

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.

SECOND AMENDED 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, at the November 13, 2025 Common Council Meeting the Common Council referred the decision on USH 53 alternatives for 90 days and requested, via Resolution 25-1471, that the Wisconsin Department of Transportation develop additional project alternatives for the Highway 53 Corridor Study that maintain on-street parking and add bicycle facilities, and;

WHEREAS, WisDOT presented a hybrid alternative at the January 8, 2026 Common Council Committee meeting that would meet their requirements while allowing the inclusion of bike lanes on 3rd and 4th Streets from Vine Street to La Crosse Street with minimal parking loss; and

WHEREAS, ~~both~~ all three 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:

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.

Hybrid Alternative (Alternative 3) Keep on-street parking on two sides of the street south of Vine Street (parking lanes funded 100% by City of La Crosse). Add raised bike lanes from Vine Street to La Crosse Street.

- 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 St. connect to 2nd St. cycle track

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~~ the Hybrid Alternative (Alternative 3).

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.

I, Nikki M. Elsen, certify that this resolution was duly and officially adopted by the Common Council of the City of La Crosse on February 12, 2026.



*Nikki M. Elsen, WCMC, City Clerk
City of La Crosse, Wisconsin*