Craig, Sondra

From: City of La Crosse Notices - No Reply
Sent: Monday, August 3, 2026 2:02 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: Suggested larger revisions to Bike-Ped master plan
Attachments: Downtown bike plan refurbish.png

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Submitted on: 8/3/2026
Name: Kevin Hundt
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Municipality: City of La Crosse
Is this related to a legislative agenda item: Yes
Agenda item number: 26-0703

Subject: Suggested larger revisions to Bike-Ped master plan

I have spent some more time considering more comprehensive changes to the Bicycle Master Plan, and I suggest the following. My main area of focus is downtown, but I have some tweaks elsewhere. I also want to make clear that I think bike/ped traffic should be directed to cross major streets at existing stop lights whenever possible, as RRFBs are not always respected by drivers and drivers may decide to start ignoring them if they become oversaturated. As a cyclist, I trust stop lights and nothing else.

For downtown, the strategy needs an almost complete reinvention because of the loss of 3rd/4th bike lanes and the addition of a roundabout at La Crosse Street. As we've learned from South Avenue, continuous-flow traffic circles are essentially impossible for pedestrians and cyclists to cross; therefore we should direct as much bike/ped traffic away from the traffic circle as possible. This can be solved by adding a connecting ramp from the bike trail to the south-west corner of the bridge and using the trail north of 7th, which connects to the sidewalk crossing the bridge.

I see no purpose to adding bike lanes on any part of 3rd and 4th if we don't have the downtown portion and these might be confusing to cyclists who would suddenly find themselves with no path. Instead, we should direct bike traffic to 5th Avenue, which has a stop light to cross Cass and cleanly connects with State St, which has stop lights and 2nd, 3rd, 4th, 7th, and West Ave. 6th St should be removed because it would be made redundant by 5th and lacks stop lights at Cass and at 7th, requiring a left turn to go north on 7th.

The Bicycle Master Plan maps do a poor job of showing which streets are suggested to be upgraded with protected lanes and which ones can be greenways. I think a major reason why there is disproportionate public opposition to additional bicycle infrastructure is that we have not built a single protected bicycle lane to show how they work, instead relying on cheap but less-used painted lanes. We need to give up on the painted lanes (and sandblast off the sharrows) and recommit to protected lanes, preferably protected with bollards rather than curbs, and emphasize that judging the network before it's built by counting cyclists is like judging a bridge that's still under construction by the number of cars driving into the river.

Kevin Hundt

In the attached map, blue = existing and yellow = add; streets I suggest removing are absent.

Add:
Cameron from bridge to 5th
We should be directing cyclists to the wider and safer path on the Cameron bridge

5th from Cass to Main (or State)
6th lacks a stop light at Cass and is farther from downtown than 5th, and we already have 5th south from Cass in the plan.
Main and State both have stop lights at 7th, allowing safer left turns for northbound traffic.
State route is a little shorter and clearer and farther north

Connection from trail at South-West Corner of bridge to Copeland
Necessary connection for crossing underneath Copeland bridge to avoid car traffic and roundabout.

Front St from northern terminus to Cameron
Fast, low-traffic corridor with existing connection to Asfoor trail
Don't add from Cameron to Market as this is an active industrial zone and doesn't save much distance; direct traffic to 2nd to get around.

Connection from North-West corner of Asfoor Trail to River Bend Rd
Necessary connection testified to by two desire paths

10th south from Jackson
Obvious neighborhood connection; unclear why it wasn't in before

If Redfield is chosen: bike infrastructure on west side of Losey from Redfield to Green Bay
To encourage people to cross at Green Bay rather than trying to go straight across Losey at Redfield.

9th from South Ave to Farnam and crossing over South
Assuming we go with Redfield, this cobbles together a western terminus for Redfield that connects to something. Currently there is nothing in the plan directing bike traffic once it reaches the end of Redfield at 9th, and cyclists might be tempted to go through a Gundersen parking lot directly ahead.

Barnabee Rd (instead of Sunset Dr)
Sunset is a hill. Barnabee is flat.

Remove:
La Crosse St between 2nd and 7th
This will be a roundabout, which are unaccommodating to bicyclists and pedestrians.

Remove Cass
We should be directing cyclists to the wider and safer path on the Cameron bridge

Remove 6th
6th lacks a stop light at Cass and is farther from downtown than 5th, plus we already have 5th south from Cass

Cancel 3rd/4th bike lanes
These are useless at best, and likely confusing, without the downtown bike lanes

Pine St west of 7th
Extremely low-quality/nonexistent West of 7th and there are no stop lights on 2nd/3rd/4th/7th

