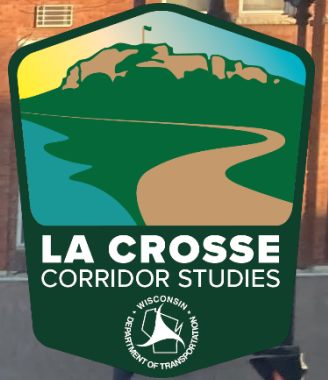
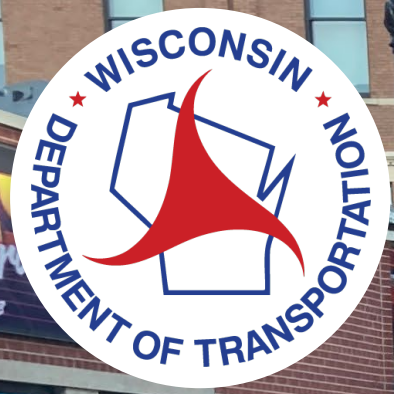




US 53 & US 14/61 Corridor Study: Downtown Alternative

January 8, 2025

1630-09-01





Agenda

- Study Overview
- Alternatives Summary
- Public Involvement Summary
- Recent Concept Review
- Hybrid Alternative Opportunity
- Recommendation
- Other Corridor Highlights
- Schedule

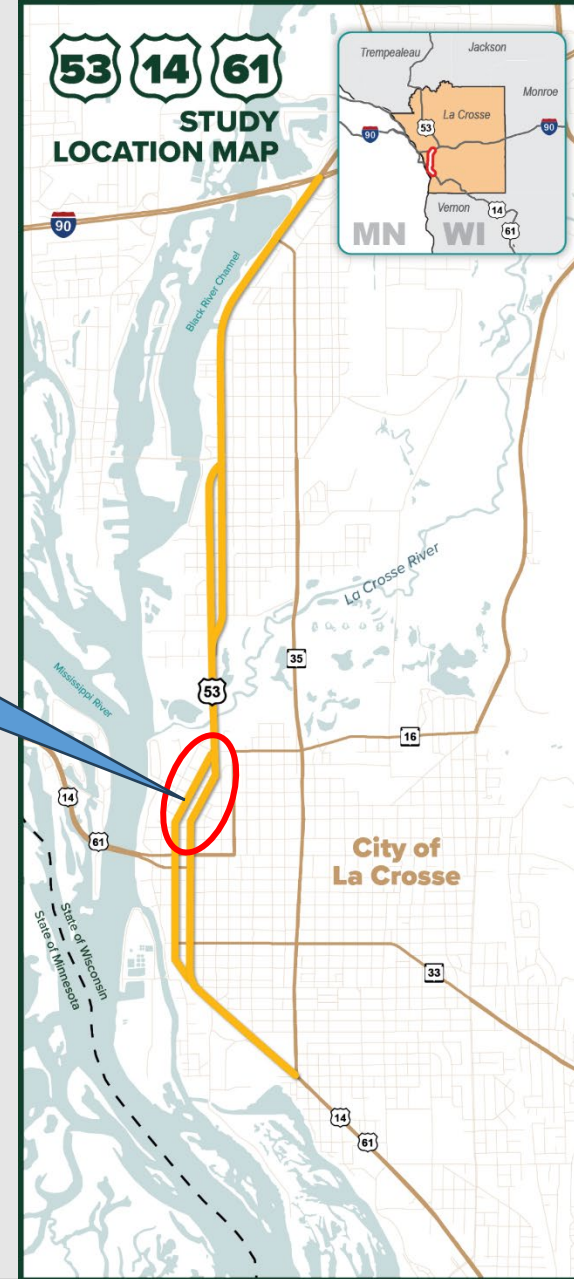




Study Overview

- 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.)





