



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Meeting Agenda

Bicycle-Pedestrian Advisory Committee

Tuesday, August 11, 2026

8:30 AM

Miller Room

Members of the public will be able to attend the meeting in person in the Miller Room at City Hall located at 400 La Crosse St in La Crosse or online.

Call to Order

Roll Call

Approval of July 14, 2026 Meeting Minutes

Agenda Items:

1. Wisconsin Department of Transportation on Pedestrian Accommodations on 3rd and 4th Street Downtown.
2. [26-0826](#) Discussion on Adopted Electric Vehicle Ordinance.
Attachments: [City of La Crosse Motor Vehicles Quick Reference Guide](#)
3. [26-0827](#) Discussion and Possible Recommendation on Bike Parking Design Standards.
Attachments: [Draft Bike Parking Ordinance Discussion - Andrew Ericson](#)
4. Discussion and Possible Action on 2026 Week without Driving Sponsorship (October 1-8).
5. Updates from Committee Members and Call for Future Agenda Items.

Adjournment

Notice is further given that members of other governmental bodies may be present at the above scheduled meeting to gather information about a subject over which they have decision-making responsibility.

NOTICE TO PERSONS WITH A DISABILITY

Requests from persons with a disability who need assistance to participate in this meeting should call the City Clerk's office at (608) 789-7510 or send an email to ADAcityclerk@cityoflacrosse.org, with as much advance notice as possible.

Bicycle-Pedestrian Advisory Committee Members: Larry Sleznikow, Andrew Ericson, Chelsey Boldon, Randi Pueschner, Robert Young, Stephanie Sward, Whitney Hughes



City of La Crosse, Wisconsin

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Text File

File Number: 26-0826

Agenda Date:

Version: 1

Status: Agenda Ready

In Control: Bicycle-Pedestrian Advisory Committee

File Type: General Item

Agenda Number: 2.



ELECTRIC VEHICLE QUICK REFERENCE



Start Here

Does it have a motor?

NO

(human power only)

YES

BICYCLE

No Motor.
Can ride on roadway.
City of La Crosse
registration required.

Wis. Stat. § 340.01(5)
Sec. 34-68, 44-220 to 44-225

IN-LINE SKATES

Aka: Rollerblades.
Can ride on
roadway.

Wis. Stat. § 340.01(24m)
Sec. 44-198(c) and (d)

PLAY VEHICLE

Examples: Skateboard, roller
skates, unicycle, or toy vehicle.
Cannot ride in roadway.*

Can ride on sidewalks, except downtown.

*Play Vehicle: 12 yrs and younger can be on downtown sidewalks with adult supervision.

Wis. Stat. § 340.01(43m)
Sec. 44-198(b)

**Is it designed to be
operated primarily by
human power?**

**Does it have a
throttle?**

**Is it designed to be operated
by an electric or gas motor?**

**Is it a
motorized
play vehicle?**

CLASS 1 E-BIKE



Pedal-assist only
(max 20 mph)

No throttle

No license or moped
license required.

City of La Crosse
registration required.

Can use bicycle
facilities, trails, and
paths (where
bicycles are
allowed).

CLASS 3 E-BIKE



Pedal-assist only
(max 28 mph)

City of La Crosse
registration required.

Everything in Class 1
E-Bike description
plus:

16+ age restriction
per Wis. Stat.
346.806(4).

CLASS 2 E-BIKE



Throttle-assisted
(max 20 mph)

May have pedal assist too

No license or moped
license required.

City of La Crosse
registration required.

Can use bicycle facilities,
trails, and paths (where
bicycles are allowed,
throttle off on sidewalks
and bike trails).

E-SCOOTER



Handlebars and electric
motor, less than 100 lbs.

Typically has a throttle
(max 20 mph)

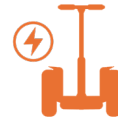
Most MV road rules apply.

No license, moped license,
or registration required.

Max speed on roadways
(incl. bike lanes, paths, or
trails) is 15 mph.

Must maintain reasonable
speed on sidewalks.

EPAMD



Self-balancing, 2-non-
tandem device designed to
transport one person
(max 15 mph)

Examples: Segways

No license, moped license,
or registration required.

