



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Meeting Agenda - Final

Bicycle-Pedestrian Advisory Committee

Tuesday, March 11, 2025

8:30 AM

City Hall - 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 via video conferencing with the link below.

Join Zoom Meeting:

<https://cityoflacrosse-org.zoom.us/j/83941902780?pwd=dm96S21idGJMdWdxUkdRRE96RUZSdz09>

Meeting ID: 839 4190 2780

Passcode: 856024

Dial by your location

1-312-626-6799

Call to Order

Roll Call

Approval of Minutes from the February 11th, 2025 meeting.

Agenda Items:

1. Bike Registration Update (529 Garage).
2. [25-0057](#) AN ORDINANCE to create Section 2-360(d) of the Code of Ordinances of the City of La Crosse regarding improvements to sidewalks.
Sponsors: Happel
Attachments: [Ordinance](#)
[Staff Report](#)
3. Discussion on Wisconsin Bike Week.
4. [25-0293](#) City of La Crosse Silver-Level Designation as a Bicycle Friendly Community.
Attachments: [2024 Bicycle Friendly Community Report Card](#)
[2024 Bicycle Friendly Community Public Survey Summary](#)
5. Updates (Youth Climate Action Fund, Safe Streets for All, etc.) and Call for Future Agenda Items.

Adjournment

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 and Pedestrian Advisory Committee Members: CM Larry Sleznikow, Brooke Pataska, Grace Janssen, Jeff Fennie, Randi Pueschner, Robert Young, Stephanie Sward, Chelsey Boldon



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 25-0057

Agenda Date: 4/2/2025

Version: 1

Status: New Business

In Control: Judiciary & Administration Committee

File Type: Ordinance

Agenda Number: 2.

ORDINANCE NO.: _____

AN ORDINANCE to create Section 2-360(d) of the Code of Ordinances of the City of La Crosse regarding improvements to sidewalks.

THE COMMON COUNCIL of the City of La Crosse do ordain as follows:

SECTION I: Section 2-360(d) is hereby created to read as follows:

(d) *Sidewalks*. In order for any Sidewalk Project to be approved by the City Council within the Capital Budget pursuant to Section 2-358 of this Code, the City must receive consent for the Sidewalk Project from more than 50% of the property owners abutting the area where the new sidewalk would be constructed. For this subsection, "Sidewalk Project" means any new sidewalk construction project included within the Capital Budget where sidewalk does not already exist with an estimated cost exceeding \$25,000. "Sidewalk Project" excludes any Capital Budget project to maintain, upgrade or remove any previously existing sidewalk.

SECTION II: Should any portion of this ordinance be declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this division shall not be affected.

SECTION III: This ordinance shall take effect and be in force from and after its passage and publication.

Mitch Reynolds, Mayor

Nikki M. Elsen, City Clerk

Passed:
Approved:
Published:



CITY OF LA CROSSE

400 La Crosse Street
La Crosse, Wisconsin 54601
(608) 789-CITY
www.cityoflacrosse.org

LEGISLATION STAFF REPORT FOR COUNCIL

File ID Caption

Staff/Department Responsible for Legislation

Requestor of Legislation

Location, if applicable

Summary/Purpose

Background

Fiscal Impact

Staff Recommendation



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 25-0293

Agenda Date:

Version: 1

Status: Agenda Ready

In Control: Bicycle-Pedestrian Advisory Committee

File Type: General Item

Agenda Number: 4.



La Crosse, WI



2024 BFC Award: Silver
Award History: Silver since 2011;
 Previously Bronze since 2007.

La Crosse's BFA Program Stats

of Local Bicycle Friendly Businesses: **5**
 # of Local Bicycle Friendly Universities: **0**
 # of Local League Cycling Instructors: **1**
 Wisconsin's Bicycle Friendly State Ranking: **#27**

| The 5 Es Category Scores | La Crosse | Max Score this round |
|--------------------------|-----------|----------------------|
| Engineering | 34.98% | 79.26% |
| Education | 44.59% | 83.25% |
| Encouragement | 35.17% | 90.86% |
| Evaluation & Planning | 34.36% | 75.73% |
| Equity & Accessibility | 26.31% | 75.47% |

