

US 53 & US 14/61 Corridor Study

Public Involvement Meeting

1630-09-01

June 26, 2024

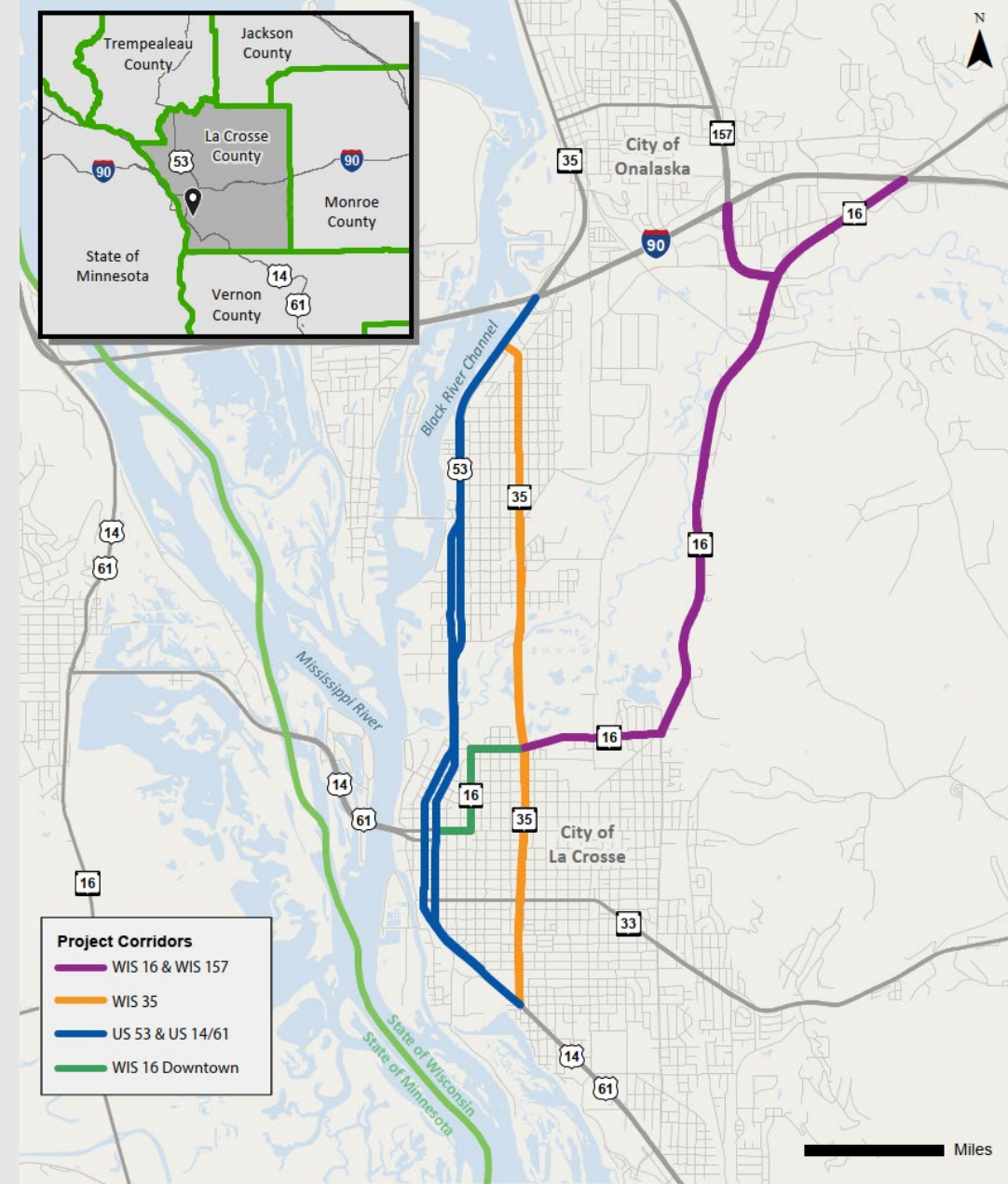




Study Overview

La Crosse Major Study

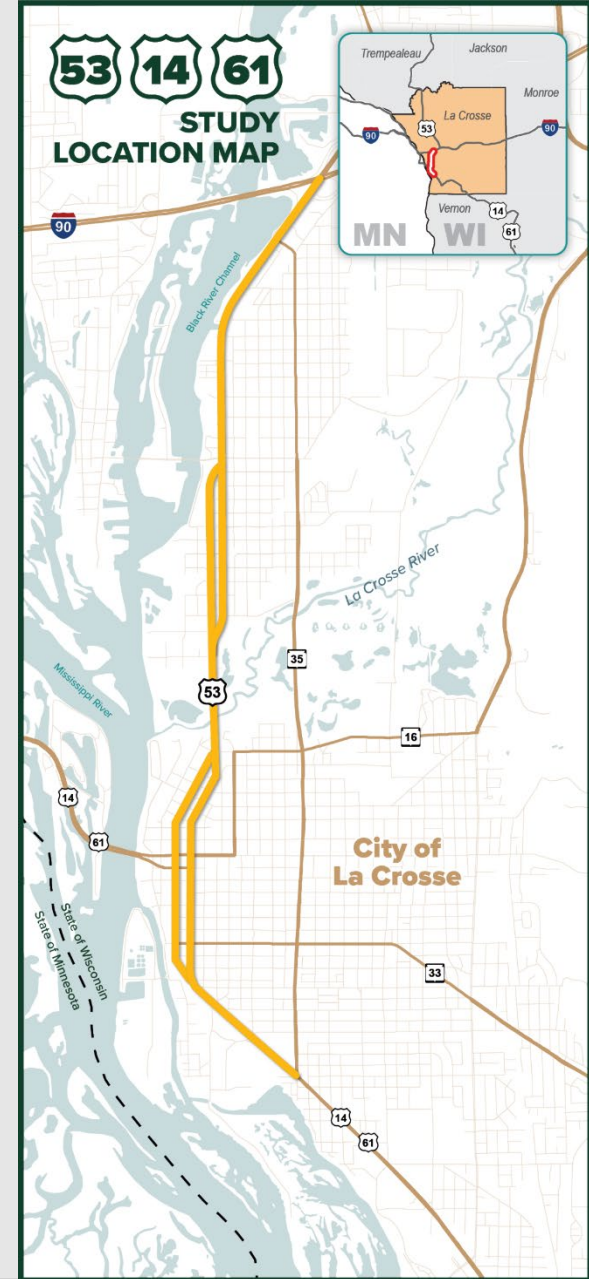
- Corridors to be evaluated separately





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 & US 14/61 study is to develop alternatives that improve safety, address