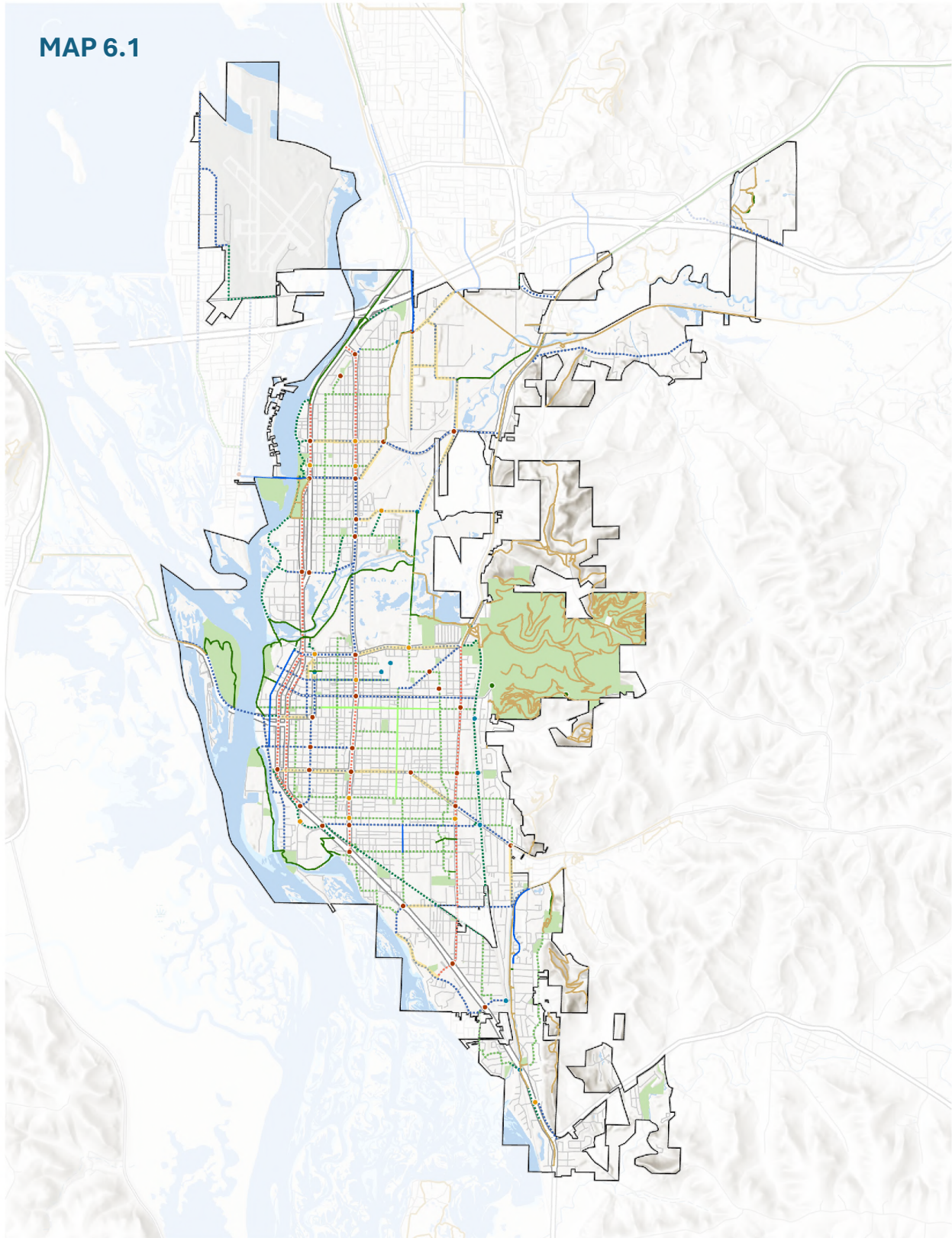


MAP 6.1



ALL AGES AND ABILITIES FACILITY AND SPOT IMPROVEMENT RECOMMENDATIONS

LA CROSSE
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MASTER PLAN UPDATE

