

US 53 & US 14/61 Corridor Study

Public Involvement Meeting

1630-09-01

July 16, 2025

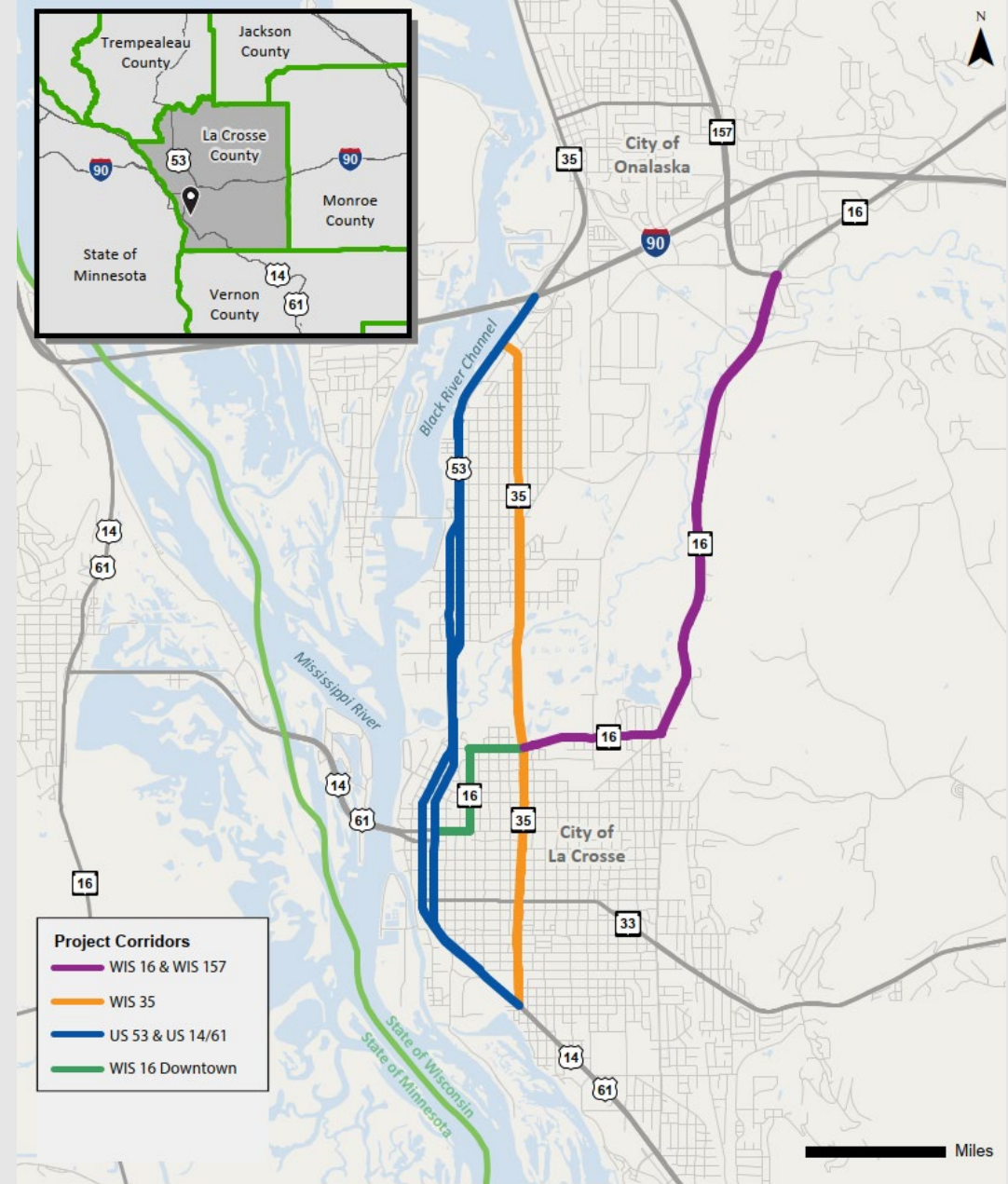




Study Overview

La Crosse Major Studies

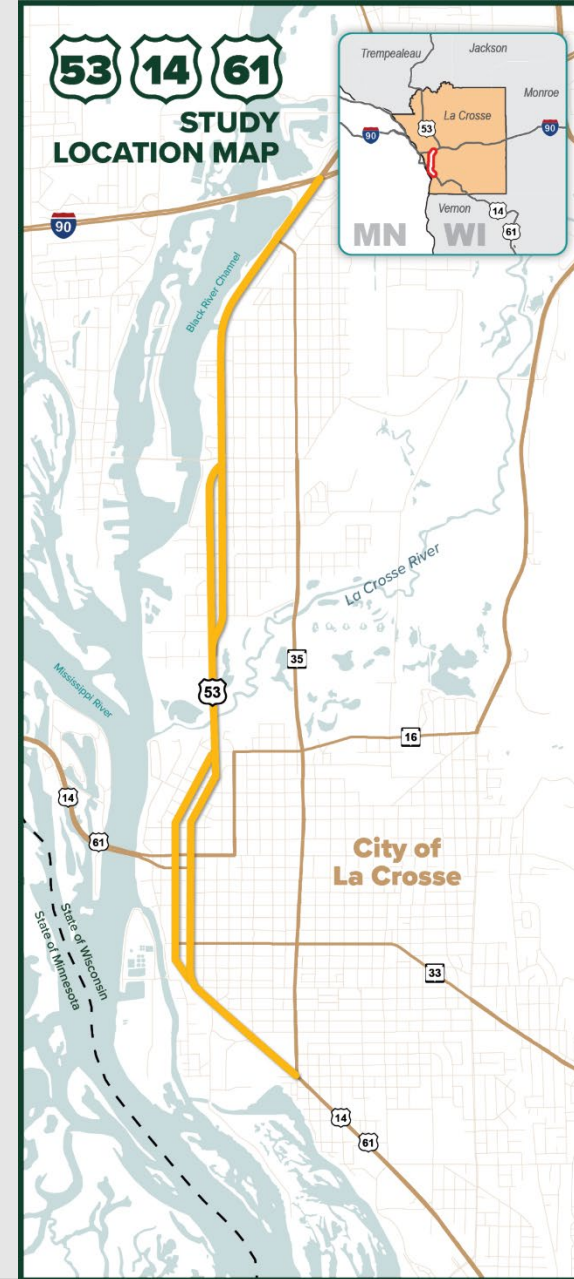
- Four separate corridors Identified
- Moving forward, corridors to be evaluated separately
 - WIS 35 Corridor (orange)
 - US 53 & US 14/61 Corridor (blue)
 - WIS 16 Corridor (purple)
 - WIS 16 Downtown Corridor (green)





Study Overview

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





Purpose & Need

The purpose of the US 53 and US 14/61 project is to improve the utility of the corridor for all travelers by addressing safety and traffic operations concerns, multimodal connectivity, and infrastructure conditions.





Purpose & Need

- Safety

- 50%+ of corridor, 20+ intersections flagged for safety concerns
- Bicycle / pedestrian crashes concerns throughout corridor

