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Sent: Monday, November 3, 2025 7:45 PM
To: ZZ Council Members
Subject: 3rd and 4th st bikes lanes support

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Common Council,

I wanted to share a few thoughts as you consider the design alternatives for 3rd and 4th Streets.

This project is a once in a generation chance to fully rebuild this corridor. The DOT's timeline means construction probably will not start until 2030 at the earliest, so this decision will shape how people experience our city for decades to come.

From a financial standpoint, the option that includes protected bike lanes is actually the cheaper choice for the city. The DOT requires the city to pay for parking lanes, but not for bike lanes. That makes this both a forward looking and cost effective option.

More importantly, it fits with the direction our Comprehensive Plan lays out for where we want to go as a city. This design makes the road something everyone can use safely, whether they drive, bike, walk, or roll. It does not take away any options, it only adds them.

I understand the concerns about parking, and I share the appreciation for the small and unique businesses that make downtown what it is. Supporting them matters. But the city's parking data has shown for years that we have more than enough capacity downtown (like nearly 3000 surplus parking spots!). That gives us room to think bigger about how our public space can serve everyone.

I hope you will take these thoughts into consideration. I care deeply about this community and want to grow with it. I believe choosing this alternative will move La Crosse closer to the kind of city we all say we want to be.

Thank you for your time and your work on behalf of our community.

Sincerely,

Andrew

Additional Resources and References:

City of La Crosse Parking Study — The city's most recent parking analysis shows a surplus of downtown parking projected to continue through 2030.

[City of La Crosse Parking Study \(PDF\)](#)

“Study Finds Bike Lanes Can Provide Positive Economic Impact” (PeopleForBikes / TREC) — Shows that adding bicycle and pedestrian infrastructure had either positive or neutral effects on business metrics (sales, employment) even when parking or vehicle lanes were removed.

[TREC / Portland State University](#)

“Myth Busters: Are Bike Lanes Bad for Business?” (Kittelson) — Gives several real world examples (including Seattle) where protected bike lanes led to growth in restaurants and local commercial activity.

[Kittelson & Associates, Inc.](#)

“Bike Lanes and Local Business: The Economic Impact” (Cambridge Bikesafety) — Notes that business sales tend to remain stable or improve after parking removal for bike lanes, and that people biking often make more frequent visits and support local commerce.

[Cambridge Bicycle Safety](#)

“Why U.S. Cities Are Investing in Safer, More Connected Cycling Infrastructure” (Urban Institute) — Highlights a Salt Lake City case where converting parking lanes to protected bike lanes led to an 8.8% increase in sales on that block compared to 7.0% citywide.

[Urban Institute](#)