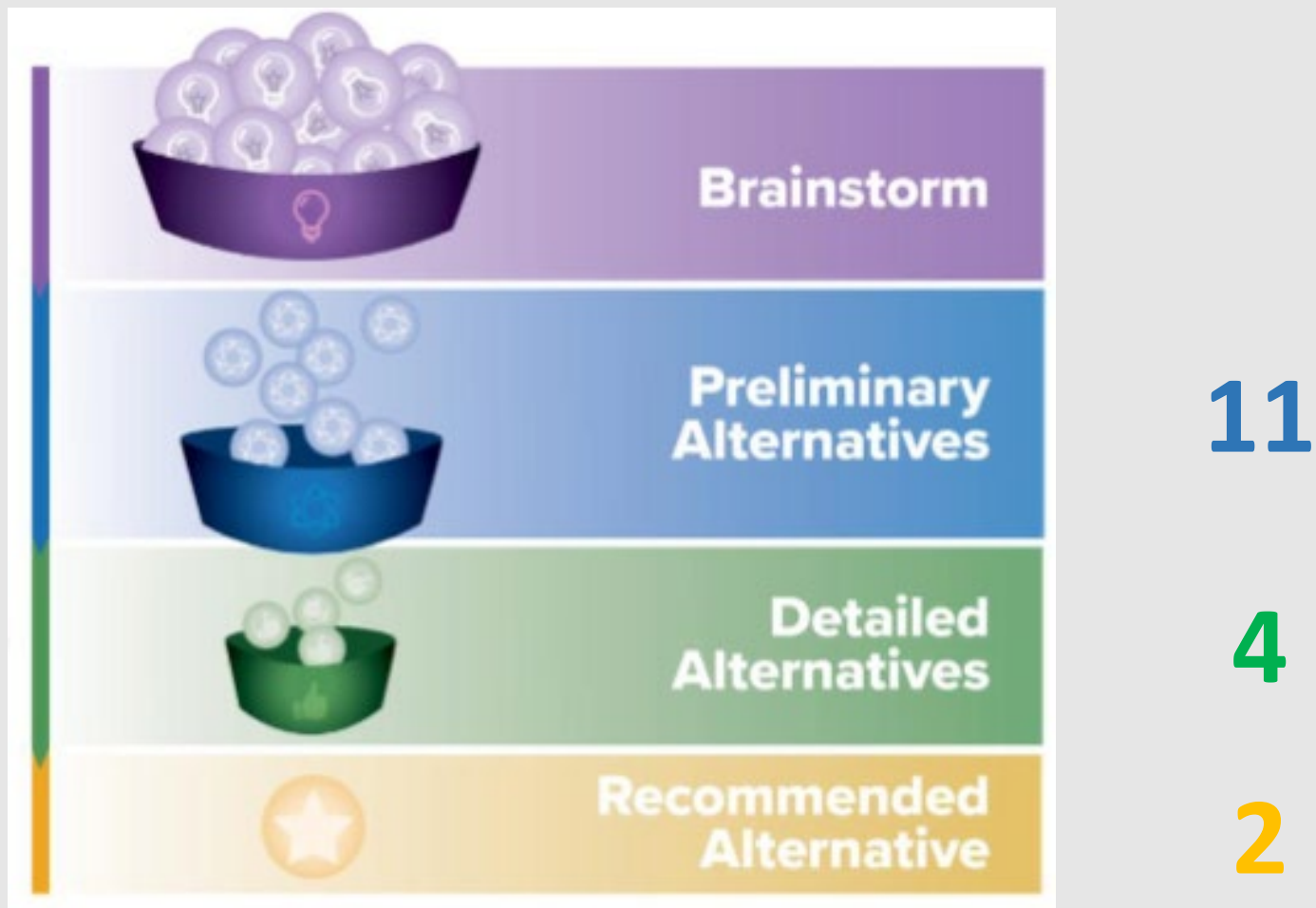
Existing Typical Section

King Street – La Crosse Street





Alternative Selection Process





Alternative 1

Remove Left-Side Parking; Parking-Separated Bike Lanes

King Street – La Crosse Street





Alternative 2

Narrow Driving/Parking Lanes, Widen Sidewalk

King Street – La Crosse Street





Public Involvement Summary

- 16 meetings over the past 18 months
- 2025 Corridor Study Survey
 - 2nd Round of Advisory Committee & Public Involvement Meetings: Prefer Alt 1
 - Sep 3 Downtown Business Owners Meeting: Prefer Alt 2
- City Committee Preferences
 - Oct 9 CCD Meeting: Prefer Alt 2
 - Oct 14 BPAC Meeting: Prefer Alt 1
 - Oct 27 BPW Meeting: No Preference
 - Nov 4 J&A Committee Meeting: Voted for Alt 2 (5-1)
 - Nov 13 City Council Meeting: Voted to delay 90 days
- Change.org petition opposing bike lanes on 3rd and 4th Streets in downtown La Crosse with over 4,000 signatures





