



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Meeting Agenda

Bicycle-Pedestrian Advisory Committee

Tuesday, July 7, 2026

1:00 PM

Grandad Conference Room

Special Meeting

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

Agenda Items:

[26-0703](#)

Resolution to amend the 2024 Bicycle and Pedestrian Master Plan.

Attachments: [Draft Resolution](#)

[Bike Ped Plan Amendments](#)

[Map Draft](#)

[26-0703 Nicholas Renstrom email - 7.2.2026](#)

[26-0703 Public Comment - Kevin Hundt](#)

[26-0703 BPAC Letter to Council DRAFT - Kevin Hundt.pdf](#)

Adjournment

Notice is further given that members of other governmental bodies may be present at the above scheduled meeting to gather information about a subject over which they have decision-making responsibility.

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-Pedestrian Advisory Committee Members: Larry Sleznikow, Andrew Ericson, Chelsey Boldon, Kevin Hundt, Randi Pueschner, Robert Young, Stephanie Sward, Whitney Hughes



City of La Crosse, Wisconsin

City Hall
400 La Crosse Street
La Crosse, WI 54601

Text File

File Number: 26-0703

Agenda Date:

Version: 1

Status: Agenda Ready

In Control: Bicycle-Pedestrian Advisory Committee

File Type: Resolution

Agenda Number:

Resolution to amend the 2024 Bicycle and Pedestrian Master Plan.

RESOLUTION

WHEREAS, the City of La Crosse Common Council adopted the 2012 Bicycle and Pedestrian Master Plan via Ordinance 4716 which provided a vision for a transportation network that supports users of all ages and abilities and promotes Green Complete Streets; and

WHEREAS, the City of La Crosse Common Council committed to accepting the Wisconsin Department of Transportation – Transportation Alternatives Program funding for an update to the Bicycle and Pedestrian Master Plan via Resolution 22-0903; and

WHEREAS, the City of La Crosse Common Council approved a State/Municipal Grant Agreement with the Wisconsin Department of Transportation to update the Bicycle and Pedestrian Master Plan via Resolution 22-1076; and

WHEREAS, the City of La Crosse Common Council entered into a Professional Services Agreement with Alta Planning + Design, Inc. to complete the Bicycle and Pedestrian Master Plan via Resolution 24-0491; and

WHEREAS, the City of La Crosse Common Council adopted the 2024 Bicycle and Pedestrian Master Plan via Resolution 24-0957; and

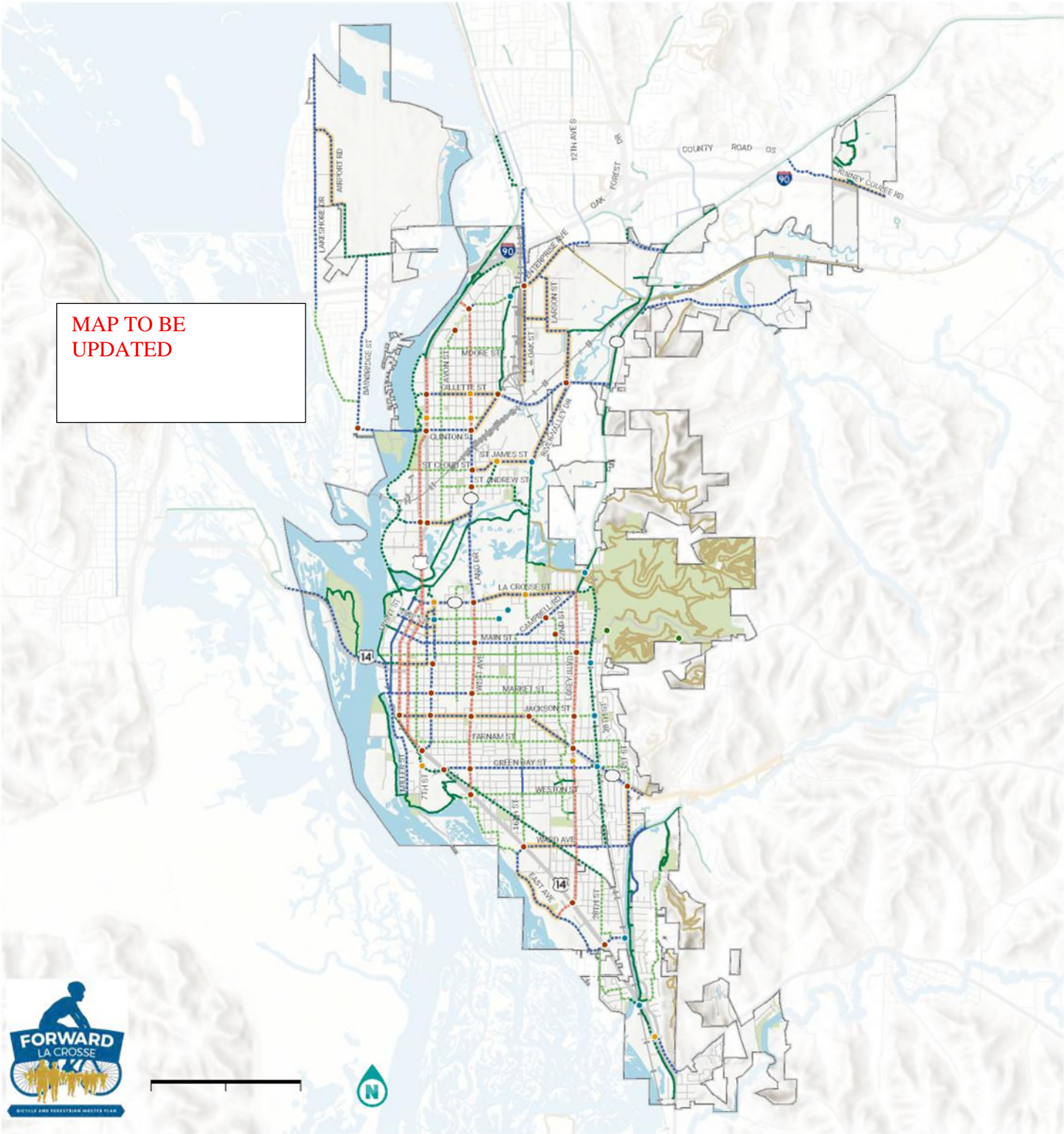
WHEREAS, it is best practice to continually monitor opportunities for updates to planning documents and amend when necessary; and

WHEREAS, additional public opinion and changes to transportation networks have brought about further discussions for amendments; and

WHEREAS, the City wishes to amend the Bicycle and Pedestrian Master Plan to reflect those changes by including the Goose Green trail, Vine St Greenway, 10th Street Greenway extension, and Redfield Street Greenway; and

WHEREAS, additional public input was gathered through an open house format for the public to provide input; and

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of La Crosse that it hereby adopts the amendments to the 2024 Bicycle and Pedestrian Master Plan and directs the Planning, Development, and Assessment Department to work with other applicable municipal departments and organizations to implement the plan's recommendations.



