

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:11 PM
To: Elsen, Nikki
Subject: Fw: Citizen Bike lanes Opinion

From: Kaden Steltenpohl <steltenpohl1160@uwlax.edu>
Sent: Friday, January 30, 2026 4:35 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject:

*** 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 Olivia Stine.

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for (choose one; Hybrid option or Alt 2).

I want to express my support for ALT 2

I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:20 PM
To: Elsen, Nikki
Subject: Fw: Downtown Parking

From: Samantha Brown <brown4315@uwlax.edu>
Sent: Friday, January 30, 2026 4:35 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: Downtown Parking

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Dear Council Member Olivia Stine.

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for Alt 2. I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place.

Respectfully,
Samantha Brown

Brown4315@uwlax.edu

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:25 PM
To: Elsen, Nikki
Subject: Fw: PARKING DOWNTOWN

From: Cole Selk <selk3903@uwlax.edu>
Sent: Friday, January 30, 2026 4:36 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: PARKING DOWNTOWN

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Dear Council Member Olivia Stine.

I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place.

Cole Selk

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:28 PM
To: Elsen, Nikki
Subject: Fw: In Regards to Removing Parking on 3rd Street

From: Abigail Tittle <tittle1826@uwlax.edu>
Sent: Friday, January 30, 2026 4:36 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: In Regards to Removing Parking on 3rd Street

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Dear Council Member Olivia Stine.

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for Alt 2. I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place.

Abigail Tittle

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:30 PM
To: Elsen, Nikki
Subject: Fw: Parking downtown

From: Mason Heuer <heuer5495@uwlax.edu>
Sent: Friday, January 30, 2026 4:37 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: Parking downtown

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“Dear Council Member Olivia Stine.

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for Alt 2. I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place.”

-Mason Heuer

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:34 PM
To: Elsen, Nikki
Subject: Fw: No Removal of Downtown Parking

From: Abby Regenfuss <regenfuss7459@uwlax.edu>
Sent: Friday, January 30, 2026 4:37 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: No Removal of Downtown Parking

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Dear Council Member Olivia Stine.

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for Alt 2. I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place.

Abby Regenfuss

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:35 PM
To: Elsen, Nikki
Subject: Fw: Parking Downtown

From: Claire Rolbiecki <rolbiecki6449@uwlax.edu>
Sent: Friday, January 30, 2026 4:38 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: Parking Downtown

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Council Member Olivia Stine,

I am writing to express my opposition to Alt 1, which would remove parking downtown. I want to express my support for Alt 2.

This is because I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day.

As someone who chooses to work downtown, I am directly affected by this decision. I am a firm believer in supporting small business and boosting economy for the downtown area. I want to make La Crosse a better place for people to visit and hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you and warm blessings,
Claire Rolbiecki

UWL junior pursuing a Bachelor of Science in Environmental Science, minors in GIS and Statistics

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:36 PM
To: Elsen, Nikki
Subject: Fw: Parking

From: Audrey Swenson <audreyswenson80@gmail.com>
Sent: Friday, January 30, 2026 4:39 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: Parking

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Dear Council Member Olivia Stine.

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for alt 2. I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place.

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:40 PM
To: Elsen, Nikki
Subject: Fw: Bike lanes

From: Julia Redmond <redmond6544@uwlax.edu>
Sent: Friday, January 30, 2026 4:42 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: Bike lanes

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Dear Council Member Olivia Stine,

I am writing to express my opposition to Alternative 1, which would remove parking downtown, and to express my support for Hyrid.

I feel that the removal of downtown parking will be detrimental to the success of local businesses. Downtown parking is highly valuable and turns over many times throughout the day, making each space a convenient and accessible option for a variety of visitors. One parking space can easily turn over 5–10 times per day.

As someone who chooses to work downtown and contribute to making it a better place for people to visit, I hope you will support downtown businesses, their team members, and the guests who choose to come downtown.

Thank you for your work to make La Crosse a better place.

Best,
Julia Redmond

Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:43 PM
To: Elsen, Nikki
Subject: Fw: Downtown Parking

From: Ellee Milota <milota9792@uwlax.edu>
Sent: Friday, January 30, 2026 4:44 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: Downtown Parking

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Dear Council Member Olivia Stine,

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for Alt 2. I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place.

Ellee Milota

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Elsen, Nikki

From: Stine, Olivia
Sent: Friday, January 30, 2026 8:44 PM
To: Elsen, Nikki
Subject: Fw: Downtown Lacrosse parking

From: Brianna Kurt <briannakurt66@gmail.com>
Sent: Friday, January 30, 2026 4:50 PM
To: Stine, Olivia <stineo@cityoflacrosse.org>
Subject: Downtown Lacrosse parking

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Dear Council Member Olivia Stine.

I am writing to express my opposition to Alt 1, which would remove parking downtown, and want to express my support for Alt 2 option. I feel the removal of parking downtown will be detrimental to the success of businesses. Downtown parking is highly valuable and turns over many times a day making one space a highly convenient and accessible option for a variety of downtown visitors. One space can easily turn over 5-10 times a day. As someone who chooses to work downtown and make it a better place for people to visit, I hope you will support downtown businesses, their team members and the guests who choose to come downtown.

Thank you for working to make La Crosse a better place!

Thank you

Brianna Kurt

Craig, Sondra

From: Notices
Sent: Monday, February 2, 2026 8:59 AM
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: Support Alternative 1, parking plus micromobility lanes

Submitted on: 2/2/2026

Name: Bridget C. Brown

Email Address: bridgetcatbrown@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: 25-1265

Subject: Support Alternative 1, parking plus micromobility lanes

I'd like to voice my support for Alternative 1, keeping parking on one side of the street and adding raised, protected micromobility lanes.

This would allow nondrivers (whether by choice or necessity) access to downtown without having to choose between endangering themselves in automobile traffic or endangering others on sidewalks.

It would accommodate not only bicycling, but other affordable and low-impact forms of micromobility such as skateboards, e-scooters, and whatever other options the future might bring.

Thank you.

