

## 3 TRANSPORTATION

This element of Onalaska's Comprehensive Plan includes background information, goals, objectives, policies and recommendations to guide the development of future transportation facilities within the community. The transportation policies and programs for the Town of Onalaska are similar to those of La Crosse County. The transportation program strives to achieve a safe, efficient and environmentally sound system that provides personal mobility for all segments of the population and supports the economy of the Town. This element assesses the future need for governmental services related to community transportation facilities in the Town of Onalaska. The element also reviews state and regional transportation plans and programs as required under Wisconsin Statutes §66.1001.

### 3.1 Existing Transportation Facilities

Transportation networks are a critical determinant of growth and development in a community or region. The Town of Onalaska is served by regional and local street networks. Other transportation facilities accessible to residents of the Town include: freight and passenger rail; airport service; bike and pedestrian routes and recreation trails.

#### 3.1.1 Street Network

##### Functional Street Classification

The street network shapes access and circulation throughout the Town and surrounding communities. Public streets in the area are classified as arterial, collector or local. Table 3.1 shows the standards used by the Wisconsin Department of Transportation (DOT) to classify streets and lists streets in the Town of Onalaska by classification.

**Table 3.1: Functional Street Classification for the Town of Onalaska**

Classification	Description	Onalaska Streets
Principal arterials	Serve longer intra-urban trips and traffic traveling through urban areas. They carry high traffic volumes and provide links to major activity centers.	US 53
Minor arterials	Provide intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials. The minor arterial system interconnects with the urban arterial system and provides system connections to the rural collectors.	STH 35 CTH OT (from CTH ZN to CTH SN) CTH SN CTH ZN (from CTH Z to CTH OT) Main Street (Village of Holmen)
Collectors	Provide both land access and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. These facilities collect traffic from the local streets in residential neighborhoods and channel it onto the arterial system. In the central business district, and in other areas of like development and traffic density, the collector system may include the street grid which forms the basic unit for traffic circulation.	CTH D CTH OT (CTH ZN to STH 35) CTH XX CTH ZN (from CTH ZB to CTH Z) CTH Z (from STH 35 to northern intersection with CTH ZN) CTH M CTH ZB CTH W CTH S (from CTH SN to Hauser Road) East Avenue North (City of Onalaska)
Local streets	Local streets primarily provide direct access to adjacent land and access to higher order systems. Local streets offer the lowest level of mobility, and through traffic movement on this system is usually discouraged.	All Town of Onalaska streets not otherwise classified above.

Source: La Crosse County Land Information and Zoning Office

**Arterial Streets**

Arterial streets are the most heavily used streets in and around a community and are intended to serve inter-community traffic. Arterial routes and interchanges serve as important commercial nodes for the region. Arterial routes in or immediately adjacent to the Town of Onalaska include: US 53; STH 35; CTH OT (from CTH ZN to CTH SN); CTH SN; CTH ZN; and Main Street.

**Collector Streets**

Collector streets are designed to carry traffic between rural and residential areas within the Town of Onalaska and to the regional arterial system. Collector streets in or immediately adjacent to the Town of Onalaska include CTH XX, CTH D, CTH ZN, CTH Z (from STH 35 to northern intersection with CTH ZN), CTH M, CTH ZB, CTH W, CTH S, and East Avenue North. Counts for most collector streets can be found in Table 3.2 below. Parts of CTH Z and CTH ZB, mainly along the lakeshore,

were formerly known as Northshore Drive. Generally, ADT counts on collector streets in the Town of Onalaska increased slightly or stayed the same between 1993 and 2002.

### **Local Streets**

Local streets are usually designed and constructed as part of subdivision plats. They are often located in rural or residential areas and have low speed limits and traffic volumes. The DOT does not list traffic counts for local streets in the Town of Onalaska. Several local streets in the Town serve as main access routes to residential areas, such as Green Coulee Road and Schilling Drive.

### **Average Daily Traffic**

The usage patterns of a community's street network are often summarized through average daily traffic (ADT) counts. These figures are one characteristic that can be used to describe the function of a road and see change in usage over time. Tracking ADT counts helps a community determine how to employ land use policies that will keep streets from becoming overburdened or plan for improvements that will maintain the safety and efficiency of the road network.

Average daily traffic (ADT) counts for key arterial and collector streets in the Town of Onalaska are listed in Table 3.2. Only selected segments of some roads are given. These counts were determined by the DOT and include data from 1993, 1996, 1999 and 2002.

