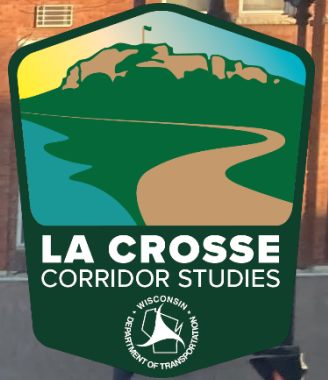
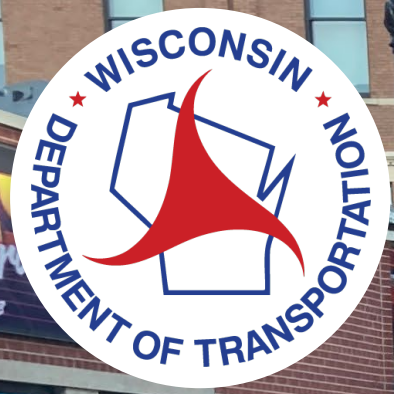




US 53 & US 14/61 Corridor Study – Downtown Alternative Selection

1630-09-01

October 9, 2025

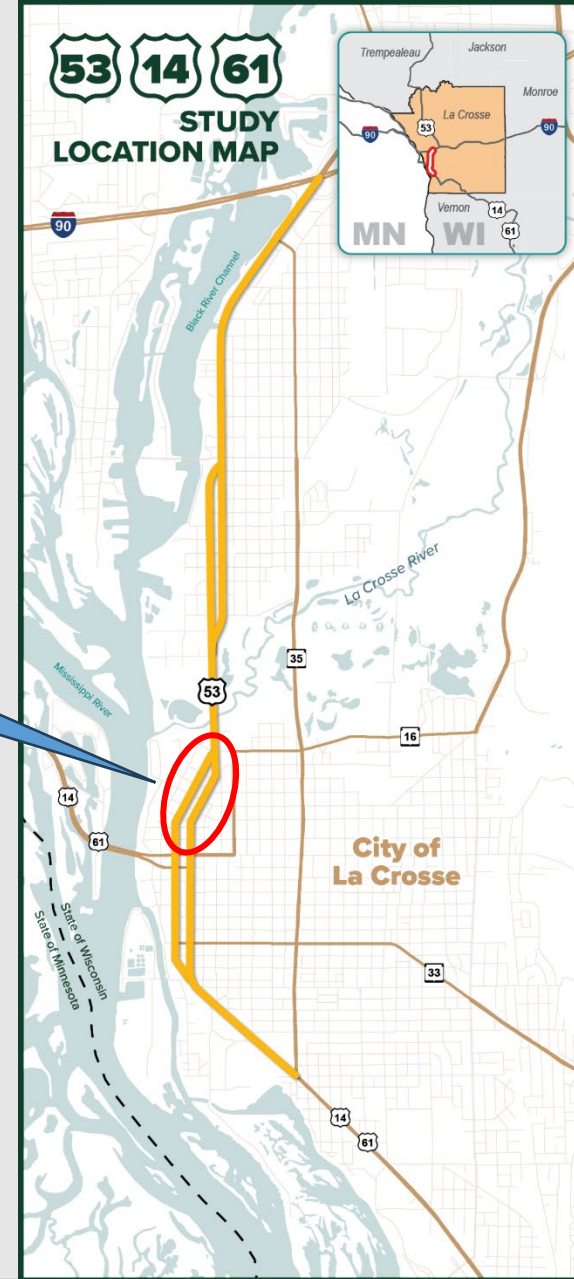


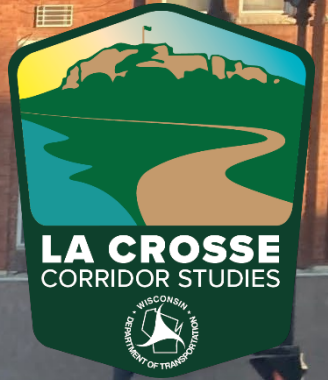
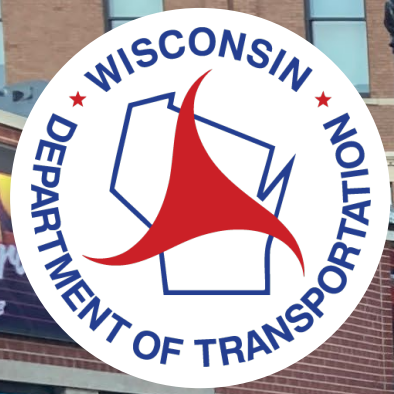