MAP TO BE
UPDATED

ALL AGES AND ABILITIES FACILITY AND SPOT IMPROVEMENT RECOMMENDATIONS

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

RECOMMENDED FACILITIES

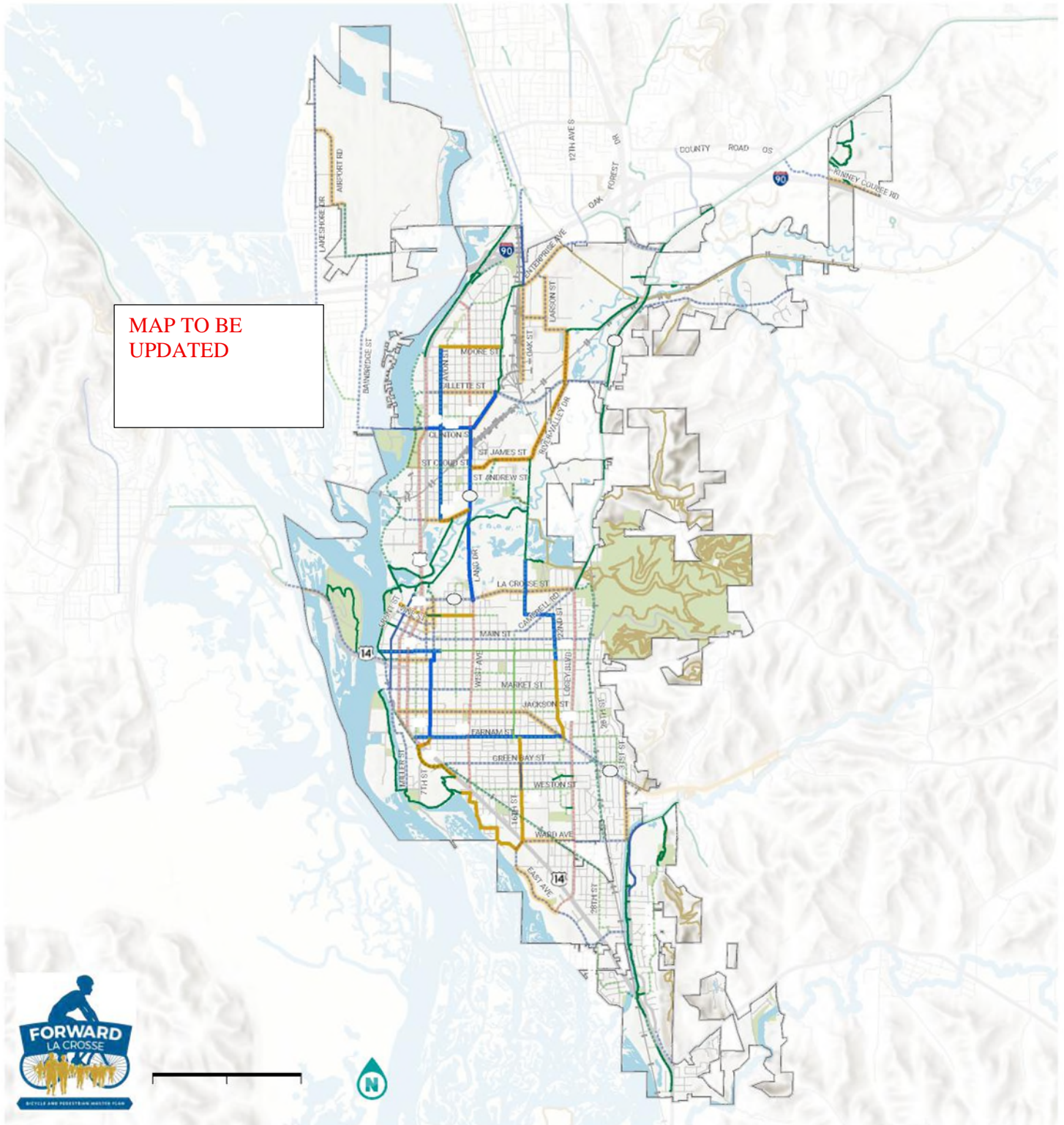
- Greenway
- Separated Facility
- Trail
- Further Evaluation Needed
- Upgraded Existing Facility

SPOT TREATMENTS

- Added Access: trail access, railroad crossing, curb cuts
- Intersection Improvement: protected intersection, adjust slip lanes, traffic diverter; Improved Crossing
- Signal Improvement: RRF, LPI, signal adjustment
- New/Updated Signs

BASE MAP

- Bike Lane
- Greenway
- Paved Trail
- Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits



MAP TO BE UPDATED

ALL AGES AND ABILITIES FACILITY NETWORK TIER 1 AND 2 PRIORITY PROJECTS

LA CROSSE BICYCLE + PEDESTRIAN MASTER PLAN UPDATE

TOP PRIORITY PROJECTS

- Tier 1
- Tier 2

RECOMMENDED FACILITIES

- Greenway
- - - Separated Facility
- · - · - Trail
- · - · - Further Evaluation Needed
- Upgraded Existing Facility

