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Sent: Wednesday, October 8, 2025 11:17 AM
To: ZZ Council Members
Subject: Please Support the 2nd Street Cycle Track Barrier

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Council Members,

La Crosse is about 40 percent non drivers. For many people who get around without a car, whether by choice, disability, or cost, the way our streets are set up is often unpleasant and unsafe. I bike most places, and I use the 2nd Street cycle track all the time. Recently, it has been basically unprotected because most of the plastic pylons have been knocked down by cars.

Some people point to current ridership numbers as a reason not to invest further. But those numbers need context. Our bike network is full of gaps. The 2nd Street cycle track is one piece of that same puzzle. Imagine building a new road that is isolated from other roads, and then saying not many people are using it yet. Of course they are not yet, how do you expect most people to get there? The same logic applies here.

I also want to share something someone once told me when I asked why they drive to campus: *"I would love to walk or bike to campus, but people in La Crosse drive like s**** and I would rather get hit in my car than hit walking or biking." That captures exactly why we need a truly protected network that feels safe whether you are 8 years old, 80 years old, or anywhere in between.

As a young professional in La Crosse, I often think about whether I will stay here long term. A lot of that depends on whether the city reflects the kind of life I want to live: active, sustainable, and connected. There is plenty of data showing that my generation values this. And when I show friends from other cities the 2nd Street cycle track, they are impressed. Their reaction is usually: *"Why do I not have this where I live?!"* Investments like this make La Crosse an attractive place to live, work and play.

A few additional points:

- Through numerous planning efforts, from Imagine 2040 to the new comprehensive plan Forward La Crosse, residents have consistently called for a safe multimodal transportation network. Paint and flimsy pylons do not meet that need.
- This grant also covers updated signage, making the cycle track easier for everyone, drivers and cyclists alike, to navigate.

This decision is about more than just one street. A concrete barrier is about following through on the city's own plans, keeping people safe, making this investment last, and building the kind of community that people, especially the next generation, want to call home.

Thank you
Andrew Ericson

Additional note: I attached a snapshot of what our current bicycle network looks like. The blue lines you see are painted bike lanes, which while counted as infrastructure, do not provide meaningful comfort or safety for the vast majority of people.