Study Overview

- Study Limits: WIS 35 to I-90
- Length: 4.3 miles
- Scope:
 - Safety Improvements
 - Traffic Operations Improvements
 - Multimodal Improvements
 - Pavement Repair / Replacement / Reconstruction
 - Bridge Maintenance
 - Utility Repair / Replacement

Area of Focus:
Downtown (King
St – La Crosse St)





Downtown Alternatives (King St – La Crosse St)

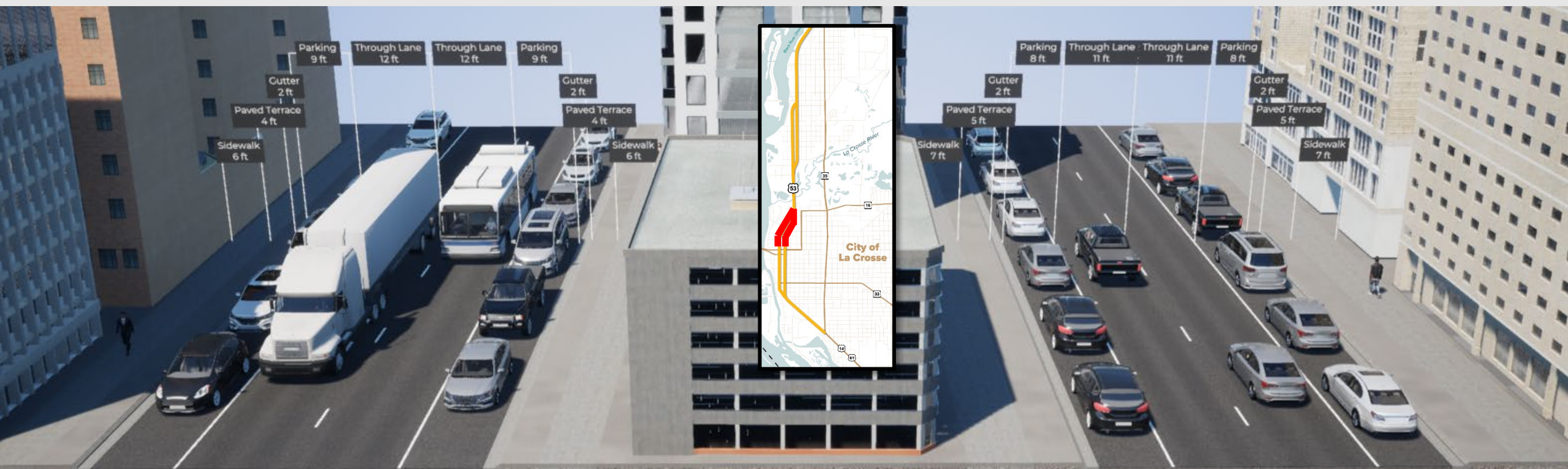




