

Craig, Sondra

From: Erik Ohlrogge <e.c.ohlrogge@gmail.com>
Sent: Thursday, November 20, 2025 1:30 PM
To: ZZ Council Members
Subject: An evidence-based letter in support of protected bike lanes on 3rd and 4th streets
Attachments: La Crosse 3rd and 4th Street corridor .pdf

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Hello,

Please find a letter addressed for the La Crosse Common Council in support of protected bike lanes on 3rd and 4th Streets in downtown La Crosse attached.

The letter includes links as citations and relevant resources. Please let me know if you would like a copy without links.

Thank you in advance for taking the time to read this and consider my thoughts.

Wishing you the best,
Erik

—
Erik Ohlrogge, MS
he, him, his

Phone: +1 (608) 397-4040
Email: e.c.ohlrogge@gmail.com

Dear Members of the Common Council,

I am writing to urge the Common Council to install protected bicycle lanes on the 3rd and 4th street corridor. My name is Erik Ohlrogge, and I am an Onalaska resident and public health professional who bikes into La Crosse frequently. **I would bike to La Crosse and spend more time walking in the city and spending money if the city moved towards a more cyclist and pedestrian friendly urban design.**

I have seen numerous conflicts and near crashes resulting from infrastructure that is designed primarily for cars. As cities increasingly recognize, connected, low-stress cycling infrastructure delivers not only safety benefits but also significant economic and community gains. **The gains from improved cycling infrastructure are consistent, evidence based, yet contentious to the general public; cycling infrastructure is vital to implement.**

First, protected bike lanes dramatically increase bicycle ridership. Research from Portland State University's Transportation Research & Education Center (TREC) shows that putting in dedicated, protected infrastructure leads to increases in cycling. [TREC](#) Connected networks also matter; according to the Urban Institute, safer, well-connected cycling infrastructure helps expand ridership, improves safety, and strengthens access to important local services. [Urban Institute](#) **Increased ridership and decreased car use reduces road wear, reduces vehicle fatalities, and is better for the planet and population health.** [World Health Organization](#)

Second, **the economic case for protected bike lanes is strong.** In a multi-city study across 14 corridors in six U.S. cities (including Portland, Seattle, Minneapolis, San Francisco, Memphis, and Indianapolis), TREC found that adding bicycle and pedestrian infrastructure had either **positive or insignificant impacts** on both sales and employment. [PSU | Portland State University](#) For example, in Minneapolis, after removing a motor-vehicle lane (or parking) to build a protected bike lane, *retail employment increased by 12.64% and food sales rose 52.44%.* [TREC](#) Similarly, in Seattle, a protected lane correlated with a 30.78% increase in food service employment. [TREC](#) The People For Bikes organization reports similar findings: in Salt Lake City, **after a protected bike lane replaced car parking, retail sales rose 8.8%**, and a majority of merchants expressed support for the changes. [PeopleForBikes](#) The League of American Bicyclists also highlights that business owners often misjudge the value of car parking: sometimes pedestrian- and bike-friendly designs attract more, or more frequent, customers. [League of American Bicyclists](#)

Third, **it is critical to build a connected cycling network, not just isolated bike lanes.** When bicycle infrastructure is continuous and well-linked, it becomes more useful and attractive, drawing more people to ride regularly and ensuring the benefits reach the whole city—not only a few stretches. Research consistently shows that connected networks encourage higher ridership and contribute more evenly to economic and community development. [Urban Institute](#) The 3rd and 4th Street corridor contributes to creating such a connected network.

I recognize that many residents and business owners may be hesitant. There is often pushback around reallocating road space or removing parking, especially from those who worry about loss of convenience or reduced customer traffic. These concerns are valid and deserve respect. However, the **data show that once the infrastructure is in place, the investment pays off;** not

only do safety and quality of life improve, but local businesses gain more customers, and community vitality grows.

Finally, beyond the economic and mobility benefits, investing in protected, connected cycling infrastructure is an investment in public health, environmental sustainability, and equity. When people feel safe riding, they're more likely to bike for errands, work, school, or recreation—reducing traffic, lowering emissions, and strengthening neighborhood bonds. La Crosse has a once in a generation opportunity to improve the city by adding a bike lane in the 3rd and 4th Street Corridor, and it should not squander the opportunity.

In sum, **removing a lane of parking to install a protected, connected bicycle lane is a smart, evidence-based decision.** It's an investment that brings safety, economic vitality, and long-term community value. I strongly encourage the Common Council to support this initiative.

Thank you for your thoughtful consideration.

Sincerely,

Erik Ohlrogge, MS

Epidemiologist
Onalaska Resident

Craig, Sondra

From: Joan Koosman <joan0745@gmail.com>
Sent: Tuesday, December 2, 2025 2:27 PM
To: ZZ Council Members
Subject: Bike lanes on busy streets

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Today I met a snowplow on Second Street. It was almost in the literal sense of the word.

There is a wide bike lane, at the sacrifice of a safe roadway. Trucks in particular have to navigate the bumpouts on the corner of 2nd and State. This truck is not an articulated vehicle. The rest of the vehicle follows in a straight line.

Bike lanes on 2nd, 3rd, 4th, and 6th streets do not seem to be necessary. Please reconsider.

You may want to do some bike traffic studies on 2nd street before assuming there are enough bikes to merit such a robust plan. I live very near 2nd street, and seldom see very many bikes on what appears to be a truly excellent bike path.

A LaCrosse resident,
Joan Koosman

Craig, Sondra

From: Ruthie Hale <ruthienikole@gmail.com>
Sent: Tuesday, December 2, 2025 11:39 AM
To: ZZ Council Members
Subject: Protected bike lanes in Downtown La Crosse

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Hello!

I'm reaching out because I understand there is some consideration of bike lanes being incorporated into 3rd and 4th street in downtown La Crosse. I think this is a great idea!

I have lived in La Crosse my whole life and downtown has generally always been a heavy traffic area. Putting bike lanes on certain streets would be very beneficial, as it would open up more safe spaces for pedestrian traffic.

I've noticed that because of the sheer amount of cars parked on the street, pedestrian visibility is very low. This makes it a bit difficult to navigate the downtown area on foot, even though we have sidewalks.

This could really benefit businesses downtown as well. If more people are walking or biking through the area, it will be easier for them to stop and check out small businesses or stores.

I personally enjoy cities that are walkable. I live on the southside of La Crosse in a more suburban area, and I am someone who often bikes and uses public transportation to get around, especially to the downtown area.

Adding bike lanes would make La Crosse more of a walkable city! Bike lanes would also encourage people to use their own bikes, which could reduce overall carbon emissions coming from cars.

This idea could really benefit downtown La Crosse.

Thanks for your consideration!

Ruthie Hale
1549 Denton St. La Crosse, WI

Craig, Sondra

From: Goggin, Erin
Sent: Monday, December 1, 2025 10:26 AM
To: ZZ Council Members
Subject: FW: 90 day referral

Just some info from a downtown business

Erin

From: Ryan Johnson <ryan@608investmentgroup.com>
Sent: Wednesday, November 26, 2025 1:05 PM
To: Goggin, Erin <Goggine@cityoflacrosse.org>
Subject: Re: 90 day referral

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From: Ryan Johnson <ryan@608investmentgroup.com>
Sent: Tuesday, November 25, 2025 11:59 AM
To: Goggin, Erin <Goggine@cityoflacrosse.org>
Subject: Re: 90 day referral

Erin,

Thank you for your response. You were also kind enough to take my call before the last meeting. Thank you.

You ask about being a La Crosse tax payer. I am a downtown business owner and investor in the City of La Crosse. I will share with you that my businesses that are directly affected by this plan contribute the following:

Currently, within the district we are currently discussing for parking elimination and bike lanes added, we own 16 tax parcels/properties with over \$160,000 in annual property taxes. In addition, we employ over 300 hard working individuals who devote their time and energy to making downtown a great place to visit. Lastly, we offer 16 housing units (approx. 40 beds) that assist in making downtown a great place to live.

I am highly invested and care strongly about the decisions made to the downtown area.

I will also share, the recent WKBT poll came back with the following results:

758 total Votes

671 No bike lanes on 3rd and 4th St.

71 Yes bike lanes on 3rd and 4th St.

16 Unsure

Couple that feedback with DMI's stance against adding bike lanes, The Chamber of Commerce saying they do not support more bike lanes, the Mayor saying we don't need more bike lanes and the overwhelming majority of business owners who will be directly affected also do not want it.

Thanks again for you effort to improve this city.

Ryan Johnson

608 Investment Group
307 Main St., Suite 301
La Crosse, WI. 54601
(608) 881-6555
Ryan@608InvestmentGroup.com



From: Goggin, Erin <Goggine@cityoflacrosse.org>
Sent: Monday, November 24, 2025 4:27 PM
To: Ryan Johnson <ryan@608investmentgroup.com>
Subject: RE: 90 day referral

Hi Ryan-

I am using the 90 day referral to talk to my constituents. Also to read and respond to all the emails that the Council is receiving.

