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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