Recent Concept Review

Since November 2025 Council Meeting

- WisDOT has reviewed new options per council and stakeholder input:
 - Alt. 1 + parking on both sides of the street
 - Maintain parking on 3rd Street; contra-flow bike lanes on 4th Street
- Reviewed but WisDOT not recommending due to concerns
- City shares these concerns





Concept Review Concerns

- Safety Concerns
- All new concepts required narrowing of existing widths to accommodate other modes:
 - Terrace Width – Limited snow storage space; inadequate street lighting/street signs space; limited space for street furniture, landscaping
 - Pedestrian Space – Uncomfortable due to narrowed width and close proximity to parking and driving lanes; difficulties for individuals with mobility challenges
 - Parking Width – Difficult parking maneuvers; car doors swinging into adjacent lane, sidewalk and/or bike lane
- Limited or compromised accommodations for all users



4th Street near Bodega Brew Pub

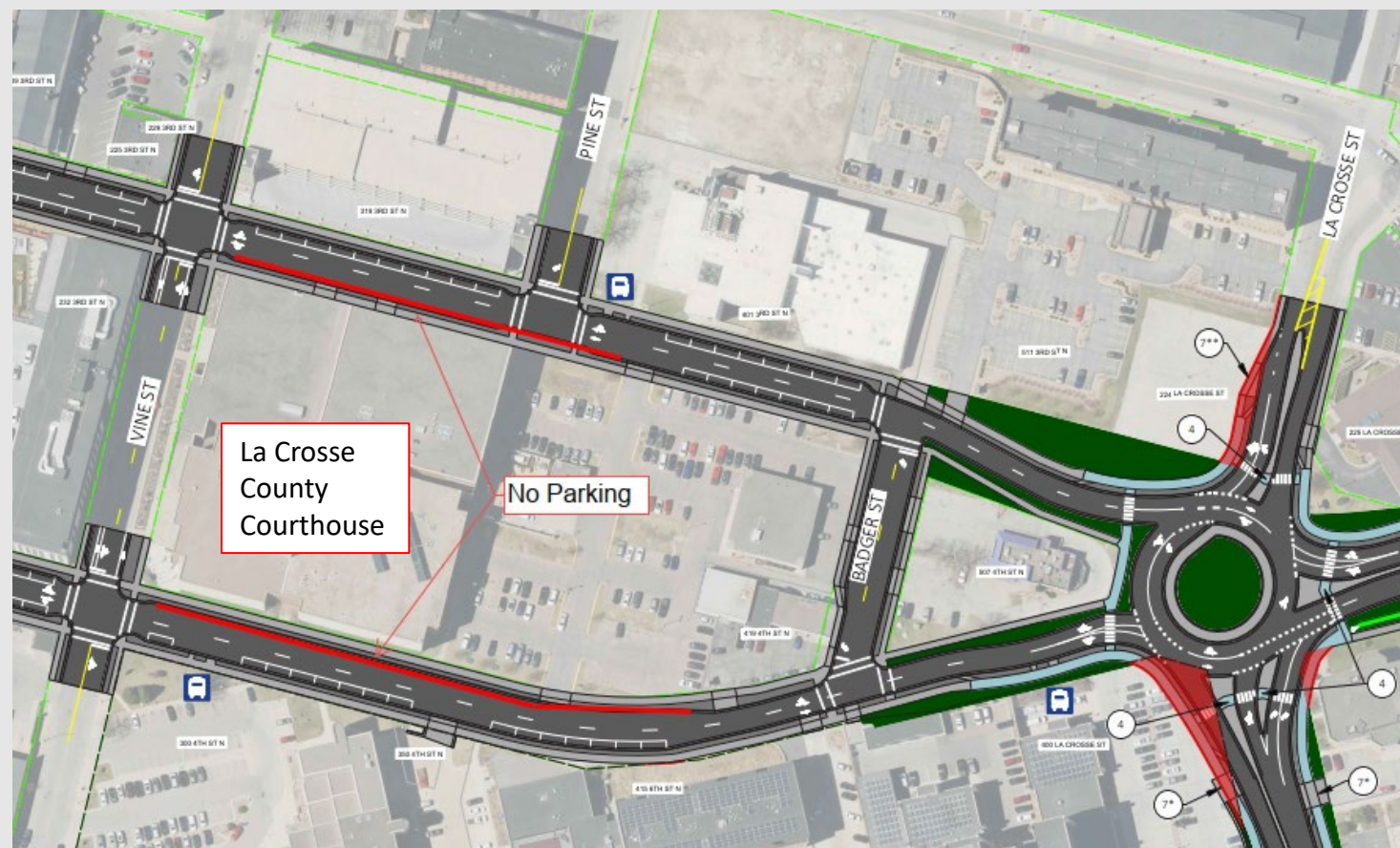


Hybrid Alternative Opportunity

Vine Street - La Crosse Street

- Add Bike Lanes

- Left side parking is already restricted for most of this 3-block section
- Results in only 6-7 lost parking stalls adjacent to a large surface lot
- Bike lanes on Vine connect to 2nd St. cycle track