Between 1993 and 2002, two roads on the east side of the Town experienced significant increases in traffic volumes: CTH OT (from STH 35 to CTH SN) increased 2,000 ADT or 87 percent and CTH S (east of CTH SN) increased 2,700 ADT or 75 percent. During that same time, both segments of CTH SN also saw large percentage increases: 1,800 ADT or 55 percent south to CTH S and 1,600 ADT or 45 percent north to Gaarder Rd.

Traffic volumes also continued to increase on STH 35 with a jump of 2,600 ADT (19 percent) on CTH HD in the Village of Holmen and 1,300 ADT (13 percent) on the highway south of CTH OT. Other notable percentage increases include those on CTH XX and CTH ZM.

It should be noted that other roadway characteristics also affect the safe carrying capacity of a road and/or impact the level of service qualities of a road. More detailed information is available – contact the La Crosse Area Planning Committee (LAPC) – and should be used by a local community to evaluate its overall street network and plan for future usage patterns and network improvements.

**Table 3.2: Town of Onalaska Annual Average Daily Traffic Counts**

Town of Onalaska Road Segment	1993	1996	1999	2002
STH 35 (from CTH OT to CTH Z)	9,800	11,000	12,500	11,100
STH 35 (south of CTH Z)	11,800	12,700	14,700	13,000
		5,300(SB)	6,000(SB)	7,800(SB)
CTH HD (Segment of STH 35)	13,300	5,600(NB)	6,300(NB)	8,100(NB)
CTH D (east from Main Street)	3,200	2,800	3,400	3,600
CTH D	650	760	840	760
CTH SN (from Gaardner Rd. to CTH OT)	4,000	4,800	6,000	5,800
CTH SN (from CTH OT to CTH S)	2,900	3,600	4,900	4,500
CTH S (east from CTH SN)	2,300	2,200	2,800	4,300
CTH OT (between STH 35 and CTH SN)	3,600	5,400	5,700	6,300
CTH OT (between CTH ZN and STH 35)	3,300	3,800	3,800	3,500
CTH XX	900	920	1,000	1,400
CTH ZN (between CTH Z & CTH OT)	3,100	2,800	3,200	3,400
CTH ZN (between CTH ZB & CTH Z)	1,300	1,300	1,200	1,200
CTH Z (between CTH ZZ & CTH ZN)	2,000	1,500	1,800	2,100
CTH Z / CTH ZN	3,200	2,800	3,100	3,400
CTH Z (between CTH ZN & CTH ZB)	900	880	980	1,200
CTH Z (between CTH ZB & STH 35)	2,200	2,100	2,500	2,200
CTH ZB (between CTH ZN & CTH Z)	1,000	1,200	1,100	1,200
CTH ZM	400	530	450	610

Source: Wisconsin Department of Transportation

### 3.1.2 Highways

State Highways 35 and 53 travel through sections of the Town of Onalaska in addition to eight county highways. WisDOT constructed a bypass on STH 53 in 1992, making the La Crosse area convenient for work, shopping, travel, entertainment and services. Onalaska is also fortunate in that it is located immediately north of Interstate 90, which serves long-distance traffic from Minneapolis/St. Paul, Minnesota and areas west, and areas to the east including Madison, Wisconsin and Chicago, Illinois.

### 3.1.3 Transit Service

The La Crosse County mini-bus program is a door-to-door service that provides rides for seniors to meal sites and doctor's appointments. The service has been provided through Access Medical Transit, but switched to Laidlaw Specialized Transportation on January 2, 2004. Fares are \$2.80 within eight miles of the La Crosse Municipal Airport and \$3.30 for areas beyond that.

### 3.1.4 Rail Service

The main line of the Burlington Northern/Santa Fe Railroad passes through the Town in a northwest/southeast direction along the Mississippi River. The nearest rail spur is located in the City of Onalaska.

Passenger service (AMTRAK) between Chicago and the Pacific Northwest via Minneapolis/St. Paul is available in Winona, Minnesota and La Crosse.

### 3.1.5 Airports

Commercial air passenger and light freight service are available at the La Crosse Municipal Airport, located south of the Town of Onalaska and just west of the Black River. General aviation service is also available. The original La Crosse Airport was constructed in 1944. The airport terminal was reconstructed in 1989 and while site design modifications are planned for Taxiway C, they will not cause an increase or decrease in flights. The airport has three asphalt runways: 18/36 is 8,536 feet long and 13/31 and 03/21 are both 5,299 feet long. All are 150 feet wide.