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

TABLE 6.2

TIER 1 AND 2 PRIORITY PROJECTS							
#	PROJECT NUMBERS	PROJECT CORRIDOR	FACILITY TYPE	FROM (N/W)	TO (S/E)	MILEAGE	
TIER ONE PRIORITY PROJECTS	1A	9	Avon St	Greenway	Moore St	Monitor St	1.67
	1B	33	Clinton St	Protected Bike Lanes	Hwy 53	HWY 35	0.43
	1C	107	Ranger Dr	Protected Bike Lanes	Hwy 35	Gillette St	0.44
		Spot Imp. 28		Protected Intersection			
	1D	93	Lang Dr/Hwy 35	Protected Bike Lanes	Clinton St	La Crosse St	1.67
		Spot Imp. 30		Protected Intersection			
		Spot Imp. 44		Protected Intersection			
	1E	7	22nd St/East Ave	Greenway		Cass St	1.23
		Spot Imp. 8		Signal Adjustment			
		Spot Imp. 17		Traffic Diverter			
		Spot Imp. 53		Improved Crossing			
	1F	1	King St	Greenway	Front St	8th St	0.57
	1G	42	7th St	Protected Bike Lanes	King St	Farnam St	1.2
		Spot Imp. 35		Protected Corners			
		Spot Imp. 36		Protected Corners			
		Spot Imp. 43		Protected Intersection			
1H	12	Farnam St	Greenway	Hwy 14	Hwy 33	1.41	
TIER TWO PRIORITY PROJECTS	2A	10	Moore St	Greenway	Avon St	Bud Hendrickson	0.61
	2B	87	River Valley Dr	Two-Way Cycle Track	Great River State Park Trail	Gillette St	0.46
		62	River Valley Dr/ St James St	Sidepath	George St	Gillette St	1.4
		Spot Imp. 14		Protected Intersection			
		Spot Imp. 15		Formalized trail access			
	2C	51	Monitor St	Protected Bike Lanes	Avon St	Lang Dr/Hwy 35	0.33
	2D	43	Vine St	Bike Lanes	Front St	7 th St	0.46
		108	Vine St	Greenway	7 th St	16 th St	0.68
		58		RRFB			
	2E	4	17th St	Greenway	Farnam St	Green Bay St	0.35
		11	17th St	Greenway	Weston St	Ward Ave	0.47
	2F	42	7th St	Protected Bike Lanes	Farnam St	Hwy 14	0.15
		72	Rail with Trail	Trail	Hwy 14	Sims Pl	0.5
		82	Hwy 14	Trail	Sims Pl	Gundersen Trail	0.16
		Spot Imp. 21		Protected Intersection			
		Spot Imp. 22		RRFB			
Spot Imp. 23			Protected Intersection				
2G	23	SW Greenway	Greenway	VIP Trail	East Ave	0.96	
	Spot Imp. 40		Eliminate slip lanes				
2H	20	22nd St	Greenway	Cass St	Farnam St	0.77	

2026 Plan Amendment Engagement

In order for the Bicycle and Pedestrian Plan to stay relevant and implementable, it is important to view this as a living document to be updated and amended when necessary. This year, it became apparent there was a need for some updates. Some of the additions being minor tweaks, and others being proposed new infrastructure. The need for an amendment came about after a public involvement meeting for Green Bay Street was completed and surveys were conducted. The memorandum below was provided to the Board of Public Works, and outlines the engagement conducted. After a decision by the Board of Public Works to keep current conditions on Green Bay Street, they recommended the Bicycle and Pedestrian Advisory Committee evaluate Redfield Street as a Greenway to serve as a primary transportation route for bicyclists and pedestrians. With Redfield being included as a greenway, it also seems inherent to connect 10th Street Greenway to this network to provide additional north-south options as West Avenue will not have accommodations on its entirety.

Memorandum

To: Board of Public Works

From: Jenna Dinkel, Associate Planner

Date: April 20, 2026

Re: Green Bay Street Bicycle Accommodations

Below is a summary of the public input that was gathered as it relates to the above-mentioned topic.

Green Bay Street has been partially reconstructed using STP-Urban funds from 14th Street-

Losey Boulevard. Since then, the City Council adopted the 2024 Bicycle and Pedestrian Master Plan which recommended protected bicycle facilities on Green Bay Street due to the proximity to a number of destinations, including but not limited to, Central High School, Festival Foods and shopping center, and Gundersen Hospital. With the upcoming reconstruction of 9th-14th in 2028, the Engineering Department asked Planning Staff to assist with gathering neighborhood input to present to the Board of Public Works for a design recommendation.

This topic first went to the Bicycle and Pedestrian Advisory Committee in November 2025.

The Committee unanimously recommended protected bike lanes be pursued from West Avenue to 14th as part of the 9th-14th Street Reconstruction. The Committee also unanimously recommended a future capital request be made for Green Bay Street protected facilities on the rest of the corridor.

Since then, Planning Staff with the assistance of Engineering Staff, coordinated public input. Staff created a webpage with information regarding possible accommodations and further information. There was also a survey created for residents who could not attend the public involvement meeting or wanted to fill out the survey online during the meeting. The public involvement meeting was scheduled and took place on Tuesday, February 24, 2026, with a postcard sent to all property owners and residents on Green Bay Street from 9th-Losey. There was also a press release sent out with this information. The format and information gathered at this meeting is further outlined below.

The public involvement meeting on February 24th had approximately 47 people in attendance. The public involvement meeting went from 5:00 pm to 7:00 pm. Staff provided an informative presentation at 5:30 pm for those in attendance and offered time for questions. Staff recommended everyone fill out the comment cards to make sure their voices and opinions were thoroughly heard. During the time for questions, at the end of the presentation, there was a mix of opinions and feedback. There was a suggestion to switch the bike lane and parking lane on the on-street alternative. Another suggestion that came

up multiple times was to include Redfield Street as an alternative for bikes instead of Green Bay Street. Some in attendance were supportive of bike infrastructure but stated Green Bay Street would not be a safe street to bike on. Some business owners were concerned about where their staff were going to park. They stated they don't want to try to buy up land or property to convert into surface parking. Overall, there seemed to be a split opinion of those who supported and opposed bicycle infrastructure among those who attended the public involvement meeting. From the 25 comment cards filled out, 10 were in favor of keeping the current conditions, 6 were in the middle on all alternatives, and 8 were in favor of bicycle infrastructure. Of the bicycle infrastructure options, Alternative 1 and Alternative 2 were ranked the highest.