traffic operations concerns where practicable, and address existing and projected infrastructure needs through the design year (2050).



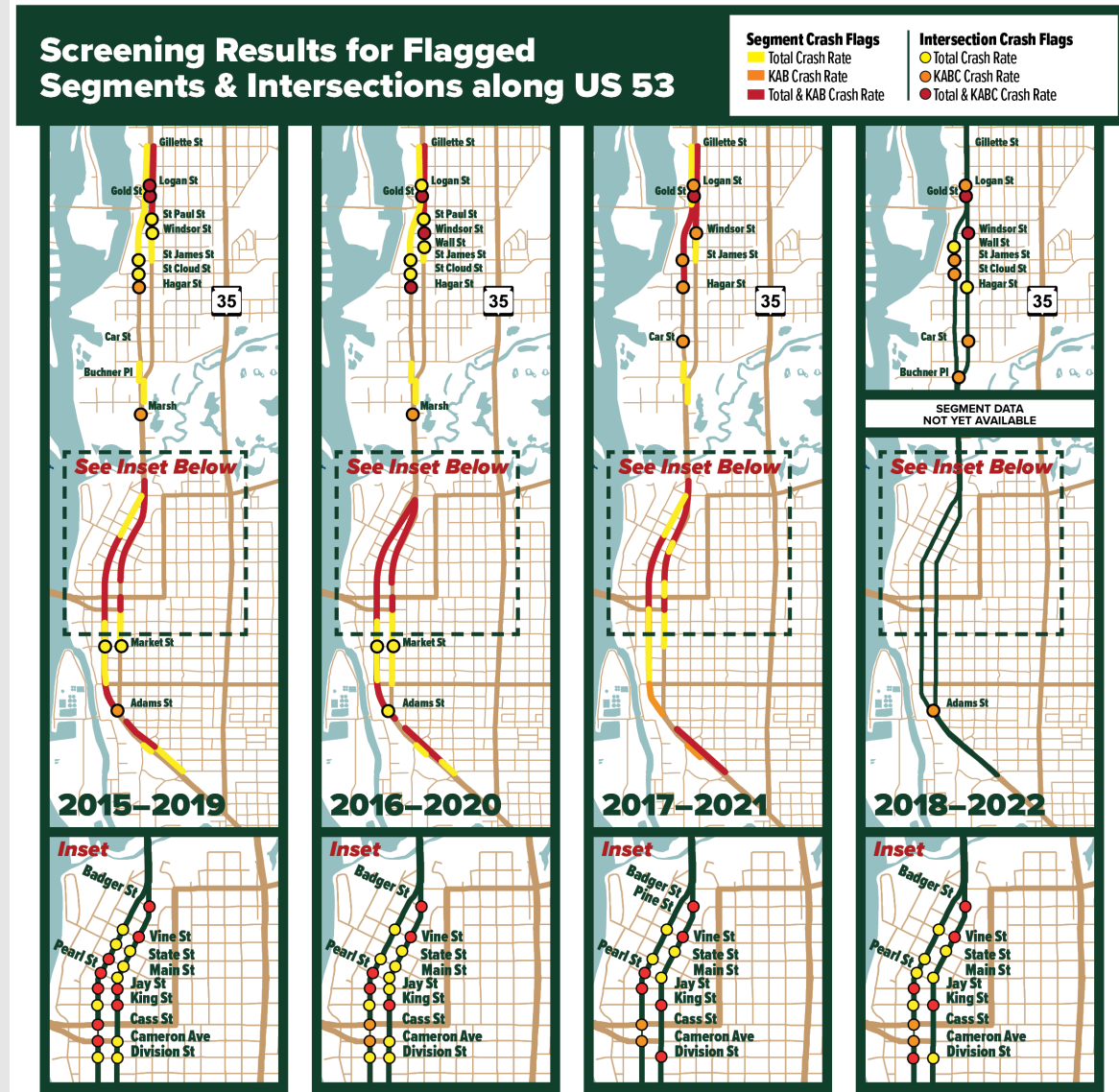


Purpose & Need

Safety – Network Screening

Flagged as Safety Sites of Promise

Screening Period	% Corridor Flagged	Intersections Flagged
2015-2019	54%	29
2016-2020	54%	29
2017-2021	53%	18
2018-2022	N/A	24