The airport generally serves as a commuter hub connecting passengers through Chicago, Minneapolis/St. Paul and Milwaukee. Northwest, American Eagle and Midwest Airlines service the airport with a total of 15 flights per day.

### 3.1.6 Water Transportation

The Port of La Crosse is south of the Town of Onalaska and serves incoming and outgoing barge traffic on the Mississippi River. The port handles nearly one million metric tons of commodities annually and offers connections to the upper Midwest and the world, including Russia, South America, Mexico, China and other countries/regions.

In addition to cargo, the port also serves an active excursion boat trade, hosting Delta Steamboat Company boats on over 20 stops annually. The port also has two seasonal excursion tour boats and one of five surviving steam powered riverboats.

Town residents also use the Sunset Bay Marina in Trempealeau for recreational purposes. The Sunset Bay Marina is a full service marina.

In 1983, the County Harbor Commission was established to address commercial aspects of the day-to-day operation of the La Crosse public harbor and public harbor facilities. The Port of La Crosse, Wisconsin, Harbor Plan 1999 includes a history and description of the present setting of the harbor; recent harbor and waterfront planning and implementation activities; an inventory of harbor facilities; a description of waterborne commodity movement and recreation boating trends; new issues impacting port operations; and port policy and policy recommendations.

The Plan's inventory of Harbor Facilities contains a number of facilities in the Town of Onalaska, including:

Table 3.3: Port of La Crosse, River Use Inventory: Town of Onalaska Inventory, 1999

Name of Site	Site Location	Description	Other Site Information
Cozy Corner Cottages	W8071 CTH ZB-Onalaska Corner of CTHs ZB and ZN	Commercial resort. Cabins and boat rental. Access is to Lake Onalaska.	Commercial resort. Cabins and boat rental.
Clearwater Cabins	W7605 CTH ZB – Onalaska	Commercial resort. Cabins and boat rental. Access is to Lake Onalaska.	Commercial operation with 7 cabins for rent plus pier space for cabin renters.
Lytle’s Canoe Access	Adjacent to Great River State Trail at north end of CTH Z in Town of Onalaska	Canoe carry-in to Black River Complex. Small parking area serves both access to Great River Trail and river access. Vault toilet serves this facility.	Owned by Wis. DNR
Homestead Landing	At the end of North Shore Dr. opposite Town park in the Homestead Addition	On Black River. Walk-in canoe access via a 66-foot wide right-of-way across North Shore Drive from Town Park. Park itself has no water frontage, but has playground apparatus and picnic tables and limited street-side parking. The river at this point is shallow and cannot accommodate large craft. The Black River is at the upper end of Lake Onalaska.	Town of Onalaska holds Corps. Of Engineers lease for shoreline.
Brice Prairie Walk-In	On CTH ZB northwest of CTH ZN intersection. Access to upper reaches of Lake Onalaska. RM 705.0L in Lake Onalaska.	Forty car parking area on CTH ZB widened by County. Area of shoreline carry-in is 0.33 acres. Ice fishing access.	Recently acquired by the Wisconsin Department of Natural Resources.
Upper Brice Prairie Landing	CTH ZB, across road from Swarthout County Park	Two lane concrete boat ramp with courtesy dock and 50 car paved parking lot, two double stall vault toilets. Sufficient shoreline for bank fishing access and picnic area. Access is to Lake Onalaska. Swarthout County Park is across road from Landing has not water frontage, but has picnic shelter, tennis courts, volleyball court, and playground apparatus. Handicapped fishing facility.	Town of Onalaska maintains landing on shoreline leased from Army Corps of Engineers.
Clearwater Landing	Adjacent to Clearwater Cabins on CTH ZB-Brice Prairie	Unimproved walk-in shore land access for canoes & small craft. Ice fishing access.	Town of Onalaska maintains 66 foot wide right-of-way to reach Corps of Engineers owned shore land
Mosey’s Landing	Adj. to Schaefer’s Resort on North Shore Lane near CTH Z	Two lane paved boat ramp, 11 car parking area. Drive in ice fishing. Adjacent to commercial resort and boat livery. Closest access to Rosebud fish habitat area in Lake Onalaska.	Town of Onalaska leases land from U.S. Fish & Wildlife Service (USFWS). Most launch sites operated by Town also have a USFWS information kiosk.
Red Sails Resort	W7301 North Shore Drive (CTH Z) – Brice Prairie	Commercial resort. Kitchenette motel, campsites, bar, boat rental. Paved boat ramp available with commercial arrangement.	Privately owned. Cabin renters bring their own boat or rent resort’s boats. Each cabin has slip space.
Schaefer’s Boat Livery	W7221 North Shore Lane-Brice Prairie	Commercial resort. Bait shop, rental cabins and rental boats and slips.	Cabin renters have access to slips for their own or rental boats. Daily rental of boats to public also done.
Upper Brice Prairie Shoreline	Entire shoreline of Lake Onalaska	Town of Onalaska has a lease from the Corps of Engineers. Shoreline is public and accessible to walkers although private homes adjoin the shore and have private dock facilities.	Town of Onalaska administers Corps of Engineers lease.
Fisherman’s Walkdown	Eighty car parking area on Sunset Vista town road behind Marge’s Restaurant. Restaurant is on STH-35-Great River Road. N5135 Hwy 35-Onalaska	Walk-down pedestrian access to shoreline. Steep wooded stairway from parking area to shoreline precludes easy carrying of boats or canoes. Blacktop bike path to bike trail from parking lot.	Primarily ice fishing access to Lake Onalaska. Parking area is maintained by County Highway Department. Ownership and maintenance of stairway is not clearly defined. Shoreline is leased by Town from Corps of Engineers.