Staff left the survey open for two additional weeks after the public involvement meeting.

There were 305 survey responses. Staff has summarized the survey results below.

Of those who filled out the online survey, 87% lived in the City of La Crosse. While a majority of survey responses were from those who use Green Bay as a primary or secondary route of transportation, there were approximately 18% who live on, own property or a business, or work on Green Bay that submitted responses. Of those responses, 11% of them felt positively toward bicycle infrastructure on Green Bay Street.

As for total survey results, current conditions was the most favored alternative. Of all alternatives with bicycle infrastructure, Alternative 1 (raised, protected bicycle facilities) was the most favored alternative. Alternative 2 (street-level bicycle facilities) was the least favored alternative. Total survey results are summarized below:

- 66% of respondents felt positively (rating of 7 or greater) toward Current Conditions
- 30% of respondents felt positively (rating of 7 or greater) toward Alternative One
- 8% of respondents felt positively (rating of 7 or greater) toward Alternative Two
- 19% of respondents felt positively (rating of 7 or greater) toward Alternative Three
- 25% of respondents felt positively (rating of 7 or greater) toward Alternative Four

Notable comments from the online survey for those not in favor of bicycle infrastructure noted concern bike lanes would cause traffic issues, suggestions for creating bike routes on less traveled streets and corridors, and concern with removal of parking. Notable comments from the online survey for those in favor of bicycle infrastructure noted the need for protected facilities for user safety, concern with safety if on-street facilities were implemented, suggestions for creating bike routes on less traveled streets and corridors, desire for Green Bay Street to be a multi-modal corridor, concern over disjointed design from 9th to West Ave.

Staff also attached the survey response overview. Questions three through eight use a net promoter score of -100 to 100. Since the survey questions asked respondents to rank their choice from 0 (least favored) to 10 (most favored) the net promoter score is calculated by subtracting the percentage of detractors from the percentage of promoters. Net Promoter Scores fall into the following categories and was automatically generated by the survey software. With the assumption ranking an alternative 7 or greater meant the respondent felt positively, staff provided the results this way in the memorandum above.

1. Promoters (9-10)
2. Passives (7-8)
3. Detractors (0-6)

In addition to Redfield Street serving as a greenway, there had been additional adjustments to the Bicycle and Pedestrian Master Plan as a result of public involvement meetings. As the Wisconsin Department of Transportation conducted engagement for Wisconsin Highway 35, a major comment that came up was the unsafe intersection of Vine Street and West Avenue. Due to the strong public support for a safer intersection, the Wisconsin Department of Transportation has proposed a rapid flashing beacon at Vine Street for bicyclists and pedestrians and opening up Pine Street and adding a stop light.

As a result, it was recommended the suggested greenway shift one street over and become the Vine Street greenway. The Plan already recommended a separated facility on Vine from Front to 7th Street, so the greenway would be a continuation from 7th Street to 16th Street offering a low traffic street for students to reach Riverside Park and downtown.

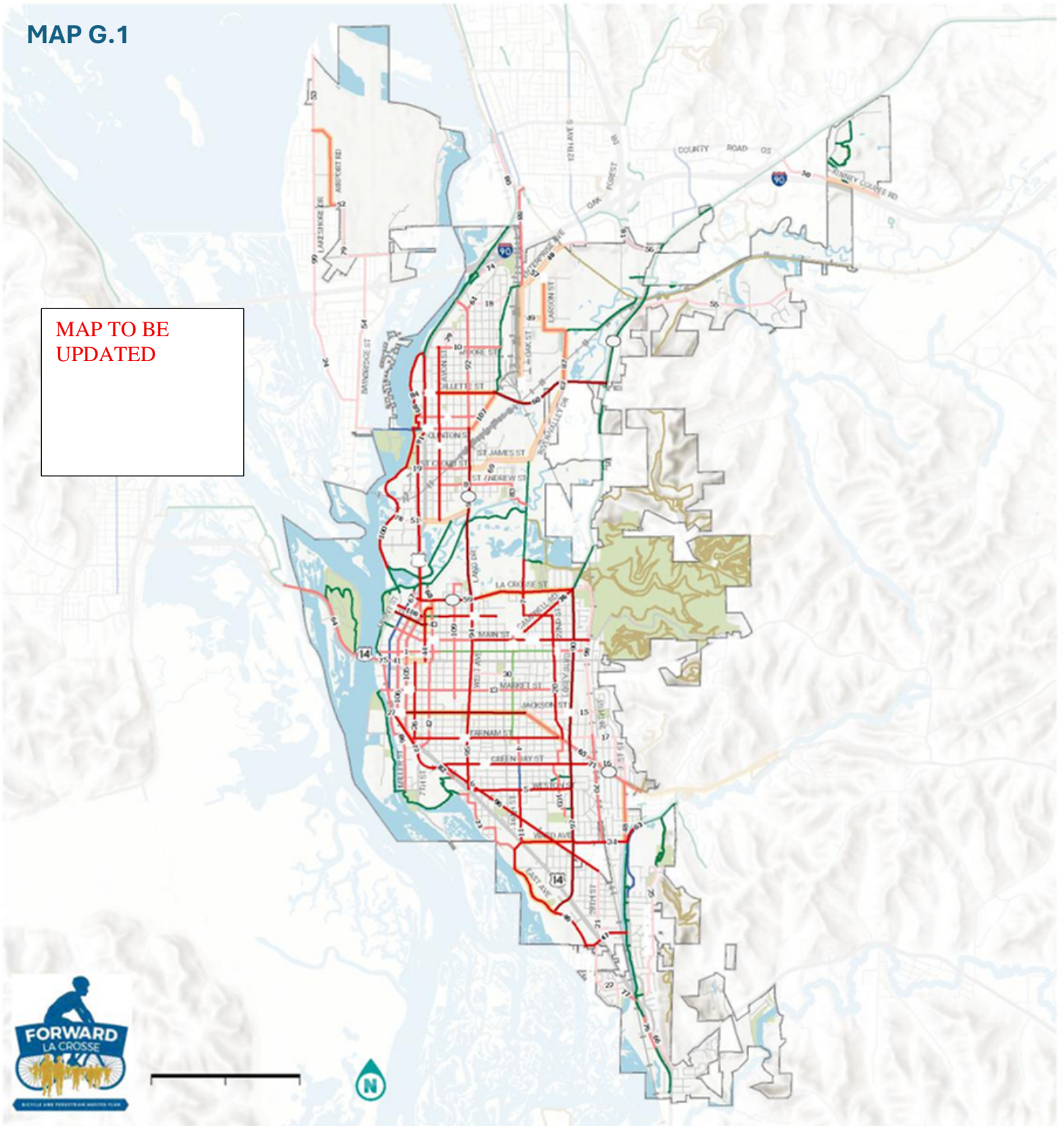
Lastly, a recommendation from the 2012 Bicycle and Pedestrian Master Plan to have a bicycle and pedestrian path connecting to Goose Green Park was overlooked and not included as part of the plan. There is still desire from the Bicycle and Pedestrian Advisory Committee and was included as part of the public input map, to include this as a potential path to work on.