I am having a little trouble deciphering who are La Crosse taxpayers in these emails, but I continue to look through. 😊

Erin Goggin

District 2-City Council

From: Ryan Johnson <ryan@608investmentgroup.com>

Sent: Thursday, November 13, 2025 7:46 PM

To: Newberry, Aron <Newberrya@cityoflacrosse.org>; Janssen, Barb <Janssenb@cityoflacrosse.org>; Kahlow, Chris <Kahlowc@cityoflacrosse.org>; Bedford, Crystal <Bedfordc@cityoflacrosse.org>; Goggin, Erin <Goggine@cityoflacrosse.org>; Padesky, Gary <Padeskyg@cityoflacrosse.org>; Trost, Jennifer <Trostj@cityoflacrosse.org>; Sleznikow, Larry <Sleznikowl@cityoflacrosse.org>; Weston, Lisa <Westonl@cityoflacrosse.org>; Mindel, Mackenzie <Mindelm@cityoflacrosse.org>; Stine, Olivia <Stineo@cityoflacrosse.org>; Northwood, Rosanne <Northwoodr@cityoflacrosse.org>; Washington-Spivey, Shaundel <Washingtonspiveys@cityoflacrosse.org>; Dickinson, Tamra <dickinsont@cityoflacrosse.org>

Subject: Re: 90 day referral

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Dear City Council,

Thank you for your discussion tonight regarding the future plans for 3rd and 4th Streets. Since you have decided to refer the vote for 90 days, I would like to make myself available for any public discussion or meetings you may have to gather further input. I would also like to extend an invitation to each of you to schedule a one-on-one meeting. Please let me know how I can be of further assistance.

Thank you,

Ryan Johnson

608 Investment Group

307 Main St., Suite 301

La Crosse, WI. 54601

(608) 881-6555



From: Ryan Johnson

Sent: Tuesday, November 4, 2025 8:17 AM

To: Newberrya@cityoflacrosse.org <Newberrya@cityoflacrosse.org>;

Janssenb@cityoflacrosse.org <Janssenb@cityoflacrosse.org>; Kahlowc@cityoflacrosse.org <Kahlowc@cityoflacrosse.org>;

Bedfordc@cityoflacrosse.org <Bedfordc@cityoflacrosse.org>; Goggine@cityoflacrosse.org <Goggine@cityoflacrosse.org>;

Padeskyg@cityoflacrosse.org <Padeskyg@cityoflacrosse.org>; Trostj@cityoflacrosse.org <Trostj@cityoflacrosse.org>;

Sleznikowl@cityoflacrosse.org <Sleznikowl@cityoflacrosse.org>; Westonl@cityoflacrosse.org <Westonl@cityoflacrosse.org>;

Mindelm@cityoflacrosse.org <Mindelm@cityoflacrosse.org>; Stineo@cityoflacrosse.org <Stineo@cityoflacrosse.org>;

Northwoodr@cityoflacrosse.org <Northwoodr@cityoflacrosse.org>;

Washingtonspiveys@cityoflacrosse.org <Washingtonspiveys@cityoflacrosse.org>;

dickinsont@cityoflacrosse.org <dickinsont@cityoflacrosse.org>

Subject: Please vote Alternative 2 (No parking removed).

Dear City Council,

I am writing to ask for your support in choosing Alternative 2 for the future plans of 3rd and 4th St downtown. PLEASE do not remove any street parking.

As a business owner and investor in downtown La Crosse, I have seen the changes over the last couple decades. When we started investing in downtown things were being built and businesses were flourishing. In the last handful of years that momentum has completely vanished. From deferred maintenance to increased homeless issues (with no accountability), downtown is in a tough stretch. We have already started to see once healthy businesses vanish. I fear eliminating street parking will only increase this trend.

As a supporter of La Crosse who is deeply committed to the strength of our downtown, I urge you to reject any proposal that removes on-street parking for bike lanes. Convenient parking is vital to downtown's economic

health, accessibility, and overall vitality. Many people, especially older adults, families with children, and those with mobility challenges rely on being able to park close to their destinations. Eliminating on-street parking will both deter and make it harder for people to come downtown and ultimately hurt local commerce, the very heart of our community.

For these reasons, I support Alternative 2, which preserves existing on-street parking and ensures continued accessibility for all while still allowing thoughtful discussion on other improvements. I urge the Council to prioritize decisions that protect downtown businesses and sustain La Crosse's economic future.

Please reach out to me if you would like to continue this conversation or if you have any questions. My cell phone is (608) 317-5353.

Thank you,

Ryan Johnson

608 Investment Group

307 Main St., Suite 301

La Crosse, WI. 54601

(608) 881-6555

Ryan@608InvestmentGroup.com



Craig, Sondra

From: Goggin, Erin
Sent: Monday, December 1, 2025 9:52 AM
To: ZZ Council Members
Subject: FW: Downtown Business & Property Owner's Opinion on the current parking and bike lanes in downtown la crosse to be voted on

Just thought I should send this perspective on to you all.

Erin

From: Alan Louis <AL@djrcllc.com>
Sent: Wednesday, November 26, 2025 12:22 PM
To: Goggin, Erin <goggine@cityoflacrosse.org>
Subject: RE: Downtown Business & Property Owner's Opinion on the current parking and bike lanes in downtown la crosse to be voted on

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Erin

As a Downtown Business owner since

And an original member of downtown Mainstreet

Let me tell you personally

WE DOWNTOWN MERCHANTS APPRECIATE EVERYTHING YOU DO FOR THE LA CROSSE COMMUNITY

My self as a Rotarian and the Originator along with David Amborn (how we lost 4 years ago)of AL'S MUSKY CHALLENGE

That raises over \$100,000 a year to support the Youth of the coulee region

We have raises over \$1,000,000 in 7 years and our endowment that my wife and I started at the la crosse community foundation with \$100,000 has now grown to over \$400,000 in 3 years

If our business can continue to thrive I can continue to give

Taking away our parking(people want to stop park and walk right in, not park in a ramp, AND CARRY JEWELRY OR COINS)(NOT SAFE) im worried our business will greatly be hindered.

Al's Musky Challenge Endowments goal is to grow to \$1,000,000 on its own

Then the interest & investments earned can support more youth programs to the tune of an additional \$50,000+ forever

I have want to continue to give back to this great community

Please help all of our businesses continue

On another note

When we had our devastating fire 3+ years ago that almost took our business and took 3 buildings

We had a choice move to Onalaska or rebuild in downtown

Weiser Brothers did a great job and we were smart enough to carry insurance

So we took all the proceeds and rebuilt

Thank you for hearing me out

AL

Al Louis
President



Designing Jewelers
314 4th St S,
La Crosse, WI 54601
c: 608-317-4499
t: 608-782-4499
e: al@djrccllc.com
www.designingjewelers.com/



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318 4th St S,
La Crosse, WI 54601
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e: all@djrccllc.com
www.rivercitygoldandsilver.com/



From: Goggin, Erin <goggine@cityoflacrosse.org>
Sent: Wednesday, November 26, 2025 10:44 AM
To: Alan Louis <AL@djrccllc.com>
Subject: RE: Downtown Business & Property Owner's Opinion on the current parking and bike lanes in downtown la crosse to be voted on

Hello Al-

Thank you for the email –
I appreciate all the information that I am receiving from a variety of business owners. I have good, credible information to share. 😊

Erin Goggin
District 2-City Council

From: Alan Louis <AL@djrccllc.com>
Sent: Tuesday, November 25, 2025 1:51 PM
To: ZZ Council Members <zzcouncilmembers@cityoflacrosse.org>
Subject: Downtown Business & Property Owner's Opinion on the current parking and bike lanes in downtown la crosse to be voted on

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Good afternoon Council Members,

My name is Al Louis,
As a business and property owner in Downtown La Crosse for over 43 years with 3 properties on south 4th street I have concerns about today's proposal to add MORE bike lanes on s 4th street in downtown and I wanted to provide input for the new parking alternatives being considered for the downtown business district. It is my understanding that there is a strong desire to remove considerable amounts of parking to create bike lanes downtown. , I cannot stress enough how detrimental this could be for our downtown community. We have many elderly customers who will only stop in if they can find parking on our side of the street. If parking is only available on the opposite side, I fear this will create losses of business, not just for us, but for many downtown businesses. In addition, limited parking space is already an issue in downtown la crosse. Our ramps

are consistently filled with excrement and sketchy individuals who scare a lot of people. I strongly urge the city council to consider additional alternatives to creating a safer biking environment downtown. We have a large bike lane on 2nd street, perhaps 5th and 7th would be better alternatives to bring cyclists into our central business district. Bike lanes on every street seems excessive to say the least. Please consider the needs of the elderly and others who want to be able to pull up and shop locally. And as a Downtown Rotarian I believe we should practice the 4 Way Test

One of which is “is it fair to all concerned”

Downtown La Crosse has come a long way since I first opened in 1983 with one of the best downtown Mainstreet’s I America . years ago we had boarded up buildings and not much traffic to day we thrive. Please consider leaving our existing street parking and consider the needs of the elderly and others who want to be able to pull up and shop locally.

