



Kelda Roys

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

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

As a co-sponsor of this legislation, I support the restoration of eminent domain to promote a happier, healthier, and more connected Wisconsin. Restoring eminent domain will allow for a more sustainable transportation network, improve public health, and enhance the quality of life in our communities.

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

I am a co-author of this legislation because I know complete streets infrastructure is a necessary and vital part of daily life that enables every Wisconsinite to live, work, and thrive. That is why I am a longtime supporter of investing in projects that help everyone move safely around our communities. A community-first approach protects all of us, and is a more humane, sustainable, responsible way to spend public money. I have also advocated for this at the local level in my municipality.

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

As a legislator, not to mention a parent and bicycle commuter, I support automated traffic enforcement as a mode of ensuring public safety for everyone, especially our kids. Many drivers take dangerous liberties while driving, and because enforcement for traffic violations is minimal and inconsistent, it allows many drivers to ignore the laws. Automated enforcement could reduce this harmful mindset, and potentially improve safety. I want this to be allowed in Madison and other communities as well as Milwaukee, but there must be stringent privacy protections in place that prevent the retention, use, sale, transfer, or storage of any data; it should only be used for short-term traffic enforcement by the local municipality – not shared with other agencies or the federal government and not accessible by private companies or data brokers.

E-motos (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?

Part of a complete streets approach is protecting everyone navigating on and around our roads, and making it possible for people to use a variety of transportation options safely and easily. Clear guidelines and signage, public education, and consistent enforcement are key to making our paths and roads safe for all. A patchwork of local laws restricting the use of e-bikes undermines that goal, which is why the state should affirm by statute that e-bikes are bicycles and may use all shared use paths that bicycles are able to use. I support the Bike Federation's priorities on this issue, including protecting the 3-class framework, clarifying what OCEVs/e-motos are and regulating their sale/use, and coordinating clear trail access policies across agencies and advocates, so that we minimize the conflict among different users and the safety issues that can arise.

I recognize that OCEV drivers are often scared to drive on our roads, but their speed and weight pose a safety threat to pedestrians, kids, and bikers using shared paths and sidewalks. This is another reason to make our municipal roads safer and more inclusive for local, motorized traffic, so that mopeds, e-motos, and small automobiles are safe, as well as the pedestrians and cyclists and share our roads and intersections.

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

It's a travesty that this was not renewed this session and speaks to the dysfunction of Republican leadership in Madison. As governor, on day one I will seek to pass emergency funding to get the Stewardship Program back up and running rather than waiting until the passage of the budget. As a nature lover, I strongly support the Knowles-Nelson Stewardship Program and conserving our natural resources for future generations. In fact, my dad was among those who helped to create the Knowles-Nelson Stewardship Program (he actually named it!) and I am committed to preserving and expanding it so that every Wisconsinite can continue to benefit from preserving natural places.

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?

Speaking of dysfunction in Madison... Wisconsin State Parks should have the ability to keep and use their program revenue to support our parks and natural resource management. Unfortunately the GOP-controlled Joint Committee on Finance has restricted, in some cases unconstitutionally, how that revenue is used. Beyond using program revenue, our State Parks and Trails should have reliable, predictable funding in the state budget so that our facilities are safe, clean, welcoming, and usable by all. As governor, I will increase funding for state parks, including tackling the backlog of deferred maintenance that has led to significant deterioration of the user experience even as park utilization continues to grow.

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

Yes, I support a similar effort in Wisconsin. I appreciate the broad mission of the Legacy and Trust Funds. Wisconsin needs consistent, stable funding to prevent and remediate water contamination for drinking and recreation; increase safe recreational opportunities for in-state and out-of-state tourism; and also improve the ability for everyday cyclists and all of us to enjoy our shared natural resources.

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?

This council can and should be advocating for policies and funding to help all Wisconsinites enjoy and benefit from cycling – from infrastructure to education to programs to policy. Bicycling is an important part of Wisconsin's quality of life, and of our economy. The GBCC can engage with the public and facilitate interagency and intergovernmental cooperation on matters of importance to cyclists. As governor, one of my priorities will be to fund expansion of the popular All Kids Bike program throughout the state. Every child deserves the freedom and joy of being able to safely bike to school and around their neighborhoods. The Council can provide a layer of public accountability to ensure regional planning commissions are continuing to work with schools and municipalities to be safe for everyone in our communities.

I am an avid cyclist and bike commuter, and I plan to continue cycling and bike commuting as governor. Bicycling is one of the best aspects of living in Wisconsin, and it's one of the best parts of my and my family's life. As governor, I will work to make sure that bicycling is safer, more accessible, and better supported, for every Wisconsinite.