Prohibited on trails, and
grassy areas at Riverside
Park, Hixon, Forest Hills,
City parks.

MOPED



Has pedals or foot
controls
(max 30 mph)

Requires driver's
license.

Registration and
insurance required.

Must use roadways
(not bike lanes, paths,
or trails).

MOTOR BICYCLE



Bicycle to which a power
unit has been added
(30 mph)

Pedals are independent
of the added power unit.

Requires driver's
license.

Must use roadways (not
bike lanes, paths, or
trails).

MOTORIZED PLAYVEHICLE



Devices with gas or
electric motor.
Examples: Minibikes,
battery-powered
ride-on cars.

Can be self propelled.

Not defined by
WI state statute. NOT
registerable with DOT.

Cannot be operated on
any street, sidewalk, or
public property in the
City.

E-Bike classes defined in Wis. Stat. § 340.01(15ph)
Sec. 34-68

Wis. Stat. § 340.01(15ps)
Sec. 44-199

Wis. Stat. § 340.01(15pm)
Sec. 44-200

Wis. Stat. § 340.01(29m)

Wis. Stat. § 340.01(30)

Sec. 44-198(f)



QUICK REFERENCE GUIDE FOR LAW ENFORCEMENT

State Law Highlights

- Municipalities may require bicycle and motor bicycle registration per **Wis. Stat. § 349.18(2)**.
- Insurance required for motor vehicles (MVs) per **Wis. Stat. § 344.62**.
- Reasonable and prudent limits; conditions requiring reduced speed per **Wis. Stat. § 346.57(2)** and **§ 346.57(3)**; see also **Wis. Stat. § 346.803**, **Wis. Stat. § 346.805**
- Motorized play vehicle means a play vehicle as defined in **Wis. Stat. § 340.01(43m)** that is powered by an internal combustion engine or electric motor that is capable of propelling the device with or without manual human propulsion. Motorized play vehicle shall include, but not be limited to, mini-bikes, go-carts, and motorized skateboards. Motorized play vehicle shall not include a vehicle that can be legally registered by the State of Wisconsin and legally operated on a highway, an electric bicycle as defined under **Wis. Stat. § 340.01(15ph)**, an electric personal assistive mobility device as defined under **Wis. Stat. § 340.01(15pm)**, or an electric scooter as defined under **Wis. Stat. § 340.01(15ps)**.

List of State Laws

- **346.78**. Play vehicles not to be used on roadway.
- **346.79**. Special rules applicable to bicycles.
 - **346.79(5)**. No person may ride a moped or motor bicycle with the power unit in operation upon a bicycle way.
- **346.80**. Riding bicycle, electric scooter, or electric personal assistive mobility device on roadway.
- **346.803**. Riding bicycle, electric scooter, or electric personal assistive mobility device on bicycle way.
 - **346.803(4)**. “Except as provided in § 349.236(1)(bm) and 349.237, a person may operate an electric personal assistive mobility device, or an electric scooter at a speed not to exceed 15 miles per hour, upon any bicycle path.”
- **346.804**. Riding bicycle on sidewalk.
- **346.805**. Riding electric scooter or electric personal assistive mobility device on sidewalk.
- **346.806**. Special rules applicable to electric bicycles.
 - **346.806(4)**. “No person under the age of 16 years may operate a class 3 electric bicycle. A person under the age of 16 years may ride as a passenger on a class 3 electric bicycle that is designed to accommodate passengers.”
- **347.489**. Lamps and other equipment on bicycles and other vehicles and devices.
- **346.02(12)**. Applicability to electric scooters and electric personal assistive mobility devices.
 - An electric scooter and an electric personal assistive mobility device shall be considered a vehicle for purposes of... [deleted for space], except those provisions which by their express terms apply only to motor vehicles or which by their very nature would have no application to electric scooters or electric personal assistive mobility devices.