Putting in bike lanes will take away the ability for people to just park and shop and I believe this will push our thriving downtown backwards not forwards

Thank you for your time,

Al Louis
President



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t: 608-782-4499
e: al@djrcllc.com
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t: 608-782-7541
e: all@djrcllc.com
www.rivercitygoldandsilver.com/

Craig, Sondra

From: Goggin, Erin
Sent: Wednesday, November 26, 2025 12:04 PM
To: Craig, Sondra
Subject: FW: Feedback on 3rd and 4th Street Proposal- Vote Alternative 2

From: Feider, Joel <joel.feider@beechwoodsales.com>
Sent: Wednesday, November 26, 2025 9:30 AM
To: Newberry, Aron <Newberrya@cityoflacrosse.org>; Janssen, Barb <Janssenb@cityoflacrosse.org>; Kahlow, Chris <Kahlowc@cityoflacrosse.org>; Bedford, Crystal <Bedfordc@cityoflacrosse.org>; Goggin, Erin <Goggine@cityoflacrosse.org>; Padesky, Gary <Padeskyg@cityoflacrosse.org>; Trost, Jennifer <Trostj@cityoflacrosse.org>; Sleznikow, Larry <Sleznikowl@cityoflacrosse.org>; Weston, Lisa <Westonl@cityoflacrosse.org>; Mindel, Mackenzie <Mindelm@cityoflacrosse.org>; Stine, Olivia <Stineo@cityoflacrosse.org>; Northwood, Rosanne <Northwoodr@cityoflacrosse.org>; Washington-Spivey, Shaundel <Washingtonspiveys@cityoflacrosse.org>; Dickinson, Tamra <dickinsont@cityoflacrosse.org>
Subject: Feedback on 3rd and 4th Street Proposal- Vote Alternative 2

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Dear City Council Members,

As a citizen of La Crosse and Area Sales Manager for Beechwood Sales and Service who works closely with downtown bars and restaurants, I ask you to reject any proposal that removes on-street parking for bike lanes on 3rd and 4th street.

Convenient parking is crucial to the overall vitality of downtown businesses. Eliminating on-street parking will ultimately hurt local commerce and negatively impact our WI business as well.

As an avid cyclist/runner in La Crosse, I appreciate the concern for a safer environment. That said, I do not think it is necessary to add bike lanes on 3rd and 4th street. Beechwood and I strongly support Alternative 2, preserving existing on-street parking and ensuring continued accessibility for everyone to enjoy downtown establishments.

Thank you for your time and consideration.

Sincerely,

Joel Feider
Area Sales Manager
[5385 FREITAG DRIVE](#) | [MENOMONIE, WI 54751](#)
[920.483.0479](#) (mobile) [715.309.2482](#) (office)

[Website](#) | [Retailer Portal](#) | [Instagram](#) | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

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Craig, Sondra

From: Goggin, Erin
Sent: Wednesday, November 26, 2025 11:44 AM
To: Craig, Sondra
Subject: FW: Opposition to bike lanes

From: Stephanie Loizzi <elks1014@yahoo.com>
Sent: Tuesday, November 25, 2025 3:05 PM
To: Goggin, Erin <goggine@cityoflacrosse.org>
Subject: Opposition to bike lanes

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- Dear City Council Member,

I'm writing in opposition of the proposal to remove parking on third and fourth streets in downtown La Crosse for bike lanes. I do not believe that this will increase downtown foot traffic, benefit our downtown bars/restaurants or retail stores, and it does not make the downtown more user friendly.

I am the owner of a small business in La Crosse. We are a family-owned wine and liquor distribution company in La Crosse. We've been a part of this community for almost 100 years. We have semis and other trucks that deliver to us on a weekly basis. After the completion of the 2nd street bike lanes, we've heard nothing but complaints about how difficult it is to either turn onto 2nd street, how narrow the road is now, and the strange poles sticking out of the ground are nothing more than a hazard. Most of the poles were destroyed after the first year of being installed. We cannot afford to have more bike lanes installed to hinder trucks and semis getting in and out of downtown SAFTLEY. Our business is located on Nelson Place behind Gundersen, just a few blocks from downtown. The bike lanes that are now on 2nd Street and Market are useless. No one is biking in that area anyway, and the semis that come in and out of the brewery every day have no where to stage and wait for docks. Because of this, semis are forced to wait in the actual street, making it impossible for cars and pedestrians to get around safely.

The proposed bike lanes on 3rd and 4th street would only be used a few months out of the year, whereas parking is used every day. Snow and cold limit the amount of bikers on the street. This is not a biking community, and installing the bike lanes on 3rd and 4th isn't going to make it a biking community.

Our delivery trucks need somewhere to park on 3rd and 4th street when delivering orders to customers. Where are they supposed to park to make deliveries? It is unreasonable to ask them to park 3-4 blocks away, leave their trucks unattended, and hand cart product in cold weather on icy sidewalks for deliveries. Some of the deliveries are over 100 cases at a time. The alleys are not a solution! Many other distributors deliver at the same time, the alleys would be clogged with trucks. They would still be forced to hand cart hundreds of cases through the alley (each cart weighing between 160-300 pounds), and leave trucks unattended to make deliveries.

Convenient parking is vital to our downtown businesses. This would only drive business north to more convenient locations in Onalaska and Holmen with better parking.

And what about patrons with handicaps, disabilities, or the elderly? Having street parking is extremely important to those customers!

The parking garages in La Crosse are unsafe and it's unreasonable to ask people to park there at night. The homeless crisis in this community (which has also been unresolved and ignored) has moved into the parking garages. We've already had several incidents of harassment.

For these reasons, I strongly support Alternative 2, which preserves existing on-street parking and ensures continued accessibility for all. I urge the Council NOT install anymore bike lanes downtown.

Thank you for your time,

Stephanie Noelke-Loizzi

Noelke Distributors, Inc.

425 Nelson Place

La Crosse, WI 54601

STEPHANIE NOELKE-LOIZZI

Noelke Distributors, Inc.
Distributor of Fine Wines & Spirits
425 Nelson Place, La Crosse, WI 54601
Office Phone: 608-785-0984
Cell Phone: 608-385-5014
E-mail: elks1014@yahoo.com

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STEPHANIE NOELKE-LOIZZU

Noelke Distributors, Inc.
Distributor of Fine Wines & Spirits
425 Nelson Place, La Crosse, WI 54601
Office Phone: 608-785-0984
Cell Phone: 608-385-5014
E-mail: elks1014@yahoo.com

Craig, Sondra

From: Alan Louis <AL@djrcllc.com>
Sent: Tuesday, November 25, 2025 1:51 PM
To: ZZ Council Members
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Good afternoon Council Members,

My name is Al Louis,

As a business and property owner in Downtown La Crosse for over 43 years with 3 properties on south 4th street I have concerns about today's proposal to add MORE bike lanes on s 4th street in downtown and I wanted to provide input for the new parking alternatives being considered for the downtown business district. It is my understanding that there is a strong desire to remove considerable amounts of parking to create bike lanes downtown. , I cannot stress enough how detrimental this could be for our downtown community. We have many elderly customers who will only stop in if they can find parking on our side of the street. If parking is only available on the opposite side, I fear this will create losses of business, not just for us, but for many downtown businesses. In addition, limited parking space is already an issue in downtown la crosse. Our ramps are consistently filled with excrement and sketchy individuals who scare a lot of people. I strongly urge the city council to consider additional alternatives to creating a safer biking environment downtown. We have a large bike lane on 2nd street, perhaps 5th and 7th would be better alternatives to bring cyclists into our central business district. Bike lanes on every street seems excessive to say the least. Please consider the needs of the elderly and others who want to be able to pull up and shop locally. And as a Downtown Rotarian I believe we should practice the 4 Way Test

One of which is "is it fair to all concerned"

Downtown La Crosse has come a long way since I first opened in 1983 with one of the best downtown Mainstreet's I America . years ago we had boarded up buildings and not much traffic to day we thrive. Please consider leaving our existing street parking and consider the needs of the elderly and others who want to be able to pull up and shop locally.

Putting in bike lanes will take away the ability for people to just park and shop and I believe this will push our thriving downtown backwards not forwards

Thank you for your time,

Al Louis
President



Designing Jewelers

314 4th St S,
La Crosse, WI 54601

c: 608-317-4499

t: 608-782-4499

e: al@djrcllc.com

www.designingjewelers.com/



River City Gold & Silver Exchange

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La Crosse, WI 54601

c: 608-317-4499

t: 608-782-7541

e: all@djrcllc.com

www.rivercitygoldandsilver.com/

Craig, Sondra

From: Goggin, Erin
Sent: Monday, November 24, 2025 4:37 PM
To: Craig, Sondra
Subject: FW: Against Eliminating On-street Parking on 3rd and 4th Streets

From: Roger Kwong <rwkwongmd@gmail.com>
Sent: Thursday, November 13, 2025 2:08 PM
To: Goggin, Erin <goggine@cityoflacrosse.org>
Subject: Against Eliminating On-street Parking on 3rd and 4th Streets

You don't often get email from rwkwongmd@gmail.com. [Learn why this is important](#)

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Hello Council Woman Goggin,,

We would like to voice our concerns about possibly eliminating parking on 3rd and 4th Streets between Cass and La Crosse Streets. We believe that the on-street parking is vital for the businesses to prosper on those streets.