Craig, Sondra

From: Notices
Sent: Monday, February 2, 2026 8:41 AM
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: Support for Protected Bike Lanes on 3rd & 4th Streets

Submitted on: 2/2/2026

Name: Alex Metry

Email Address: alexandermetry@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: 25-1265

Subject: Support for Protected Bike Lanes on 3rd & 4th Streets

Dear La Crosse Common Council Members,

I am writing to express 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 downtown La Crosse safer, more connected, and better prepared for the future. Alternative 1 offers the strongest long-term value for the city by improving safety and accessibility for all users – whether traveling by car, on foot, or by bike – while preserving existing travel options. It enhances multimodal connectivity downtown while limiting new financial obligations at a time when city resources remain constrained.

There is a clear fiscal advantage to selecting Alternative 1. Under WisDOT's funding structure, the city is responsible for 100% of the costs associated with parking lanes. As a result, Alternatives 2 or 3, which retain more on-street parking, would substantially increase the city's share of project costs compared to Alternative 1. Given current budget pressures, it would be imprudent to assume additional long-term capital and maintenance expenses for parking when downtown already has a surplus of more than 3,000 parking spaces.

City engineers estimate that a single on-street parking space costs approximately \$17,000 to construct, with even higher per-space costs in parking ramps. These represent significant public subsidies for a single mode of transportation. In contrast, protected bike lanes are a comparatively low-cost investment that serve a wider range of users, reduce wear on city streets, and provide transportation options that do not require ongoing parking infrastructure.

Alternative 1 also aligns with broader economic and demographic trends. Younger residents are purchasing fewer vehicles and increasingly choosing to live in communities where safe, reliable alternatives to driving exist. Cities that invest in high-quality bicycle infrastructure consistently see benefits such as increased local business activity, more vibrant streets, and more welcoming downtown environments – all of which support La Crosse's long-term economic development goals.

Equity considerations further support this choice. In La Crosse County, 12% of residents live at or below the poverty line, and transportation costs can consume a disproportionate share of household income. Providing safe, affordable transportation options helps reduce that burden and ensures our transportation system serves

residents of all incomes and abilities – not only those who own and operate motor vehicles.

Ample parking already exists downtown, and visitors do not reasonably expect a parking space directly in front of every destination, as they might at a big-box store or other low-density development. Parking convenience alone should not dictate how we allocate limited public right-of-way. Our streets should serve residents who choose to walk, bike, and use other modes of transportation, in addition to those who drive. By including protected bike lanes throughout the downtown corridor, La Crosse can become a more vibrant and inclusive place for everyone.

Ultimately, this decision reflects responsible stewardship of public funds and the kind of city we are planning for decades to come. Alternative 1 delivers safety improvements, economic resilience, and transportation choice while avoiding unnecessary parking expenditures. It is the option that best balances fiscal responsibility with community benefit. Investing in cycling infrastructure also promotes environmental sustainability, supports public health, and encourages active transportation.

Bike lanes are not merely recreational amenities; they are essential transportation infrastructure. They will also support increased use of the Drift Bike Share program, helping reduce parking demand and congestion while benefiting downtown businesses and fostering a healthier, more active community.

I urge you to select the option that best reflects the future we want for La Crosse – a city built around connection, choice, and people.

Thank you for your time and for considering the long-term impacts of this important decision.

Sincerely,
Alex Metry
2528 17th St S, La Crosse

Craig, Sondra

From: Bridget Brown <bridgetcatbrown@gmail.com>
Sent: Sunday, February 1, 2026 9:42 AM
To: ZZ Council Members
Cc: ZZ City Clerk External
Subject: Resolution 25-1265 Support Alternative 1

*** **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 La Crosse City Council Members,

First, I need to express some annoyance with WisDOT for designing something that I think could actually improve life for people moving through and within the city by means other than driving. It's like they've taken away a wall I'm used to banging my head against and it's destabilizing to find myself saying, "Come on, this is great. Look at what they're actually offering us."

Alternative 1, with its raised, parking- and curb-protected bike lanes, is a real chance to legitimize bicycling as a form of transportation and access by giving it its own space, right in the heart of downtown.

This, however, is not without potential dangers.

Beyond taking more trips by bicycle, some people might begin to question whether they actually need to own a car (or a second car) altogether.

Recklessness could ensue. Citizens might blow the money they save on fancy local beer or restaurant meals, attend shows, buy art, or take up a musical instrument.

(Granted, there would likely be some cases where it might just mean they'll be able pay their rent, save for emergencies, or afford healthcare.)

Children and seniors might feel comfortable bicycling downtown and who knows where that could lead.

There's also the risk of people mistaking our city for some place they've traveled long distances to on vacation, maybe Europe, and come here instead. Some might even consider relocating here.

So maybe forget it. We wouldn't want any of this. Just save the 70 parking spaces.

Thank you.

Bridget C. Brown
City of La Crosse

Craig, Sondra

From: mark larson <mlarson519@yahoo.com>
Sent: Monday, February 2, 2026 2:52 PM
To: Craig, Sondra
Subject: Fw: Bike Lanes questions

*** **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. ***

Here's my original email to city council members 11-14-25...

Thanks,
Mark K. Larson

----- Forwarded Message -----

From: mark larson <mlarson519@yahoo.com>
To: 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>; Newberrya@cityoflacrosse.org <newberrya@cityoflacrosse.org>
Sent: Friday, November 14, 2025 at 10:44:05 PM CST
Subject: Bike Lanes questions

Hello -

Can you provide me the answers to these basic questions regarding bicycle usage throughout the city?

- 1) How many bikes are registered/licensed at the La Crosse Police Department? How many bikes are registered to people who live in the downtown area?
- 2) On a daily average, how many kids ride their bikes to the various schools in the district? How about the high schools and WTC, Viterbo and UWL? Do these riders follow the existing bike routes to get to these venues? Or are they too busy or inconvenient for younger riders to use = La Crosse Street, Jackson Street, and back a few years, the Sharrows painted on Main Street... How many of them venture downtown?
- 3) How many bike clubs are in La Crosse, and what bike routes do they generally use when they are riding around throughout the city?
- 4) How many people ride bikes from the North Side to the South Side of the city on a daily basis, and what route do they generally take? 3rd/4th Street? Lang Drive, Highway 16?
- 5) How many people on a daily basis commute on bikes to work downtown, and what directions are they coming from? What streets or designated bike routes do they use? How many commute downtown year round? How many people venture into the downtown area on a bike to shop/conduct business, or get their exercise? (Why do people come into the downtown area on a bike if they aren't commuting to work?)
- 6) How many people use the bike lane on 2nd Street on a daily basis? Why are they using that particular route? Is this bike lane used year round?

