

Second Amended Resolution providing course of action to the Wisconsin Department of Transportation with respect to Alternatives for USH 53 Corridor Study, from King Street to La Crosse Street.

RESOLUTION

WHEREAS, the Department of Transportation of the State of Wisconsin (WisDOT) is conducting a corridor planning study on USH 53, including the section known by local designation as 3rd Street and 4th Street, from King Street to La Crosse Street (Downtown); and

WHEREAS, the Public Involvement conducted by WisDOT included has included meetings (with surveys) that incorporated a local Technical Advisory Committee (TAC, June 17), a Local Officials Advisory Committee (LOAC, June 17), a Community Advisory Committee (CAC, July 16), a Public Involvement Meeting (PIM, July 16), and a Downtown Business Owners Meeting (September 3); and

WHEREAS, said meetings with said groups did include discussion, input, and survey regarding two alternatives, which themselves were distilled from a larger number of alternatives through involvement with said groups, and are presented herein as Alternatives 1 and 2; and

WHEREAS, existing adopted citywide plans were referenced and consulted when considering the Alternatives, including, but not limited to, the Comprehensive Plan, Transportation Demand Management Plan, Bicycle and Pedestrian Master Plan, and the Imagine 2040 La Crosse Downtown Plan; and

WHEREAS, discussion of Alternatives has been routed for input to various committees and boards, including the Committee for Citizens with Disabilities, the Bicycle Pedestrian Advisory Committee, and the Board of Public Works; and

WHEREAS, there has been support for each Alternative, without a unanimous consensus emerging; and

WHEREAS, both Alternatives meet the established Purpose and Need of the WisDOT Corridor Study but require final direction to advance the study beyond Alternative selection and into the design phase, and said selection is most properly made as a policy decision by the whole of the Common Council; and

WHEREAS, the selection of a concept as a preferred Alternative is necessary for the creation and approval of State/Municipal Agreements throughout the design and construction process for the USH 53 corridor; and

WHEREAS, aside from their similarities, the differences for the alternatives can be summarized as follows:

Proposed Amended Resolution by Council Member Slezniow 11.13.2025

Alternative 1 – Keep on-street parking on one side of the street (parking lane funded 100% by City of La Crosse) and install a parking-separated, raised bicycle lane on the same side, between the parking lane and sidewalk, buffered each side with paved terrace space.

Alternative 2 – Keep on-street parking on two sides of the street (parking lanes funded 100% by City of La Crosse) and do not install designated bicycle facilities but slightly widen sidewalks.

WHEREAS, the Imagine 2040 La Crosse Downtown Plan highlights a 3rd/4th Street Circulation Design with bicycle infrastructure.

WHEREAS, the 2024 Bicycle and Pedestrian Master Plan lists 3rd and 4th Street bikeways as a desired long-term project.

WHEREAS, according to the La Crosse Climate Action Survey, over 65% of respondents indicated they would walk or bike more frequently if they felt safer. Studies also show that improvements in pedestrian and bicyclist safety not only improve walking environments, but also contribute to urban renewal, local economic growth, social cohesion, improved air quality and reduction in the harmful effects of traffic noise.

WHEREAS, Public Right-of-Way Accessibility Guidelines (PROWAG) dictate that on-street nonresidential parking must have designated accessible parking spaces sized so that a person with a disability may exit a parked vehicle and maneuver to the sidewalk without entering a vehicular way.

WHEREAS, a significant number of La Crosse residents do not own a car and do not drive.

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of La Crosse that it hereby provides the course of action to proceed by selecting Alternative 2 **1**.

BE IT FURTHER RESOLVED that for the selected Alternative, all City and State standard specifications, procedures, and details shall be followed for design and construction, recognizing 3rd and 4th Streets as connecting highways within the jurisdictional maintenance limits of the City of La Crosse.

BE IT FURTHER RESOLVED that the Common Council hereby authorize staff, and request that WisDOT proceeds, to complete the design and construction phases expeditiously.

BE IT FURTHER RESOLVED that City of La Crosse staff are hereby directed to effectuate this resolution.