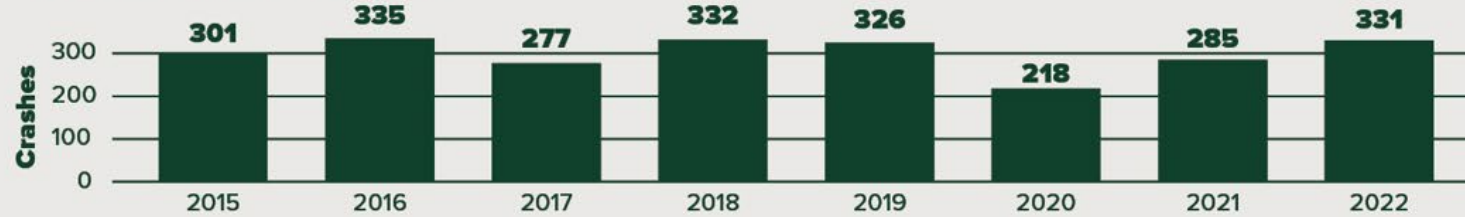




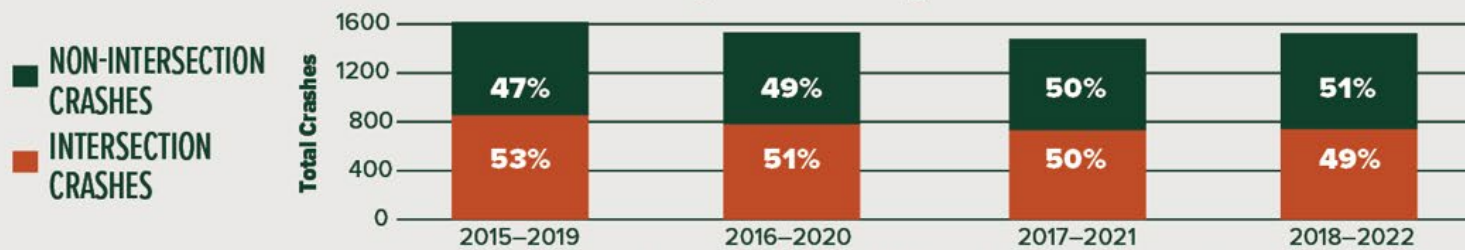
Purpose & Need

Safety – Crash History

Total Crashes by Year

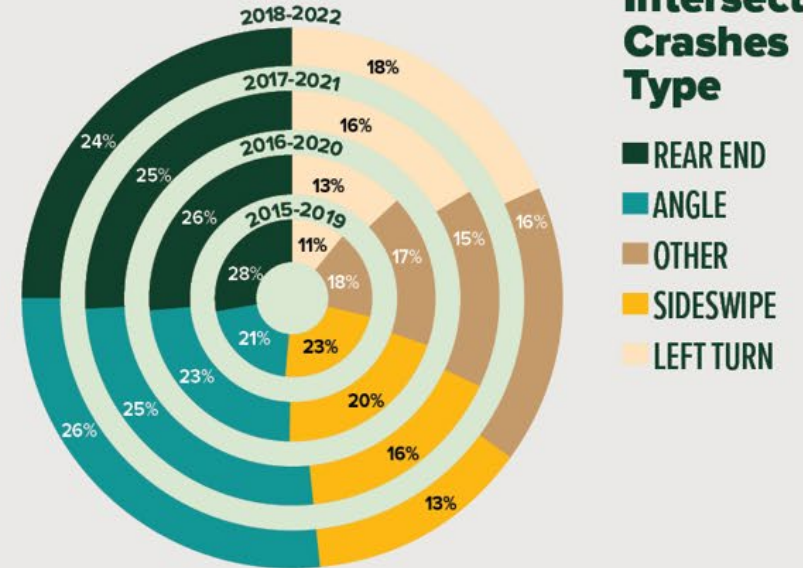


Total US 53 & US14/61 Crashes by Screening Period



*Bike/ped crashes accounted for 3% of total crashes during each screening period.