Existing Typical Section

- Improvement Concept
 - Reconstruction

Segment: King St – La Crosse St

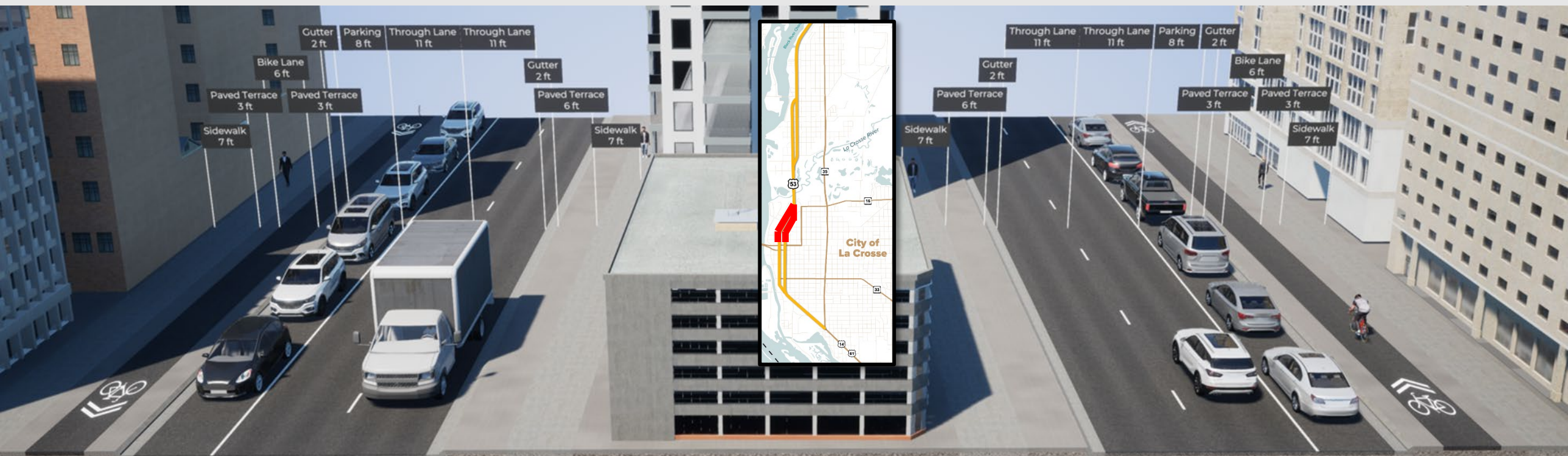




Alternative 1

Remove Parking, Parking-Separated Bike Lanes

Segment: King St – La Crosse St

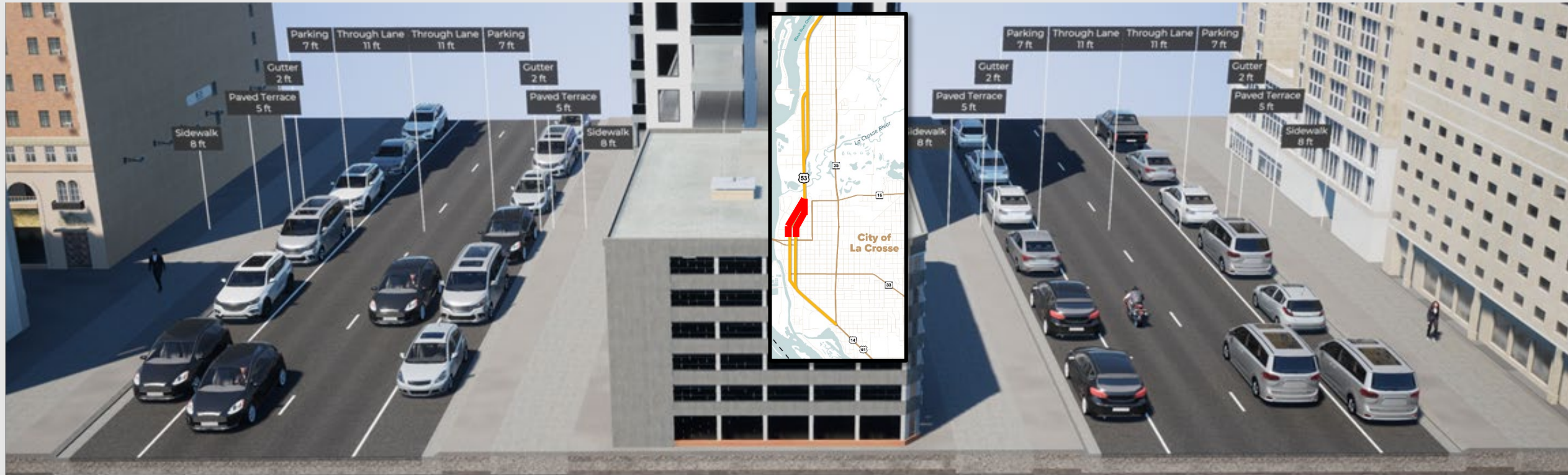




Alternative 2

Narrow Parking Lanes, Widen Sidewalk

Segment: King St – La Crosse St

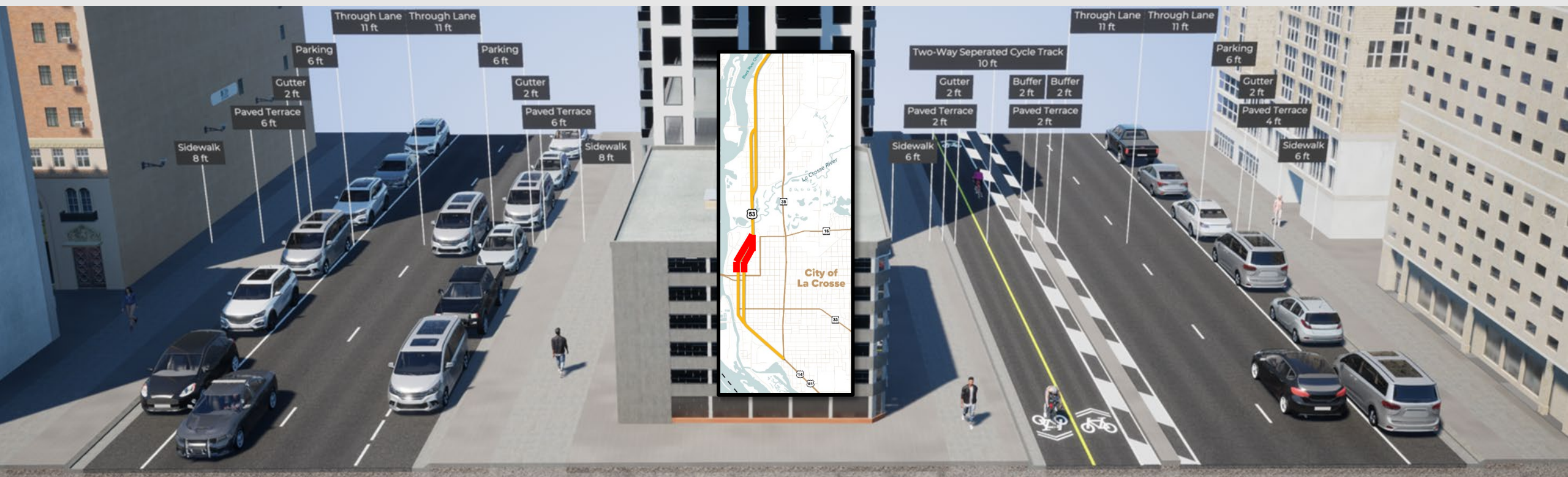




Alternative 2a

Remove Parking, Separated Cycle Track (4th St)

Segment: King St – La Crosse St





Public Involvement Summary



Public Involvement Summary

Groups Surveyed:

- Technical Advisory Committee (TAC): June 17
- Local Officials Advisory Committee (LOAC): June 17
- Community Advisory Committee (CAC): July 16
- Public Involvement Meeting (PIM): July 16
- Downtown Business Owners Meeting: September 3