- Infrastructure

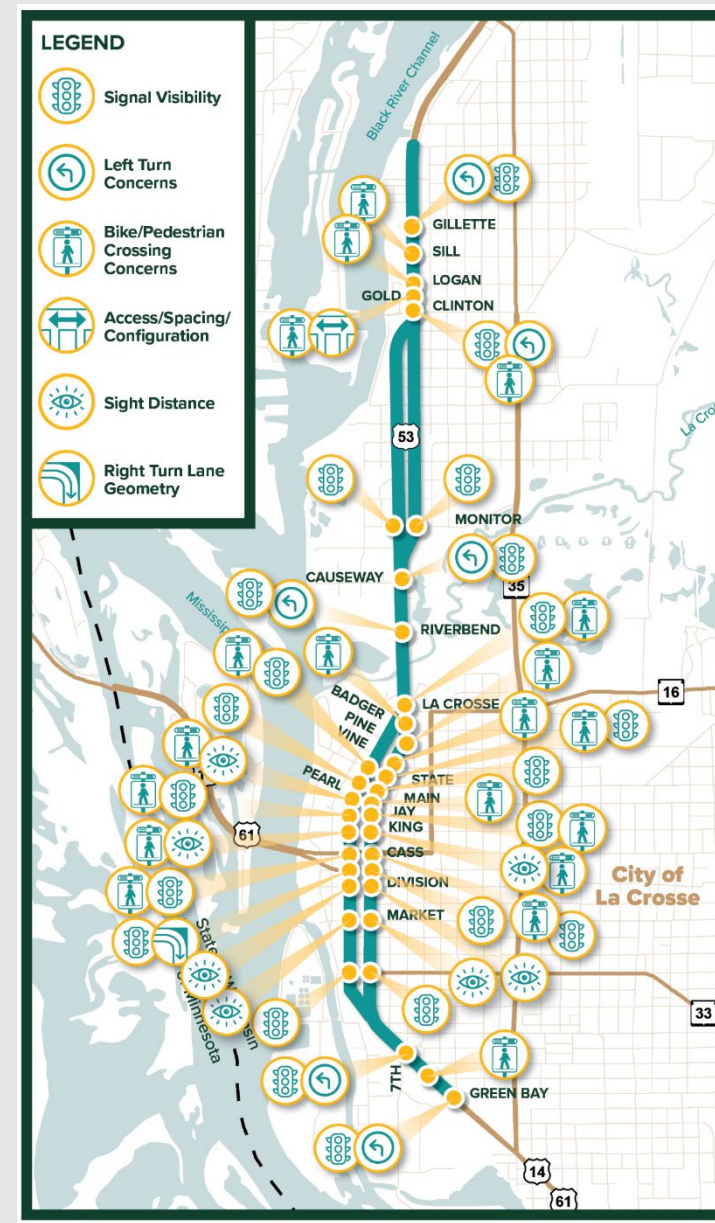
- 60% of the corridor needs pavement replacement
 - Remainder of corridor needs pavement rehab
- Three bridges need concrete overlays
- Utility Repair / Replacement

- Multimodal Facilities

- A majority of pedestrian crossings are “high stress” crossings