RECOMMENDED FACILITIES

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

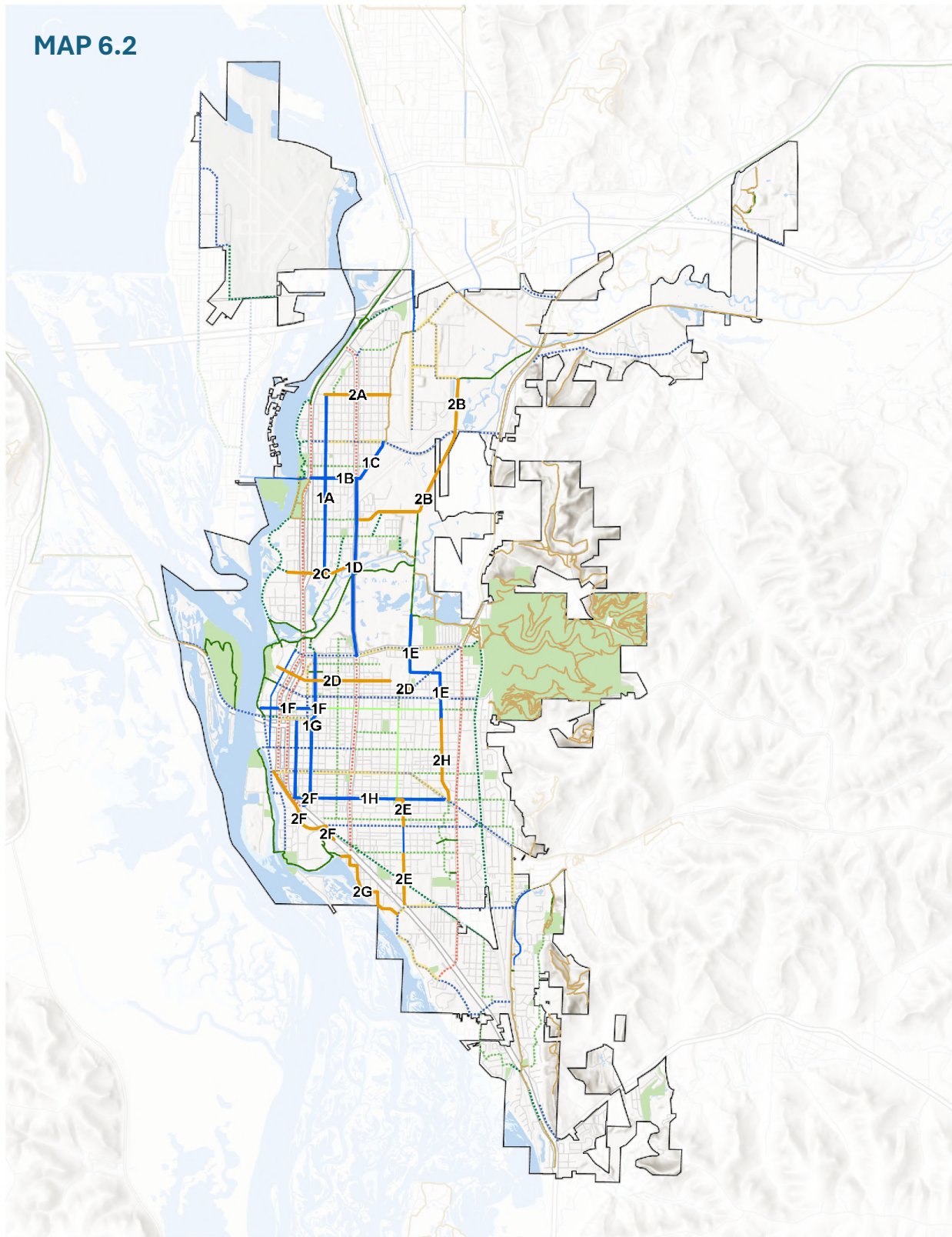
SPOT TREATMENTS

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

BASE MAP

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

MAP 6.2



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

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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 are minor tweaks and others include recommended 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. Additionally, they will continue to provide a rapid flashing beacon at Badger Street.

As a result, it was recommended the suggested greenway shift over and become the Vine Street greenway and Badger 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. The Plan also recommended facilities on 6th Street, and there are currently at-grade bicycle lanes on 6th Street, which will tie into the potential greenway network on Badger Street.