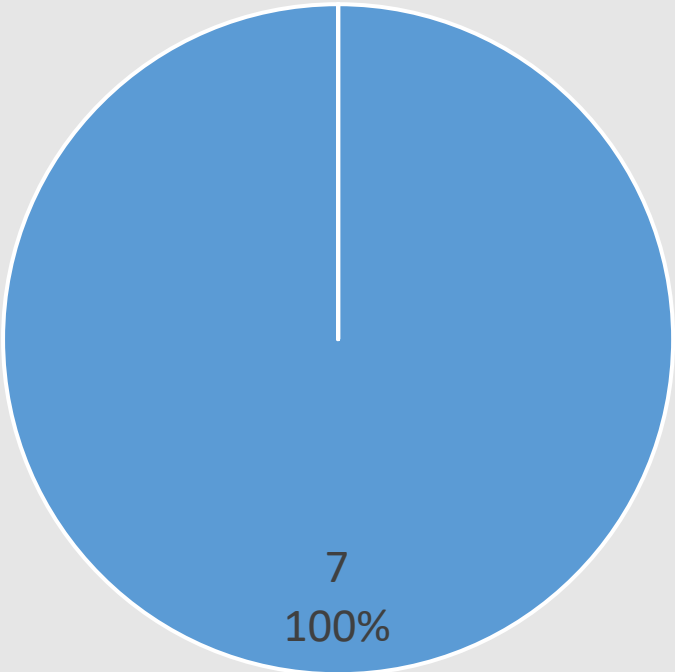


Public Involvement Summary

(King St – La Crosse St)

TAC Survey

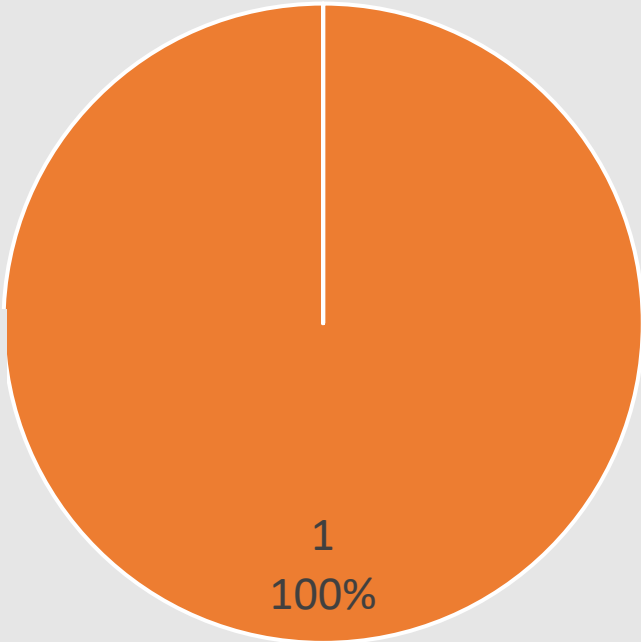
7 Responses



- Alt. 1 - Parking Separated Bike Lanes
- Alt. 1A - Separated Bike Lanes (Left Side)
- Alt. 2 - Widen Sidewalk
- Alt. 2A - Separated Cycle Track
- No Change

LOAC Survey

1 Response



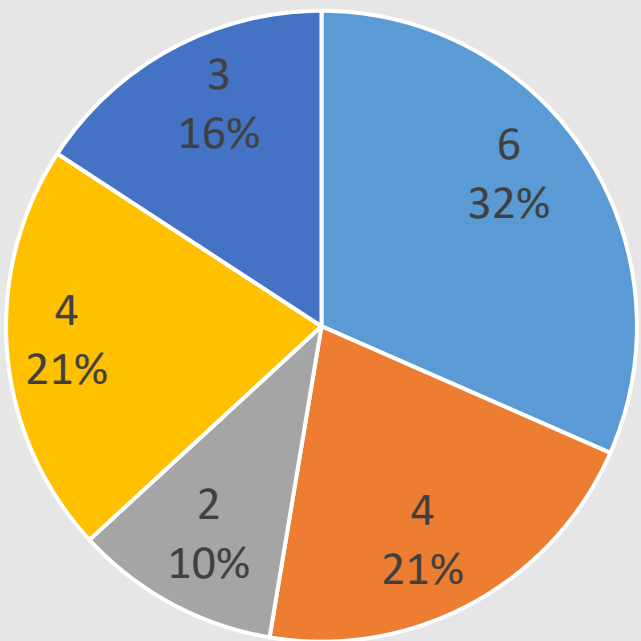


Public Involvement Summary

(King St – La Crosse St)