Source: Port of La Crosse, Wisconsin, Harbor Plan 1999

The Harbor Plan also includes a summary of a 1996 study of water-based recreation on the upper Mississippi River, Pools 7 and 8. The survey found, for example, that:

- Dock owners and marina boaters use the river most frequently;
- Weekday and weekend use is approximately equal;
- 87 percent of ramp users are Wisconsin residents, and 54 percent are local residents;
- Fishing boats are the most numerous type of boat at the ramp and private docks;
- Runabouts/ski boats are the most common type of boat at the marina;
- Fishing is the most popular activity with ramp users (56 percent);
- Marina boaters reported cruising as their most popular activity at 87 percent;

The Plan's policies primarily impact the Port of La Crosse and general river safety; no policies are directly relevant to the Town of Onalaska.

### **3.1.7 Pedestrian/Multi-Use Transportation**

Pedestrian and bicycle travel are vital parts of transportation and recreation networks. Bicycle facilities in Onalaska consist of a large segment of the Great River Trail along the Mississippi and many roads with low traffic counts and paved shoulders that allow for bicycle transportation. A new bike trail is proposed to follow Halfway Creek and County Highway XX through the Town of Onalaska and the Village of Holmen and connect with the Great River Trail in the Town. This proposed trail is shown on the Proposed Transportation Map. The existing and proposed transportation maps also show the Holland Bike Trail, a recently completed gravel trail that heads north from the Village of Holmen.

Town of Onalaska residents are fortunate to have access to the Great River Trail, a large section of which runs directly through the Town. The trail is managed by the Wisconsin Department of Natural Resources as part of its extensive state trail system. The 24-mile Trail runs along the Mississippi River between Onalaska and Trempealeau, offering year round recreational opportunities and spectacular views of the surrounding area. The trail recently received a state grant and will be extended from the Trempealeau National Wildlife Refuge across the Mississippi River to Winona, Minnesota. Annual trail passes may be purchased at numerous businesses throughout the region, however pedestrian use of this trail is free of charge.

The Great River Trail links with the La Crosse River State Trail in Onalaska. The La Crosse River State Trail connects to the Sparta-Elroy trail, offering another 76 miles of beautiful biking trails. Town residents are situated in an excellent location for regional bike trail access.

### **3.1.8 Trucking**

Trucking is an important transportation element and is used extensively throughout the region because of the intermodal transfer options, including the Interstate and National Highway network, Mississippi River, freight rail and aviation facilities. Truck routes in the Town of Onalaska are located along state and county highways.

### **3.1.9 Commute to Work**

The data in Table 3.4 show that most employed civilian persons age 16 and older in both the Town of Onalaska and La Crosse County drive to work alone. Differences between Town and County commuting patterns include:

- 1.3 percent of La Crosse County residents take public transport to work while 0.0 percent of Town residents do so.
- Town residents have a slightly longer commute (19.4 minutes) than the County average, which is 17.3 minutes.
- 4.9 percent of County residents walked to work versus .8 percent of Town residents.
- 6.5 percent of Town residents worked at home versus 2.9 percent of County residents. This could be attributed to the many Town residents that live and work on farms.