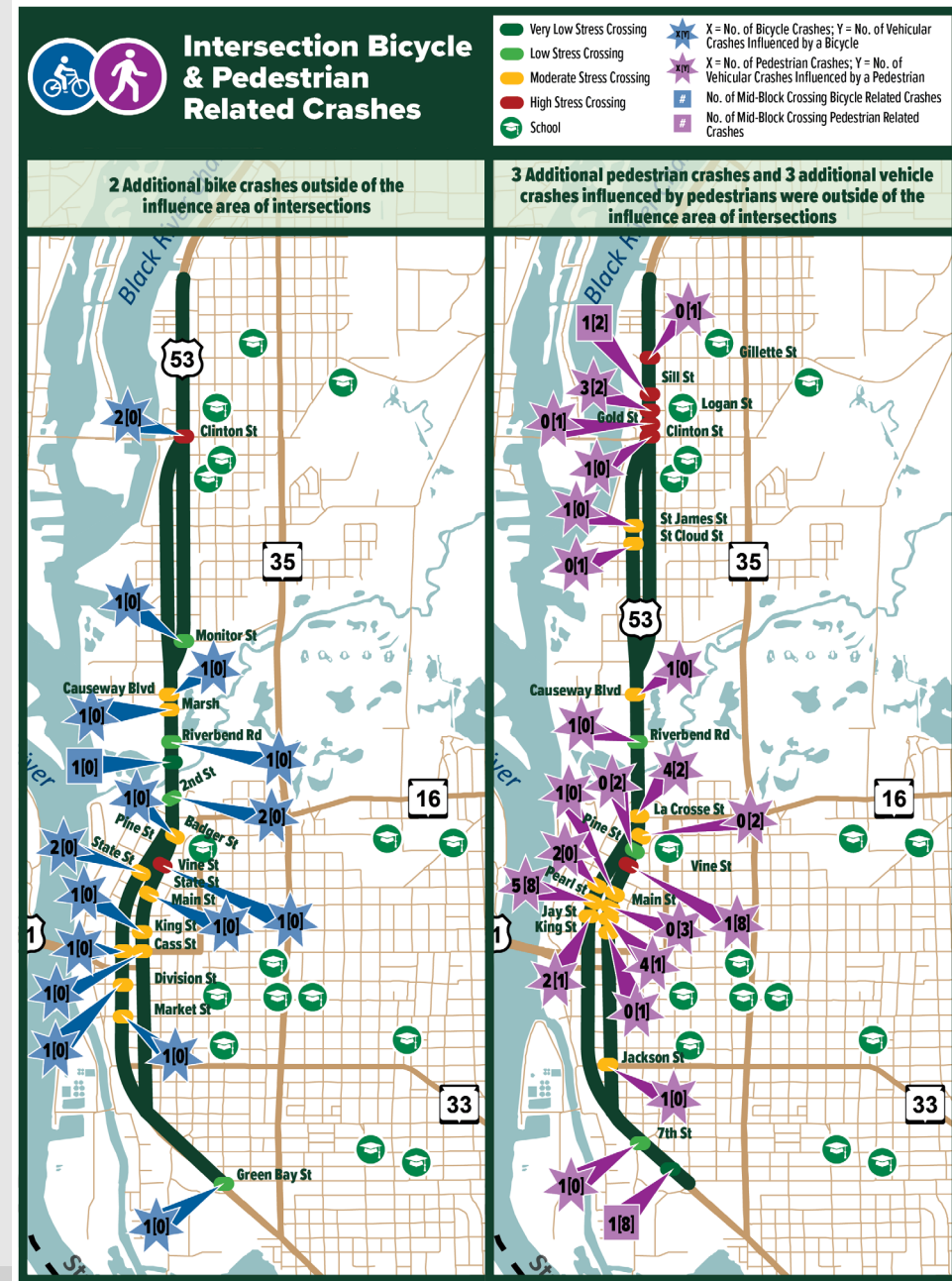
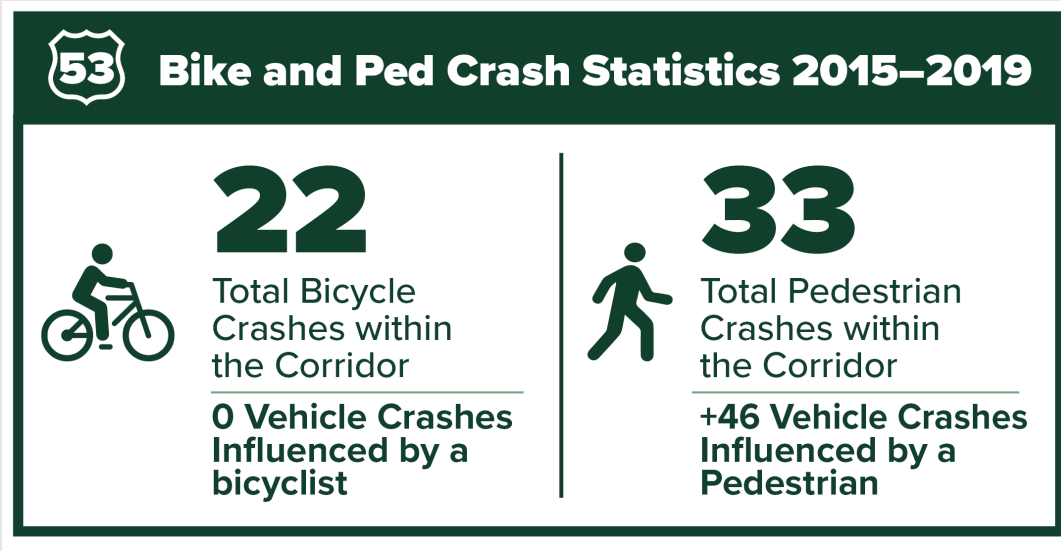
Intersection Crashes Type



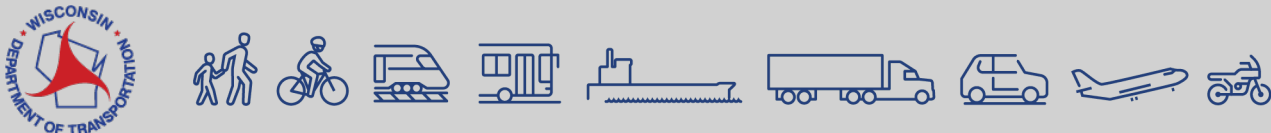


Purpose & Need

Safety – Bicycle & Pedestrian Crashes



Note: Level of Traffic Stress is a nationally-recognized method developed by the Mineta Transportation Institute (San Jose St University) to provide a quantitative method for evaluating bicycle and pedestrian facilities.