CAC Survey

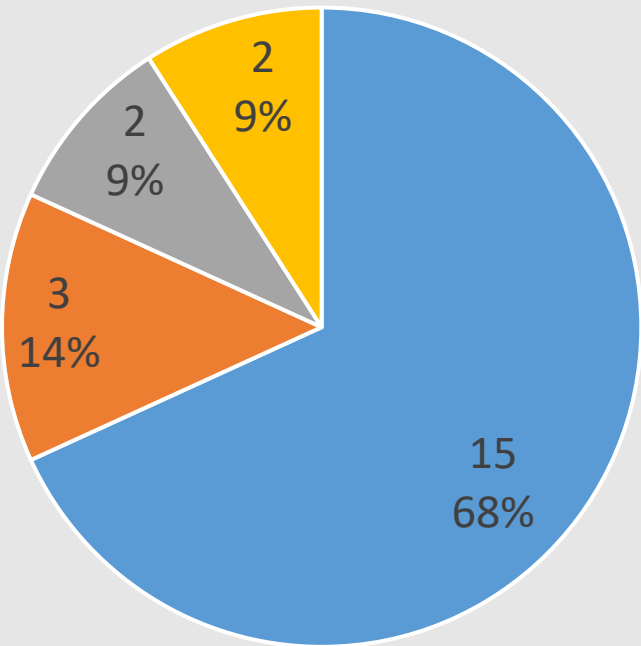
19 Responses



- Alt. 1 - Parking Separated Bike Lanes
- Alt. 1A - Separated Bike Lanes (Left Side)
- Alt. 2 - Widen Sidewalk
- Alt. 2A - Separated Cycle Track
- No Change