- Lack of bicycle facility connectivity along the corridor and to/from downtown
- Several transit stops missing amenities

- Traffic Operations

- Four intersections have critical delay or back-up deficiencies





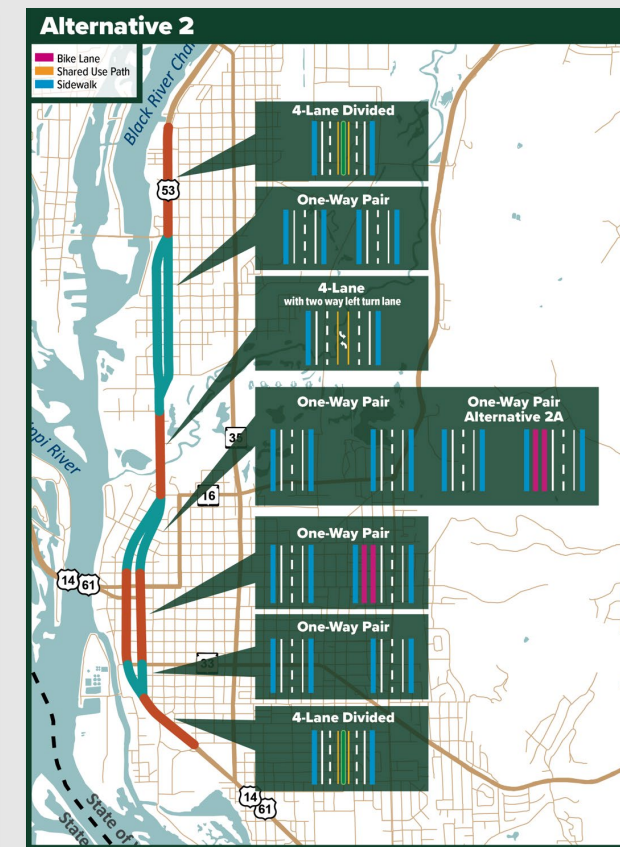
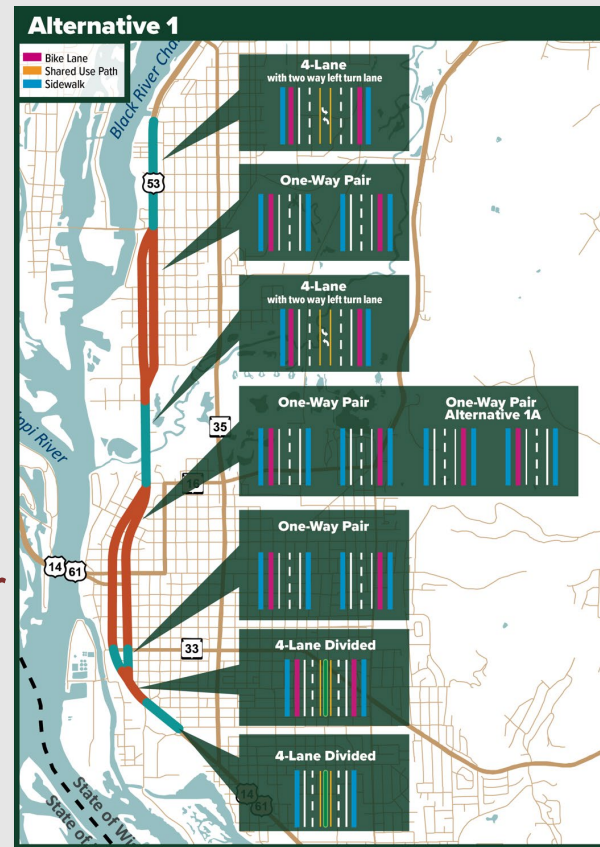
Alternative Overview