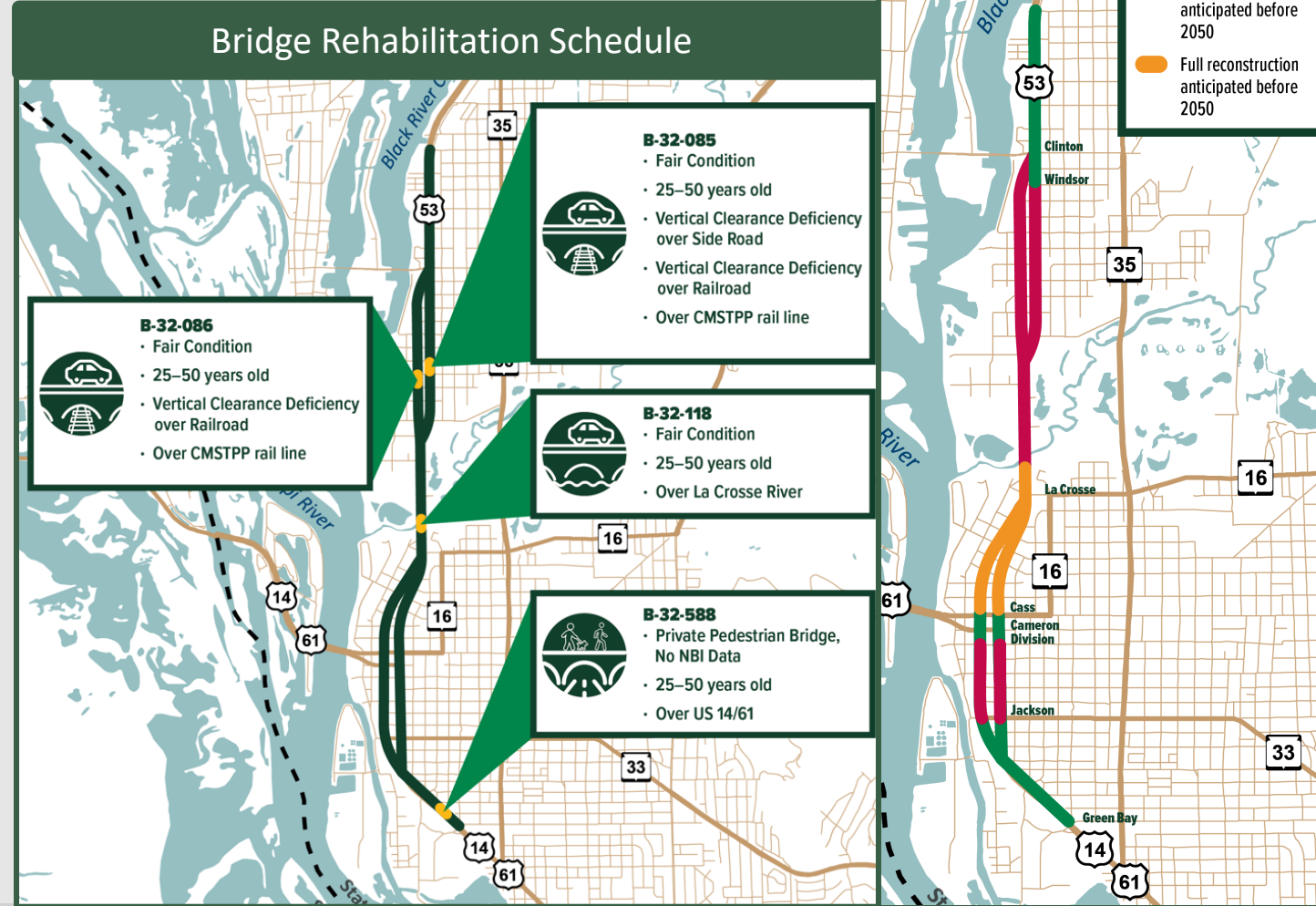




Purpose & Need

Infrastructure

- More than 60% of the corridor is scheduled for pavement replacement or reconstruction by 2050
- All three roadway bridges within study limits are scheduled for concrete overlay by 2050
- Public Utilities will be evaluated for replacement





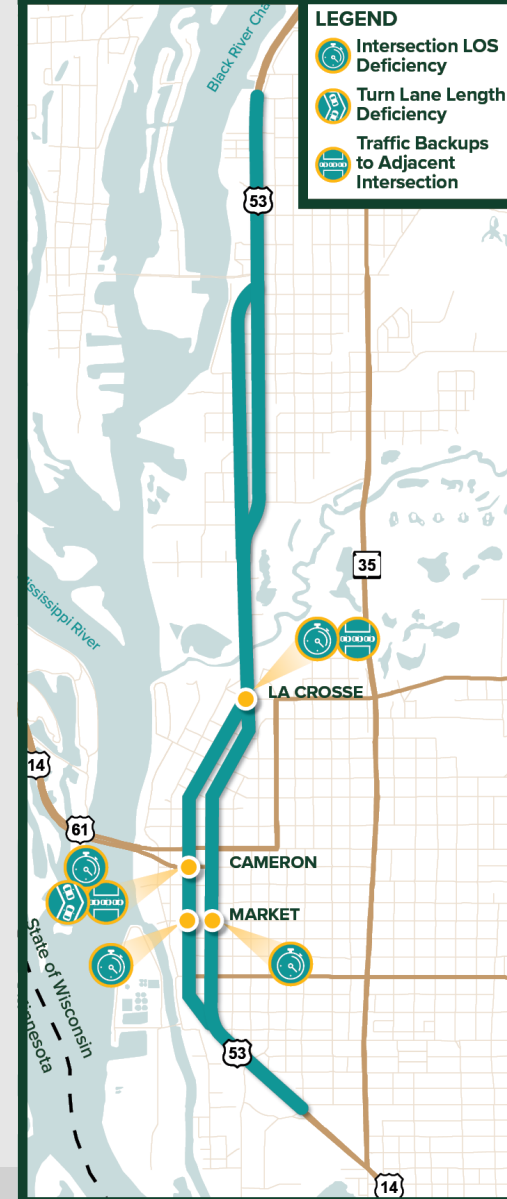
Purpose & Need

Traffic Operations

Main Areas of Concern:

- US 53 & La Crosse St Intersection
- SB US 14/61 (3rd St) & Cameron Ave Intersection
- SB US 14/61 (3rd St) & Market St Intersection
- NB US 14/61 (4th St) & Market St Intersection