- 7) How many city council members own bikes, ride then to work or for recreation, and would ride downtown on 2nd Street and proposed lanes on 3rd and 4th streets downtown? How many would follow the sharrows on Main Street, or travel on La Crosse or Jackson streets on bikes?
- 8) How many of your constituents who ride bikes have actually advocated for these proposed lanes?
- 9) How many of the 75 bikes available for rent at the 15 docking stations throughout the city are rented on a daily basis? How much revenue has been generated annually from these rentals?
- 10) How many people on a daily basis utilize the bike racks on the front of the MTU buses?
- 11) What have the owners of the bike shops in the Coulee Region said about these proposed bike lanes? Will their customers be using them?
- 12) What do the downtown business owners say are pros and cons about this proposal? What input has the La Crosse Police Department offered?
- 13) How many bike/vehicle accidents have occurred annually in the city over the last few years? Where, and who has been to blame or cited?

Thanks,
Mark Larson
2219 State St.
La Crosse, 54601

Craig, Sondra

From: Notices
Sent: Tuesday, February 3, 2026 8:56 AM
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: WisDOT proposal for 3rd and 4th streets

Submitted on: 2/3/2026

Name: Eric Giannini

Email Address: egiannini1980@gmail.com

Is this related to a legislative agenda item: No

Agenda item number:

Subject: WisDOT proposal for 3rd and 4th streets

I am writing to express my support for the latest proposal for 3rd and 4th streets that has been produced by WisDOT. There is minimal loss of parking, and from what I can tell, no loss of parking in the core commercial areas. The added bike lanes with greater connectivity are key - we need to make downtown accessible and approachable for all modes of transport. Sidewalk level bike lanes will also be a game changer for safety, as it is vital to create separation from car and truck traffic in busy areas like this, so vehicles can't easily wander into the bike lane or park illegally as is common on the Cass and Jackson street bike lines.

With regards to business concerns about loss of parking, it is minuscule, and likely to make it easier for those on bikes to visit their establishments. My two greatest concerns with riding downtown are safety, and bike rack availability. The latter must improve too but is outside the scope of WisDOT's reconstruction plans and honestly doesn't need to wait for this work to start in 2030.

Craig, Sondra

From: Notices
Sent: Tuesday, February 3, 2026 12:57 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: 3rd and 4th St Bike Lanes

Submitted on: 2/3/2026

Name: Michael Schieber

Email Address: mschieber@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: 3rd and 4th St Bike Lanes

Please, please do not support the new 3rd and 4th street project as approved by the Bicycle and Pedestrian Committee. Our downtown businesses are too precious, and parking is at a premium as it is. Yes, we have lots of ramps to park in, but why are malls dying? A big part of that is close available parking. People do not want to and will not walk from a ramp to run into a store such as Duluth Trading to pick up an item.

We have spent thousands dollars to promote and get new businesses into downtown. Let's not stop the progress.

Mike Schieber

Craig, Sondra

From: Notices
Sent: Tuesday, February 3, 2026 2:20 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: 3rd/4th St Options

Submitted on: 2/3/2026

Name: Matthew Christen

Email Address: ynotbicycle@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: 3rd/4th St Options

Council members;

I appreciate the amount of discourse over an important adjustment to our city. Whatever the outcome, this is a vital part of our membership in this community.

My background in which I share my views includes the following: In the past 20 years I have bicycled over 27,000 miles throughout the area as a commuter to work, events, appointments, meetings, and shopping. I spent 5 years championing the bike share program, which includes co-authoring the Bike Share Feasibility Study adopted by the City of La Crosse. I am a previous bike shop owner, Wrench & Roll Collective shop on La Crosse's Northside. I run a non-profit in town called Everybody Bikes, UA with the mission to equip the under-resourced with bike equipment necessary for transportation purposes. I am a nationally certified Cycling Instructor through the League of American Bicyclists. I organized the first (ever in the midwest) Midwest Active Transportation Conference held on the campus of UW-L a Crosse. I provide services to train people to ride from 3 yrs of age to 53 yrs of age for the past 17 years in our area. I am dedicated to the education of community members on all aspects of bicycling and have conducted workshops in a variety of capacities from the school district staff to parents and youth.

With that said, I want to state very specifically that there is NO RESEARCH that supports the statement that removing parking and installing a bike lane will negatively impact businesses along the proposed routes. You can google this yourself. In fact most research supports the opposite, a 3-49% net gain in profits. I understand change challenges us. You can find many instances where jurisdictions instituted bicycle infrastructure changes that brought out similar unrest as we have here over the proposed options, that have proceeded to provide positive results. We will not be losing something but gaining. We are looking at an improvement that will have an impact in our community for decades. If we keep the status quo, we are being short sighted in missing an opportunity to adjust for our future. That future will see much change in the world of fossil fuels, and especially cars. With the current established fact that young adults are buying fewer cars, 20% or more less than previous generations, they are looking to live where they do not need a car. If we want to attract the best and brightest to our city, we must make provision for this aspect of their decision making for employment. The current cost of operating a car in the US, according to the NHTSA, is 72 cents a mile. That figure is not going to go down but up. People are going to be costed out of car ownership as housing increases as well. They are going to continue to look for alternatives to transportation. It is in our best interest to strategically plan alternatives to cars for the health and welfare of our downtown. If parking makes or breaks a business, Valleyview mall should

be going gangbusters.

When Covid 19 hit, our city of La Crosse was well positioned to handle the increase in bicycle traffic. Our city planning department and leaders should be congratulated for their foresight in developing bike infrastructure that provided a great opportunity for its citizens. If we had said, parking was more important or other resistance to change, we would not have been in that position. La Crosse has long been at the forefront of alternative transportation with it being the first in the state to have bike racks on bussing. The first to have a Safe Routes to School Program in place. These things do not happen when the status quo becomes the standard.

Please do not let uninformed perspectives rule the day. When we removed smoking from our businesses, the cry from businesses was that they would be ruined. We came through that change with great success. We can do that again to make a brighter future for our community. We can be more proud and put out a more positive image of our city if we plan for a broader inclusion of transportation users.

Thank you for your service to our great city.

