

3 TRANSPORTATION PLAN

The Town of Onalaska has developed goals and objectives to ensure a safe and efficient transportation system that meets the needs of all Town residents.

Goal 1: The Town of Onalaska will work with La Crosse County and neighboring jurisdictions to provide a safe, efficient and economically sound transportation system that meets the needs of all its residents, businesses and visitors.

Objectives, Policies & Actions

1-1: Maintain and improve a balanced, efficient and low cost transportation system. This system should take advantage of the existing infrastructure and accommodate a variety of transportation choices including driving, walking, biking and rail.

Action 1-1a: Prepare and annually update a multi-year transportation improvement plan to identify and prioritize short-term and long-term needs and funding sources for road improvements, new roads, pedestrian and bicycle paths and trails, and other transportation facilities. Allow for public review and comment on the Town's short and long-term transportation system improvement plans.

Action 1-1b: Work with neighboring jurisdictions to identify vehicular traffic routes that might be impacted by residential and commercial development and expansion.

Action 1-1c: Contact La Crosse County at least one time each year to provide a list of the Town transportation projects and needs to be included in the County's Capital Improvements Program.

Action 1-1d: Study the need for improved access to Brice Prairie.

1-2: Improve safety problems at key or busy intersections and existing or potentially hazardous areas.

Action 1-2a: Identify and prioritize intersections of concern and traffic hazard areas and develop a list of recommendations, budgets and timelines for these problems to be addressed. Based on the comprehensive Town community survey conducted in 2004, residents identified the following intersections as traffic hazard areas:

- CTH OT and CTH XX in mid-day
- CTH SN and CTH OT

- Right turn no stop in Midway is confusing
- STH 35 and side access roads
- STH 35 and CTH Z
- SN
- Narrow roads on Brice Prairie
- CTH ZN and CTH OT – building obstructing view
- CTH D
- Only two exits to Brice Prairie
- CTH ZB too narrow – lights
- STH 35 North to CTH OT too fast
- Sharp corner by Prairie Produce on CTH Z
- CTH SN and CTH S
- CTH OT and CTH ZN Midway
- CTH OT at McDonalds

Action 1-2b: Notify La Crosse County that speeding is the number one traffic safety issue in the Town, and work with the County to identify solutions to this problem.

1-3: Improve the existing Town and regional transportation system to make sure it meets the needs of residents who are elderly or disabled.

Action 1-3a: Work with surrounding communities to explore strategies for providing cost effective transportation services to transit-dependent and disabled residents.

Action 1-3b: Work with the City of Onalaska and Village of Holmen to evaluate the possible extension of shared-ride taxi service to the Town of Onalaska.

1-4: Accommodate and encourage safe, convenient non-motorized transportation choices (pedestrian, bicycle, etc.).

Action 1-4a: Require all new developments to be safe places to walk and bike. This may be accommodated through safe street designs, formal or informal paths or trails (on or off street), and connected to existing or planned Town-wide or regional pedestrian or bicycle facilities. This action will require amending Town ordinances to include this requirement as part of the development review and authorization process.

Action 1-4b: Support County and State plans to provide bicycle trail improvements in the Town, per the discretion of the Town Board.

Action 1-4c: Work with neighboring jurisdictions to identify parcels within the Town as areas for potential easement or acquisition for future regional trail network enhancements.

Action 1-4d: Work with the State, La Crosse County, and the LAPC to create on-road bicycle facilities (e.g. bike lanes and paved shoulders) in conjunction with roadway reconstruction and determine necessary bicycle route signage.

Action 1-4e: Create the area around Midway as a safe, enjoyable place to walk around. Also, consider adopting design standards for the Town Center area, which will ensure safety and mobility for pedestrians and non-motorized transportation modes.

Action 1-4f: Identify and create access to the Great River Trail at the mid-point of the Trail on Brice Prairie.

Action 1-4g: Any new or improved roads in the Town should be designed and constructed to accommodate bicycles.

