



# US 53 & US 14/61 CORRIDOR STUDY

## PUBLIC INVOLVEMENT MEETING #3

### STUDY LOCATION MAP


**Study Limits:** WIS 35 to I-90  
**City:** La Crosse | **County:** La Crosse



## The Wisconsin Department of Transportation (WisDOT) welcomes you to a virtual public meeting for the US 53 & US 14/61 Corridor Study

This meeting will start with a recorded presentation. The meeting will present study updates and gather feedback on the WisDOT recommended alternative. Exhibits will be available for review on the study website and study team members will be available to answer questions.

### VIRTUAL PUBLIC MEETING

 **Wednesday, April 22, 2026**  
6:00 – 7:00 pm

### STUDY PURPOSE

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.

### ROUTE OF IMPORTANCE



#### ACCESS:

- ▶ To several commercial, residential, institutional, and industrial areas



#### PRIMARY CONNECTION:

- ▶ US 53 is the primary connection between I-90 and downtown La Crosse, while US 14/61 connects downtown La Crosse to areas to the south.
- ▶ One of only three north-south routes with a crossing of the La Crosse River.
- ▶ US 53 & US 14/61 are freight routes, long truck routes, NHS routes, and OSOW high clearance routes.
- ▶ Several Municipal Transit Utility (MTU) bus routes utilize US 53, including one of only two routes that provide connectivity between north and south La Crosse.
- ▶ The downtown La Crosse transit center, which is the starting point for 6 of 9 MTU routes, is on the corridor.



#### BIKE AND PEDESTRIAN:

- ▶ The Vietnam Veterans Trail and Jim Asfour Trail pass beneath US 53 near the La Crosse River, and the Copeland Park Trail runs adjacent to US 53.
- ▶ US 53 & US 14/61 are also adjacent to several bicyclist and pedestrian generators in the downtown area. Outside of the downtown area, bicyclist and pedestrian generators include

Gunderson Hospital

Logan Middle School

Hamilton Elementary School

Riverfront Trails and Recreation Opportunities

Copeland Park

Loggers Baseball

### WE WELCOME YOUR INPUT!

Your feedback will assist WisDOT in refining the recommended alternative for the study.

1. Email your comments to US 53 & US 14/61 Corridor Study Project Manager Michael Richardson (contact information to the right).
2. You can fill out an online comment form using the QR code to the right. Please fill out this online comment form by May 6, 2026.



### SIGN UP FOR EMAIL STUDY UPDATES:

Stay in the loop with study updates and future meetings by subscribing for our email updates! You can sign up by clicking [US53 & US14/61 Corridor Study](#) and scroll down to “sign up for updates”.

<https://wisconsin.gov/Pages/projects/by-region/sw/533516-lacrosse/us53us1461.aspx>

You may also request to be added to the study email distribution list by emailing US 53 & US 14/61 Corridor Study Project Manager Michael Richardson at [michael.richardson@dot.wi.gov](mailto:michael.richardson@dot.wi.gov).



## NEEDS FOR US 53 & US 14/61 CORRIDOR: SAFETY 2015–2019



**54%**

of the 4.2-mile corridor is flagged for safety issues

**29**

intersections within the corridor have been flagged for safety issues

**79**

Total pedestrian related crashes (12 intersections with two or more crashes) 46 of which were vehicle crashes influenced by a pedestrian

**23**

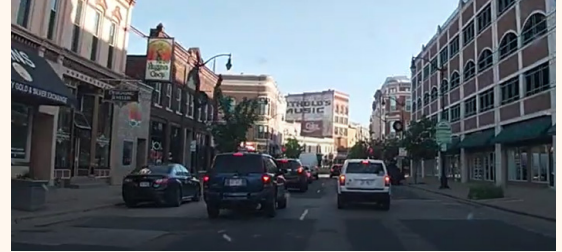
Total bicycle related crashes (4 intersections with two or more crashes)

### MOST COMMON CONTRIBUTING FACTORS IN CRASH TRENDS:



#### SIGHT DISTANCE:

Several intersections and driveways have sight distance concerns, many due to parked vehicles.



#### WEAVING AND IMPROPER TURNS:

Weaving and turning movements from incorrect lanes are prevalent in the one-way pair sections of the corridor.



#### HIGH CRASH PEDESTRIAN CROSSINGS

Pedestrian safety concerns near the Gunderson Hospital and in the downtown area.



#### SIGNAL VISIBILITY:

Most signalized intersections along US 53 & US 14/61 have no overhead indications or a single signal indication over the outside lane which can lead to signal visibility issues.

## OTHER NEEDS FOR US 53 & US 14/61 CORRIDOR



#### TRAFFIC OPERATIONS:

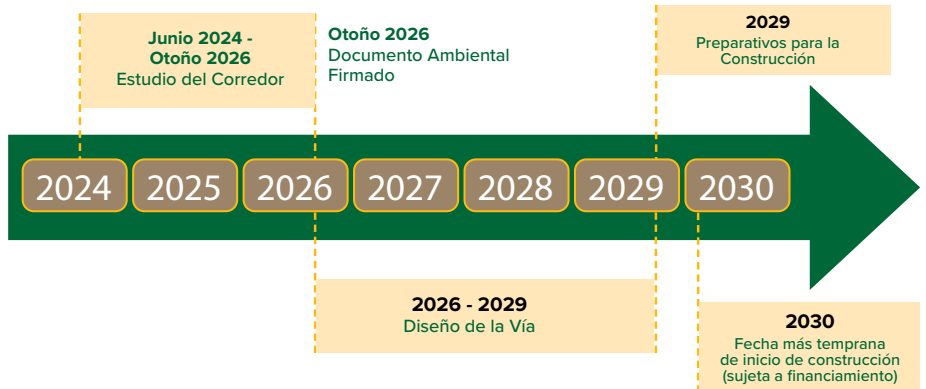
- ▶ Delay and queueing deficiencies are present at several intersections in the downtown area.



#### PAVEMENT CONDITION:

- ▶ 62% of the US 53 & US 14/61 corridor is scheduled for pavement replacement by 2050.

## US 53 & US 14/61 PROJECT SCHEDULE



### CONTACT INFORMATION

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