On Saturdays, with the change to charging for ramp parking, there are many fewer cars in the ramp and street parking is already full. Eliminating street parking, we believe will reduce the number of people who will want to go downtown to try and run in to pick something up or shop for even 1 hour, especially given how the ramp fees are structured hourly and with a 43% fee added for 1 hour.

When I have ridden my bicycle from Cliffwood Lane to the Gundersen campus, I would take the side streets rather than the bike lanes on State Road/Jackson Street to avoid the heavy car traffic. Going down town, I would avoid Cass Street to go on King Street with the less car traffic. Even with bike lanes, I avoid high car traffic roads. Much safer I believe.

A better plan might be to put a bike lane going south on Front or Second Street and going north on 7th Street. I hope you will support keeping street parking on 3rd and 4th Streets to support the business on those streets and making it easier for your constituents to keep shopping downtown.

On an aside, I appreciate your support of the north side library. Having grown up in St. Paul where it was 3-4 miles to ride my bicycle or take 1-2 buses as a kid to the nearest library, I appreciate La Crosse having neighborhood libraries.

Thank you for your consideration,

Jo and Roger Kwong District 7, 1015 Cliffwood Lane, La Crosse, WI

Craig, Sondra

From: Jedd Czysz <czysz0348@uwlax.edu>
Sent: Sunday, November 23, 2025 9:24 PM
To: ZZ Council Members
Cc: Margot Higgins
Subject: Support Protected Bike Lanes in Downtown La Crosse

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Good evening La Crosse Common Council,

My name is Jedd Czysz and I am a current student at the University of Wisconsin-La Crosse. I want to advocate for the implementation of protected bike lanes in our community.

Many students rely on bicycles for commuting, and protected bike lanes would significantly enhance safety for cyclists. With increased student traffic, ensuring safe routes can reduce accidents and create a more accessible environment for all. Implementing these lanes aligns with our commitment to sustainability and healthy living, encouraging more students to choose cycling over driving.

I urge the council to consider this important initiative that fosters both safety and community well-being.

Thank you for your time and consideration.

Jedd Czysz

Craig, Sondra

From: Thomas Pethan <pethanthomas@gmail.com>
Sent: Sunday, November 23, 2025 5:01 PM
To: ZZ Council Members
Cc: mhiggins@uwlax.edu
Subject: 3rd and 4th street parking and bike infrastructure

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I support the idea of bike lanes on 3rd and 4th street because it would add overall safety and accessibility to the city. While I understand the uncertainty business owners must feel with these plans, I think bike lanes would actually add more spontaneous shopper traffic than most would imagine. I hope the input of the community is heard/read and fully considered but making a lasting decision.

Craig, Sondra

From: Linsey Meyer <meyer9411@uwlax.edu>
Sent: Sunday, November 23, 2025 4:04 PM
To: ZZ Council Members
Cc: Margot Higgins
Subject: 3rd and 4th Street Bike Lanes

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Hello La Crosse City Council,

I am in strong support of making the city safer and more accessible for everybody. I believe the city should prioritize greenways on residential streets and finish the King St. greenway to connect the downtown to residential areas before it starts a brand new project on 3rd and 4th street. I think the city could reconsider adding these bike lanes at a later time, but right now, it should finish the projects that have already been proposed and gain funding for those.

Thank you,
Linsey Meyer

Craig, Sondra

From: OSTERMAN, BRAD 018 <Brad.Osterman@sysco.com>
Sent: Friday, November 21, 2025 12:16 PM
To: ZZ Council Members
Subject: Downtown Bike Lane

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As a citizen of La Crosse who frequents many downtown businesses, I do not agree with adding bike lanes to 3rd & 4th Streets. I am also a sales consultant for Sysco foods and work with many of these downtown businesses who share the same sentiment. Removing parking in that area would create issues for me personally, professionally (for myself and our delivery drivers), the business owners I work with, and the community in general. Please consider this when voting for these changes downtown.

Thank you for your consideration,

Brad Osterman
Sysco Sales Consultant
608-871-3116

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Craig, Sondra

From: Reisbig, Nathan 018 <Nathan.Reisbig@sysco.com>
Sent: Friday, November 21, 2025 12:11 PM
To: ZZ Council Members
Subject: Feedback on Downtown 3rd/4th Street - Vote for Alternative 2

Some people who received this message don't often get email from nathan.reisbig@sysco.com. [Learn why this is important](#)

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Dear City Council Members,

As a supporter of La Crosse who is deeply committed to the strength of our downtown, I urge you to reject any proposal that removes on-street parking for bike lanes. Convenient parking is vital to downtown's economic health, accessibility, and overall vitality. Many people, especially older adults, families with children, and those with mobility challenges rely on being able to park close to their destinations. Eliminating on-street parking will both deter and make it harder for people to come downtown and ultimately hurt local commerce, the very heart of our community.

For these reasons, I strongly support Alternative 2, which preserves existing on-street parking and ensures continued accessibility for all while still allowing thoughtful discussion on other improvements. I urge the Council to prioritize decisions that protect downtown businesses and sustain La Crosse's economic future.

Thank you for your time and dedication to our community.

Sincerely,

Nathan Reisbig

Nathan Reisbig | Sales Consultant

Sysco – Baraboo
c. (608)-477-2963
Nathan.Reisbig@sysco.com



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From: Elizabeth Leighton <elizabethleighton1@gmail.com>
Sent: Thursday, November 20, 2025 4:33 PM
To: ZZ Council Members
Subject: Alternative 1 for US 53 Changes

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Dear La Crosse Common Council Members,

I'm writing to share my support for Alternative 1, the option that includes protected bike lanes on 3rd and 4th Streets.

This project is a once-in-a-generation opportunity to make our downtown safer, healthier, people friendly, and ready for the future. Protected bike lanes will give people more freedom and options for moving through and visiting the downtown.

Downtown already has more than 3,000 parking spaces in surplus, so drivers will be minimally impacted. Studies have shown that bicycle infrastructure improves the business environment and quality of life. The economics speak well for adding bike lanes. It has been demonstrated that adding bike infrastructure such as this increases business revenue from 3-49%. Nationally, it has been shown that bicyclists spend more money at retail businesses, including restaurants, than car drivers as they stop more frequently.

Currently, young adults are less likely than previous generations to own cars or even have a driver's license. Many people who fall into this category choose to then live in places where a car is not necessary for transportation. This is contributed to by economic factors and lifestyle preference. The protected bike lanes will help make La Crosse such a place.

La Crosse's city engineers have identified that the cost of a parking spot along the street is close to \$17,000 per space. We have spent more than that in the parking towers to accommodate drivers. Furthermore, the weight of cars and trucks causes many thousands of times of damage to roads and contributes to rising road maintenance costs (see the graph in this link: <https://streets.mn/2016/07/07/chart-of-the-day-vehicle-weight-vs-road-damage-levels/>). Making bicycling in city better and more welcoming can reduce the number of cars causing wear and cost to the city and may even reduce the number of potholes that need to be addressed. Cars and trucks are expensive to the city for many reasons. Bicycles and infrastructure for them are in the best interest of the city's budgets and economy. Increasing bicycle infrastructure will make progress toward sustainability goals for the city.

The bike lanes will support the use of the Drift Bike Share program, which in turn mitigates parking needs, bottlenecks, increases participation in downtown businesses, and promotes a healthier community. For tourists visiting La Crosse, the bike share program coupled with good bicycle infrastructure can promote tourists movement throughout downtown and stopping at more businesses.

Bicycling is good exercise and promotes physical health. Cars emit not just the carbon dioxide we have heard about from climate change, but they also emit a great deal of carbon monoxide. Though we are not exposed to lethal concentrations of carbon monoxide when in downtown, a growing body of evidence indicates that the exposure to carbon monoxide does have negative health consequences. Bicycle infrastructure is the least expensive transportation infrastructure modifications that ultimately provide healthy alternative transportation modes.

Automobile costs are rising as the cost of cars themselves grow, fewer and fewer car loans are only five years, and more are trending to 7 or more years. Car loan interest rates for prime to non-prime lenders ranges from 6.78% to 9.97% for new cars and 9.39% to 13.95% for used cars. The average cost of a new car is over \$50,000. In La Crosse county, 15% of our population, or approximately 17,000 people, is at or below the poverty line. Transportation is a significant cost, reducing the ability to cover rent, food, health care, and clothing. Over half of the bicycling commuters in the USA make \$25,000 or less. Bicycle infrastructure improves access for people to reach employment, services, and businesses. These members of our communities are less likely to be considered in these decisions.

Speaking for myself, my husband and I were able to reduce the number of cars we owned due to job changes but this was also enabled by the existing bicycle infrastructure in La Crosse. However, there are many areas where the infrastructure and safety for bicyclists could be improved. Having infrastructure that would improve our safety on bicycles would be so, so welcome. My husband's co-workers have expressed to him violent opinions of bicyclists and a desire to see them injured. Protected bicycle lanes reduces interactions and conflicts between drivers and bicyclists.