PIM Survey

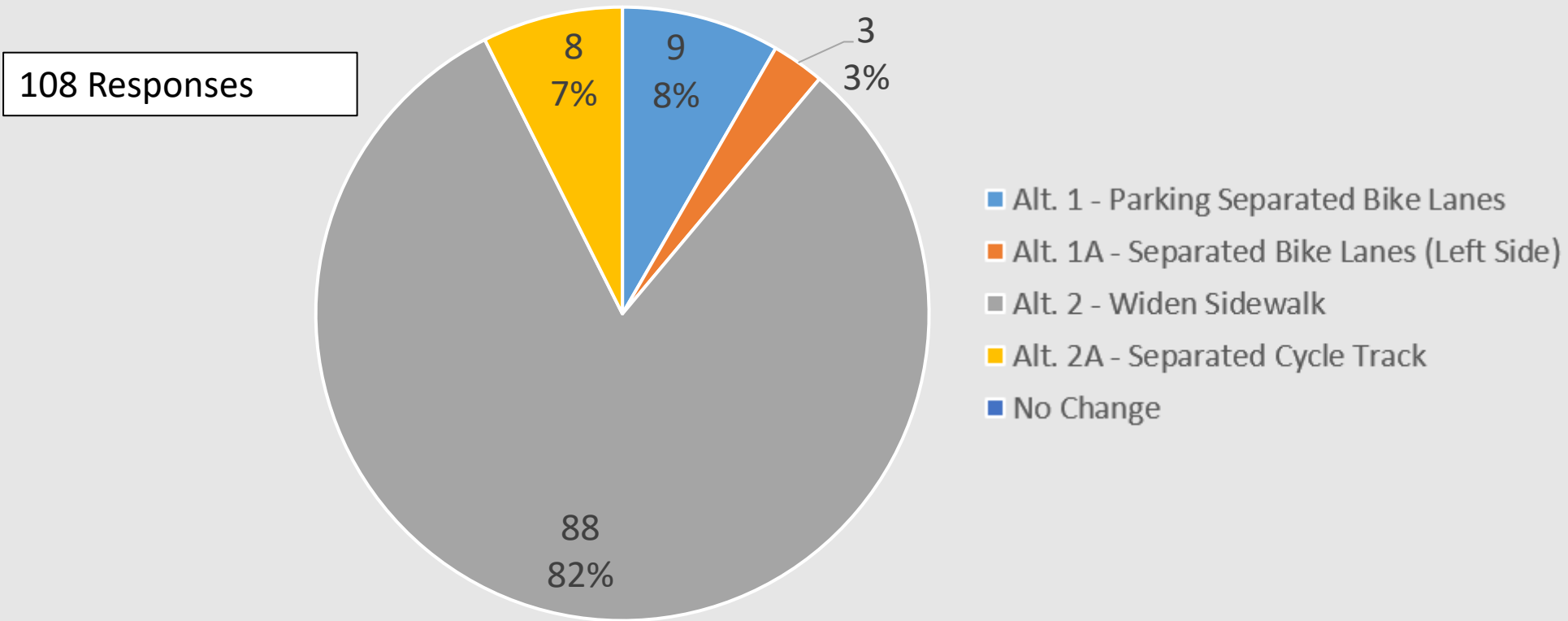
22 Responses





Public Involvement Summary

Business Owner Survey





Recommendations

1. Remove Alt 1a and Alt 2a from consideration

- Right-side bike lanes are more intuitive for users
- Left-side bike lanes and cycle tracks increase traffic signal complexity
- Survey results agree with this recommendation.

2. Gain City input on Alt 1 vs. Alt 2

- Both Alternatives meet the Study Purpose & Need
- Both Alternatives would be acceptable to WisDOT Study Team





Questions / Discussion

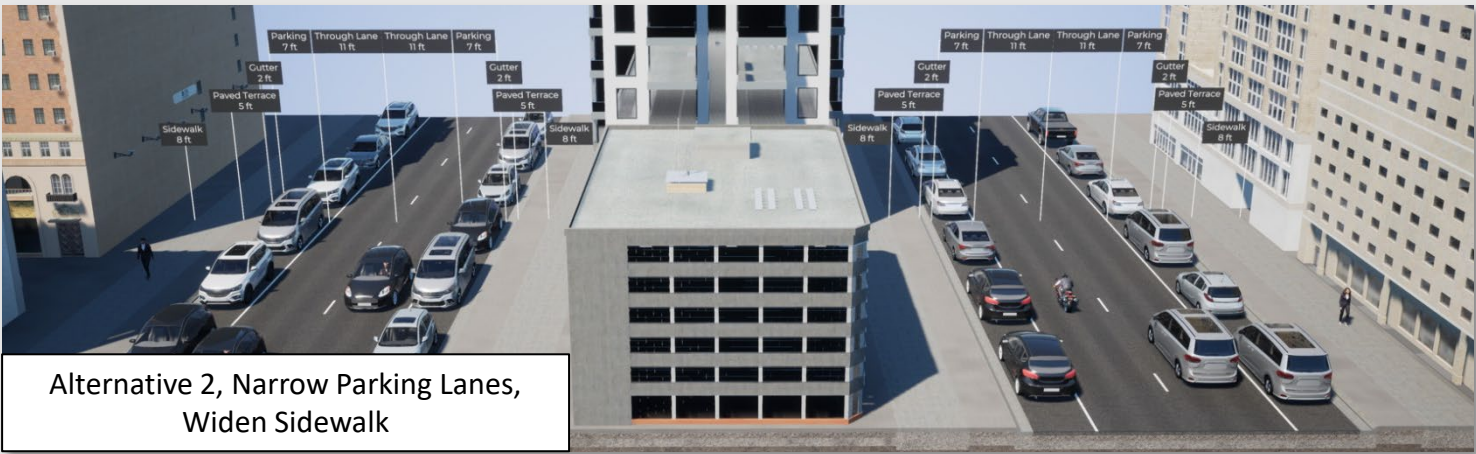


Recommendations

Request: Committee vote on alternative preference



Alternative 1, Remove Parking,
Parking-Separated Bike Lanes



Alternative 2, Narrow Parking Lanes,
Widen Sidewalk