With these adjustments to the Bicycle and Pedestrian Master Plan, an open house was scheduled to gather further public input. The meeting was held at the La Crosse Public Library on July xx, 2026. General comments from the open house are outlined below.

- Themes of general comments:
 - xx

MAP G.1

**MAP TO BE
UPDATED**



**ALL AGES AND ABILITIES
FACILITY NETWORK
QUANTITATIVE
PRIORITIZATION**

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

**RECOMMENDED
FACILITIES BY SCORE**

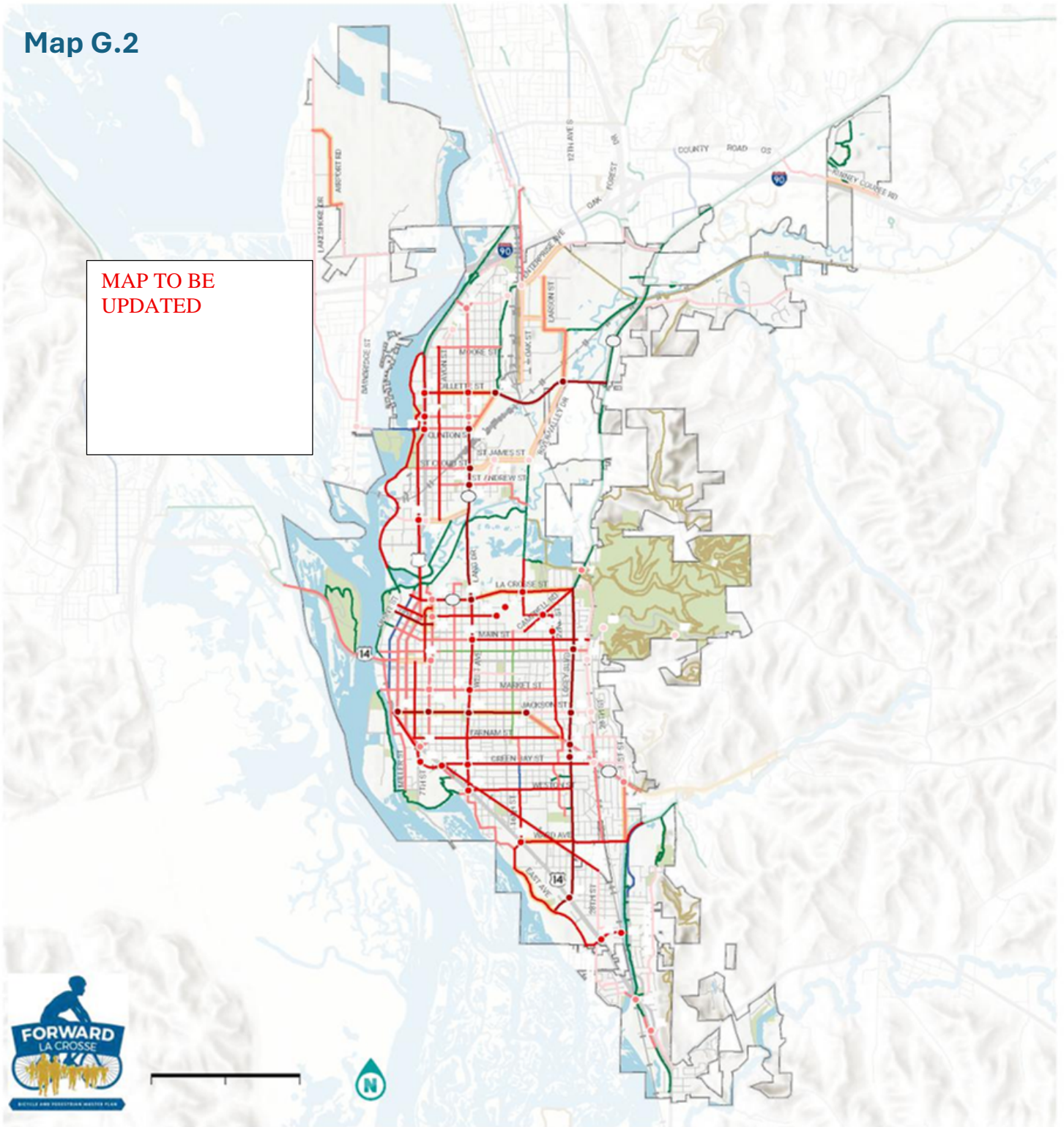
- 1-4 points
- 5-8 points
- 9-12 points
- 13+ points

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
- Waterbody
- City Limits

Map G.2

MAP TO BE
UPDATED



**ALL AGES AND ABILITIES
SPOT IMPROVEMENT
QUANTITATIVE
PRIORITIZATION**

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

**RECOMMENDED
FACILITIES
BY SCORE**

- 1-4 points
- 5-8 points
- 9-12 points
- 13+ points

**SPOT
IMPROVEMENTS
BY LIKES**

- 1-4
- 5-8
- 9-12
- 13-16

BASE MAP

- Existing Greenway
- Existing Bike Lane
- Existing Paved Trail
- Existing Natural Surface Trail
- Railroad
- Parks
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TABLE G.1