Primary Differences

- Alt 1: Prioritize dedicated bicycle facilities
 - Alt 1a: Separated bike lanes on left side instead of right side
- Alt 2: Prioritize maintenance of existing parking
 - Raised median between Clinton St and Livingston St.
 - Alt 2a: Separated cycle track on downtown one-way pair

Included in Both Alternatives

- Traffic Signal Improvements
- Lighting Improvements
- Sidewalk Curb Ramp Improvements

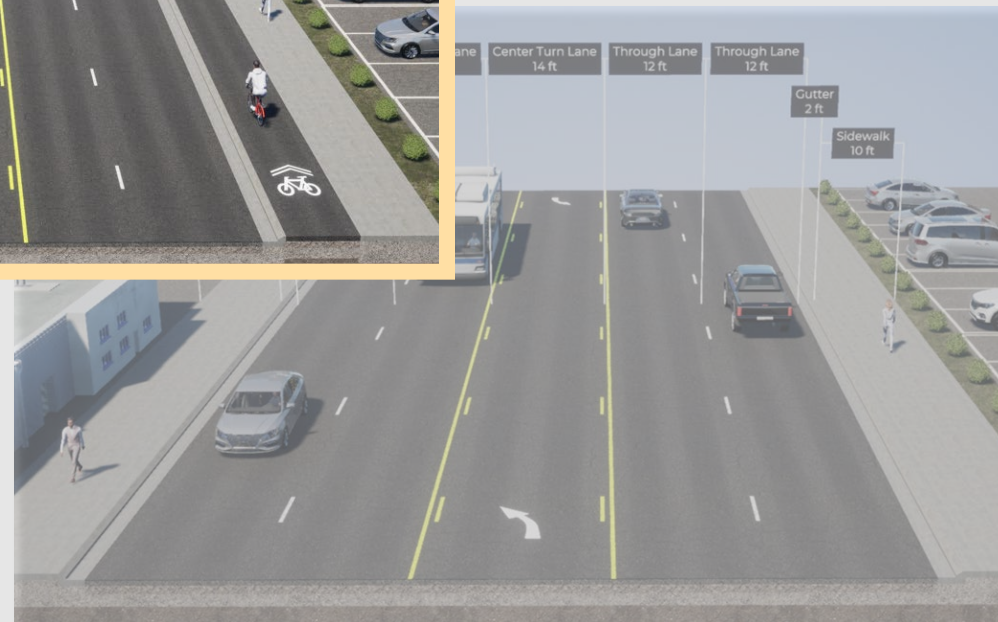
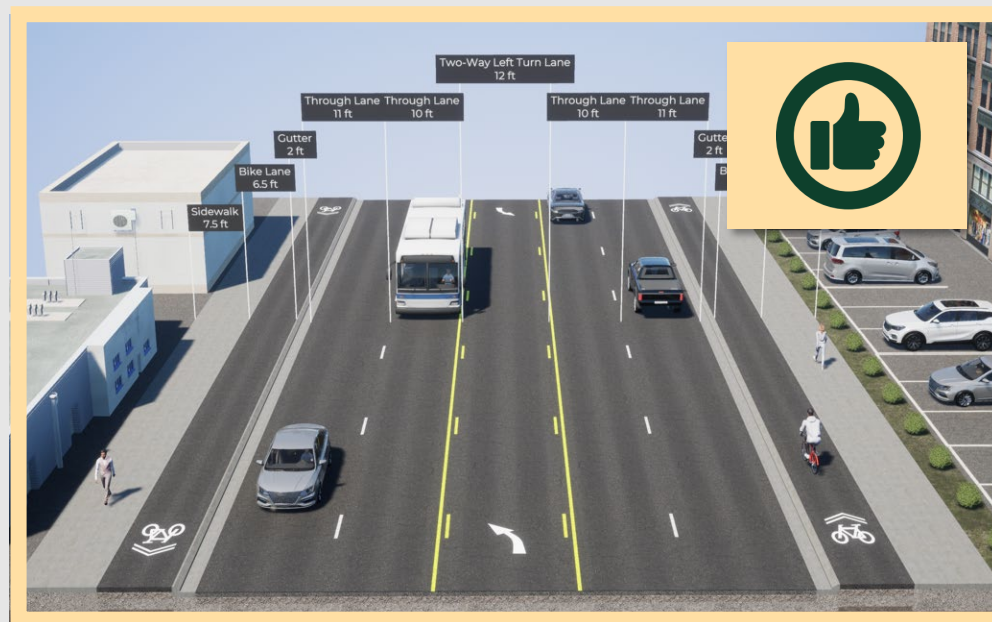