Craig, Sondra

From: Kevin Ducey <kducey2@gmail.com>
Sent: Tuesday, February 3, 2026 2:41 PM
To: ZZ City Clerk External; ZZ Council Members
Subject: Resolution #25-1265. Support Alternative 1

*** **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 Members,

I write in support of Alternative 1 as you consider the downtown corridor study for US53. I grew up in this country. I am an avid motorist and many of my best friends are drivers. As a driver, I feel my needs are well served. When it snows, the streets are plowed, the potholes filled (sometimes), and the roads are constantly resurfaced. Without ever needing to leave the comfort of my car I can do my banking, my dining, my karaoke.

I am also a bicyclist and transit rider. I'm downtown patronizing retailers almost daily. I don't drive as much as I used to. La Crosse is a relatively decent city to get around in without a car, but it could be improved. As a cyclist and transit rider, my needs are often overlooked or treated as an afterthought. The proposal to add bike lanes on Third and Fourth Streets in downtown is a surprising recommendation of the Wisconsin Department of Transportation. This turn toward multimodal transit by WisDOT should be encouraged. The bike lanes will improve safety downtown for everyone.

Some of the argument against the bike lanes (and the removal of some on-street parking) has been that it will be bad for downtown retailers. I'd like to point out that downtown has been struggling for generations, but it wasn't the bicyclists riding out to the bypass to shop at the mall and big-box stores who abandoned downtown. After decades of pandering to the fears of the parking lobby, maybe it's time we try something else.

If we were truly concerned about helping local businesses, maybe the city should consider taxing the Amazon delivery trucks cluttering our streets and parking spaces all over the city.

Thank you,

Kevin Ducey
La Crosse resident

Craig, Sondra

From: Notices
Sent: Tuesday, February 3, 2026 2:37 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: WisDOT Bike Lanes Plan

Submitted on: 2/3/2026

Name: Laura Meyer

Email Address: cubemysoy@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: WisDOT Bike Lanes Plan

Hello, Council Members,

I am writing to encourage you to vote for WisDOT plans that involve bike lanes in downtown La Crosse.

My family prioritizes biking and walking to, from, and in downtown La Crosse over using our car. We regularly use the King Street corridor and the 2nd St track. There have been many times where we have gone out of our way, zigzagging through neighborhood streets, in order to reach destinations north and south of downtown because there were no safe ways to bike. All this to say, I am highly in favor of Alternative 1 to bring more safe bicycle and pedestrian infrastructure downtown, especially as that would allow direct connections to further bike lane improvements on either side of downtown.

I have to say that when I do drive downtown, I have never had a problem finding parking within a block of my destination; I would gladly park two or more blocks away if it meant more bike lanes. If downtown businesses can't see how more bicycle and pedestrian traffic is good for their businesses, and ultimately the Council can't agree to support Alternative 1, please then consider Alternative 3 (hybrid) that at least allows for some bicycle improvements and leaves room for more growth in the future.

La Crosse will only benefit from improved safe cycling opportunities; locals and tourists alike regularly seek out bicycle-friendly communities. Please make downtown La Crosse more bicycle friendly!

Thank you for your time,
Laura Meyer

Craig, Sondra

From: randy wisconsin <czarh1@hotmail.com>
Sent: Wednesday, February 4, 2026 9:53 AM
To: Washington-Spivey, Shaundel; ZZ City Clerk External
Subject: City administrator and the new round about proposal downtown.

*** **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. ***

To Mayor Spivey and the City Council.

La crosse does not need a City Administrator. First of all, when the city didn't make their budget and had to make cuts now, La Crosse has this extra money for 250,000.00 now to spend on this position. City leaders need to start making common sense decisions for our area and spending within the budget quit wasting tax dollars. If you cannot use common sense to do your job than resign. La Crosse isn't a huge city where we have all this extra money to waste on administrative duties. DO the job you were hired to do and quit looking to give your duties to someone else. Because other cities might have these kinds of positions doesn't make it for La Crosse. Also, this proposal to make a roundabout in downtown La crosse and widen sidewalks and add more bike lanes is a complete joke. The traffic lights work well continue to use them. We don't need to waste more tax dollars to add and change all of this. I never see anyone in the bike lanes now that were added all over the city. This agenda 2030 working towards smart cities is a joke. Most to all the people I talk to laugh at all this stuff as it's a joke to them as well. Most people do not speak up and more should however I do speak up and I wanted to give you my thoughts on all this. Stop wasting our tax dollars and do the job you were hired to do.

Thank you,
Randy

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Craig, Sondra

From: Notices
Sent: Thursday, February 5, 2026 12:26 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: Downtown 3rd/4th St redesign
Attachments: 500ft radius from parking ramps downtown.jpg

Submitted on: 2/5/2026

Name: Josh Miner

Email Address: jwminer@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: Downtown 3rd/4th St redesign

Hello:

I am contacting you all as a concerned La Crosse resident, homeowner, driver, pedestrian, and occasional cyclist regarding the redesign of 3rd and 4th St downtown. I am **STRONGLY** in favor of Alternative 1. Alternative 3 is my second choice, but I find it suboptimal. I **STRONGLY** oppose Alternative 2.

Here is my thinking. I hope you take it seriously, as I mean everything I say.

First of all, I could really not care less about bike lanes. I don't generally use them. I certainly don't mind them, though, and am very happy to see them there for folks who choose to use them. (I love seeing all the people riding down to Moon Tunes on Thursdays, for example!) I realize that many people cannot stand bike lanes. I suspect this is because many people cannot stand cyclists (I have experienced this first-hand **MANY** times, and often literally fear for my safety while on a bicycle.)

Anyway, so what? Who cares if a bunch of people have an irrational dislike of cyclists and everything associated with them? Is that a legitimate reason to make policy and infrastructure decisions that will last for decades? No, it isn't.

Downtown is a nightmare to walk around, and **THAT** is ultimately what we all want, and what you should decide to construct. A pleasant place to be a pedestrian while out enjoying our thriving downtown commercial district. I don't think anyone would disagree with that. And the fact of the matter is that bike lanes directly help to accomplish this by calming traffic and eliminating street parking. Whether or not they are used by cyclists (and they will be, despite what all the "haters" say) is almost irrelevant. Places with bike lanes -- especially protected ones -- are places that are much more pleasant to walk around, since traffic moves much more slowly.