RECOMMENDED ALL AGES AND ABILITIES FACILITY NETWORK							
PROJECT #	PROJECT NAME	FROM (N/W)	TO (S/E)	FACILITY TYPE	PROJECT NOTES	MILEAGE	SCORE
1	King St Greenway	7th St	8th St	Greenway	Extend Greenway by one block	0.10	5
2	King St Greenway	22nd St	27th St	Greenway	Extend Greenway treatments, considering traffic calming options and intersection treatments	0.30	5
3	Logan St Greenway	Northside Beach Rds	Ranger Dr	Greenway	Build off of existing Greenway-type features including the traffic diverting median on George St and the curb extensions at Kane St; create trail through Logan Middle School property; could instead implement only AAA facility on Clinton St	0.60	8
4	17th St/East Ave Greenway	Farnam St	Green Bay St	Greenway	Continue the 17th St Greenway to the south with traffic calming features and intersection improvements	0.30	8
5	Weston St Greenway	13th St	Losey Blvd	Greenway	Create a Greenway with traffic calming features and intersection improvements; create a trail crossing using the existing sidewalk crossing at the railroad on the west side of town; connect up to Central High School Athletic Fields and over to Losey	0.90	9
6	Weston St Greenway Connection	West Ave	Weston St	Greenway	Provide traffic calming and signs to indicate the connection between the Weston St Greenway and the West Ave facility	0.10	4
7	E Ave Greenway	Marsh Loop Trailhead	Cass St	Greenway	Create a Greenway connection between the Marsh Loop Trailhead and Campbell Rd bikeway	1.23	11
8	St Andrew St Greenway	Avon St	Oak St	Greenway	Add traffic-calming features and improve intersections along route	0.70	6
9	Avon St Greenway	Moore St	Monitor St	Greenway	Add traffic-calming features and improve intersections along route	1.70	10
10	Moore St Greenway	Avon St	Bud Hendrickson Trail	Greenway	Add traffic-calming features and improve intersections along route	0.60	6
11	17th St/East Ave Greenway	Weston St	Ward Ave	Greenway	Add traffic-calming features and improve intersections along route	0.50	9
12	Farnam St Greenway	Hwy 14	Hwy 33	Greenway	Add traffic-calming features and improve intersections along route	1.40	10
13	Market St Greenway	West Ave	22nd St	Greenway	Add traffic-calming features and improve intersections along route	0.80	5
14	17th St Greenway	State St	King St	Greenway	Continue Greenway from King St	0.20	8
15	Jackson St Greenway	Losey Blvd	28th St or terminus of Jackson St	Greenway	If a RR crossing can be added, extend connection to 28th	0.20	4

PROJECT #	PROJECT NAME	FROM (N/W)	TO (S/E)	FACILITY TYPE	PROJECT NOTES	MILEAGE	SCORE
104	Hwy 53 Bike Facility	Monitor St	La Crosse St	Further Evaluation Needed	Reallocate travel lane space to incorporate a protected bike facility; consider removing two-way turn lane on bridge between 2nd St N and River Bend Rd to add room for bike facility; consider this as a more feasible route than a trail along river	0.8	12
105	4th St Bikeway	La Crosse St	Merge of E/W 53	Long Term Separated Facility	From Imagine 2040 Plan	1.3	5
106	3rd St Bikeway	La Crosse St	7th St	Long Term Separated Facility	From Imagine 2040 Plan	1.6	6
107	Ranger Drive Bikeway	Hwy 35	Gillette St	Protected Bike Lanes	Convert existing buffered bike lanes to protected	0.45	8
108	Vine St Greenway	7th	16th St	Greenway	Connect Bike Lanes from Front to 7 th to UWL Campus and beyond	0.68	14
109	10th St Greenway	Lueth Park	Redfield St	Greenway	From Imagine 2040 Plan	1.2	8
110	Goose Green Trail	Goose Green Park	Monitor St	Trail	Trail will connect Jim Asfoor Trail to Lower Northside Neighborhood and Goose Green Park.	0.32	7
111	Redfield St Greenway	9 th Street	Losey Blvd	Greenway	Calm Street and can serve as connector	1.24	9

PROJECT #	LOCATION	IMPROVEMENT TYPE	PROJECT NOTES	SCORE
52	Broadview Pl & RR tracks	Railroad Crossing	Create clear, continuous sidewalk/trail connection across the railroad tracks	10
53	22nd St & State St	Improved Crossing	Improve crossing along 22nd St Greenway to ensure a safe crossing of State St	11
54	Jackson St & Losey	Improved Crossing	Improve crossing of Losey for those on the Jackson St Greenway; consider routing down to RRFB or adding another clear crossing at this location	16
55	Liberty/Charles & Palace St	Improved Crossing	Tighten up intersection here, extending triangle space into open pavement to create park space; add marked crosswalk to get to the park	4
56	Bliss Rd	New/Updated Signs	Add frequent signs along entirety of Bliss Rd indicating presence of bicyclists and speed limit; add large mirrors at tight turns so drivers/ bicyclists are aware of traffic coming around a turn	3
57	Grandad Bluff Rd	New/Updated Signs	Add frequent signs along entirety of Grandad Bluff Rd indicating presence of bicyclists and speed limit; add large mirrors at tight turns so drivers/bicyclists are aware of traffic coming around a turn	3
58	West Ave & Vine St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	10
59	West Ave & Farnam St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	6
60	West Ave & Redfield St	Improved Crossing	Add Rapid Flashing Beacon and crossing for Bike and Pedestrians through median.	7

Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Thursday, July 2, 2026 2:48 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: Green Bay Bike Lanes

Do not reply to this email. This email is sent from an unmonitored account. Please send responses to the email address listed below.

Submitted on: 7/2/2026
Name: Nicholas Renstrom
Email Address: nicholasrenstrom@gmail.com
Address: 3800 Cliffside Pl Unit 1
Municipality: City of La Crosse
Is this related to a legislative agenda item: Yes
Agenda item number: 26-0703

Subject: Green Bay Bike Lanes

I am against modifying the Bicycle Master Plan to remove the Green Bay Street bike lanes. The Redfield route is not a sufficient replacement and the Green Bay bike lanes are important for us on the south side. Please leave the protected bike lane as part of the Bicycle Master plan.