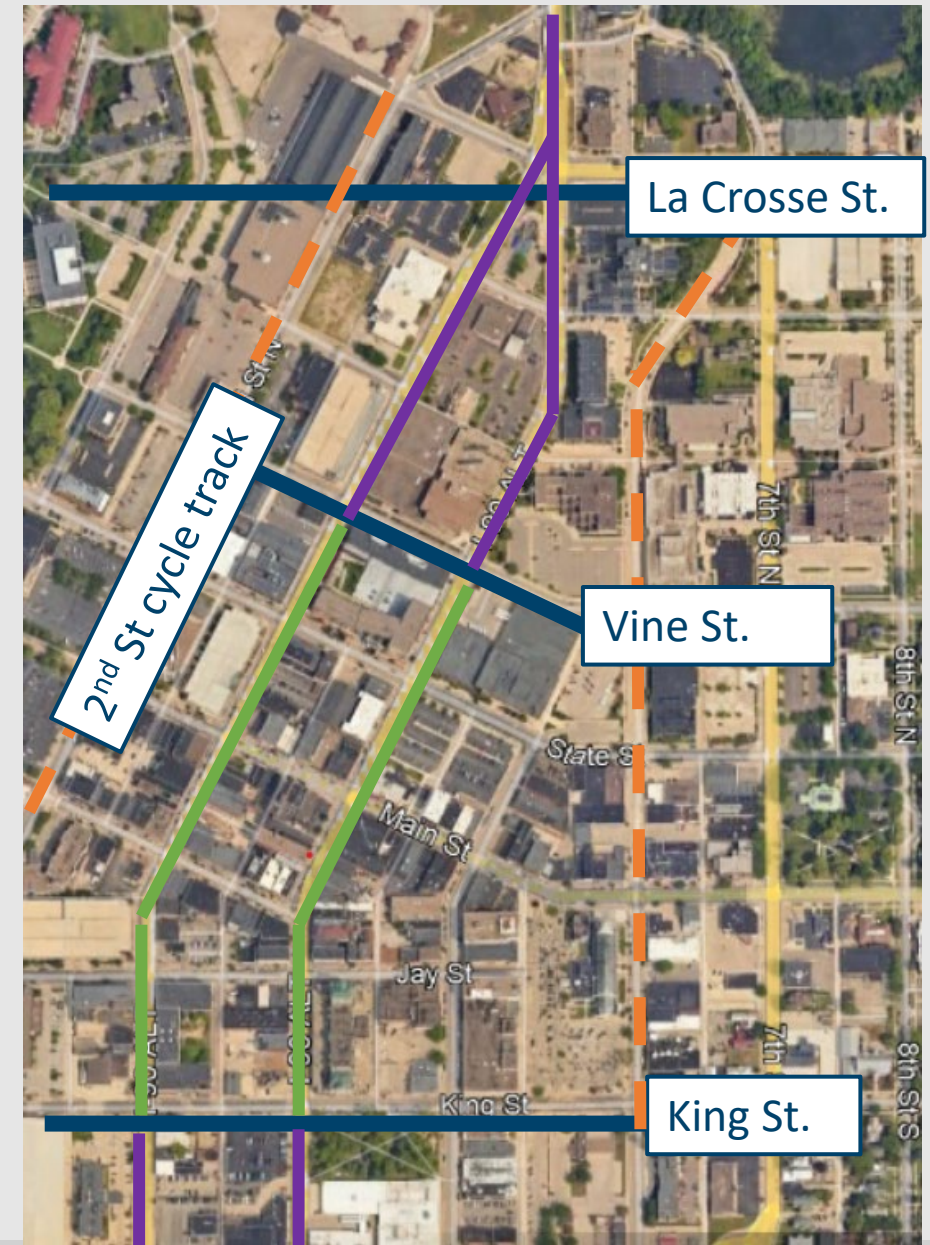
Recommendation - Hybrid

Alternative 2: King to Vine

- Maintain parking
- King/Vine as connections to 2nd St. cycle track and opportunities for enhanced bike parking
- Prioritize pedestrian space

Alternative 1: Vine to La Crosse St.

- Sidewalk level bike lane