Please recognize that protected bicycle lanes are for users of so many backgrounds, interests, and needs.

Please choose the option that reflects the future we want for La Crosse — a city built around connection, freedom, and people.

Thank you for your time and for considering this important decision.

Sincerely,

Elizabeth Leighton

Craig, Sondra

From: Schadeberg, Kristen
Sent: Thursday, November 20, 2025 2:43 PM
To: ZZ Council Members
Cc: Craig, Sondra
Subject: Fw: Feedback for La Crosse, WI

Subject: Feedback for La Crosse, WI

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You have received this feedback from Sara Hart <sjanehart@hotmail.com> for the following page:

<https://www.cityoflacrosse.org/your-government/city-council/city-council-members>

The poposal of having a bike lane on 3rd street I am against it. First you are taking all the street parking places away making it harder for seniors and handicapped people and also for buying a bigger purchase. Next the car traffic is getting more complicated and harder to get around thus making people not to go downtown for shopping. Also I hear that they are making a bike lane on Lose Blvd. and one lane both ways which will tie up traffic and people will avoid coming into LaCrosse other than work. There are plenty of bike paths around LaCrosse than on the city streets. There is Myrick park and Pammel street bike paths. You are making it harder for cars and bikes. I hardly see anyone using the bike lanes on second street or Jackson street.

Craig, Sondra

From: davey.tom@icloud.com
Sent: Wednesday, November 19, 2025 7:56 AM
To: ZZ Council Members
Subject: From an ER PA - Please Support Protected Bike Lanes on 3rd & 4th Streets

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La Crosse Common Council Members,

I'm a PA working in emergency medicine at Emplify health by Gundersen. I see patients injured when cyclists and automobiles do not have infrastructure that keeps them safe. I'm writing to share my strong support for **Alternative 1**, the option that includes protected bike lanes on 3rd and 4th Streets.

I have travelled to other cities with this type of biking infrastructure and it is incredible! Safer for pedestrians, cyclists, and drivers. It also creates a more vibrant feel to a downtown area and connects communities of people and neighborhoods.

Thank you for your time and for considering this important decision.

Regards,

Tom Davey - La Crosse, WI

Craig, Sondra

From: Felicia Ritzke <ritzke7859@uwlax.edu>
Sent: Tuesday, November 18, 2025 7:07 PM
To: ZZ Council Members
Cc: Margot Higgins
Subject: 3rd & 4th St Protected Bike Lanes

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To whom it concerns,

My name is Felicia Ritzke, and I am a student at the University of Wisconsin–La Crosse. My primary form of transportation is bicycling, and I am also currently enrolled in a bicycling course at UWL, where I've had the opportunity to learn about safe and effective transportation planning. Due to both personal experience and course concepts, I strongly support the proposal to add protected bike lanes to 3rd and 4th Street.

Protected bike lanes would significantly improve both perceived safety and actual safety for cyclists. Research we've seen in class shows that separated and protected biking infrastructure greatly reduces collision risks for bikers and cars, and encourages more people to choose biking over driving, especially beginners, hesitant riders, and families. This could contribute to benefits like reduced traffic congestion and a more efficient and inclusive transportation network.

Additionally, creating streets that are welcoming to cyclists and pedestrians fosters a more connected, vibrant, and equitable city. This proposal also supports La Crosse's sustainability goals. Increasing bicycle transportation decreases emissions, improves public health, and contributes to a more livable city, all concepts we discussed in class when examining sustainable and active transportation systems.

For these reasons, I strongly encourage adopting the proposed protected bike lanes on 3rd and 4th Street. This investment would make our city safer, healthier, and more accessible for everyone.

Thank you for your time and consideration.

Sincerely,

Felicia Ritzke

University of Wisconsin-La Crosse

College of Arts, Social Sciences, and Humanities

Psychology Major | Sustainability and Environmental Studies Minor

Sustainability Director | [UWL Student Association](#)

Email: ritzke7859@uwlax.edu



Craig, Sondra

From: Caroline Zanon <zanon9260@uwlax.edu>
Sent: Tuesday, November 18, 2025 4:01 PM
To: ZZ Council Members
Cc: Margot Higgins
Subject: Protected Bike Lanes

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Good Afternoon,

I am a concerned college student at UWL who has recently become aware of the proposed bike lanes on 3rd and 4th street downtown. While I am all for more sustainable transportation and better ways to get around the city than by car, I don't know if the main street of La Crosse is quite the place for that yet. While I am in no way, anti-biking, there are just too many drunk drivers downtown, especially on 3rd street, and I don't believe cyclists would be safe at night, even with protected lanes.

I understand that things move slow in the urban planning world, but I think having a conversation or proposal about connecting a protected bike lane on La Crosse St to 2nd St would be easier, and safer. Not to mention helpful for the thousands of college kids that could get to downtown much more safely and sustainably this way.

Thank you for your time,

Caroline Zanon

Craig, Sondra

From: Matthew Hillstrom <hillstrom7783@uwlax.edu>
Sent: Tuesday, November 18, 2025 12:39 PM
To: ZZ Council Members
Subject: Student For Protected Bike Lanes on 3rd/4th St

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Hello,

I am a senior at UW-La Crosse who is invested and experienced in biking all over La Crosse. I got through the first three years of my college education independently without a car. I traveled a lot, consistently working two jobs that I would commute towards on bike nearly daily. One of these jobs was located downtown. I have learned recently I am not allowed to bike on the sidewalks downtown, but I have never biked on the streets after crossing 5th avenue. Its far too dangerous and cramped. Even with no cars in situations like at night, I still feel unsafe. Instead, I would have to join the pedestrian traffic on the sidewalk which never went well with the tight corners and pedestrians downtown. I can recall plenty of times where I've nearly hit someone coming out of a business or around a corner. A separated bike lane downtown would be something that makes me want to go downtown. Imaging downtown as a safe throughway through La Crosse is insane to me, it would've introduced me to so much more that La Crosse has to offer. Instead, I would avoid biking downtown La Crosse and very rarely feel curious or exploratory if I had to go bike through. I want La Crosse to be a better place to bike for all the people I see biking in it, and all my friends who want to bike but don't really feel like it.

Sincerely,

Matthew Hillstrom
Student at UW-La Crosse
Environmental Science
262-515-6725

Craig, Sondra

From: Martin Riese <martin.riese@protonmail.com>
Sent: Monday, November 17, 2025 7:34 PM
To: ZZ Council Members
Subject: Support for Protected Bike Lanes on 3rd & 4th Streets

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Dear La Crosse Common Council Members,

I'm writing to share my support for **Alternative 1**, the option that includes protected bike lanes on 3rd and 4th Streets.

This project is a once-in-a-generation opportunity to make our downtown safer, more connected, and ready for the future. We live at 410 23rd St N and often bike to piano lessons at Leithold Navigating the last bit is always tricky. Anything that would help link up to the King St corridor would be great.

Downtown already has plenty of parking spaces, so we can afford to make space for people. Cities that have made this kind of investment have seen it support local business and create more vibrant, welcoming streets.

Please choose the option that reflects the future we want for La Crosse — a city built around connection, choice, and people.

Thank you for your time and for considering this important decision.

Sincerely,
Martin Riese

Craig, Sondra

From: Josh Miner <jwminer@gmail.com>
Sent: Monday, November 17, 2025 4:01 PM
To: ZZ Council Members
Subject: Re: FOLLOW UP Re: I Support Protected Bike Lanes on 3rd & 4th Streets

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Some actual evidence that eliminating free street parking BOOSTS small business revenue. And La Crosse fits the parameters well with “abundant nearby ramp parking.”

<https://www.businessinsider.com/downtowns-cities-holiday-shopping-eliminating-street-parking-spots-boosts-retail-2023-10>

Please make decisions based on empirical evidence, NOT based on the voiced concerns of residents.

Josh Miner
2225 State St, La Crosse, WI 54601

On Thu, Nov 13, 2025 at 2:01 PM Josh Miner <jwminer@gmail.com> wrote:

I neglected to mention that, despite many people's concern over "lost street parking" with the installation of bike lanes, my experience as a La Crosse resident who drives and parks downtown often is that there is SO MUCH PARKING! We have how many ramps, with how many spaces, built at what cost to city taxpayers?

I understand that it is sometimes difficult as elected leaders to tell your constituents that their concerns are unfounded, or somewhat silly, but assuming accommodations for those with mobility issues, there would no doubt be PLENTY of parking downtown even if 100% of street parking were eliminated. That's literally what the ramps are for, no? Is it really every resident's right to find a spot immediately in front of their destination at all times? I think not.

Thanks!

Josh Miner
2225 State St, La Crosse, WI 54601

On Wed, Nov 12, 2025 at 10:38 AM Josh Miner <jwminer@gmail.com> wrote:

Dear La Crosse Common Council Members,

I'm writing to share my support for **Alternative 1**, the option that includes protected bike lanes on 3rd and 4th Streets.

This project is a once-in-a-generation opportunity to make our downtown safer, more connected, and ready for the future. Adding protected bike lanes will make it easier for people to move through downtown — whether they drive, walk, or bike — without taking any options away.

