

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Tuesday, April 14, 2026 5:19 PM
To: Craig, Sondra; Elsen, Nikki; Janssen, Barb; Kahlow, Chris; Sleznikow, Larry; Trost, Jennifer; Mindel, Mackenzie; Dickinson, Tamra; Goggin, Erin; Steele, Annette; Washington-Spivey, Shaundel; Weston, Lisa; Newberry, Aron; Bedford, Crystal; Padesky, Gary; Stine, Olivia; Northwood, Rosanne
Subject: City Council Contact Form: Urging amendments to 26-0377
Attachments: 2000-9-13 bike trail.jpg

Submitted on: 4/14/2026

Name: Kevin Hundt

Email Address: kevinhundt0@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: 26-0377

Subject: Urging amendments to 26-0377

I urge two amendments on 26-0377.

First, change 34-68(d)(1)b. to: "On any sidewalks and the mezzanine at Grandad Bluff Park;" , delete c., and move up subsequent items

I don't see the case for banning bicycles from the Levees and Friendship Garden.

No information has been presented showing collisions, injuries, or property damage from people cycling in these places. At the 4/14 Bicycle-Pedestrian Committee meeting, a neighbor who testified in support of keeping bicycles off sidewalks witnessed what he described as near-collisions, but no injuries, and was not personally a victim. He was also in support of a ban on bicycles on sidewalks in the park, which is not in this legislation and would be in contradiction to other policies such as the Drift Cycle stations in the park.

We have a cycling-on-sidewalks ordinance, 44-223(6), which is sufficient to regulate these locations. Specifically, it requires a reasonable rate of speed, yielding right-of-way to pedestrians, and due care when passing a pedestrian, or dismounting and walking with the bicycle if passing cannot be accomplished safely. This addresses the concerns that have been expressed.

If that ordinance and the existing de jure ban on cycling on Riverside Park sidewalks are currently not enforced, then there doesn't seem to be any reason to believe a ban on cycling on the Levees and through the Friendship Garden would be enforced either. Going after cyclists who are riding in these places but not terrorizing or injuring pedestrians does not seem like a good use of police resources.

Relying on the cycling-on-sidewalks ordinance allows flexibility for cyclists when there are few or no pedestrians. Implementing this ban rather than using the cycling-on-sidewalks ordinance punishes bicyclists who are not being hazardous.

Regarding the levees specifically, the purpose of cycling there is recreational. This is the purpose of parks-recreation. Biking right next to the river, at water level, is a unique experience in the city. Parallel routes on Front Street and Second Street fulfill a transportation function, but do not reproduce this recreational purpose.

Cycling on the levees is safer than on the sidewalks along those stretches. The levees are much wider than the sidewalks and there is lower pedestrian density. There are routinely groups of park users congregating on the sidewalk on the spot directly west of the bandshell in particular; going on the levee allows cyclists to avoid them entirely.

At the Bicycle-Pedestrian Committee meeting, the Parks Department representative cited boats and ropes as a reason to disallow cycling on the levees. However, when there are riverboats docked, the levees are usually closed off entirely.

The Friendship Garden has two paths; one through the 'heart' of the garden, and one blacktop which connects smoothly to the multimodal trail bordering the La Crosse River. The blacktop path is the obvious and logical route that bicyclists entering the Park from that trail are naturally directed along. The current prescribed route for cyclists directs them through the parking lot. This is potentially hazardous, as there are vehicles frequently pulling in and out of parking stalls. It is also very unpleasant due to the general parking lot aesthetic and potholes.

This is the connection point between our premier multimodal trail and our premier park. It should be equally high-quality.

I believe that this section of trail was built for bicycles. I have not been able to find a map or photographic evidence, but a 9/13/2000 Tribune article states that there would be construction on "the existing bike/hiking trail between Riverside Park and the Old Rail Trail". I am attaching this article.

Rather than banning bicycles from the Friendship Garden, consider adding an entry/archway between the blacktop path and the western half of the Friendship Garden, to visually discourage bicyclists from going that way. We should also consider improving the route at the southern end of that path to create clearer direction for bicycles.

In the future, if clear information is produced showing an unacceptable rate of collisions or unsafe behavior caused by bicyclists in these places, then I would be willing to concede the necessity of restoring this ban. But if that data does not exist then there is no cause of action for the ban.

Second, I would also like to request this change:

34-68(d)(2)b.: Add "excepting the gravel trail crossing the Forest Hills Golf Course connecting to Quarry Rd, solely for the purpose of transiting and not to linger or loiter" and append 34-68(d)(2)d. with "excepting the gravel trail mentioned in b." or similar language.

We didn't have enough time to discuss this at the BPAC meeting, but my interpretation of the current language is that it would ban EPAMDs and electric scooters from the gravel path that connects the railroad underpass at Forest Hills to Quarry Road, which is a bicycle and pedestrian route for accessing Hixon Forest. It seems unfair to ban these modes of transportation from this route and I don't see why it would be necessary to do so. Banning non-golfing activities in the rest of the golf course seems reasonable, however.

Kevin Hundt

9-13-2000 D2

La Crosse River trail under construction

The city of La Crosse has begun constructing a bike trail along the La Crosse River.

Sections of the existing trail along the river and the Old Rail Trail north of Myrick Park will be closed to users during construction.

The project is to pave the existing bike/hiking trail between Riverside Park and the Old Rail Trail north of Myrick Park and to build a new trail between the River Valley Drive and Palace Street intersection and the Great River Trail near Hwy. 16.

Users are asked not to use the sections under construction, which will be barricaded.