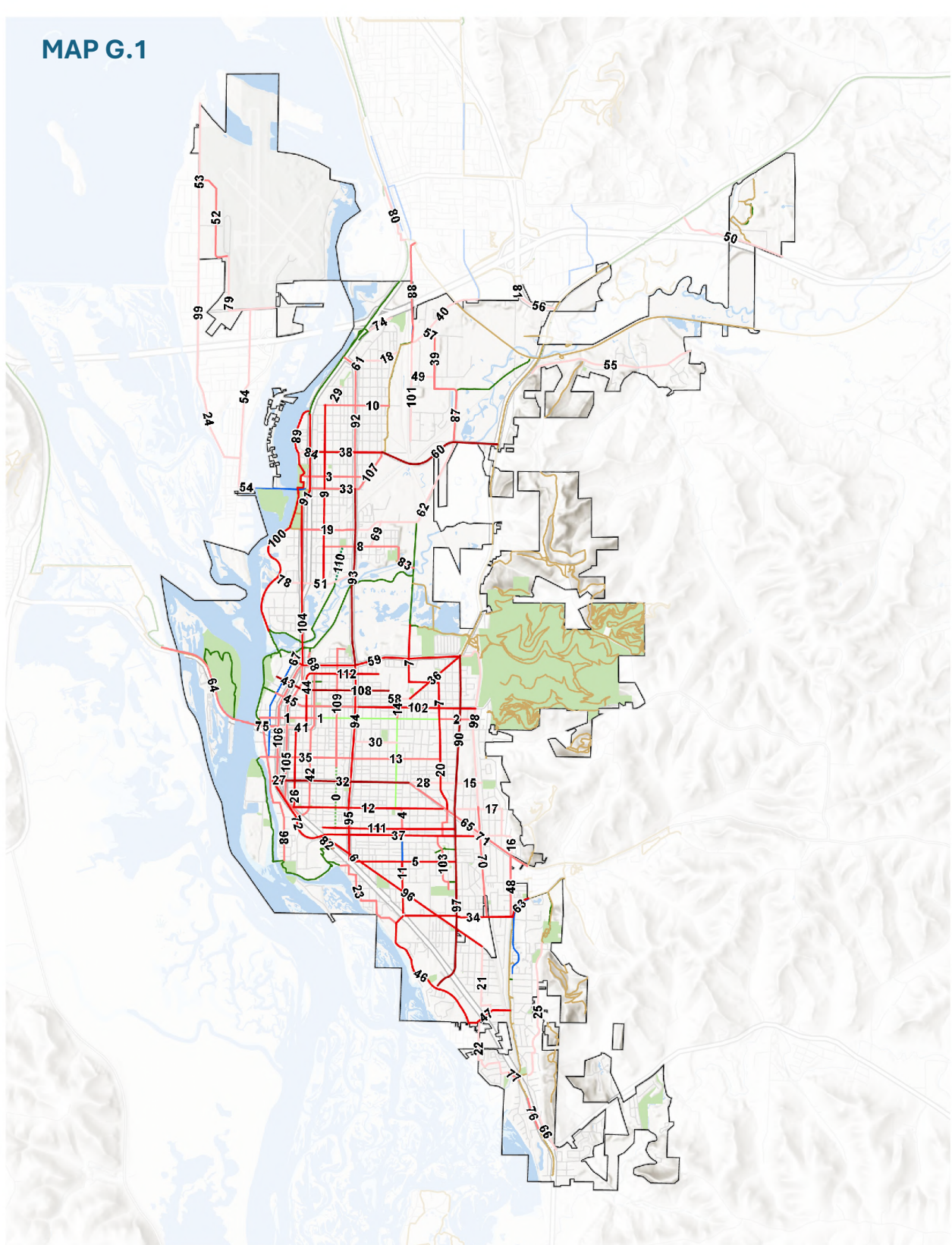
Lastly, a recommendation from the 2012 Bicycle and Pedestrian Master Plan to have a bicycle and pedestrian path connecting to Goose Green Park was not included as part of the plan. There is still desire from the Bicycle and Pedestrian Advisory Committee and was included as a comment as part of the public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

With the above adjustments to the Bicycle and Pedestrian Master Plan, an open house was scheduled to gather further public input in addition to an online survey. There was a press release and mass email using the Forward La Crosse information to spread the word on the public input opportunity. The meeting was held at the La Crosse Public Library on July 28, 2026 from 12:00-1:00 PM and 5:00-6:00 PM. General comments from the open house are outlined below.