Downtown already has more than 3,000 parking spaces in surplus, so we can afford to make space for people. Cities that have made this kind of investment have seen it support local business and create more vibrant, welcoming streets.

Please choose the option that reflects the future we want for La Crosse — a city built around connection, choice, and people.

Please remember that, even if you don't personally use bike lanes, adding them is a VERY cheap traffic calming measure, as it generally slows down traffic by making lanes appear somewhat narrower than they would be otherwise. And calmer traffic is something we can ALL appreciate!

Thank you for your time and for considering this important decision.

Sincerely,
Josh Miner, 2225 State St, La Crosse, WI 54601

Craig, Sondra

From: Kevin K <kbksparks@yahoo.com>
Sent: Sunday, November 16, 2025 2:03 PM
To: Weston, Lisa; ZZ Council Members
Subject: Re: Downtown Street / Bike lane Vote

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Hello Lisa,

Thank you for the reply.

I would also like to thank Gary Padesky for his reply in a separate email.

Leaves me wondering where the actual downtown council member is at?

I think you are choosing to look at part of this in a light favorable to your opinion as opposed to say the opinion that was expressed in a Channel 8 survey where nearly some 90% of the voters did NOT want more bike lanes on downtown streets. That seem pretty clear, not much gets that clear these days.

Next, you say there is an abundance of parking downtown. Well maybe over all but not where it's most convenient for most people. The ramps are not near as convenient and unfortunately due to the city mishandling them for so many years they have a very negative feeling to most people not to mention inconvenience to register and pay especially for elderly people as well as visitors who don't need that payment app for any other purpose. I'd suggest the city council park in the city overflow lot by the Octoberfest grounds for a few meetings as it's apparently fine to walk a block or two, cross a few streets, and hope it isn't raining or icy on your way. I'll wait to see the council members prove how convenient that all is.

Also, downtown properties are taxed specifically for the ramps and that was in place of the old parking meters. Then we had to recently fight DMI and the police and the previous mayor to not add on street paid parking. Now we fight to keep parking constantly being taken for bike lanes and bump outs. Where is our reduced tax for the special assessments as we continue to have what we are supposedly paying for taken from us block by block street by street?

I would also like to say your interpretation that this is not part of the city budget is not only short sighted but basically a lie in my opinion. You added 'currently' well maybe the state pays for round one. Who pays for round two like just happened on second street. Will the state be coming to replace, repair, clean the damaged white posts constantly run over on second street once they line "historic downtown 3rd and 4th Streets? There's mention of protected bike lanes? What's the protection method and who will be again paying to maintain those? Will the DOT be funding this forever. I bet not. So to say what you did that it's not budgeting related is very short cited and why we are where we are because this city spends everything and more continually with no look to the future. I also find it interesting that you even added that comment as if to try to appease tax payers it won't cost money which just is not true. Maybe it won't this year. Or next. But just wait.

Your last comment included the idea we need to meet broad needs. Well now do we really? 1. A poll said nearly 90% disagree with the bike lanes downtown. Seems the broad opinion of need has been spoken. 2. This will cost the city money in a few years if not sooner just from making snow removal more difficult and costly working around all the lane dividers. 3. If there is a concern we meet broad needs everywhere then where is the city meeting my broad needs to park in the marsh by the bike trails? Where is the city meeting broad needs to help build properties in those locations also? You and many seem to forget the bikers have been given large funds in certain areas for very specific purposes with absolutely no broad use. Only one specific use. To bike or walk. Why aren't we adding driving lanes and parking lanes in those areas? Now I agree my comment and suggestion here is a stupid idea but it's proof the city makes no attempt to meet broad needs everywhere, your just supporting your position on the subject and neglecting polls showing near 90% DIS approval of bike lanes on 3rd and 4th.

90% against these new bike lanes. Any politician aka city council member who votes against that majority and instead in their own favor and opinion is why this country, much less this city, is such a mess. You all claim to represent then you ignore the obvious that's wanted by a massive majority of those who gave you your chair.

You know, there's a small percentage of residents of La Crosse that would appreciate drug and meth house legalization also, will we be broadening our horizons to meet those folks needs also? Just a thought.

Kevin Kellogg

Sent from my iPhone

On Nov 16, 2025, at 12:52 PM, Weston, Lisa <westonl@cityoflacrosse.org> wrote:

Kevin,

Thanks for your email. There are many people that have opinions about this issue and not every takes the time to communicate with the council members, so I want to start by acknowledging that you have done so! Hearing community thoughts is important and guides all of my decisions.

Few things seem to be as decisive for our community as bike lanes. In general, I don't like to refer votes and prefer to gather the info I need prior to the vote. I did vote to refer this decision for 90 days. I refuse to believe that the options presented by the DOT are the only options we can explore. Furthermore, my hope is that those strong biking advocates spend some time connecting with downtown business owners and others who feel strongly that parking should not be replaced with bike lanes to explore options that meet both needs.

I am aware we have an abundance of parking downtown, but the perception that removing parking will have an impact on business will certainly influence current and potential downtown business owners. I support bike lanes, but do not believe they are needed on every street. Those who are the strongest advocates for bike lanes also acknowledge that we need downtown businesses.

As there is also some confusion out there, I do want to clarify that this is a Wisconsin DOT project and not one that is impacting the current conversation on the La Crosse City Operating Budget. The two issues (bike lanes and budget) are separate issues currently.

My hope is that those who feel strongly continue to reach out to those who feel differently while looking for options that meet broad needs. Let's hope a better option can be found and presented.

Lisa Weston
District 12

From: kbk sparks <kbksparks@yahoo.com>
Sent: Thursday, November 13, 2025 10:27 AM
To: ZZ Council Members <zzcouncilmembers@cityoflacrosse.org>
Subject: Downtown Street / Bike lane Vote

Some people who received this message don't often get email from kbksparks@yahoo.com. [Learn why this is important](#)

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Hello,

DO NOT VOTE TO REMOVE ANY PARKING DOWNTOWN FOR BIKE LANES.

As an owner of three downtown properties, I have had enough of the city council approving taking more and more on street parking from our properties and tenants. I DO NOT care the city feels there is enough ramp parking. Our customers DO NOT want to use the ramps you have failed to maintain, keep safe, and have also repeatedly changed the process for use and payment every couple years, people don't want to study rules and continually comply with new payment methods, gates, kiosk locations, apps. The lack of planning has been obvious by how long these methods have been kept and replaced. City staff that have made such poor decisions should be fired. Council members that blindly followed their lead should be voted out.

DO NOT VOTE TO REMOVE ANY PARKING DOWNTOWN FOR BIKE LANES.

There is an underused bike lane a block away on 2nd and now also on 6th. Why place them in the path of danger on the busy streets and take parking away.

The City Planning department always preaches "highest and best use". I see few bikes ever on these bike lanes, yet I constantly see cars searching for parking which also generates money for the city via ticketing. How are unused bike lanes that never create revenue a higher use than parking spaces used regularly for business access to generate sales tax and monies from parking tickets.

DO NOT VOTE TO REMOVE ANY PARKING DOWNTOWN FOR BIKE LANES.

Please vote to have the parking removed from in front of your homes and properties and replace them with bike lanes if they are such an amazing value.

Kevin Kellogg
608-792-9333

Craig, Sondra

From: Weston, Lisa
Sent: Sunday, November 16, 2025 12:29 PM
To: ZZ Council Members
Subject: Fw: Bike Lane Proposal

From: Eileen Przytarski <przytarski2@aol.com>
Sent: Friday, November 14, 2025 1:47 PM
To: Weston, Lisa <westonl@cityoflacrosse.org>
Subject: Bike Lane Proposal

You don't often get email from przytarski2@aol.com. [Learn why this is important](#)

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Hi Lisa -
We are Ed & Eileen Przytarski at 3229 E Fairchild Street and we would like to share our opinion about the proposal to remove parking spots and create additional bike lanes on Third and Fourth Streets in La Crosse.

We strongly oppose this proposal for a number of reasons.

Eliminating parking spots would make it nearly impossible for anyone, especially the elderly, to patronize downtown businesses. It is very difficult for businesses to get people to shop in person as it is, and this would only make it harder for them.

Traffic flow through La Crosse is very difficult now, and adding bike lanes on the two main routes will only make things worse.

The City has already created bike lanes on Second Street, which are hardly ever used, and have created a nightmare for drivers. If bicyclists want to go through La Crosse, they should start utilizing the existing Second Street bike lanes.

If people are insistent that we need more bike routes, we should be looking at less traveled streets, like Seventh or Eighth Streets.

Thank you for listening to our concerns, and we hope you will consider them in your upcoming discussions and votes on this matter.

Ed & Eileen Przytarski

From: paul.leitholdmusic@gmail.com
Sent: Saturday, November 15, 2025 2:32 PM
To: ZZ Council Members
Subject: Bike lanes on 3rd and 4th St

*** **CAUTION:** This email originated from an external sender. **DO NOT** click links or open attachments unless you recognize the sender and know the content is safe. ***

Dear Council Member,

As a downtown business owner, I am writing to emphasize the importance of preserving free on-street parking on 3rd and 4th Streets rather than replacing it with dedicated bike lanes.