I have reviewed the 199 public comments submitted on the Green Bay Street bike lane, and I strongly disagree with how city staff characterized them in the report which the Board of Public Works used to make its decision blocking the project in April. I have read and coded each comment as follows:

49 "Pro bike lane": supported the bike lane

38 "Parking": expressed concerns about parking loss

37 "Busy": said that Green Bay Street is busy, and often some combination of 'this will make traffic worse'/'bikes shouldn't be on busy streets'

13 "Uninformed": made statements that were based on either factually incorrect or insufficient information, such as saying this bike lane would be bad because it would interfere with student parking at Central; there's little to no chance that a bike lane would be built between 14th and Losey for a long time, because it was just refurbished.

70 "Hater": people who just oppose bike lanes in general. They had valuable and insightful contributions like "NO MORE BIKE LANES!" and "Are you guys actually serious? When have you ever seen someone using the bike lanes? We have a huge parking problem and you want to make it worse. Honestly go f**k yourself."

23 "Other": Either something completely off the wall, or just a question, or some information that was actually helpful and informative, such as details about the operation of the loading bay. (this adds up to more than 199 because some mentioned multiple types of concerns, such as haters who also complained about parking loss)

Redfield as an option was mentioned in 13 comments, all but one coded as "Busy".

The haters should be ignored. The creation of a bicycle transportation network is established City policy, by the Green Complete Streets ordinance and the 2024 Bicycle Master Plan, which were both ratified by the City Council.

The sheer volume of comments which were opposed to bike lanes in principle was not conveyed in the Staff Memorandum that summarized public feedback for easy consumption by busy City Council members. Instead, they were summarized as follows:

"Notable comments from the online survey for those not in favor of bicycle infrastructure noted concern bike lanes would cause traffic issues, suggestions for creating bike routes on less traveled streets and corridors, and concern with removal of parking."

Busy, Redfield, and Parking. Haters, despite being the largest category of antis, were not mentioned in the summary.

This, and other summaries provided by staff, failed to present the true picture of opinions, and could have very plausibly shifted Public Works' perception of the opposition to make it seem more reasonable than it actually was.

The haters do have a minor point that few people are using the current bike lanes, but this is because the bike network is currently incomplete, we still heavily subsidize and build for cars without providing sufficient non-car transportation options, and we don't have a single functional protected bike lane anywhere in the city. I don't consider paint-on "bike lanes" to be bike lanes. People don't use them, because they're still right next to traffic with zero protection. People don't use painted-on "bike lanes"

and they certainly don't want to be in the lane with cars, so if we want to make it viable to get around without a car, protected lanes are necessary. This is why we have to stop surrendering and start building infrastructure that's actually good and that people will want to use.

If we remove the comments coded "hater" from the survey, the number of people who oppose this bike lane drops to only slightly more than the number of people who support it. Issues about parking, Green Bay being busy, and people who are straight up misinformed are easily resolved.

People who expressed concerns about loss of parking are largely overruled by the Green Complete Streets ordinance, which is chapter 40 section 14 of the La Crosse Municipal Ordinances. Which means it's law. Which means city staff should follow it. Specifically, part (d)(2)e. states "Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project". This was put into the city ordinances specifically for this kind of situation. The fact of the matter is that there's only so much room in the right-of-way, and the default is that streets have parking, so if we let parking loss shut down a bike lane, we will literally never have bike lanes. That said, only one option would have removed parking entirely from both sides, and it was the second-least-popular one.

Also, each additional bicyclist means one fewer person taking up a parking spot. So if you want to make it easier for you, personally, to park, then you should enthusiastically support decent bike infrastructure, and a better bus system and so forth. If you want to make it hard to park, take away all options except driving.

As for the concern about Green Bay being too busy- this makes no sense. The protected bike lane would be separated from car/truck traffic. Cars and bikes would almost never interact.

The suggestion to put a "greenway" on Redfield is absurd. King and 17th streets are sometimes cited as "greenways". They're not. We have a bad habit in this town of mislabeling things to make them sound better than they actually are. A greenway means something exclusively for bicycles and pedestrians. See the Minneapolis Greenway. Is the idea to remove all cars from Redfield? I somehow doubt it. The word for a street that cars can drive on isn't "greenway"- it's "street".

The reason to put a bike lane on Green Bay is that it has stop lights at South Ave, West Ave, and Losey Blvd, so cyclists can actually get across these streets without having to play Frogger. Redfield has no stop lights. Adding RRFBs to West Ave and Losey would likely cost tens if not hundreds of thousands of dollars. Redfield has no connection to South Ave. The whole point of the 2024 Bicycle Master Plan was to create a bicycle network that would be safe and convenient, so people would actually be able to use it. Redfield can never be either of those.

If there are people who would prefer Redfield because it's quieter and has more trees and so forth, they can already do that today, right now. But people don't. Because it's not a serious transportation route. Minor tweaks are not going to change that.

Public Works made the wrong choice in April and the Bicycle Pedestrian Advisory Committee made the wrong choice on Tuesday, and I believe that the way the survey was presented by staff played a significant part in this.

Kevin Hundt, June 11th, 2026

Addendum July 2nd, 2026:

On April 29th, I asked Council President and Board of Public Works member Dickinson why Public Works voted the way it did, as the video was apparently not recorded, and this was her response:

“Spending money on streets that have already been repaired is not a good use of funds. The board felt the surveys of those living or working on the street did not want the change. Several surveyed suggested Redfield as an alternative.”

I also recently asked Mayor Washington-Spivey his reasoning, and he stated that the Board felt that rebuilding Green Bay Street for a bike lane would be a waste of money as it was just rebuilt last year. When I told him that Bike-Ped had supported a protected lane from South Avenue to 14th Street and was discussing compromise infrastructure design, he expressed that he had not been made aware of that.

These responses point to a severe miscommunication between Public Works and BPAC. We would be wrong to make this decision based on the result of this miscommunication and misrepresentation. We should stick to the original, superior, Green Bay Street route, based on starting with South Avenue to 14th and gradually expanding to 16th, East Avenue, and eventually Losey, and urge Public Works to reconsider.