- Themes of general comments:

0 x

MAP G.1



ALL AGES AND ABILITIES FACILITY NETWORK QUANTITATIVE PRIORITIZATION

LA CROSSE
BICYCLE + PEDESTRIAN
MASTER PLAN UPDATE

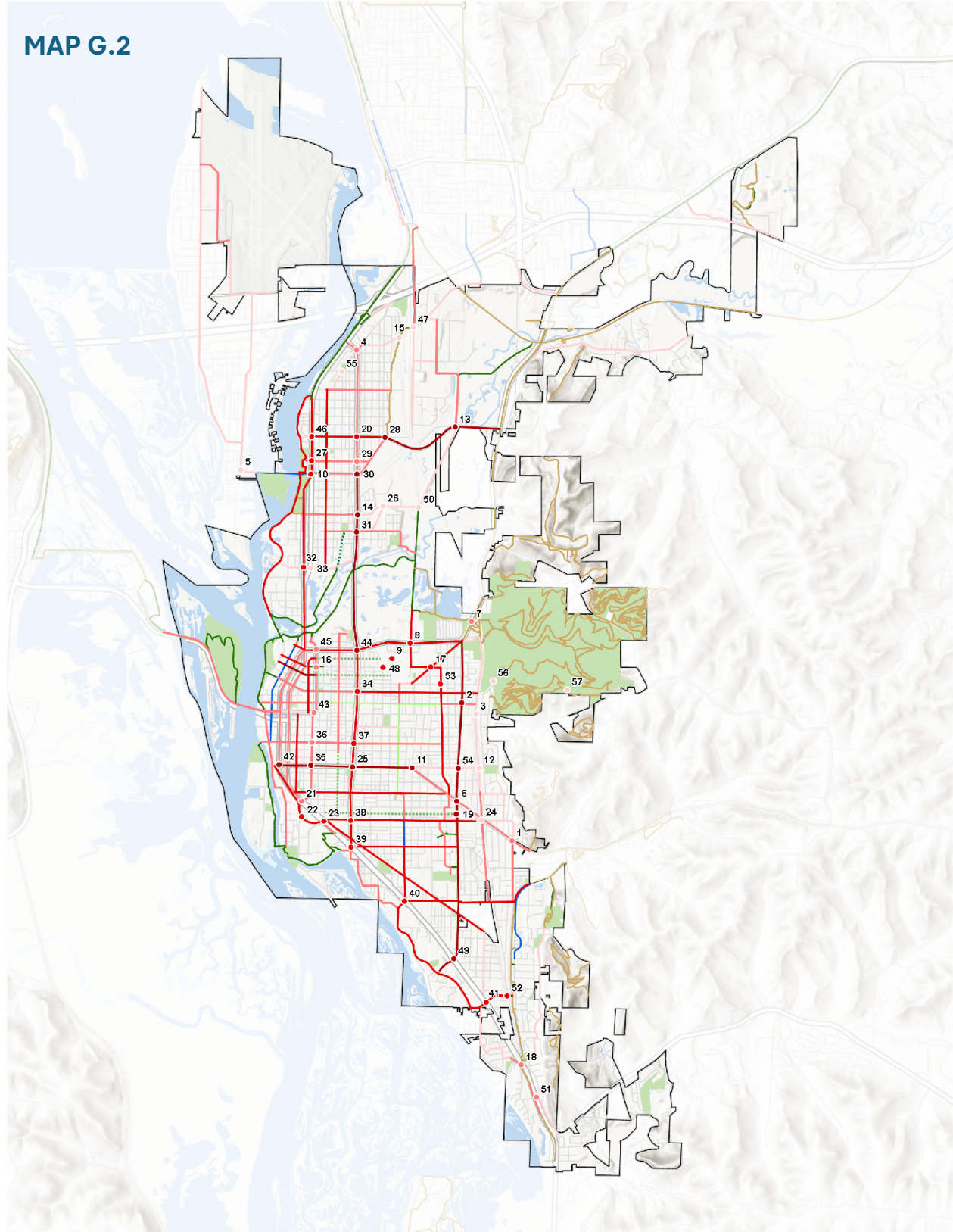
RECOMMENDED FACILITIES BY SCORE

- 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



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
- Waterbody
- City Limits

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
112	Badger Street Greenway	6 th	14 th	Greenway	Connect UWL Campus to 6 th Street bike lanes.	0.58	11

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