



David Crowley

## **Responses to the Wisconsin Bike Fed Governor Candidate Questionnaire - Spring 2026**

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**Do you support proposed legislation like AB694/SB690 (restoring eminent domain)? Please share a brief rationale for your position.**

I would support restoring limited eminent domain authority to municipalities for clear public-purpose infrastructure like trails, sidewalks, and bike and pedestrian connections, while maintaining strong protections for property owners and requiring fair compensation. Wisconsin communities need practical tools to complete transportation and recreation projects that improve safety, connectivity, and economic development.

At the same time, eminent domain should be used carefully, transparently, and only as a last resort after good-faith negotiations. I do not support broad abuse of eminent domain for speculative private development projects, and any use of that authority must include strong public input, accountability, and protections for landowners.

**Do you support proposed legislation like AB334/SB343 (complete streets)? Please share a brief rationale for your position.**

Yes, I support Complete Streets legislation because transportation systems should be designed to safely serve everyone, including drivers, pedestrians, bicyclists, transit riders, seniors, and people with disabilities. Complete Streets policies help communities improve safety, expand mobility options, reduce traffic injuries, and strengthen local economic development by making neighborhoods more connected and accessible.

However, implementation should remain practical and flexible so local governments can account for the unique needs of urban, suburban, and rural communities. My approach would focus on smart planning, public safety, and giving communities tools to build transportation networks that work better for everyone.

**Do you support proposed legislation like AB 371/SB375 (Milwaukee traffic safety camera)? Please share a brief rationale for your position.**

I support giving local communities, including Milwaukee, additional tools to improve traffic safety, especially in areas with high rates of reckless driving, speeding, and serious crashes. If implemented, traffic safety cameras should be narrowly focused on public safety goals, used transparently, and paired with clear standards around privacy, signage, data retention, and Accountability.

My view is that these systems should be designed to change dangerous behavior and save lives, not generate revenue. Any program should include strong oversight, regular public reporting, and safeguards to ensure it is fair, effective, and focused on protecting residents, pedestrians, and drivers alike.

**Emotos (and other OCEVs) are an increasing concern in communities, and many are adapting local ordinances that create a patchwork of varying laws. Should Wisconsin define e-motos in legislation, should there be regulations on the sale and use of these vehicles?**

Yes, I believe Wisconsin should establish a clear statewide definition for e-motos and other off-road-capable electric vehicles so communities, law enforcement, riders, and retailers are operating under consistent rules. Right now, inconsistencies in local ordinances creates confusion around where these vehicles can be used, what safety standards apply, and how they should be regulated.

Any statewide framework should balance safety, enforcement, and responsible recreational use. I would support reasonable regulations around sales, age requirements, speed capabilities, helmet use, and where these vehicles can legally operate, particularly when they are being used on public roads, trails, or sidewalks. The goal should be protecting public safety and reducing dangerous behavior without unnecessarily penalizing responsible riders or creating unworkable rules for local communities.

**What is your position on the Knowles-Nelson Stewardship Fund?**

I strongly support the Knowles-Nelson Stewardship Program because it has been one of Wisconsin's most successful bipartisan investments in conservation, outdoor recreation, and public access to natural resources. The program has helped preserve forests, wetlands, farmland, trails, parks, and waterways across the state while also supporting local tourism and outdoor economies that are critical to many communities.

I believe the Stewardship Fund should continue with strong accountability, transparency, and local input, while ensuring investments are balanced across urban, suburban, and rural areas. Protecting Wisconsin's natural resources is not just an environmental issue, it is an economic, public health, and quality-of-life issue that benefits future generations and helps make Wisconsin a great place to live, work, and visit.

**In recent years, visits to our State Parks and Trails have increased while funding for the DNR has decreased. This has resulted in the inability to maintain facilities, and in some cases lead to closures. What do you think is an appropriate funding mechanism for Wisconsin's State Parks and Trails?**

Wisconsin's State Parks and Trails are one of our greatest assets, and if we want to maintain them for future generations, we need a stable, long-term funding strategy that matches growing demand. I support a balanced approach that includes continued stewardship investments, dedicated conservation and recreation funding, and ensuring user fees remain affordable and accessible so families are not priced out of enjoying public lands.

We also need to make sure the DNR has the staffing and operational support necessary to maintain facilities, trails, and public access safely and reliably. Outdoor recreation is a major economic driver for Wisconsin, and investing in parks and trails supports tourism, local businesses, public health, and quality of life across the state.

**Are you familiar with Minnesota's Legacy and Trust Funds, and would you support legislation of that nature for Wisconsin?**

I have heard of the Minnesota Legacy and Trust Funds, but need more information on how they work and how program funding decisions are made before supporting legislation of this nature. Wisconsin does have existing land and environmental conservation mechanisms, as well as the Knowles-Nelson Stewardship program, which could be natural outlets for any funding mechanism similar to Minnesota's program. I do believe we need to look at how we tax and spend all state funds, which we have not done since the 1980's. Things have changed since then, which is why I have proposed a Blue Ribbon Commission which would invite experts, local officials, business leaders, academics, and community stakeholders to evaluating how Wisconsin raises and distributes revenue.

**The Governor's Bicycle Coordinating Council was established in 1977 by then Governor Patrick Lucey. What do you see as the mission and purpose of the council?**

The mission of the Governor's Bicycle Coordinating Council should be to improve safety, access, and connectivity for bicyclists across Wisconsin while helping shape transportation policy that works for communities of all sizes. The council plays an important role in advising state government on infrastructure planning, trail development, public safety, tourism, recreation, and how biking fits into broader transportation and economic development goals. I also see the council as a bridge between local governments, advocates, public health leaders, tourism stakeholders, and state agencies to help ensure Wisconsin continues to invest in safe, practical, and accessible transportation and recreation options. Strong biking infrastructure improves quality of life, supports local economies, promotes public health, and helps make communities more connected and livable.