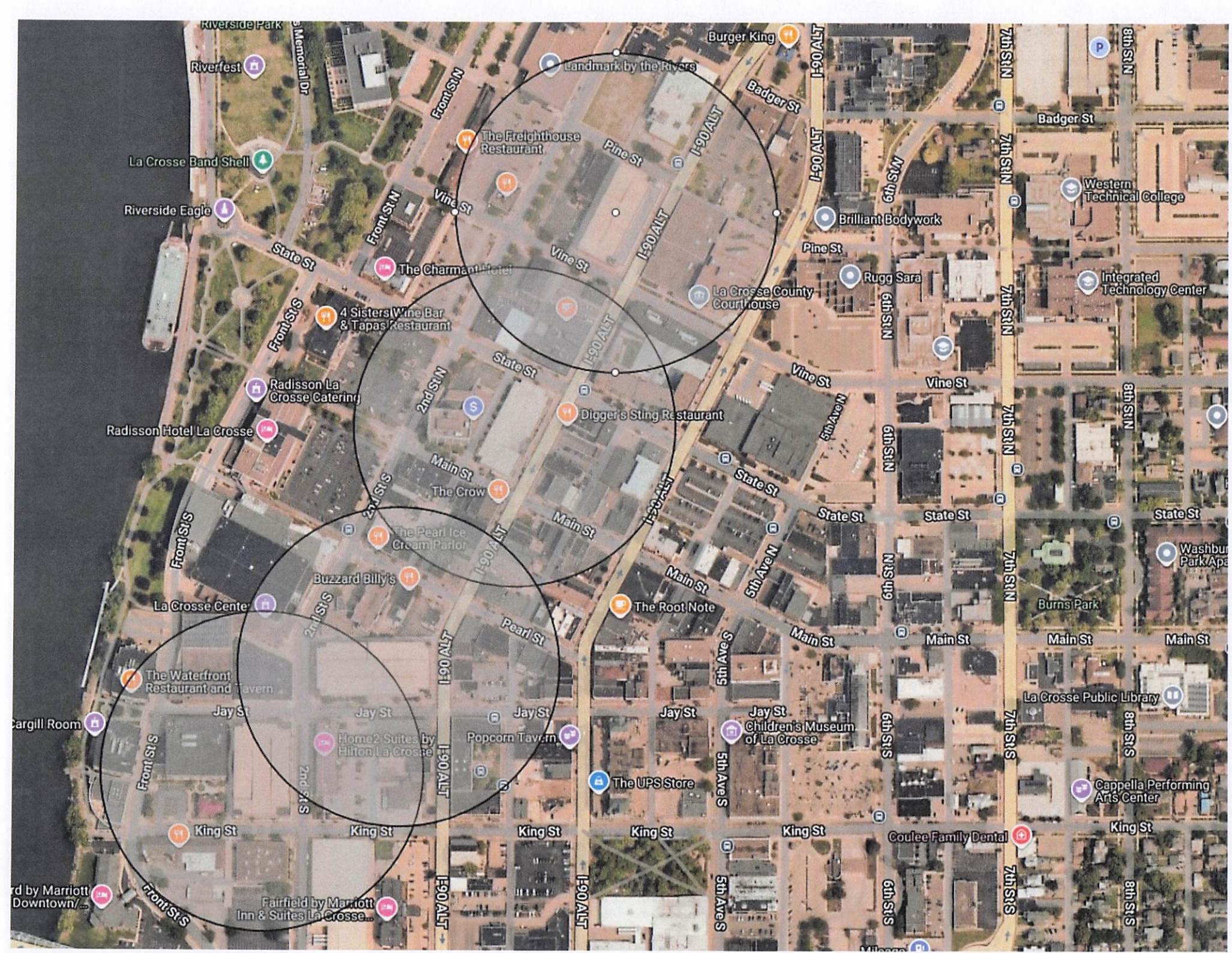
And in terms of parking, we have **WAY MORE THAN ENOUGH** in all the **VERY VERY VERY** expensive ramps we've constructed over the past years. Attached is a map showing a 500 foot distance from each downtown parking ramp. Why 500 feet? That is roughly the distance a person must walk from their car to buy a gallon of milk at Woodman's or WalMart or Festival. It is just not very far, and no one ever complains about it. The idea that losing street parking as a result of the 3rd/4th street redesign is a major issue is simply nonsense. I realize that many people will tell you otherwise, but you needn't take them too seriously.

So please -- when making this decision, follow the recommendations of the experts who know exactly what they are talking about. All the planners and engineers and citizens who have been HEAVILY invested in this planning process for YEARS and who know exactly with the benefits and costs are to each design element. They know what they are talking about! Please DO NOT listen to the loud, confused masses of people who show up at the 11th hour to cause confusion and delay and will leave us all with much worse infrastructure for the next generation of La Crosse residents.

Think of how amazing downtown La Crosse could be as a thriving, pedestrian-friendly commercial area! Where cars aren't traveling at high speeds to get through it as quickly as possible! If you want to know what I'm talking about, please just go downtown and try to cross 4th and 3rd streets in the clearly marked crosswalks that run parallel to Pearl St when traffic is somewhat busy. It is terrifying. *THAT* -- not bike lanes -- is the real risk to downtown businesses! You have it in your power to ensure it is no longer that way going forward!

Thank you for your consideration to this matter, and for your service on behalf of all residents!

**Josh Miner
22225 State St.**



Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Monday, February 9, 2026 7:12 AM
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: Clarifying pedestrian accommodations in the downtown corridor project

Submitted on: 2/9/2026

Name: Andrew Ericson

Email Address: Ericson.andrew777@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: Downtown corridor

Subject: Clarifying pedestrian accommodations in the downtown corridor project

Mayor Shaundel and Council Members,

I wanted to share a brief clarification regarding pedestrian accommodations in the US 14/61 corridor project, as there has been some confusion and misinformation about what is and is not included in the alternatives.

Across Alternatives 1, 2, and 3, pedestrian accommodations at intersections are essentially the same. The primary differences between the options relate to roadway/sidewalk width and bicycle facilities, not to pedestrian crossings or safety treatments.

According to WisDOT's US 14/61 public involvement materials, every intersection between King Street and La Crosse Street includes FHWA-recognized safety countermeasures, including curb extensions (bump-outs/crosswalk visibility improvements), signal improvements such as leading pedestrian intervals and potential no-turn-on-red movements, rectangular rapid flashing beacons (RRFBs), and traffic-calming design through narrowed roadway widths.