Operations Summary

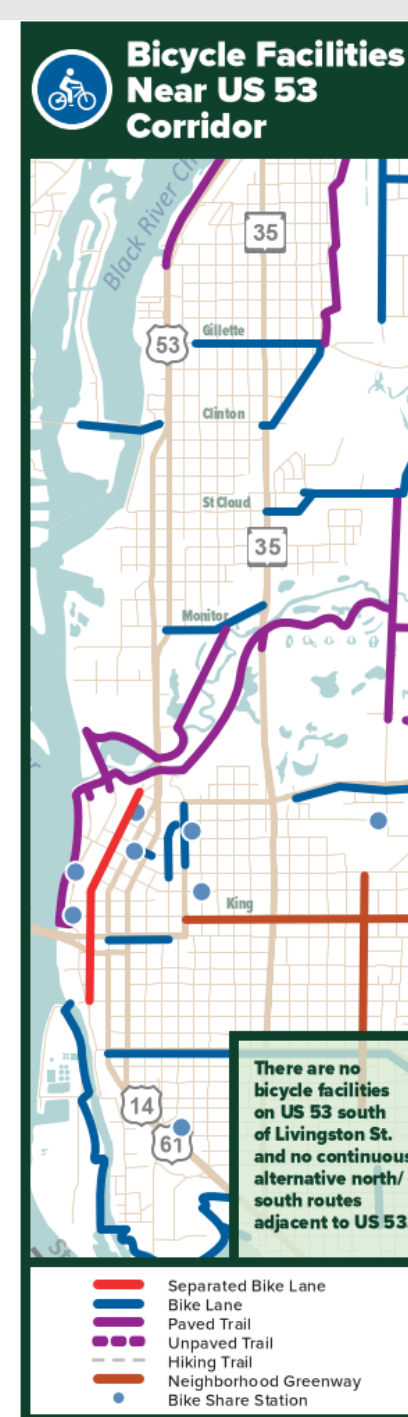
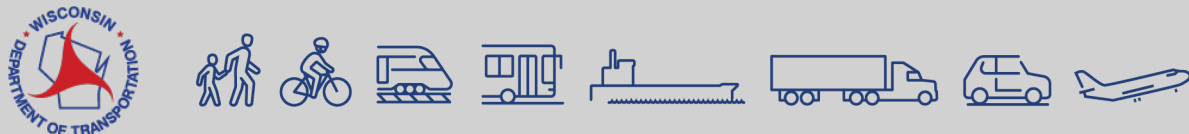


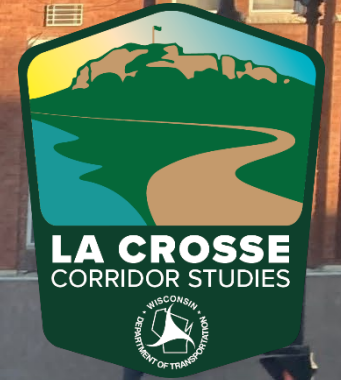
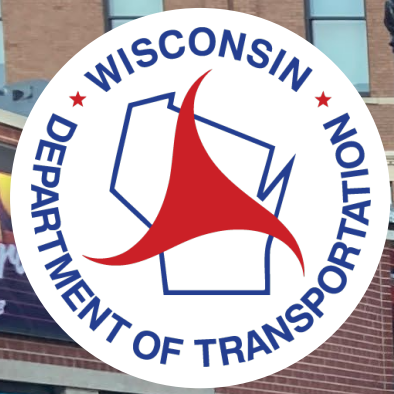