Alternative Screening

Screening Criteria:

- Safety
- Multimodal Connectivity
- Mobility
- Community Input
- Impacts
- Cost



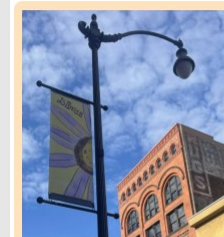


Community Sensitive Design

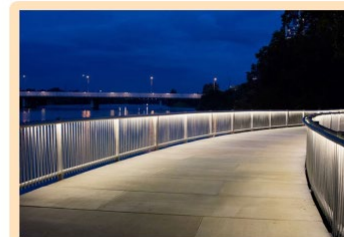
Federally-funded projects are eligible for Community Sensitive Design (CSD) treatment funding.

- Treatments are Selected by Local Municipality
- 1.5% of the Total Project Cost
- Cost split - 80% project, 20% City

SIGNALS AND LIGHTING



Decorative
Light Poles



Pedestrian Scale
Lighting

BICYCLE/PEDESTRIAN TREATMENTS



Bicycle Parking



Wayfinding



Enhanced Pedestrian
Crossing

AESTHETIC TREATMENTS



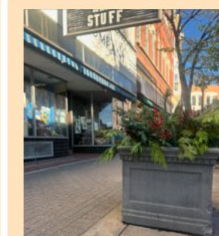
Benches



Public Art / Gateway
Monuments



Street Trees



Planters



Landscaping





Exhibit Boards

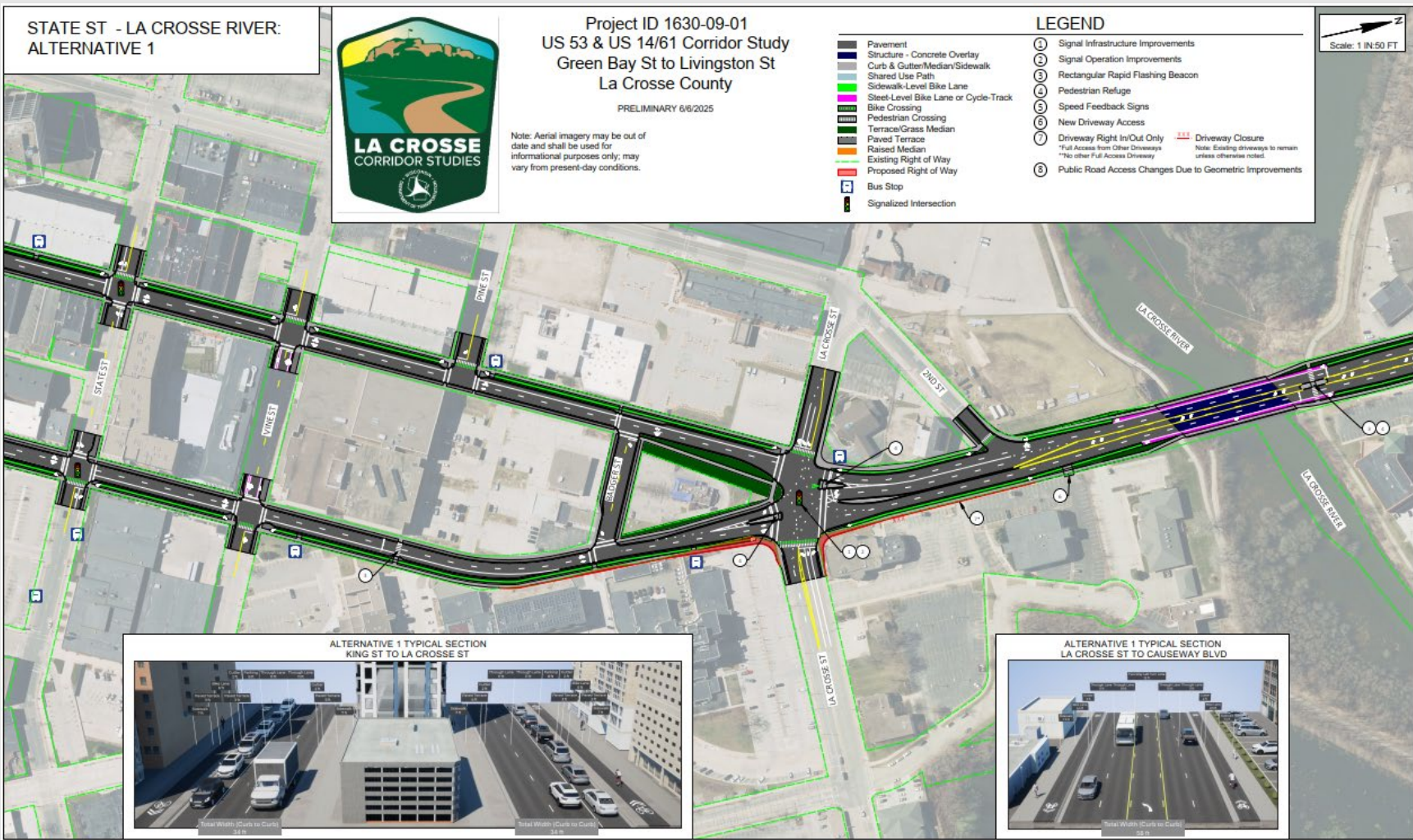
Topics:

- Purpose & Need
- Detailed Alternatives
 - Alternative Highlights
 - Spot Improvements
 - Impacts
- Alternative Screening
- Community Sensitive Design





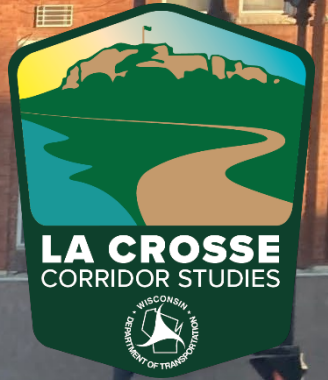
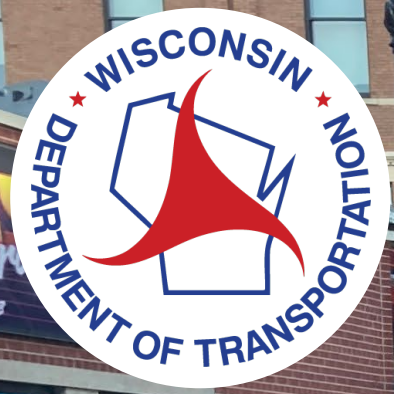
Detailed Alternative Exhibits





Project Schedule





Thank You!