For clarity, the proposed pedestrian treatments include:

King / 3rd: bump-out

King / 4th: bump-out

Jay / 3rd: signal improvements

Jay / 4th: signal improvements

Pearl / 3rd: bump-outs

Pearl / 4th: bump-outs + RRFB

Main / 3rd: signal improvements

Main / 4th: signal improvements

State / 3rd: signal improvements

State / 4th: signal improvements

Vine / 3rd: bump-out

Vine / 4th: bump-out

Pine / 3rd: bump-out

Pine / 4th: RRFB

All options also provide additional sidewalk width compared to existing conditions and reduce roadway width,

which is a proven traffic-calming strategy that improves yielding behavior and reduces the risk of serious injury for all users.

Many of these improvements reflect sustained engagement by BPAC, CCD and community advocates with WisDOT throughout more than two years of public involvement for the La Crosse Corridor project.

Could you layer more countermeasures on top of these, certainly. For example, an additional RRFB at the Pearl / 3rd crossing, or other supplemental countermeasures, could be worth exploring as the project continues to be refined in the design phase.

I'm sharing this simply to ensure the discourse is grounded in what the project actually proposes for pedestrians, as outlined on WisDOT's project website and public involvement documents.

Respectfully,

Andrew

Note - I had hyperlinked many of the safety improvements, but unfortunately I could not use them in this form. Please follow up if you'd like me to share those with you.

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Monday, February 9, 2026 8:44 AM
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: DOT 3rd and 4th street transportation options

Submitted on: 2/9/2026

Name: Alysa Remsburg

Email Address: remsburga@gmail.com

Is this related to a legislative agenda item: No

Agenda item number:

Subject: DOT 3rd and 4th street transportation options

Dear La Crosse City Council Members,

Thank you for taking the time to consider transportation options for the downtown 3rd and 4th street project. I am again urging support for option 1 because I access many downtown businesses via bicycle or walking. I also support the hybrid option with only 6-7 fewer parking spaces in favor of protected bicycle lanes. Opportunities for protected bicycle lanes that connect to other protected bicycle lanes or paths will make a huge difference for new bicyclists who are just learning the benefits of bicycle transportation.

I just heard from a friend who lives in Brice Prairie that the best part of her vacation was spending time in a place where you could walk or bike everywhere. That is exactly why I chose to live within the city of La Crosse rather than places where taxes would be lower. The more we can facilitate bicycle commuting to local businesses, the more we will capitalize on our centralized, flat downtown that is positioned to be a pedestrian hub.

Thanks for helping to make our city special.

Alysa Remsburg, GENA neighborhood resident

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Monday, February 9, 2026 12:01 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: Vote for bike lanes
Attachments: bikelane_vs_parking_400-singer.jpg

Submitted on: 2/9/2026

Name: Cathy Van Maren

Email Address: cvanmaren@protonmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: 25-1265

Subject: Vote for bike lanes

I was disappointed that the J&A committee voted to not take advantage of the WisDOT offer to help us take important, required climate action steps, at their expense, in order to retain an excess of parking downtown because of unfounded fears from some business owners and some drivers. If you follow their lead, we have wasted tens of thousands of dollars and hundreds of hours of community and staff time creating a sham climate action plan that no one will follow if it means upsetting some car drivers. We can't do climate action and not make major changes in how our community operates. How it operates is what has brought us to the brink of climate disaster.

We use studies and reports to find actions or policies that will help us reach our desired goals, and to remove decision-making from guesses, superstition, and, we hope, privilege. But the committee has tossed that out the window, preferring to maintain the privilege of car drivers over our city's climate and public health and transportation equity.

There were some interesting reasons given for not removing one lane of excess parking on public streets paid for by all of us, including the 40%+ of city residents who don't drive and the many more who would like to shift how they travel to cleaner, healthier options, if only there were safe ways to do that. I think some of the reasons given are not really valid.

I have personally carried a violin, a viola, a fluteophone, a trombone, a guitar, a baritone, a clarinet, and a French horn farther than two blocks, many times as a child, without injury. I have personally biked with a viola, a guitar, and other instruments. I have seen marching bands where people, including many children, have carried these heavy instruments, and played them, for several blocks without harm.

I have personally experienced traffic diversions, as a car driver, a bicyclist, and a pedestrian, around areas where building construction was underway. I have seen special parking permits granted to work vehicles when necessary to facilitate construction. I know that mor parking spaces could be designated as short-term and/or require a Disabled Parking ID tag or plate if needed to ensure access by those who need it.

I have personally walked along car-free or car-limited shopping streets in other U.S. and other countries' cities and spent quite a lot of time and money there. The feeling of not having to dodge cars at every step and not having to breath in car fumes with every breath made the experience more pleasant and encouraged me to stay

longer. ·

We must wonder how Target, Woodman's, Walmart, Farm and Fleet, Barnes & Noble, and other businesses with parking spaces far from their front doors manage to stay afloat. Should we dismiss studies that show improved business outcomes on streets where good bike infrastructure has been installed? [1]

Good transit service means stops are no more than one-quarter mile, about two or three blocks, from destinations. Those who rely on transit, including many who may have bad knees and backs or be carrying musical instruments or packages or babies, are considered "well served" if they have a two-block walk or less to their destinations. And yet, apparently, car drivers get different standards.

In fact, there are MTU stops two blocks or less from every destination along Third and Fourth Streets from King to La Crosse Street. Why are bus riders expected to walk but car drivers are not? (By the way, anyone can be a bus rider, including a car driver.) And why are car drivers allowed to safely use these public streets, including storing their private vehicles there, but bicycle riders must take some alternate route that does not go directly to the book store or the restaurant? A biking family with their kids on board or a group of bike-riding friends or a senior couple on a date might like to ride right up to the front of their destination, too, but J&A says, no. That's only for car drivers.

Transit riders are expected to pay whenever they use the bus, but not car-parkers, and think, this is the real reason people are crying about losing parking. They are crying about losing FREE parking on streets we all pay for, free vehicle storage that the city says[2] costs close to \$5 per day [per average parking space] in lost revenue by displacing higher tax paying uses.