- Parking on right side of the street





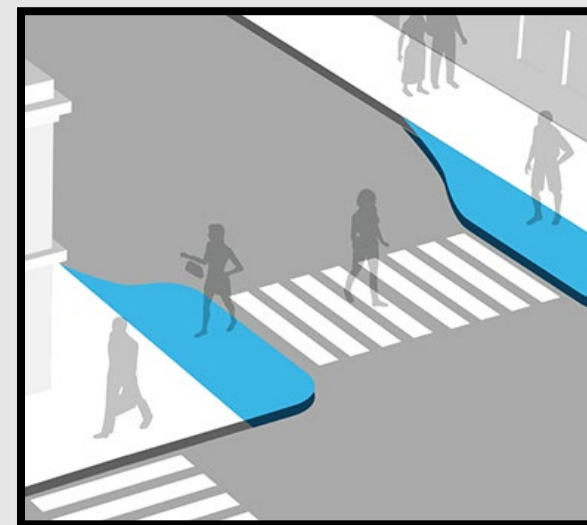
US 14/61 & US 53 Corridor Highlights



Sidewalk level bike lanes – First on a state highway



Wider terrace space for benches, planters, community design



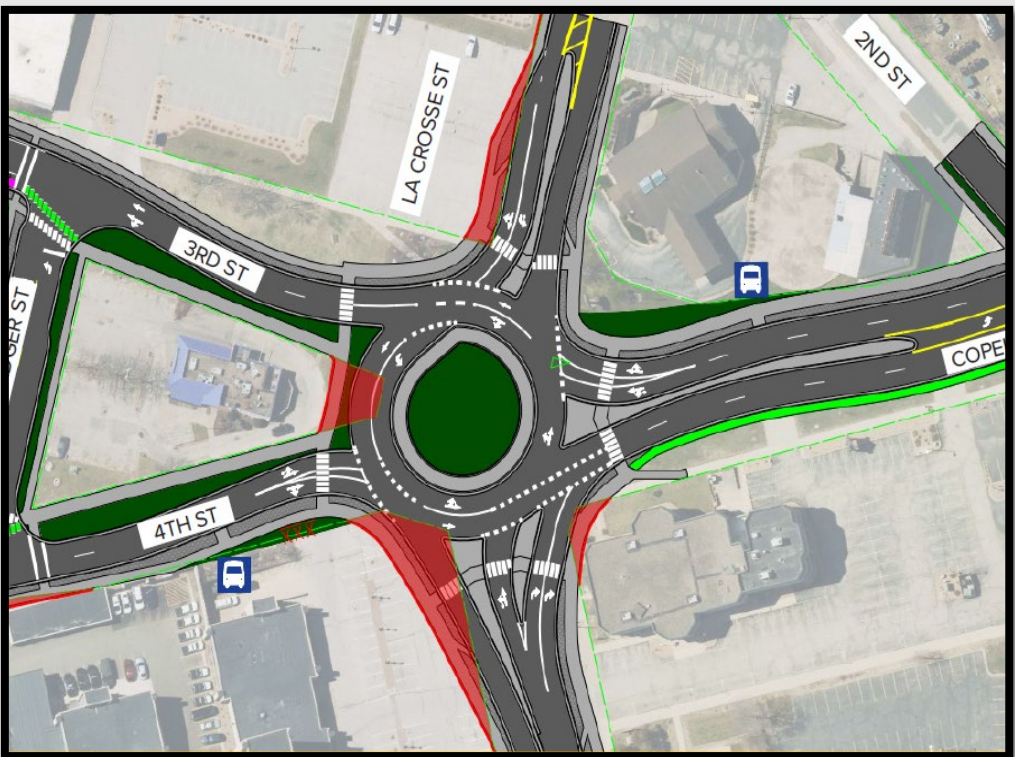
Curb bump outs – Improve safety for pedestrian and vehicles