Community Profile

Population: 52,682
 (Size classification for weighted scoring: Medium)
 Area: 21.7 square miles
 Population Density: 2,427.70 people/square mile
 Land Classification: Mixed Suburban/Urban/Rural
 Poverty Rate: 21%*
 Median Household Income: \$54,836*
 Percent of the Population that Speaks a Language Other Than English at Home: 5.4%*
 Percent with Disability: 12.7%*
 Percent of Households with No Vehicle Available: 10.8%*

*Source: https://data.census.gov/profile/La_Crosse_city,_Wisconsin?q=160XX00US5540775

La Crosse's Bike Links

Bike Network Map, if available:
<https://www.google.com/maps/d/edit?mid=1LdIU2qWFDw-Jx2LfcrNWHOvL5YJY4nM&usp=sharing>

Bike Plan, if available:
<https://forwardlacrosse.org/>

Key Outcomes

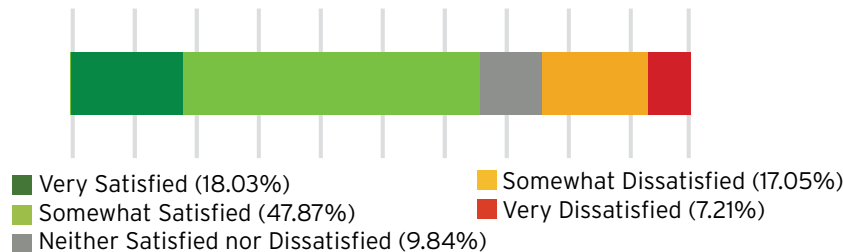
Overall Commuter Ridership: 1.7%
 Male Commuter Ridership: 2.2%
 Female Commuter Ridership: 1.3%
 (Bicycle Mode Share among commuters, according to the Census Bureau's 2022 or 2023 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown
 (Reported by applicant)

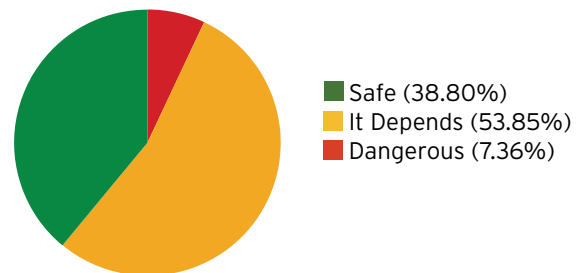
Annual Average Bicyclist Crashes in last 5 years: 19.6
Annual Average Bicyclist Fatalities in last 5 years: 0
 (Crashes and Fatalities both reported by applicant)

2024 BFC Public Survey Response Summary for La Crosse, WI

How satisfied are you with how this community is designed for making bike riding safe? (n = 305)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 299)



What are the top 1-3 changes you would most like to see the local government make in this community for bicyclists? (n = 307)

1. More bike lanes (41.04%)
2. More bike paths (40.07%)
3. Improve existing bike lanes to protected bike lanes (38.76%)
4. Improve markings and signage that direct people to safe bike routes (25.08%)

About this Report Card

The following scores are based on the online application submitted by La Crosse in the 2024 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All 2024 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

| ENGINEERING | <i>La Crosse earned a weighted score of 34.98% in the Engineering Category. Below is the full breakdown of points that La Crosse earned in each subcategory within the Engineering section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|--------------------------|---|---|
| | Engineering Subcategories | La Crosse's Subcategory Points in Engineering |
| | Policies and Design Standards for the Built Environment | 6.3 / 41 pts |
| | End-of-Trip Facilities | 14.0 / 44 pts |
| | Bicycle Network | 23.6 / 128 pts |
| | Network Maintenance | 10.8 / 32 pts |
| | Bicycle Access to Public Transportation | 10.6 / 23 pts |
| | Bike Sharing | 5.0 / 24 pts |
| | Other Bicycle-Related Amenities | 1.8 / 6 pts |
| | Regional Coordination | 5.0 / 23 pts |
| Engineering Bonus Points | 4.3 / 10 pts | |