The La Crosse County Development Plan 2020 identifies reducing single occupancy vehicle trips as one of its goals and the transportation goals, objectives and policies of Onalaska’s Comprehensive Plan reflect that goal.

**Table 3.4: Commute to Work Patterns**

Group	Town of Onalaska (%)	La Crosse County (%)
Car, truck, or van-drove alone	87.9	81
Car, truck, or van- car pooled	4.4	8.8
Public transportation	-	1.3
Walked	.8	4.9
Other means	.4	1.0
Worked at home	6.5	2.9
Mean travel time to work (minutes)	19.4	17.3

Source: U.S. Bureau of the Census, 2000

### 3.2 State and Regional Transportation Plans

Effective local planning requires consistency with state and regional plans. Wisconsin Statutes §66.1001(2)(c) requires communities to compare the local governmental unit’s objectives, policies, goals and programs to state and regional transportation plans. This section satisfies this statutory requirement. The Town of Onalaska’s transportation goals, objectives, policies and recommendations are consistent with and implement all relevant sections of the following plans and programs.

#### 3.2.1 Translinks 21: A Multimodal Transportation Plan for Wisconsin’s 21<sup>st</sup> Century (November 1995)

This plan covers a broad array of transportation topics and includes an overall vision and goals for transportation systems in the state for the next 25 years. The plan recommends complete construction of the Corridors 2020 “backbone” network by 2005 (including Interstate 90/94 and U.S. Highway 53); the creation of a new state grant program to help local governments prepare transportation corridor management plans to deal effectively with growth; the provision of state funding to assist small communities in providing transportation services to elderly and disabled persons; and the development of a detailed assessment of local road investment needs.



### 3.2.2 Wisconsin State Highway Plan (February 2000)

This plan focuses on the 11,800 miles of State Trunk Highway routes in Wisconsin. The plan does not identify specific projects, but does outline overall strategies and policies to improve the state highway system through 2020. The plan includes three areas of emphasis, including pavement and bridge preservation, traffic movement and safety. The plan identifies Interstate 90/94 as a major “Corridor Backbone”. It also identifies Highway 53, which passes through the Town, as a major “Corridor Backbone” to the state highway network.

### 3.2.3 Wisconsin DOT: Six Year Highway Improvement Program

This plan identifies all construction projects scheduled for Wisconsin’s 112,363 miles of public roads between 2002 and 2007. The projects change frequently, and plan updates are made monthly. Each project is listed by highway, county, location, cost, year and brief description of the project. No projects are currently scheduled for the Town of Onalaska area.

### 3.2.4 Wisconsin Bicycle Transportation Plan 2020 (December 1998)

The *Wisconsin Bicycle Transportation Plan 2020* establishes DOT goals, objectives and policies for both intercity and urban and suburban bicycling, and recommends strategies and actions for DOT, local governments and others to take to implement the plan. The two primary goals of the plan are to double the number of trips made by bicycles and to reduce bicyclist-motorist crashes by at least 10 percent by the year 2010. The plan also seeks to improve bicycle access to major destinations along arterial and collector streets.

While the plan does not propose any specific improvements to bicycle facilities within the Town of Onalaska, the Town supports the plan’s statewide goals and policies. The bicycle capacities of roads within the Town of Onalaska are discussed in Section 3.2.7 of this element.

### 3.2.5 The Wisconsin Pedestrian Policy Plan 2020 (March 2002)

The *Wisconsin Pedestrian Policy Plan 2020*, created by the DOT, was established to make pedestrian travel a viable, convenient and safe transportation choice throughout Wisconsin. While the plan primarily aims to minimize the barrier to pedestrian traffic flow from major road expansions and improvements, it provides guidance to local communities on how to encourage pedestrian travel through the creation of pedestrian plans, increasing enforcement of pedestrian laws, adopting and implementing sidewalk ordinances, and addressing pedestrian issues through the public participation component of Comprehensive Smart Growth Planning. The plan makes no specific recommendations for the Town of Onalaska.

### 3.2.6 La Crosse County Development Plan 2020

Adopted in mid-October of 2000, this plan is the product of a cooperative agreement between the La Crosse County Board of Supervisors and each of the 12 town governments in the County. *The La Crosse County Development Plan 2020* compiled all the existing town plans as well as other pertinent planning and development information into one document to guide orderly growth and development throughout the county. The *Plan* calls for continued cooperation between local

governments and regional planning agencies on transportation issues. Also it calls for an increase in the transportation choices for all residents of the county and progress towards creating a “Seamless Transportation System”.