Purpose & Need

Multimodal Facilities

- Bicycle
- Pedestrian
- Transit





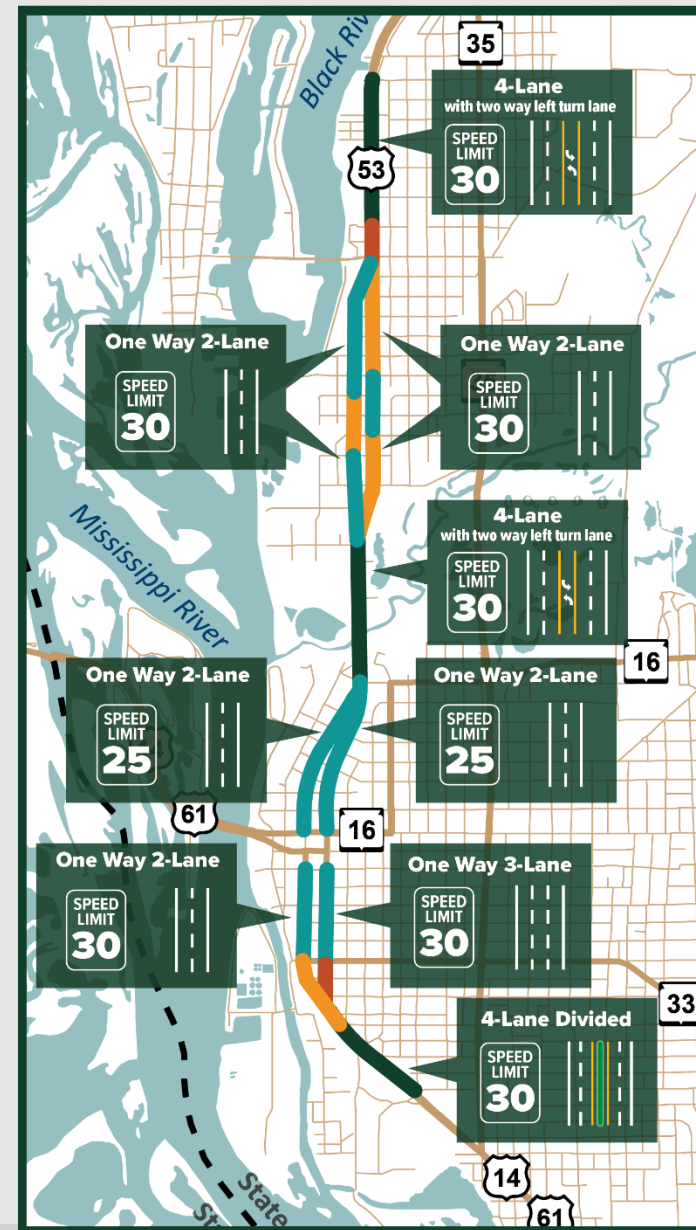
Preliminary Alternatives





Preliminary Alternatives

Existing Typical Sections





Preliminary Alternatives

Bicycle Facility Type



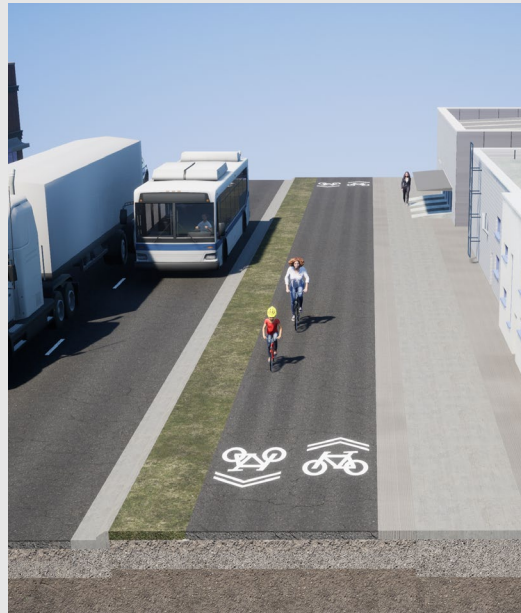
Separated Bike Lane



Parking-Protected Bike Lane



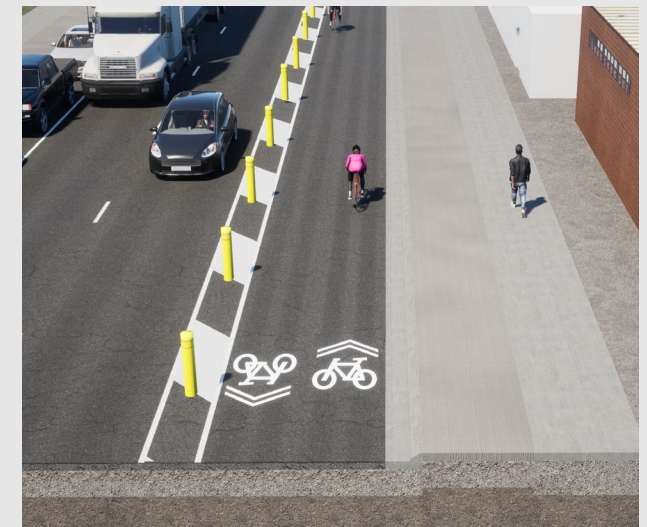
Buffered Bike Lane



Sidewalk-Level Cycle Track



Sidewalk-Level Bike Lane



Separated Cycle Track

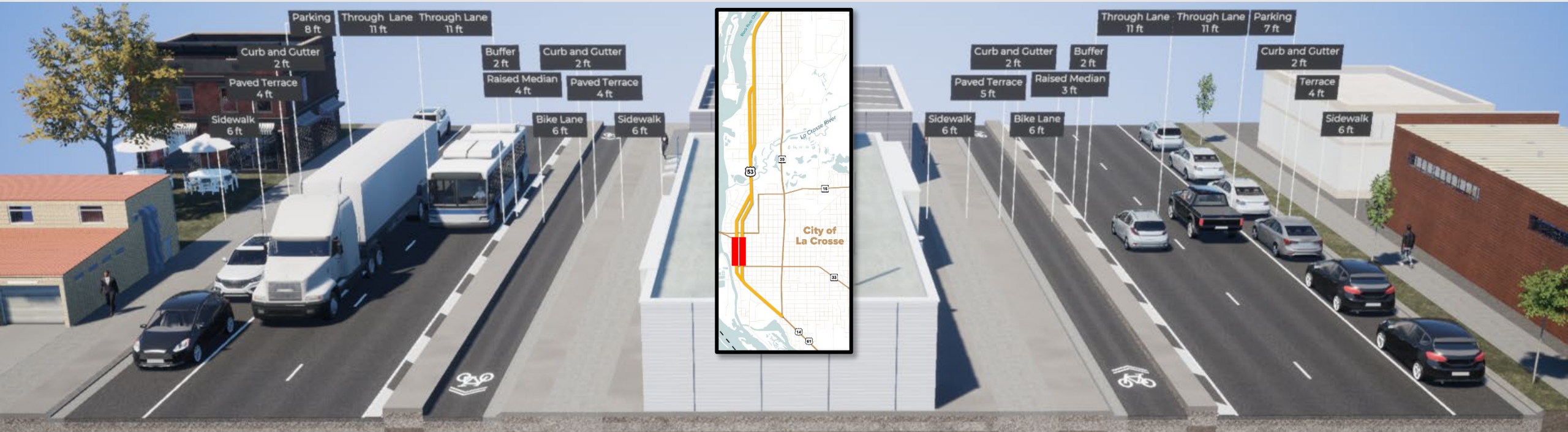




Preliminary Alternatives

- Alternative 3
 - Lane Reconfiguration (Separated Bike Lanes – Left Side)

Typical Section: Jackson St – Division St





Preliminary Alternatives

Spot Improvement Concepts:

Potential Improvements at Signalized Intersections on One-Way Streets

Many signalized intersections along one-way streets have sideswipe crash trends. The main contributing factors to these trends are weaving on the approach to the intersection and vehicles attempting a turning movement from an incorrect lane. To address these concerns, WisDOT is considering the following improvements.