I want to be clear that I have nothing against bicycles or cyclists. Many of my close friends ride regularly, and I fully respect their right to do so. However, when making decisions that affect the entire downtown district, it is important that we maintain perspective on how these streets are used and who depends on them.

1. On-street parking provides year-round value.

Parking spaces are used every day—rain, snow, or shine. Bike lanes, by contrast, are largely seasonal. While a few dedicated riders may cycle in winter, most cyclists simply do not use bike lanes during colder months. Parking, however, remains essential to customers throughout the entire year.

2. Many customers cannot rely on bicycles for transportation.

Shoppers often carry purchases, bring children, or travel with elderly family members or individuals with disabilities. These groups are not likely to bike downtown, and many also cannot walk long distances or navigate parking ramps. Eliminating on-street parking effectively restricts access for people who have no practical alternative.

3. Parking supports local commerce.

On-street parking invites people to stop, browse, dine, shop, and engage with downtown businesses. Bike lanes, by design, facilitate movement *through* the area rather than stopping within it. Customers are not likely to come by bicycle for a dinner date, a cello lesson, a recital, or other activities that require carrying items or traveling with family.

4. Street parking signals that visitors are welcome.

Visible, convenient parking gives the public confidence that downtown is accessible. When parking becomes scarce or inconvenient, potential customers often choose to shop elsewhere.

5. Removing parking limits access for key customer groups.

Elderly patrons, families, and those with mobility challenges rely heavily on street-level parking. Removing these spaces diminishes their ability to visit and support downtown establishments.

My family and I have invested heavily in renovating our building so it can continue to contribute to the vibrancy and economic health of downtown La Crosse. I am concerned that many well-meaning advocates may not fully understand how critical on-street parking is to the downtown business community and how its removal could negatively affect local commerce.

For these reasons, I respectfully urge you to support **Alternative 2**, which preserves the essential parking that downtown businesses—and our customers—depend on.

Thank you for your time and consideration.

Sincerely,

Paul Leithold

Paul Leithold, President
Leithold Piano Co., Inc.
dba:

Leithold Music

Phone: 608-784-7555

Mobile: 608-317-2524

Web: www.Leitholdmusic.com

Email: paul.leitholdmusic@gmail.com

116 4th St S La Crosse, WI 54601

Craig, Sondra

From: Deaf Ear <management@deafear.net>
Sent: Friday, November 14, 2025 10:31 PM
To: ZZ Council Members
Subject: Downtown Parking & Bike Lanes

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To: The La Crosse Common Council

It's been brought to my attention that the city is giving consideration to removing parking spaces in favor of bike lanes on 3rd and 4th Streets.

In regards to this proposal, I would ask the following question:

Does it make sense to remove parking for businesses and residents who are downtown year round in a commercial and residential area in favor of recreational bike lanes that can't be used over winter or when it rains?

We have bike lanes that appear to see light use on 2nd, and that would seem to make the most logical sense for their placement. There's less traffic there, and fewer vehicles unloading and loading for businesses. In addition bikes coming from 2nd have easy access to the rest of downtown, as well as the riverside park area and trails that run through the marsh.

As someone who lives downtown and has worked and run a business on 4th Street for 28 years, the number one complaint I've heard and consistently still hear is the lack of convenient parking. Removing any of the on-street parking that currently exists, especially in front of local businesses would be detrimental to the downtown, and I would ask that you reject this proposal.

Thank you for your consideration.

Sincerely,
Jason Mills
Deaf Ear Records

Craig, Sondra

From: Teresa Pulvermacher <tpulvermacher@viarohealth.com>
Sent: Thursday, November 13, 2025 11:20 AM
To: ZZ Council Members
Subject: Bike Lanes

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Dear City Council Members,

I urge you **not to support the addition of bike lanes on Third and Fourth Street**. These streets provide essential parking for many of our clients visiting Belle Square or Viaro Primary care and fitness for healthcare and therapeutic services—many of whom are elderly, handicapped, or recovering from injuries. Losing this parking would create significant accessibility challenges for those who need it most.

Given that there are already bike lanes just one block west toward the river, this proposal seems excessive and unnecessary. Please help us preserve parking access for those who rely on these vital services.

Thank you for your consideration

Teresa Pulvermacher, FNP-C
President
(262) 228-8017 Office
333 Front St. N, STE 700, La Crosse, WI



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Craig, Sondra

From: Bill Walters <leaf_of_iron@yahoo.com>
Sent: Friday, November 14, 2025 5:38 AM
To: ZZ Council Members
Subject: Support for Protected Bike Lanes on 3rd & 4th Streets

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Dear La Crosse Common Council Members,

I'm writing to share my support for **Alternative 1**, the option that includes protected bike lanes on 3rd and 4th Streets.

This project is a once-in-a-generation opportunity to make our downtown safer, more connected, and ready for the future. Adding protected bike lanes will make it easier for people to move through downtown — whether they drive, walk, or bike — without taking any options away.

Downtown already has more than 3,000 parking spaces in surplus, so we can afford to make space for people. Cities that have made this kind of investment have seen it support local business and create more vibrant, welcoming streets.

Please choose the option that reflects the future we want for La Crosse — a city built around connection, choice, and people.

Thank you for your time and for considering this important decision.

Sincerely,

Bill Walters
1621 20th St S
La Crosse, WI 54601

From: Jeremy Grove <draco4242@hotmail.com>
Sent: Friday, November 14, 2025 12:22 AM
To: ZZ Council Members
Subject: Support for Protected Bike Lanes on 3rd & 4th Streets

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Dear La Crosse Common Council Members,

I'm writing to share my support for Alternative 1, the option that includes protected bike lanes on 3rd and 4th Streets.

This project is a once-in-a-generation opportunity to make our downtown safer, more connected, and ready for the future. Adding protected bike lanes will make it easier for people to move through downtown — whether they drive, walk, or bike — without taking any options away.

Downtown already has more than 3,000 parking spaces in surplus, so we can afford to make space for people. Cities that have made this kind of investment have seen it support local business and create more vibrant, welcoming streets.

Please choose the option that reflects the future we want for La Crosse — a city built around connection, choice, and people.

Thank you for your time and for considering this important decision.

Sincerely,
Jeremy Grove

Get [Outlook for Android](#)

Craig, Sondra

From: Jamie Parsneau <jamie.parsneau@gmail.com>
Sent: Thursday, November 13, 2025 9:33 PM
To: ZZ City Clerk External
Subject: Bike lanes

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Hello,

I want to weigh in on the bike lane issue. I don't like having more bike lanes in place of parking on 3rd and 4th streets. I like being able to park near the store where I plan on going.

My son also takes guitar lessons at Leithhold and we park in 4th street. It would be inconvenient to have to find a parking garage and walk there with a guitar and a binder full of music.

There are already bike lanes already on 2nd street and we have to pay \$350,000 for baracades. Where is this money coming from?

I think a lot of people have similar feelings, but don't think you consider opinions from the public. I don't see the advantage of taking away parking from paying customers for people who barely spend money downtown.

Jamie
Sent from my iPhone

Craig, Sondra

From: Allie Taylor <allisoncochran.taylor@gmail.com>
Sent: Thursday, November 13, 2025 8:53 PM
To: ZZ Council Members
Subject: Support for Protected Bike Lanes on 3rd & 4th Streets

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Dear La Crosse Common Council Members,

I'm writing to share my support for Alternative 1, the option that includes protected bike lanes on 3rd and 4th Streets.

This project is a once-in-a-generation opportunity to make our downtown safer, more connected, and ready for the future. Adding protected bike lanes will make it easier for people to move through downtown — whether they drive, walk, or bike — without taking any options away.

Downtown already has more than 3,000 parking spaces in surplus, so we can afford to make space for people. Cities that have made this kind of investment have seen it support local business and create more vibrant, welcoming streets.

Please choose the option that reflects the future we want for La Crosse — a city built around connection, choice, and people.

Thank you for your time and for considering this important decision.

Sincerely,
Allison Taylor
Sent with ❤️

Craig, Sondra

From: cvm <cvanmaren@protonmail.com>
Sent: Thursday, November 13, 2025 6:39 PM
To: ZZ City Clerk External
Subject: Fw: Vote FOR Climate action and bike lanes

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I didn't see this letter in the list of letters tonight. It was sent at 9:46 a.m. on 11/13. I did include you as an addressee. Or do I only get one letter? Thank you.

catgt

Sent from [Proton Mail](#) for Android.

----- Original Message -----

On Thursday, 11/13/25 at 09:46 cvm <cvanmaren@protonmail.com> wrote:

Dear Council Members,

I am once again urging you to vote for WisDOT Alternative 1, to add protected bike lanes to Third and Fourth Streets when they do the highway reconstruction.