The goals, objectives, policies and recommendations in the Town of Onalaska’s Comprehensive Plan are consistent with the goals identified in the La Crosse County Development Plan 2020.

### **3.2.7 Long-Range Transportation Plan for the La Crosse Area**

The La Crosse Area Planning Committee (LAPC) Long-Range Transportation Plan for the La Crosse Area does not include any construction projects within the Town of Onalaska until 2007 at the earliest. In 2007, the Plan proposes to be purchase right-of-way along State Highway 35 in the Town, and then is expected to begin construction in 2007 or 2008. At this time (August 2004), it is not known what the construction will include; however, the plans should be in place by September 2004.

### **3.2.8 Long-Range Transportation Plan for the La Crosse Area – Bicycle/Pedestrian Element**

The Long-Range Transportation Plan for the La Crosse Area includes a Bicycle/Pedestrian Element. This Plan does not include any specifically planned projects for the Town; however, minimal improvements to bicycle facilities in the Town might occur as part of improvements to segments of trails between other jurisdictions listed below. The overall bicycle/pedestrian improvements in the region benefit the Town because they facilitate increasing access, use, and safety of these systems, and the Town will likely be a destination for many bicyclists and pedestrians.

This element of the Plan proposes a regional bikeway system, which is to be realized through a combination of implementation strategies and funding sources – new roadway construction provides bicycle accommodation as an incidental part of the overall project; paving shoulders on selected roadways becomes programmed into the regional Transportation Improvement Program; local street improvement funds are used for low cost improvements such as striping bicycle lanes and installing bicycle route signage; and federal ISTEA Enhancement funds are sought to build new bike paths and pave sections of existing recreational trails.

For the LAPC, the highest priority regional projects are those inter-community corridors that will serve the largest number of potential bicyclists. Initial planning efforts will therefore focus on:

- Priority #1: Onalaska to Downtown La Crosse
- Priority #2: La Crosse to La Crescent
- Priority #3: Downtown La Crosse to the Medary/Mall Area
- Priority #4: Onalaska to the Medary/Mall Area
- Priority #5: Holmen to Onalaska

In addition, streets and roadways that were previously scheduled for retrofit and reconstruction by local, county and state agencies are likely to be the first transportation improvements to include incidental bicycle accommodations. Funding has already been secured to bridge the railroad tracks and complete the off-road link between the Great River Trail and the La Crosse River Trail, and state and local groups are mobilizing to obtain funding for additional improvements.

### 3.2.9 La Crosse Area Planning Committee Coulee Visions

*Coulee Visions: Creating Quality Choices for the Coulee Region* is an ongoing process of public involvement in determining transportation and land use policies which preserve the unique natural and cultural values of the La Crosse area. In 2004, the results of Coulee Visions process were compiled into a workbook and slide show intended for use in the comprehensive planning process currently underway in many of the communities in the area.

The Town of Onalaska Comprehensive Plan complements and is consistent with the planning principals outlined in the *Coulee Visions* Slideshow including: support for increased multi-modal transportation options in the Great River Road District; the location of mixed use activity centers; and use of a thorough public process to ensure “citizen ownership” of the plan as suggested in Coulee Visions. The Coulee Visions’ illustrations are included in the Land Use Plan to demonstrate the desired development and street patterns in the Coulees, and the overall Coulee Visions’ design principles.

### 3.2.10 Wisconsin Department of Transportation Feasibility Study for STH 35 Onalaska-Holmen

The Wisconsin Department of Transportation and Mead & Hunt, Inc. completed this study in 2001. The study examines improvement alternatives on STH 35 between Oak Forest Drive in the City of Onalaska and USH 53 in Holmen. The entire length of the study corridor is inadequate to carry current and projected traffic volumes to 2020 and improvements are needed to make the road safe for travel.

Improvement possibilities listed in the plan include intersection realignment, bypass lanes, private entrance relocation and access control. Additionally, important factors that were considered in the study include: safety, traffic signalization, bicycle/pedestrian accommodations, access control, parking, existing scenic viewing waysides and scenic easements.

The goals, objectives, policies and recommendations in this Plan are consistent with the STH 35 Onalaska-Holmen study.