City of La Crosse Ordinances

- **Sec. 34-68**. Bicycles, electric personal assistive mobility devices, electric scooters and other vehicles restricted in City parks
- **Sec. 44-198**. Play vehicles, in-line skates, and motorized play vehicles regulated
- **Sec. 44-199**. Electric Scooters
- **Sec. 44-200**. Electric personal assistive mobility devices (EPAMD)
- **Sec. 44-220**. Definitions (includes bicycle, electric bicycle classes)
- **Sec. 44-223**. Operating Rules (includes riding on sidewalks)
- **Sec. 44-221**. Enforcement.
- **Sec. 44-222**. Registration required.
- **Sec. 44-234**. Use of bicycle lanes and ways.
- **Sec. 44-225**. Bicycle parking.

Trail and Path Use

- All classes of e-bike allowed, but throttle use is prohibited.
- Any/all motor vehicles prohibited, including mopeds, motorbikes, motorcycles, and more.
- E-scooters and EPAMDs are prohibited on natural surface trails or any natural or undeveloped land but can use most paved trails (restrictions are in **Sec. 34-68(d)(1) & (2)**).



EXAMPLES OF E-BIKES & HIGH SPEED ELECTRIC VEHICLES

E-BIKES

(Class 1, 2, 3)

Common features:

- Has operable pedals
- Designed to be powered primarily by human power
- Motor assists to 20 mph for Class 1 and 2
- Motor assists to 28 mph for Class 3
- Class 2 has a throttle (but also may have pedal assist)

Hybrid e-bike

(battery may be visible or built into the frame)



Road e-bike



Mountain e-bike

(allowed on trails with throttle off)



Cargo e-bikes

(accommodates multiple passengers)



HIGH SPEED ELECTRIC VEHICLES

Common features:

- No operable pedals; motor can propel the bike without pedaling
- Capable of speeds greater than 28 mph
- Does NOT meet Wisconsin definition of "bicycle" Wis. Stat. § 340.01(5)

JackRabbit OG2 Pro

(max speed 20 mph)



Freego Nova 3 Pro

(max speed 55 mph)



Heybike Villian

(max speed 45 mph)



Juiced Nomadix

(max speed 60 mph)



Kooz HP120E Electric Motorcycle for Kids

(max speed 10 mph)



Super73-R Adventure Series SE

(max speed 20 mph)





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Bicycle Parking Ordinance Discussion

- 1) Secure Long-Term Bicycle Parking for Residential Development
- 2) Modernizing Short-Term Bicycle Parking Standards

1. Secure Long-Term Bicycle Parking for Residential Development

Statement of the Issue

La Crosse has invested in bicycle infrastructure and adopted goals to increase bicycling as a transportation option. However, many residential developments do not provide secure bicycle storage for residents. While some newer apartment developments voluntarily include bicycle rooms or secure storage areas, others provide only basic outdoor racks or no dedicated long-term bicycle parking at all.

As bicycles and e-bikes become more expensive and more commonly used for transportation, secure storage is becoming an important residential amenity. Residents are less likely to use a bicycle for transportation if they do not have a safe and convenient place to store it. The lack of consistent standards means access to secure bicycle storage varies significantly between developments.

Proposal

Establish a minimum expectation that new residential developments provide secure bicycle parking for residents.

Justification

Many developments are already moving in this direction because tenants increasingly expect bicycle storage as an amenity. A bicycle room or secured storage area is becoming as common as package rooms, fitness areas, and other features now routinely included in multifamily housing.

Peer Communities

- Milwaukee requires bicycle parking for multifamily and commercial developments and establishes design standards.
- Minneapolis requires long-term bicycle parking to be secure, weather protected, and accessible to residents.
- Burlington, Vermont requires long-term bicycle parking to protect bicycles from theft and weather.
- Madison incorporates bicycle parking standards into site design requirements.

References

Madison Bicycle Parking Requirements:

<https://www.cityofmadison.com/bikemadison/documents/bikerackrequirements.pdf>

Milwaukee Bicycle Parking Ordinance:

<https://city.milwaukee.gov/ImageLibrary/Groups/cityDCD/planning/plans/Urban-Design-Components/Site/ApprovedBicycleParkingSpaceOrdinanceEff.July282017.pdf>

Minneapolis Zoning Code Bicycle Parking Requirements: <https://cyclesafe.com/bike-parking-regulations/minneapolis-mn/>

Burlington Integrated Development Ordinance, Section 8.2.8 Long-Term Bicycle Parking

<https://sustainablecitycode.org/brief/bicycle-parking-minimums/>

Concept Long-Term Bicycle Parking Standard

Long-term bicycle parking shall:

1. Security

Be located within:

- A controlled-access bicycle room;
- Bicycle lockers;
- A secure bicycle enclosure;
- A secured indoor parking area; or
- Another facility approved by the Planning Director.