| EDUCATION | <i>La Crosse earned a weighted score of 44.59% in the Education Category. Below is the full breakdown of points that La Crosse earned in each subcategory of the Education section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|------------------------|---|---|
| | Education Subcategories | La Crosse's Subcategory Points in Education |
| | Youth Bicycle Education | 40.7 / 68 pts |
| | Adult Bicycle Education | 13.7 / 47 pts |
| | Motorist Education | 7.8 / 28 pts |
| | Bicycle Safety Education Resources | 0.2 / 16 pts |
| | Inclusive Education | 0.3 / 26 pts |
| Education Bonus Points | 1.5 / 7 pts | |

| ENCOURAGEMENT | <i>La Crosse earned a weighted score of 35.17% in the Encouragement Category. Below is the full breakdown of points that La Crosse earned in each subcategory of the Encouragement section section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|----------------------|---|---|
| | Encouragement Subcategories | La Crosse's Subcategory Points in Encouragement |
| | Encouragement Policies, Programs and Partnerships | 2.6 / 17 pts |
| | Route-Finding Support | 1.0 / 10 pts |
| | Bicycle Culture and Promotion | 35.3 / 91 pts |
| | Access To Bicycle Equipment and Repair Services | 5.8 / 35 pts |
| | Reducing Work-Related/Fleet VMT | 3.0 / 11 pts |
| | Encouragement Bonus Points | 3.1 / 7 pts |

| EVALUATION & PLANNING | <i>La Crosse earned a weighted score of 34.36% in the Evaluation & Planning Category. Below is the full breakdown of points that La Crosse earned in each subcategory of the Evaluation & Planning section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|------------------------------------|---|---|
| | Evaluation & Planning Subcategories | La Crosse's Subcategory Points in Evaluation & Planning |
| | Staffing And Committees | 10.3 / 35 pts |
| | Public Engagement for Bicycle Planning | 3.5 / 35 pts |
| | Planning, Funding, And Implementation | 12.4 / 46 pts |
| | Evaluating The Bicycle Network | - / 25 pts |
| | Evaluating Ridership | 0.4 / 20 pts |
| | Evaluating & Improving Safety Outcomes | 18.6 / 42 pts |
| Evaluation & Planning Bonus Points | 5.4 / 15 pts | |

| EQUITY & ACCESSIBILITY | <i>La Crosse earned a weighted score of 26.31% in the Equity & Accessibility Category. Below is the full breakdown of points that La Crosse earned in each subcategory of the Equity & Accessibility section, compared to the total points available in that subcategory from the 2024 BFC application.</i> | |
|-------------------------------------|---|--|
| | Equity & Accessibility Subcategories | La Crosse's Subcategory Points in Equity & Accessibility |
| | Equity & Accessibility Staffing, Committees, & Partnerships | 8.0 / 24 pts |
| | Equity Data Collection & Goals | 4.8 / 27 pts |
| | Equity & Accessibility Policies & Plans | 10.6 / 21 pts |
| | Equity & Accessibility in Engineering | 4.0 / 44 pts |
| | Equity & Accessibility in Education | 5.4 / 52 pts |
| | Equity & Accessibility in Encouragement | 4.3 / 42 pts |
| | Equity & Accessibility in Evaluation & Planning | 7.4 / 51 pts |
| Equity & Accessibility Bonus Points | 2.9 / 9 pts | |



La Crosse, WI

2024 BFC Award: Silver | Award History: Silver since 2011, previously Bronze since 2007.

FEEDBACK TO IMPROVE:

To maintain and improve on La Crosse's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Continue to improve and expand the low-stress bike network for all ages and abilities, and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people who bike in other cities throughout the United States.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines.
- » Continue to increase the amount of high quality bicycle parking available throughout the community. Develop or adopt updated Bicycle Parking Standards to ensure that bike parking always meets or exceeds all APBP standards and also accommodates cargo bikes, recumbents, adaptive cycles, and other non-standard bicycles. (See www.apbp.org/bicycle-parking-solutions)
- » Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.
- » Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive, welcoming environment.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs. Visit bikeleague.org/ridesmart for more information.
- » Continue to encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk,



La Crosse, WI

2024 BFC Award: Silver | Award History: Silver since 2011, previously Bronze since 2007.

FEEDBACK TO IMPROVE, CONTINUED:

either by creating a new dedicated position or expanding the responsibilities of current staff. Ensure that this position is well supported with training and professional development opportunities to stay up-to-speed on the latest best practices and safety guidelines for bicycle planning, outreach, and infrastructure.

