Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Monday, July 6, 2026 12:22 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: Resolution to amend the 2024 Bicycle and Pedestrian Master Plan

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Submitted on: 7/6/2026
Name: Joella Striebel
Email Address: joellastriebel@gmail.com
Address:
Municipality: City of La Crosse
Is this related to a legislative agenda item: Yes
Agenda item number: 26-0703

Subject: Resolution to amend the 2024 Bicycle and Pedestrian Master Plan

I am reaching out regarding the discussion of Redfield Street as a potential Greenway, which appears to be proposed as an alternative to protected bike lanes on Green Bay Street. I am unclear as to whether Green Bay Street is totally off the table, but advocate strongly for Green Bay Street over Redfield for bike infrastructure.

There are a number of reasons for this preference, but my primary concern is safety. In late 2024, I was hit by the driver of a pickup truck while riding my bicycle across the pedestrian activated beacon near Festival Food on Copeland Ave. I activated the beacon, waited for all four lanes of traffic to stop, then proceeded. The truck was stopped, but proceeded when I was directly in front of him and struck me. I suffered a broken leg along with other minor injuries and my bike was a total loss. He insisted that he didn't see me, and told the police that those beacons are always lit up even though no one is in the crosswalk, to which the police were sympathetic and suggested he may be able to get his citation dropped. I share these details to demonstrate how little the safety of people on bicycles, even when we are doing everything right, is considered by many in our community. I look to the bike/ped committee to be strong champions of our safety, even when it is unpopular.

Crossing West Ave on a bicycle is dangerous, and I will only do it where a stop light ensures that the traffic on West Ave will be forced to stop. Unless the plan includes installing a full stop light at Redfield and West Ave, this is simply not a safe option for people riding bicycles. With the recent death in my neighborhood of a young woman who wasn't as lucky as I was to survive being hit by a truck, I look to the Bicycle and Pedestrian committee to champion the safest, best option, without being influenced or pressured by what's best for cars. A greenway on Redfield, in the absence of protected bike lanes on Green Bay street, seems to be simpy another inadequate bicycle infrastructure project that will be underutilized due to its lack of true safety and protection, contributing further to the mistaken assumption that we don't need more or better bicycle infrastructure "because no one uses it."

Thank you for your service to our community and for your advocacy for bicyclists and pedestrians.