Kevin Hundt

1. From the Description of the Bicycle-Pedestrian Advisory Committee on Legistar:

"The Bicycle-Pedestrian Advisory Committee serves as an advisory body to the Common Council in implementing the Bicycle and Pedestrian Master Plan, the Comprehensive Plan (primarily the Transportation Element), and any other specific regional transportation plans."

2. From the Green Complete Streets ordinance, La Crosse Municipal Ordinances 40-14:

40-14(a): "The purpose of this section is to ensure that the streets of the City of La Crosse provide safe, convenient, and comfortable routes for walking, bicycling, and public transportation, encourage increased use of these modes of transportation, enable convenient travel as part of daily activities, improve the public welfare by addressing a wide array of health and environmental problems, and meet the needs of all users of the streets, including children, older adults, and people with disabilities."

40-14(d)(1): "The City Engineer's Office, Board of Public Works and Department of Planning, and Development, and Assessment shall make Green Complete Streets practices a routine part of everyday operations and shall approach every transportation project and program as an opportunity to improve public and private corridors and the transportation network for all user groups, and shall work in coordination with the Bicycle Pedestrian Advisory Committee (BPAC), Committee for Citizens with Disabilities (CCD), other departments, agencies, and jurisdictions to achieve Green Complete Streets."

40-14(d)(2): "Every corridor project on public or private property shall incorporate Green Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right-of-way for each category of use"

40-14(d)(2)e.: "Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project"

3. From the 2024 Bicycle Master Plan, adopted by the Common Council on 8/8/2024:

RECOMMENDED ALL AGES AND ABILITIES FACILITY NETWORK Project #37, Appendix page 80: Green Bay Bikeway from Hwy 14 to Losey Blvd, with Facility Type Protected Bike Lanes (with an additional note: "heard mention of construction happening on this corridor soon")

RECOMMENDED ALL AGES AND ABILITIES SPOT IMPROVEMENTS Project #38, Appendix page 87: Green Bay St. & West Ave, Add protected intersection

4. The aforementioned citations are established City Ordinances and the will of the Common Council. However, these ordinances and directives are absent from the current plans for Green Bay Street.

The 2025 reconstruction of Green Bay Street from 14th to Losey was planned prior to the passage of the 2024 Bicycle Master Plan. However, once that plan was passed, that reconstruction should have been revised to come into compliance. At the 11/11/25 BPAC meeting, Committee Member Young expressed frustration at having repeatedly asked for revisions to be implemented for the Green Bay Street project to become compliant with the 2024 Bicycle Master Plan and being ignored. Now the reconstruction of that section is complete and it has no bicycle facilities.

This would leave the possibility of bicycle facilities, particularly a protected lane, from South Avenue to 14th Street. Although this is a shorter distance and not what is in the 2024 Plan, it is still five blocks

from one important intersection through another, and could be the basis for completing the route eventually.

However, in the 11/11/25 BPAC meeting, City Traffic Engineer Stephanie Sward stated that protected bike lanes on the South side of Green Bay from South Avenue to West Avenue would be impossible to implement. Her stated reasons were "because of the industrial properties" and "there are so many driveways". When asked about this at the 4/14/26 BPAC meeting, City Traffic Engineer Sward clarified that the frequency of driveways meant there would not be enough room for the slope necessary for sidewalk-level bike lanes. Committee Member Hundt pointed out that there are portions of the street that have long stretches without driveways, and that paint could be sufficient for the areas with driveways, creating a compromise, and City Traffic Engineer Sward indicated that she would consider it.

However, on 4/27/26, the Board of Public Works ignored BPAC's work and recommendations, and contradicted the 2024 Bicycle Master Plan and the Green Complete Streets ordinance, by recommending no bicycle lanes at all on Green Bay Street.

5. The Redfield Street alternative does not serve as a viable replacement. Redfield Street does not connect to any important intersections or routes on either end. Redfield lacks stoplights for crossing West and Losey, and does not connect to South Avenue at all. Using Redfield would direct bicyclists to cross multiple lanes of traffic on major roads, or backtrack multiple blocks out of the way (to the existing stoplights on Green Bay), which bicyclists and pedestrians generally don't do- many would attempt to cross West and Losey on Redfield, increasing the risk of collisions. Adding RRFB crossings and pedestrian islands to West and Losey and inventing a decent connection to South Ave would likely cost hundreds of thousands of dollars, and would risk opposition from neighbors and many of the same people who oppose the Green Bay Street bike lanes.

6. Undue weight is being placed on the potential loss of car parking along Green Bay Street. The Green Complete Streets Ordinance 40-14 is clear that "Loss of on-street parking shall not be considered a singular criterion for exclusion of a Green Complete Street Project". The debate over removing car parking for bike lanes happened and the City Council voted in 2011. However, we still see City staff and the Council disregarding this ordinance in this and other projects.

7. The creation of a functional bicycle network is ratified City policy. Public comments do not override this fact. A traffic network should be designed by experts. Car routes are not designed by plebiscite, and there is no reason why bicycle routes should be. A functional, safe, and convenient bicycle and other non-car travel system will allow people to drive less or even dispense with a private car, reducing the stress on roads and parking, bringing us closer to fulfilling our Climate Action Plan, making the City more sustainable in a time of chaotically fluctuating fuel prices, reducing car exhaust pollution and noise, reducing traffic injuries and fatalities, reducing police and court time spent on traffic enforcement and collision response, allowing higher-density construction, and saving La Crosse residents thousands of dollars per year each in car ownership, insurance, fuel, and maintenance. The 2024 Bicycle Master Plan, although not a perfect document, is a vital step in the process of creating that system, and we should fulfill it; and indeed we are obligated to as it is, to reiterate, ratified City policy.

8. Therefore: The Bicycle-Pedestrian Advisory Committee opposes the idea of a "greenway" on Redfield.

9. Additionally: The Bicycle-Pedestrian Advisory Committee urges the Mayor to direct the Engineering Department to create a new design for Green Bay Street from South Avenue to 14th Street, based on the aforementioned compromise suggested on 4/14/26, and with plans for eventual extension to East Avenue to connect to the bike route there, and also to Losey Boulevard.

10. Additionally: The Bicycle-Pedestrian Advisory Committee urges the City Council and Mayor to recommit to the Green Complete Streets Ordinance and the 2024 Bicycle Master Plan.

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