People who say they're too afraid to walk in the parking ramps are, I think, too afraid to pay for parking in the ramps. (Please ask any rampophobes to call me and I will gladly walk with them.) That's the real issue. Car drivers want us all to pay for their car parking.

To me, voting to retain parking here means voting to continue to privilege car drivers at others' expense. Car drivers' privilege to displace other, cleaner, healthier modes of transportation, to get closer to their destinations than others, and to have others pay for it is more important than climate action, pedestrian safety, or transportation equity. Is that what the council thinks? I hope not.

There are excess parking places in this area. There are strong city plans preferring reduced car use and increased non-car modes of travel. There are issues of equity and safety that have been studied to death. There are studies that show the fears of business downturn are unfounded. There are models from all over the world and country that this kind of change can make a real difference for health and safety. There's the probability that we could become a model for future sustainable, equitable transportation infrastructure across the state and region. And there's the issue of a rapidly closing carbon emissions reduction window to keep our near future habitable. [3]

I just don't see how you can not vote for bike lanes. But if you don't, then please prove me wrong and mandate that all the street parkers will pay for their privilege. Use that funding to install better biking infrastructure, including safe, secure bike parking, on all our other streets and improve our bus service to reduce the need for people to drive.

1 <https://bikeleague.org/wp-content/uploads/2023/03/protectedbikelanesmeanbusiness.pdf>

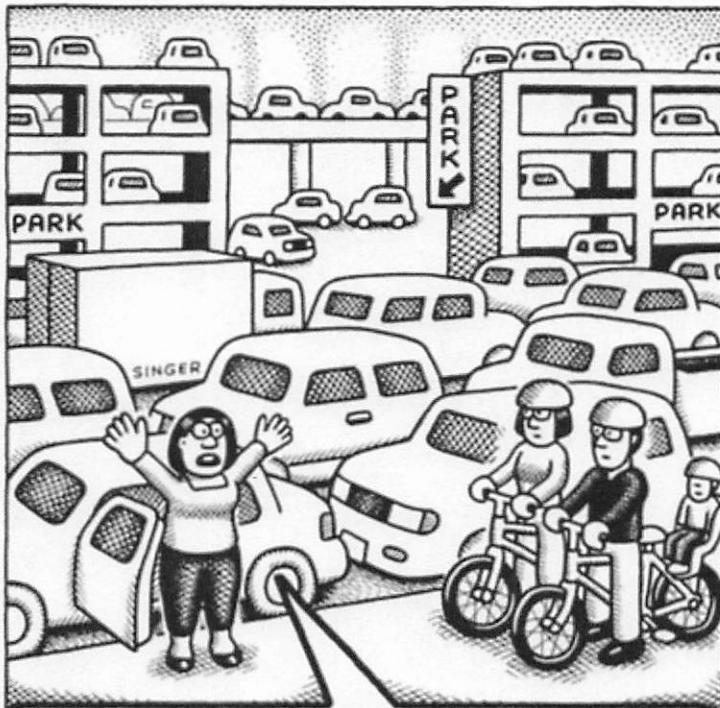
2 <https://www.cityoflacrosse.org/your-government/departments/planning-economic->

development/planning/transportation/transportation-demand-management

3 <https://www.theclimatebrink.com/p/warming-in-the-pipeline-decoding>

NO EXIT

© Andy Singer



*IF YOU TAKE THIS PARKING FOR A **BIKE**
LANE, WHERE WILL I PARK MY **CAR**?!
YOU'RE NOT CONSIDERING **MY** NEEDS!*

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Tuesday, February 10, 2026 8:49 AM
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: WisDOT - US 53 corridor alternatives

Submitted on: 2/10/2026

Name: Eric Giannini

Email Address: egiannini1980@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: 25-1265

Subject: WisDOT - US 53 corridor alternatives

I am writing to again express my support for the Hybrid Option (alternative 3) in the WisDOT US 53 corridor study.

The J&A's recommendation to have zero new bike infrastructure included in the project is disappointingly car/truck focused, and I strongly doubt that much of the feedback from downtown businesses truly considered this hybrid option in alternative 3. The near-universal objection from businesses to the loss of parking seems to ignore the fact that where these businesses are actually located, roughly between King and Vine, there is no loss of parking, and there are still at least four underused city ramps nearby. For those with mobility issues, we can work to reserve more on-street spaces for handicap parking, short-term parking, and encourage the rest of us who are able to walk a block to use a ramp.

Ordinance 40-14, Green Complete Streets, states in part that "Green Complete Streets means streets that safely accommodate all users of the right-of-way, including pedestrians, people requiring mobility aids, bicyclists and drivers and passengers of transit vehicles, trucks, automobiles and motorcycles..." and notes that *all corridors* shall be subject to this ordinance. It also states that "Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project." The hybrid option accomplishes many goals set by this ordinance with a minimal loss of on-street parking (6-7 spots) on a block that is outside the commercial core.

This is likely going to be the one time that this corridor is fully reconstructed downtown in my lifetime. I'd like to see it done in a way that future generations can benefit from it, regardless of how that can get around or choose to get around. WisDOT's hybrid plan is the best alternative I have seen to avoid on street conflicts between bikes and motor vehicles, while also building connectivity in our bike network downtown. In particular, the inclusion of selected stretches of sidewalk-level bike lanes is the best way to deconflict pedestrians, bikes, and motor vehicles.

Eric Giannini
209 20th St S
La Crosse WI

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Wednesday, February 11, 2026 9:45 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: Agenda Item 25-1265

Submitted on: 2/11/2026

Name: Samuel Deetz

Email Address: samueldeetz@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: 25-1265

Subject: Agenda Item 25-1265

Dear Councilmembers,

I am writing to request that you consider Alternative 1 (adding bike lanes) or the hybrid option for 3rd and 4th streets. There is currently no safe way to access downtown businesses by bike, and while the hybrid option leaves much to be desired, it would significantly improve safety and access for all. Numerous studies show that even when it necessitates the removal of on-street parking, the economic benefits of bike lanes outweigh the loss of parking for local businesses.

All of our city plans have included bike lanes through downtown for safety and access. It would be a disservice to the planners and participants of those studies and plans to ignore their work and input. Regardless, the loss of a handful of parking spaces can easily be made up for in other ways. Dozens of extra parking spaces could be created by closing unnecessary curb cuts for instance. If that alone is considered insufficient, it would be prudent to finally create a parking benefit district downtown, as has been discussed in multiple plans. This would ensure that parking is available at all times while simultaneously keeping the revenue generated for downtown improvements.