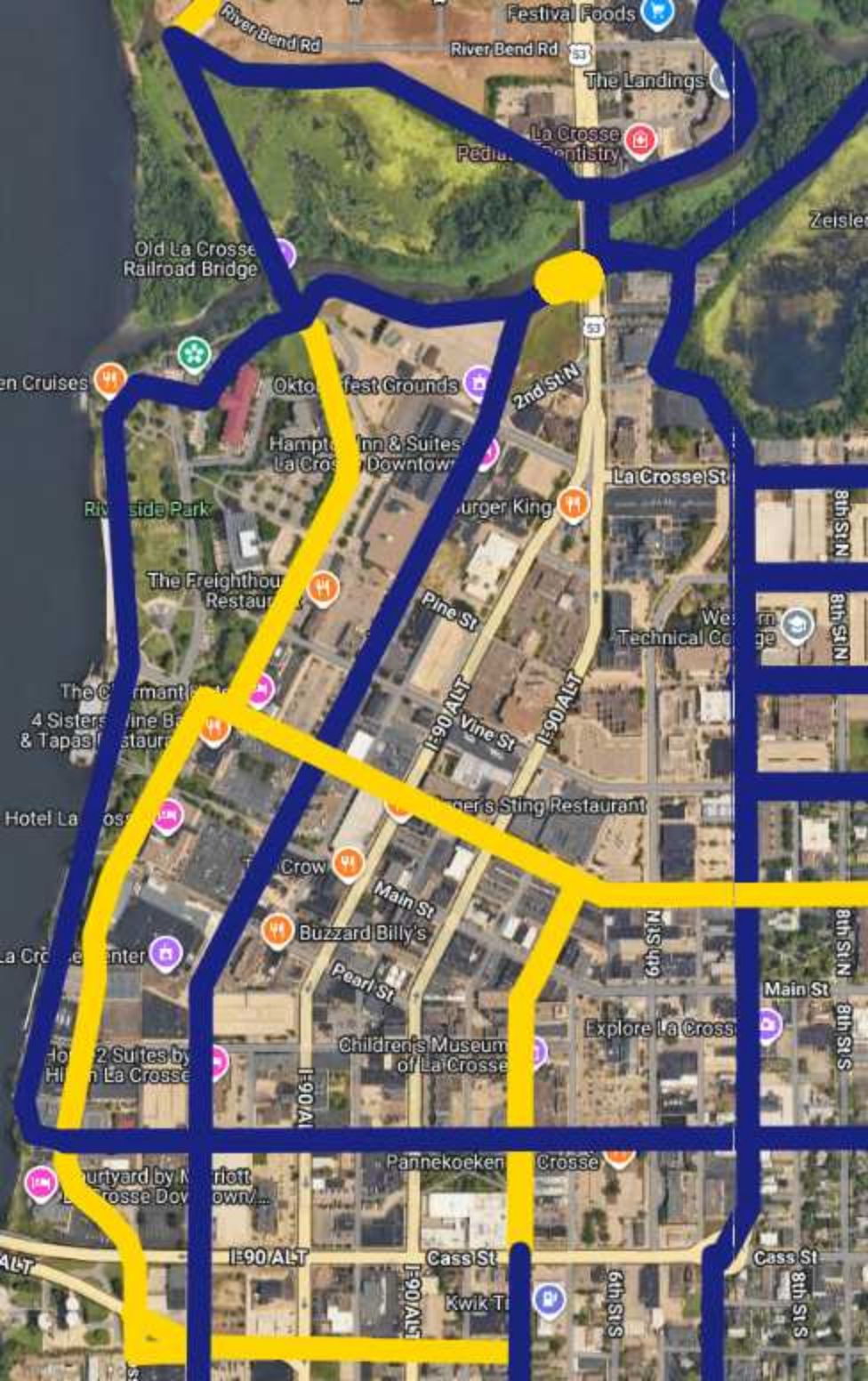
Vine St west of 7th
There are no stoplights on 2nd/3rd/4th/7th/West

Sunset Dr
This is a hill.

Front St from Cameron to Market
This is an active industrial zone and sending traffic to 2nd doesn't cost much distance

Consider:
Switching from Main to State
State is the farthest north east-west route through downtown that has stop lights at 2nd/3rd/4th/7th/West and it connects smoothly to 5th, and goes past UWL cleanly.
Main also functions but I see no advantage over State.
State becomes much more obvious if Vine/Pine east-west are removed from west of 7th, as they should be because they do not have stop lights at 2nd/3rd/4th/7th, which makes those streets dangerous and annoying to cross.

Switching from Farnam/Redfield to Adams/Denton
Suggested by someone at a listening session. Denton has a cleaner connection to 7th on the west side than Redfield and a shorter walk from Losey & Denton to an existing stop light on Losey than Redfield has, hopefully discouraging people from trying to cross Losey in the middle of the block. Assuming we eventually build Green Bay St, having a greenway just one block away is absurd.
Adams connects all the way from 3rd/South to State Rd. Functionally very similar to Farnam.



River Bend Rd
Festival Foods
River Bend Rd
The Landings
La Crosse
Old La Crosse
Railroad Bridge
2nd St N
La Crosse St
8th St N
Pine St
Vine St
I-90 ALT
Main St
Buzzard Billy's
Pearl St
6th St N
Main St
8th St S
Cass St
6th St S
8th St S