2. Weather Protection

Provide protection from:

- Rain
- Snow
- Ice
- Sun exposure

through an enclosed structure or permanent roof.

3. Access

Long-term bicycle parking shall:

- Be accessible to intended users.
- Be available at all times to residents or employees.
- Not require the bicycle to be carried over multiple flights of stairs whenever practical.

At least **[X]**% of required spaces shall be accessible without stairs.

4. Location

Long-term bicycle parking shall be located within:

[X] feet of the primary entrance used by residents.

5. Lighting

Required bicycle parking areas shall be adequately illuminated.

6. Electric Bicycle Accommodation

For residential developments containing **[X] or more units**, bicycle rooms shall provide access to electrical outlets sufficient to serve electric bicycle charging.

7. Residential Restrictions

Required long-term bicycle parking shall not be located:

- Within dwelling units;
- On balconies;
- On patios; or
- In other areas not intended for shared bicycle storage.

2. Modernizing Short-Term Bicycle Parking Standards

Statement of the Issue

La Crosse's zoning code (Sections [115-514\(g\)](#) and [115-552\(g\)](#)) requires bicycle parking in many residential and commercial developments. However, the code does not clearly identify what constitutes acceptable bicycle parking and continues to reference rack types that are no longer considered best practice.

As a result, new developments continue to install bicycle racks that technically satisfy ordinance requirements but function poorly for users. Examples include wave racks, schoolyard racks, and other designs that do not adequately support a bicycle or allow a rider to securely lock the bicycle frame. [Best practices for bike parking](#).

In some cases, developers are installing racks that meet the letter of the ordinance while failing to provide bicycle parking that cyclists actually want to use.

Proposal

Update zoning code language to reflect best practices for bike parking.

Most bicycle planning organizations now recommend performance standards rather than specifying particular rack types. Modern bicycle parking standards generally require that a rack support a bicycle upright, support the frame rather than just the wheel, allow the frame and wheel to be secured with a U-lock, and accommodate different bicycle types and sizes.

These standards are commonly used by municipalities, universities, and private developers and have largely replaced older rack designs that focus on quantity rather than functionality.

Things to Consider

- Should the ordinance prohibit specific rack designs, such as wave racks and schoolyard racks?
- Should the City maintain a list of approved bicycle rack types?

Concept Short-Term Bicycle Parking Standards

1. Location

Short-term bicycle parking shall:

- Be located in a convenient and visible location.
- Be located within **[X] feet** of a primary public entrance whenever practical.
- Be accessible without passing through a secured area.

2. Surface

Bicycle parking shall be installed on:

- Concrete;
- Asphalt;
- Pavers; or
- Other hard, stable surfaces approved by the Planning Director.

3. Lighting

Bicycle parking areas shall be adequately illuminated.

4. Clearance

Bicycle parking shall:

- Not interfere with pedestrian circulation;
- Not obstruct required accessible routes;

5. Rack Design

Required bicycle racks shall:

1. Support a bicycle in an upright position at a minimum of two points.
2. Permit the bicycle frame and at least one wheel to be secured with a standard U-lock.
3. Accommodate a variety of bicycle sizes and frame styles.
4. Allow independent use of each bicycle parking space.

5. Be permanently anchored.

6. Prohibited Rack Types

The following rack types shall not count toward required bicycle parking:

- Wave racks;
- Ribbon racks;
- Schoolyard racks;
- Comb racks;
- Wheel-bender racks; and
- Any rack that does not permit locking of the bicycle frame.

The Planning Director may determine that other rack designs fail to satisfy the standards for acceptable short term bike parking.

7. Alternative Compliance

The Planning Director may approve alternative bicycle parking designs when the applicant demonstrates that the proposed design provides equal or greater functionality, accessibility, and security than required by this section.