Thank you for your consideration,
Samuel Deetz

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Wednesday, February 11, 2026 9:43 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: Biking lanes on 3rd and 4th

Submitted on: 2/11/2026

Name: Isaac Pischke

Email Address: iwischke@gmail.com

Is this related to a legislative agenda item:

Agenda item number:

Subject: Biking lanes on 3rd and 4th

Hello, my name is isaac Pischke. I live in the city of La crosse at 633 23rd st N. Please create safe biking areas on 3rd and 4th st. You have a lot power. This decision will affect generations. People can learn how to park in a parking ramp. Housing downtown and around La crosse will be more and more dense and safe spaces for bikes and peds will be more and more important.

Thanks

Isaac

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Thursday, February 12, 2026 8:12 AM
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: Please Support Alternative 1 Tonight

Submitted on: 2/12/2026

Name: Travis Pernsteiner

Email Address: travisap@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: Please Support Alternative 1 Tonight

Council Members,

I'm writing to urge you to support Alternative 1- protected bike lanes through downtown. This is a chance to make La Crosse safer, more vibrant, and more connected for everyone who bikes, walks, and drives here. Protected lanes aren't just about cyclists- they're about building a city that values safety, accessibility, and forward-thinking design. Let's not miss this opportunity to move La Crosse in the right direction.

Thank you for considering this vote carefully and standing up for a safer future downtown.

Travis

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Thursday, February 12, 2026 2:05 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: Bike Lanes

Submitted on: 2/12/2026

Name: Rebecca and Daniel Deetz

Email Address: deetzrd@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number: 25-1265

Subject: Bike Lanes

I am writing with regard to council's consideration of Alternative 1, the addition of bicycle lanes, or the hybrid option for 3rd and 4th streets in downtown La Crosse. The loss of a few parking spots downtown can easily be alleviated by eliminating some curb cuts and as it becomes easier to walk or bike downtown there will be fewer cars. The economic benefits of bike lanes outweigh the loss of parking. Please also consider the health, social and environmental benefits if there are less cars and the benefits to the future.

Thank you for your consideration.

P.S. Thank you for the decision to move the Farmers Market to Pearl Street!

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Thursday, February 12, 2026 3:08 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: 3rd & 4th Alternatives - Offering Communication

Submitted on: 2/12/2026

Name: Chad Honeycutt

Email Address: chad@lacrossedowntown.com

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: 3rd & 4th Alternatives - Offering Communication

Hello Council,

I did want to waterboard you with a 42-point position paper regarding this decision. I will be there this evening to answer any questions - please consider all of the businesses this will impact and accept my promise to be one of the leaders in ALL ACCEES meaning FOR EVERYONE Downtown. I know I can deliver better solutions and not this dynamic that has pitted our neighbors against each other.

See you at the podium soon - I miss our talks!

Thanks,

Chad Honeycutt

Downtown Mainstreet, Inc. (DMI)

Craig, Sondra

From: Goggin, Erin
Sent: Monday, February 16, 2026 12:14 PM
To: Craig, Sondra
Subject: FW: Downtown

From: Edward Diamond <ed390diamond@yahoo.com>
Sent: Friday, February 13, 2026 2:54 PM
To: Goggin, Erin <goggine@cityoflacrosse.org>
Subject: Downtown

*** **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. ***

It worked! I went on a bike ride downtown and saw two bicycles and 4000 cars. Maybe the city can boast that to 4 with the new paths. Just kidding.

[Yahoo Mail: Search, Organize, Conquer](#)

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Friday, February 13, 2026 11:46 AM
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: Bicycle lanes

Submitted on: 2/13/2026

Name: RON HAAG

Email Address: ronhaag1952@charter.net

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: Bicycle lanes

The proposal to add bike lanes downtown is flawed. It might give bicyclists a false sense of security. The City narrowed traffic lanes where they already are. What would happen if a motorist doxed off behind the wheel or had a stroke/heart attack or was under the influence (of alcohol or drugs)? If their vehicle veered onto the bike lane, God help any cyclist using that lane! Most bicyclists probably don't ride in winter, so slippery road conditions probably wouldn't jeopardize their safety. I reside along Losey Boulevard. It'd be unthinkable to put bike lanes on that street, since parking lanes were eliminated to allow for a safety lane in the center. The safety lane was necessary given the increased volume of traffic over the decades. But the reduced speed limit, 25 mph, is rarely enforced. There's a traffic/pedestrian light six doors from my house that school children used to cross Losey "expressway". Most motorists heed the red light whenever a pedestrian presses the buttons on either side. However, too many of south-bound motorists exceed 25 mph by a lot ! Call 'em "country drivers" because they must live some miles out-of-town and seem to be in hurry to get somewhere. The City eliminated those "smart" speed limit signs on Losey - WHY? If the Common Council doesn't want to bring the speed sensing signs back, they'd better provide funding for speed bumps north of that pedestrian crossing on the south-bound lanes & vice-versa on the northbound lanes. Failure to implement this safety measure could be legal grounds to sue our City if a pedestrian were injured or killed crossing Losey at that light. Apart from liability, this is a MORAL issue! Either this City, the Common Council, cares about the safety of pedestrians, especially children - attending school or going to Erickson pool or it'll wait 'til a pedestrian, a child, is hurt or killed on Losey "expressway"!

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Friday, February 13, 2026 7:54 AM
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: Bike lanes / city administrator

Submitted on: 2/13/2026

Name: Lisa Olsen

Email Address: lolsenkish@gmail.com

Is this related to a legislative agenda item: Yes

Agenda item number:

Subject: Bike lanes / city administrator

I am solidly against spending more on bike lanes especially another thoroughfare that our healthcare workers use to get to work. They just completed Greenbay Street and it would be fiscally irresponsible to redo it when there are so many unfixed streets.

As for the city administrator; I think for a city of our size, the mayor and city council can handle the duties. It looks as proposed that the administrator would do the work and the mayor would be a ceremonial figurehead. As a senior on a fixed income whose property taxes have gone up at least \$500 a year for the last 5 years, this is not acceptable.

Please vote no on both proposals and focus on improving our infrastructure in a fiscally responsible manner serving everyone not just bikers.