant curb ramps on the south side	Install curb extensions on the south side of S 14th St; install high visibility crosswalk	More students walking from homes on Willow St	City of La Crescent	Low
M S 12th St between Lancer Blvd and Skunk Hollow Rd	High traffic volumes and speeds at arrival and dismissal; no separated space for people walking and biking on the south side of S 12th St	Install sidewalk on the south side of S 12th St; consider installing traffic calming along S 12th St; including midblock chicanes	Improved visibility and comfort for people walking; slower vehicle speeds	City of La Crescent	High
N Front of Secondary	Low supply of high quality bike parking	Install high quality bicycle parking described in Appendix K	More students biking to school	ISD 300	Medium
O Front of Montessori & STEM	No high quality bike parking	Install high quality bicycle parking described in Appendix K	More students biking to school	Montessori & STEM	Low
P Spruce Dr between 11th St and 7th St	No separated space for people walking; frequent route between Secondary school and Aquatic Center/Pool	Install sidewalk on east side of Spruce Dr	Increased comfort for people walking to and from the north	City of La Crescent	High
Q 11th St and Spruce Dr	Long and uncomfortable crossing distances; missing ADA compliant curb ramps; high traffic volumes during arrival and dismissal; frequent route between Secondary school and Aquatic Center/Pool	Install curb extensions or median refuge island; install high visibility crosswalk; install ADA compliant curb ramps; coordinate with Location D	Increased visibility and comfort for people walking	City of La Crescent	Medium



CRUCIFIXION ELEMENTARY
LA CRESCENT, MN

Crucifixion Elementary Infrastructure Recommendations

LOCATION	PROBLEM/ISSUE	POTENTIAL SOLUTION/RECOMMENDATION	ANTICIPATED OUTCOME	LEAD	PRIORITY
A S 2nd St and Elm St	Long and uncomfortable crossing distances, high vehicle volumes, especially during arrival and dismissal; poor visibility; missing ADA compliant curb ramps	Install curb extension 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

Houston County Agenda Request Form

This form is not intended for the general public. It is intended for use by county department heads, representatives of other governmental units or vendors/agencies who contract with Houston County. Members of the public may address the Board during the Public Comment Period. (See Policy for Public Comment Period).

Date Submitted: 5-Feb-26

Person requesting appointment with County Board: Amelia Meiners

Issue:

Discussion on hook truck replacement.

Justification:

Action Requested:

For County Use Only			
<u>Reviewed by:</u>	_____ County Auditor	_____ County Attorney	_____ Zoning Administrator
	_____ Finance Director	_____ County Engineer	_____ Environmental Services
	_____ IS Director	_____ Other (indicate dept)	_____
<u>Recommendation:</u>			
<u>Decision:</u>			

All agenda request forms must be submitted to the County Auditor by 4:00 p.m. on Monday in order to be considered for inclusion on the following week's agenda. The Board will review all requests and determine if the request will be heard at a County Board meeting.



HOUSTON COUNTY

BOARD OF COMMISSIONER MEETING

AGENDA REQUEST FORM

Historic Courthouse
304 S Marshall Street
Caledonia, MN 55921

Board Meeting Date: February 10th, 2026
Date Request Submitted: January 5th, 2026
Submitted By (Name and Title): Brent Parker, Coordinator

Please fill in item(s) requested for agenda in correct category below. Add numbers as needed.

Appointment Request:

Consent Agenda Request:

Action Item Request:

- 1) Discussion on Organizational Structure
- 2) Discussion on future Maribell Resolution
- 3) Discussion on County Ordinances

Background/additional information can be typed below and/or included with request:

Note: Please submit all agenda request forms and supporting documentation to the BOC email at **BOC@HoCoMN.gov** by noon the Thursday before each BOC meeting to be included on the agenda. If your department needs a resolution number, please ask for the number ahead of time via the BOC email. Resolutions should be emailed in word format so they can be easily copied and pasted into the meeting minutes. Departments are responsible for scheduling their own public hearings, but please email the BOC to verify a date and time is available prior to advertising the hearing to ensure we do not double book times. Questions regarding agenda requests and board meetings can be sent to the BOC email. Thank you!