Choosing this option will help us, with WisDOT funds, to achieve some of our important [climate action plan](#) goals:

- TM-1: Decrease commuter and community-wide Vehicle Miles Traveled
- TM 5: Improve the comfort and safety of walking and biking within La Crosse

These action steps are not part of a wish list to make things happier and nicer in our city. These are specific required actions to reduce our community-wide carbon emissions. These are actions that we have committed to by approving the comprehensive climate action plan and that you, as our representatives, need to take seriously. They must be done to even have a chance to get where we need to be.

I have heard that some council members may not vote for the WisDOT Alternative 1, with bike lanes, because of concerns from some citizens with disabilities.

I have many friends within that community and have learned from them about their frustrations with continual second class/afterthought treatment and their fears about yet more obstacles to endure. As a transportation equity advocate who helped organize the recently completed Week Without Driving, I have seen and learned about the inequities that result when those with disabilities are left out of the discussion, planning, and decision-making.

I also know that if ALL of us don't speed up and strengthen our climate action right now, NONE of us will be better off as global temperatures continue to rise and severe weather events continue to devastate communities and drain community infrastructure funds. And, it's not something that will get worse and then fix itself. It will get worse and worse and worse. We are baking in the worst by ignoring the actions that must be taken today.

There are ways to include and incorporate the voices and needs of those with disabilities into good bicycle infrastructure design as described in this article:

<https://sf.streetsblog.org/2020/03/19/protected-bike-lanes-seniors-and-the-disabled> and laid out in these resources from city governments - <https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf> and <https://cmap.illinois.gov/news-updates/accessibility-considerations-for-bike-lanes/> I'm sure there are other examples and resources. We can ensure the concerns, suggestions, and needs of those with disabilities are built in to this project.

A thoughtful, collaborative approach to designing this project might actually improve access for those with mobility and vision impairments and be a model for future projects state-wide. We have some new WisDOT experts who seem very eager to look at modern, inclusive solutions and updated possibilities. We are also bound by PROWAG to ensure projects are accessible and ADA compliant.

In other words, adding bike infrastructure does not automatically lead to worsening the experiences of those with disabilities.

BUT if we fail, over and over again, to take the actions REQUIRED to be taken by our climate action plan, which we spent many thousands of dollars and many citizen hours preparing, honing, and finalizing, it is pretty much certain that we are baking in an uninhabitable near future for our children, young people, and maybe even ourselves.

I urge you to read just the introduction to the recently published 2025 State of the Climate Report. <https://iefworld.org/climate/2025>. This is not some crazy theory from a guy on the internet. This is the official conclusion by global experts on the state of the disaster that we all must address right away.

"We are hurtling toward climate chaos. The planet's vital signs are flashing red. The consequences of human-driven alterations of the climate are no longer future threats but are here now. **This unfolding emergency stems from failed foresight, political inaction, unsustainable economic systems, and misinformation.** ... The window to prevent the worst outcomes is rapidly closing." [emphasis mine]

Really, it's **not** an either-or decision. It **must** be BOTH-AND. ALL citizens must have the ability to get around our city AND we must take strong climate action now.

We can do both. We have to do both. Please vote for Alternative 1 with bike lanes. Please call me if you have questions or need more information. (And please excuse typos – no matter how many times I spell check and proof read, there's always at least one.)

Thank you for listening.

Cathy Van Maren

608-315-2693

Craig, Sondra

From: Goggin, Erin
Sent: Thursday, November 13, 2025 5:54 PM
To: Craig, Sondra
Subject: FW: Feedback on Downtown 3rd/4th Street - Vote for Alternative 2

From: Alexandra Gunderson <lexi@bleachedbehavior.com>
Sent: Wednesday, November 12, 2025 10:15 AM
To: Newberry, Aron <newberrya@cityoflacrosse.org>; Janssen, Barb <janssenb@cityoflacrosse.org>; Kahlow, Chris <kahlowc@cityoflacrosse.org>; Bedford, Crystal <bedfordc@cityoflacrosse.org>; Goggin, Erin <goggine@cityoflacrosse.org>; Padesky, Gary <padeskyg@cityoflacrosse.org>; Trost, Jennifer <trostj@cityoflacrosse.org>; Sleznikow, Larry <sleznikowl@cityoflacrosse.org>; Weston, Lisa <westonl@cityoflacrosse.org>; Mindel, Mackenzie <mindelm@cityoflacrosse.org>; Stine, Olivia <stineo@cityoflacrosse.org>; Northwood, Rosanne <northwoodr@cityoflacrosse.org>; Washington-Spivey, Shaundel <washingtonspiveys@cityoflacrosse.org>; Dickinson, Tamra <dickinsont@cityoflacrosse.org>
Subject: Feedback on Downtown 3rd/4th Street - Vote for Alternative 2

You don't often get email from lexi@bleachedbehavior.com. [Learn why this is important](#)

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Dear City Council Members,

As a supporter of La Crosse who is deeply committed to the strength of our downtown, I urge you to reject any proposal that removes on-street parking for bike lanes. Convenient parking is vital to downtown's economic health, accessibility, and overall vitality. Many people, especially older adults, families with children, and those with mobility challenges rely on being able to park close to their destinations. Eliminating on-street parking will both deter and make it harder for people to come downtown and ultimately hurt local commerce, the very heart of our community.

For these reasons, I strongly support Alternative 2, which preserves existing on-street parking and ensures continued accessibility for all while still allowing thoughtful discussion on other improvements. I urge the Council to prioritize decisions that protect downtown businesses and sustain La Crosse's economic future.

Thank you for your time and dedication to our community.

Sincerely,
Lexi Gunderson

--



Craig, Sondra

From: Goggin, Erin
Sent: Thursday, November 13, 2025 5:51 PM
To: Craig, Sondra
Subject: FW: Downtown Parking

From: sara@treehuggersco-op.com <sara@treehuggersco-op.com>
Sent: Wednesday, November 12, 2025 3:26 PM
To: Newberry, Aron <Newberrya@cityoflacrosse.org>; Janssen, Barb <Janssenb@cityoflacrosse.org>; Kahlow, Chris <Kahlowc@cityoflacrosse.org>; Bedford, Crystal <Bedfordc@cityoflacrosse.org>; Goggin, Erin <Goggine@cityoflacrosse.org>; Padesky, Gary <Padeskyg@cityoflacrosse.org>; Trost, Jennifer <Trostj@cityoflacrosse.org>; Sleznikow, Larry <Sleznikowl@cityoflacrosse.org>; Weston, Lisa <Westonl@cityoflacrosse.org>; Mindel, Mackenzie <Mindelm@cityoflacrosse.org>; Stine, Olivia <Stineo@cityoflacrosse.org>; Northwood, Rosanne <Northwoodr@cityoflacrosse.org>; Washington-Spivey, Shaundel <Washingtonspiveys@cityoflacrosse.org>; Dickinson, Tamra <dickinsont@cityoflacrosse.org>
Subject: Downtown Parking

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Dear City Council Members,

As a supporter of La Crosse who is deeply committed to the strength of our downtown, I urge you to reject any proposal that removes on-street parking for bike lanes. Convenient parking is vital to downtown's economic health, accessibility, and overall vitality. Many people, especially older adults, families with children, and those with mobility challenges rely on being able to park close to their destinations. Eliminating on-street parking will both deter and make it harder for people to come downtown and ultimately hurt local commerce, the very heart of our community.

For these reasons, I strongly support Alternative 2, which preserves existing on-street parking and ensures continued accessibility for all while still allowing thoughtful discussion on other improvements. I urge the Council to prioritize decisions that protect downtown businesses and sustain La Crosse's economic future.

Thank you for your time and dedication to our community.

Sincerely

Sara Welch

Store Manager

312 4th St. South

La Crosse, WI 54601

(608)782-8733

www.treehuggersco-op.com

sara@treehuggersco-op.com



Craig, Sonda

From: Jud Beck <Jud.Beck@wearegreenbay.com>
Sent: Thursday, November 13, 2025 4:26 PM
To: ZZ Council Members
Subject: Don't remove downtown street parking.

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Removing parking from downtown is not a good idea for small businesses or shoppers. I have a rare perspective. I split time between Green Bay and La Crosse and have an apartment downtown Green Bay in addition to my home in La Crosse. City of Green Bay removed/made street parking difficult and expensive and it hurts the downtown merchants. The parking garages go unused and people go elsewhere for commerce. This despite a lot of money invested in making downtown Green Bay an enticing place for shoppers and small businesses. Downtown Green Bay is dead, with the exception of people who live downtown or when there is a major event. A ton of downtown Green Bay real estate is vacant. Drive down Washington Street and tell me I'm wrong.

Don't remove downtown street parking.

Judson Beck
VP General Manager
WFRV-TV Green Bay
1181 East Mason Street
Green Bay, WI 54301
920.430.3671 Office
708.714.0007 Cell
jbeck@wearegreenbay.com



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Craig, Sondra

From: Keila Kittelson <keilakittelson@outlook.com>
Sent: Thursday, November 13, 2025 3:30 PM
To: ZZ Council Members
Subject: Withdrawal for Protected Bike Lanes on 3rd and 4th streets

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Hello,

I would like to withdrawal my previous email for being in favor of protected bike lanes on 3rd and 4th streets. I realized I misunderstood the context after submitting.

Thank you,

Keila Kittelson

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