1 Reinforce lane assignments with lane designation marking and signing

Improve Signage and Markings

2 Improve signal visibility by installing one signal head over each lane

Improve Signal Visibility
7% Crash Reduction*

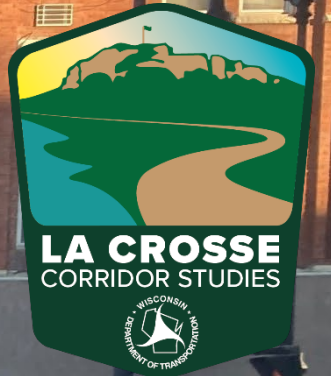
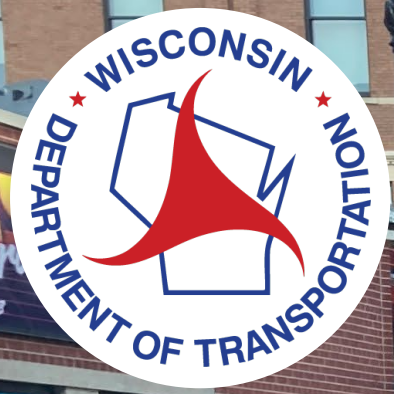
*Source: WisDOT Crash Modification Factor Table

3 Improve streetname signing to improve wayfinding and reduce sideswipe crashes

Improve Street Name Signing
10% Sideswipe Crash Reduction*

*Source: Crash Modification Factor Clearinghouse



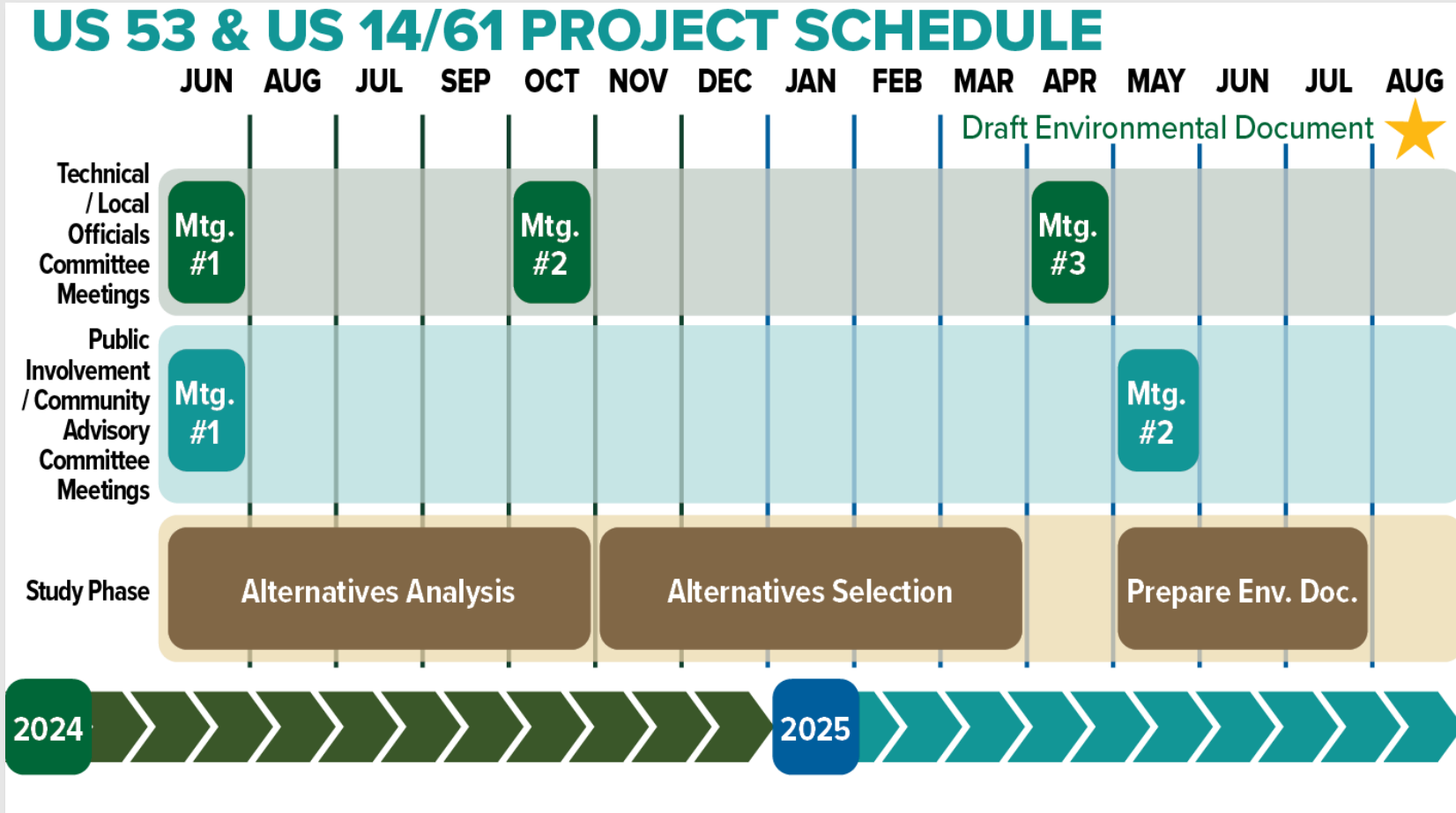


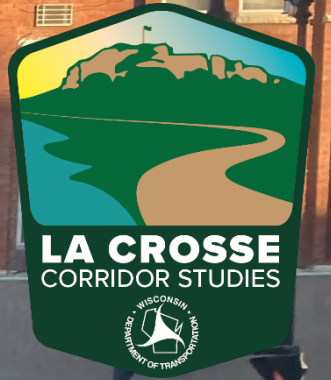
Next Steps





Schedule





Thank You!