- » Congratulations on adopting the 2024 update to your Bicycle and Pedestrian Master Plan. This plan will be a blueprint for improvements and has many great recommendations for a more connected network of safe and comfortable bicycle facilities. Ensure that there is dedicated funding for the implementation of all types of bicycle infrastructure recommended by the new plan.
- » Congratulations on receiving a Safe Streets for All (SS4A) Grant to create a Safety Action Plan for the City of La Crosse! As part of this Safety Action Plan, we encourage the city to formally adopt an official goal to eliminate traffic fatalities and serious injuries, potentially as part of a larger Vision Zero policy, to support and strengthen a comprehensive road safety plan. Use the new plan to collect data about bicyclist safety and perceptions of safety, and to identify specific strategies that will reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.
- » Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.
- » Adopt a goal for a target level of bicycle use (percent of trips made by bike) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress toward your adopted goal.
- » Your Bicycle Friendly Community application reported that ACS data shows a gender gap in bicycle modeshare (2.2% of male commuters bike to work, compared to 1.3% of female commuters, according to ACS data). Consider how focused outreach around bicycling education, encouragement, and engagement could help bring more women to bike for transportation in La Crosse. Consider how local data collection efforts may be able to further inform your work by capturing gender in other bike use and modeshare counts, as well as identifying gender disparities in perceptions of safety and barriers to bicycling.



La Crosse, WI

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FEEDBACK TO IMPROVE, CONTINUED:

- » Work with any local residents with disabilities and/or disability rights organizations to discuss and learn how the city's bicycling efforts can further improve accessibility for cyclists with disabilities and incorporate principles of universal design. Conduct an accessibility audit of your bike infrastructure and end-of-trip facilities, and work to build more intentional inclusion of people with disabilities during your community's outreach, engagement, and planning processes.
- » Continue to build on your existing partnerships with local, regional, and statewide public health agencies and organizations that can support efforts to create more opportunities for bicycling and increase physical activity through community design. To further show your community's commitment to health and wellness through active transportation, work with local elected officials to pass an Active People, Healthy NationSM Proclamation this year. Active People, Healthy NationSM is a national initiative led by the Centers for Disease Control and Prevention to help 27 million Americans become more physically active by 2027. Learn more at: <https://www.cdc.gov/active-people-healthy-nation/php/data-research/proclamations.html>.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-2024>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The BFC Ideabook and Map:** <https://bikeleague.org/BFCIdeaBook>
- » **The League's Benchmarking Project on Biking & Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State (BFS) Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **National Bike Month Resources:** <https://bikeleague.org/bikemonth>
- » **More Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:** <https://bikeleague.org/federal-funding-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:** https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>

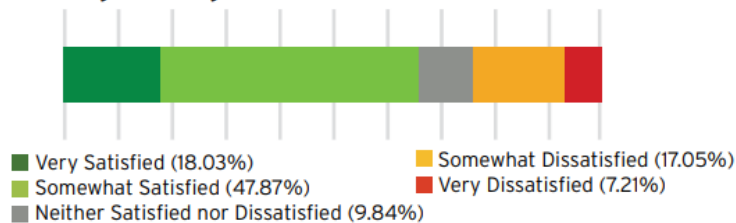
2024 Bicycle Friendly Community Public Survey Summary

372 Total Responses

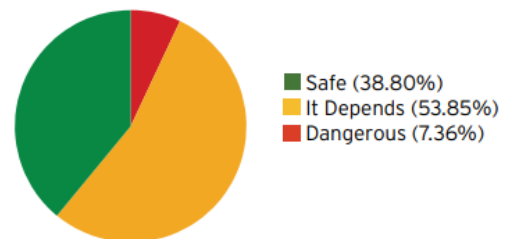
Notable Survey Responses:

- During optimal weather, **72% of respondents ride their bike at least once a week**
- Bike lanes are available within a quarter mile of **70% of respondents**
- The top three changes respondents wanted to see the local government make in the community were:
 - More bike lanes
 - More bike paths
 - And improving existing bike lanes to protected bike lanes

How satisfied are you with how this community is designed for making bike riding safe? (n = 305)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 299)



Summary of responses for what the community should do to become more bicycle-friendly:

1. Infrastructure Improvement:

- Many comments emphasized the need for protected bike lanes, especially on busy streets, with clear barriers separating cyclists from car traffic.
- Several comments suggest expanding bike paths, particularly in areas that are currently disconnected, with suggestions to create dedicated bike paths/routes away from high-traffic areas.
- Improving Existing Infrastructure - suggestions included improving current bike lanes and paths as well.
- Improving bike-friendly crossings, including intersections with better signaling and bicycle detection at traffic lights.