US 14/61 & US 53 Corridor Highlights



Improving La Crosse bicycle network connectivity

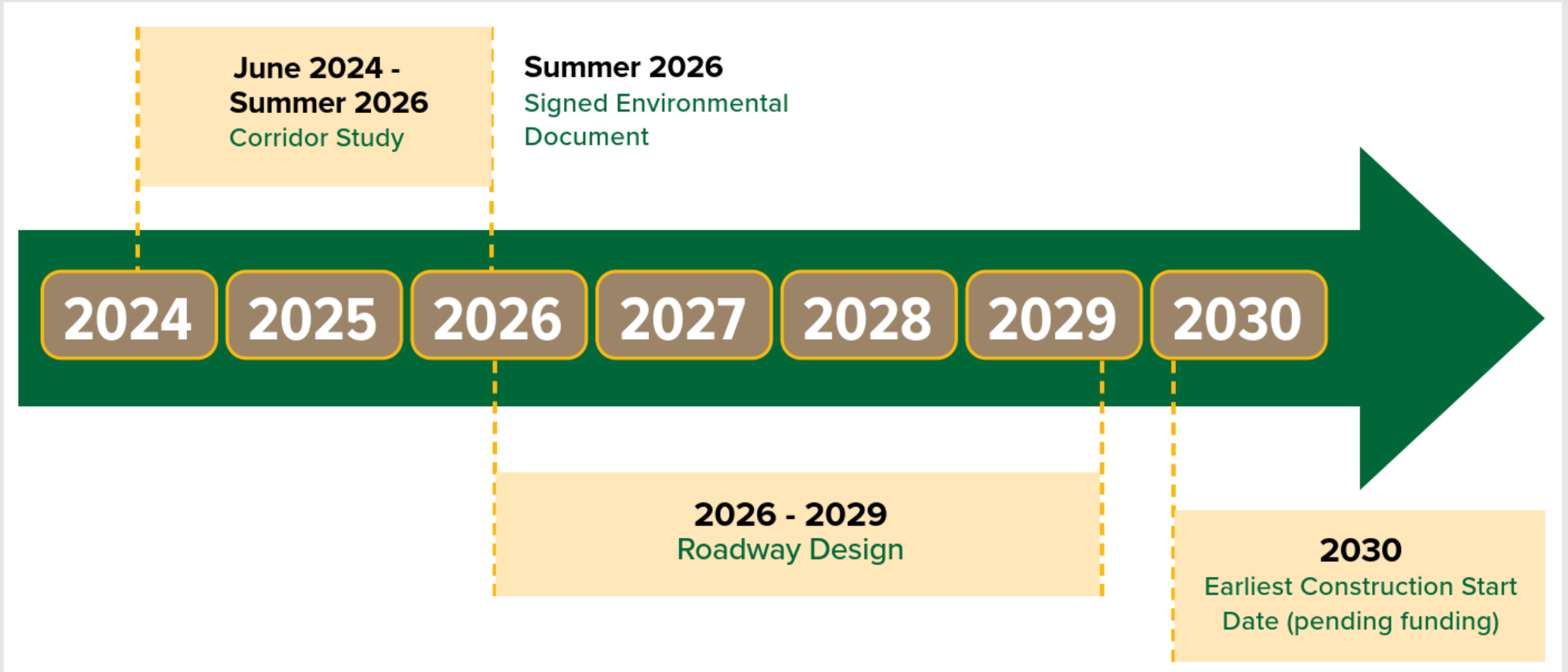


Traffic calming and downtown gateway, La Crosse Street





Schedule





Thank you!

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