Action 1-4h: Continue to pursue the following transportation recommendations including:

- Development of a bicycle trail on the north side of CTH Z which connects with the Great River Trail at Lyles Landing that would create a loop to the lake and/or through Brice Prairie to the lake.
- Development of a bicycle trail from the Village of Holmen which generally follows Halfway Creek to Midway where it would connect to the Great River Trail. Development of a multi-use trail between the State Highway 53 and 35 interchange and Sandy Knolls Park.
- Provision of trails or sidewalks within and between new residential subdivisions.
- Provision of connecting trails or sidewalks within and between new commercial and residential development around the US Highway 53 and State Highway 35 interchange.
- Widening the shoulders of County Highway S.

1-5: Coordinate the provision and improvement of transportation infrastructure with land use and development in and adjacent to the Town.

Action 1-5a: Consider creating traffic and access circulation criteria that all new developments must meet and the Town Board approve prior to the issuance of a building permit, such as:

- Each lot, structure, or other land use within the new development has adequate access to a public street.
- The proposed development, vehicular access points, and parking arrangement do not create traffic congestion or safety concerns on the roads surrounding the proposed development, or such surrounding roads are proposed to be improved to accommodate the development.
- Areas of historic pedestrian or recreational trail use, improvements of or connections to the bicycle and pedestrian trail system, and adequate access to significant public lands and waterways are provided through dedicated public trail easements and are proposed for appropriate improvements and maintenance.
- The proposed development will support a range of transportation choices including the potential for extended transit services, where such service is available or planned.
- Each lot, structure, or other land use within a new development has adequate access to a public street and can be serviced by emergency vehicles (per appropriate review, such as by the Holmen Area Fire Department Chief and/or Town Board).

Action 1-5b: Prioritize and implement land use policies that implement the Coulee Visions plan, especially those objectives that contribute to alternative transportation options.

Action 1-5c: Plan for infrastructure improvements, recreational trail corridors, and other transportation-related facilities and services when making land use decisions.

Action 1-5d: Protect environmentally sensitive areas and working farms when considering transportation infrastructure improvements.

1-6: Implement the Future Transportation Plan Map.

1-7: Continue to participate in the La Crosse Area Planning Committee (LAPC), our region's metropolitan planning organization (MPO).

Action 1-7a: Appoint advisory committee members (technical and bicycle) to advocate for transportation policies and projects consistent with this plan.

Action 1-7b: Support regional transportation policies and projects that reflect the Coulee Visions plan.

Action 1-7c: Review and recommend changes to LAPC documents, policies, and projects to enable implementation of this plan, including county highway functional classifications, long-term transportation plans, and transportation improvement projects.

Action 1-7d: Encourage Plan Commission and Board discussion of LAPC-related activities and identify issues and concerns to raise at LAPC planning meetings.

Goal 2: The Town's transportation system will be designed to protect the rural character of the Town and minimize impacts on the natural environment to the greatest extent possible.

Objectives, Policies & Actions

2-1: Where feasible, new and expanded roads and driveways should be aligned to conform to the natural contours to minimize required earthwork (cuts and fills) and avoid environmentally sensitive areas such as wetlands.

Action 2-1a: The layout of new or expanded roads shall be adapted to the topography, unique natural features, and environmental constraints of the site.

Action 2-1b: Disturbance for the construction of roads should be kept at a minimum. For example, existing farm/rural roads should be incorporated into the design of the proposed development to alleviate the need for additional site disturbance.

Action 2-1c: Roads and streetscapes (the areas along the roadways) shall be attractively designed to maintain or enhance the character of the area in which they are constructed. For example, narrow roads are appropriate for rural areas of the Town, and wider roads with amenities such as crosswalks are appropriate for the Town Center area or industrial park area near OT.

Action 2-1d: Identify appropriate locations and create attractive gateways to the Town.

Goal 3: Improve traffic circulation on Town roads throughout the Town and on those roads connected to neighboring communities.

Objectives, Policies & Actions

3-2: A logical street network of interconnected streets shall be provided.

Action 3-1a: New streets proposed to be created as part of any development proposal shall be integrated and interconnected closely with the

existing street network. For example, new subdivisions shall be designed to connect to existing subdivisions where possible.

Action 3-1b: The use of cul de sacs and other roadways with a single point of access shall be minimized because they force traffic onto a limited number of through streets. However, the use of cul de sacs will be permitted to preserve environmentally sensitive areas or significant open spaces.