2. Connectivity and Design:

- Need identified to better connect bike lanes to create a continuous and safe network.
- Suggestions for more bike paths that are separate from traffic or that avoid busy roads. Some proposed creating paths along parks, rail beds, or the Mississippi River.

3. Education and Enforcement:

- Many comments stressed the importance of educating drivers about bike lanes, safety protocols, and sharing the road with cyclists.
- Several respondents recommended stronger enforcement of traffic laws for both cyclists and drivers, including the need for police to monitor distracted driving and cyclists who break traffic rules.
- Some comments suggested incentivizing bike use, such as hosting bike events.

4. Parking and Access:

- Increasing bike parking, particularly in downtown areas, parks, and popular destinations.
- Some suggested adding bike repair stations and ensuring bike lanes and paths are accessible to people with various types of bikes, including trikes.

5. Safety Concerns:

- There were many concerns about navigating busy intersections, suggestions included bike-specific traffic lights and improved bike lane crossings.
- Suggestions to reduce traffic speeds on popular bike corridors.

6. Additional Proposals:

- Some suggested offering incentives for cyclists, such as discounts from businesses for bikers or other programs to encourage more cycling.
- A few responses proposed creating car-free zones in downtown areas or along major bike routes to improve safety for cyclists and pedestrians.
- Expanding bike share options was mentioned as a way to increase access to cycling.

Summary of Responses for Hazards/Barriers to cycling that should be addressed immediately:

1. Unsafe Roads and Intersections:

- Poor road conditions (potholes, cracks, and debris) make cycling hazardous.
- Lack of consistent or protected bike lanes, with lanes often ending abruptly and not connecting.
- Dangerous intersections and difficulty crossing high-traffic roads.

2. Driver Behavior:

- Inattentive, speeding, or distracted drivers.
- Cars parking in bike lanes or using bike lanes as loading zones, forcing cyclists into traffic.
- General lack of respect for cyclists on the road, with some motorists thinking that cyclists should use sidewalks instead.

3. Infrastructure Issues:

- Bump-outs and other road designs that force cyclists into traffic or create dangerous situations.
- Lack of bike parking, particularly in visible and secure locations, with bike theft being a significant issue.
- Missing or inadequate bike lanes on key roads, such as bridges or roads connecting to destinations (arterials).

4. External Hazards:

- Flooding of trails, particularly those passing through the marsh.
- Railroad track crossings and narrow viaducts.

Summary of Responses for Community Efforts that are Deserving of Praise:

1. Infrastructure Improvements:

- Protected bike lanes on 2nd Street.
- Neighborhood Greenways - King Street. Many comments noted the protected crosswalk at King Street and West Avenue.

- Marsh Trails and State Trails.

2. Trail and Path Development:

- Expanding the network of trails, for transportation and recreation, including projects like the Wagon Wheel Trail.
- The development of mountain bike trails (ORA Trails and the Trail Farm project).

3. Community and Advocacy Efforts:

- The Beer by Bike Brigade (BBBB) and Drift Cycle programs.
- Active advocacy from groups like ORA, the Bicycle-Pedestrian Advisory Committee (BPAC), and local bike shops, which help improve biking infrastructure and raise awareness.
- Community bike programs, such as youth mountain biking teams, that encourage cycling culture and safety.

4. Safety and Accessibility:

- Increased bike safety features (bike-friendly traffic signals and protected bike lanes).
- Many comments noted appreciation for the bike valet at Moon Tunes.

5. Community Engagement and Events:

- The development of a bicycle-friendly culture through group rides and advocacy.
- The commitment of local schools and SRTS program to foster biking as a transportation method through bike education programs.