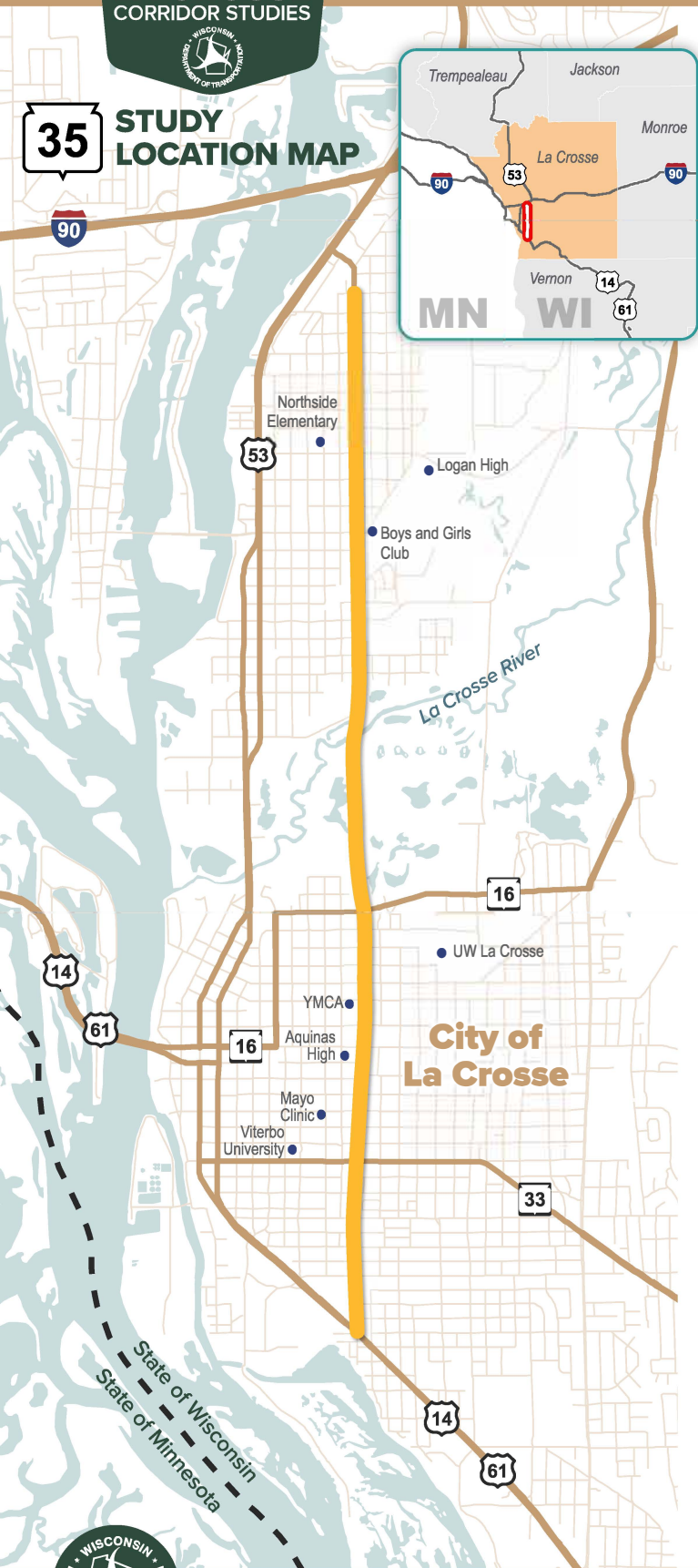


35

WIS 35 CORRIDOR STUDY

PROJECT LIMITS: US 14/61 (SOUTH AVE.) TO US 53 (ROSE ST.)
CITY: LA CROSSE | COUNTY: LA CROSSE

STUDY LOCATION MAP



STUDY PURPOSE

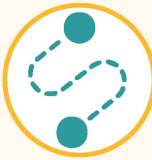
The purpose of the WIS 35 study is to develop alternatives that improve safety, address safety-related traffic operations concerns where practicable, and addressing existing and projected infrastructure needs through the design year (2050).

ROUTE OF IMPORTANCE



ACCESS:

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



PRIMARY CONNECTION:

- ▶ One of only three North-South routes with a crossing of the La Crosse River.
- ▶ WIS 35 is a freight route and a 65 foot Restricted Truck Route
- ▶ WIS 35 also serves as an alternate route for US 53, US 14/61, and WIS 16.
- ▶ Only two Municipal Transit Utility (MTU) bus routes provide connectivity between north and south La Crosse and one uses WIS 35. In addition, the MTU Circulator route uses WIS 35.



BIKE AND PEDESTRIAN:

- ▶ The Vietnam Veterans Trail passes beneath WIS 35 near the La Crosse River
- ▶ WIS 35 is also adjacent to several bicyclist and pedestrian generators, including:



The Mayo Clinic	UW La Crosse
Aquinas Schools	Logan High School
YMCA	Boys and Girls Club
Northside Elementary School	Viterbo University



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 [WIS 35 Corridor Study](#) and scroll down to "sign up for updates".

You may also request to be added to the study email distribution list by emailing WIS 35 Corridor Study Project Manager **Michelle Howe** at michelle.howe@dot.wi.gov.



NEEDS FOR WIS 35 CORRIDOR: SAFETY 2015–2019



75%

of the 4.6-mile corridor has a high crash rate

18

Intersections within the corridor have been flagged for safety issues

76

Total pedestrian related crashes (11 intersections with two or more crashes)

40

Total bicycle related crashes (9 intersections with two or more crashes)

MOST COMMON CONTRIBUTING FACTORS IN CRASH TRENDS:



SIGNAL VISIBILITY

Most signalized intersections along WIS 35 have a single signal indication over the outside lane, which can lead to signal visibility issues.



HIGH STRESS PEDESTRIAN CROSSINGS

Pedestrian safety at marked and unmarked crosswalks, especially near the UW La Crosse campus and between Gillette St and Palace St.



LEFT TURN LANE GEOMETRY

Most signalized intersections have negative offset left turn lanes on WIS 35. This means a vehicle turning left cannot see oncoming traffic behind an opposing vehicle turning left.



LACK OF BICYCLE FACILITIES

There are no bicycle facilities along the corridor and limited facilities crossing WIS 35. Several crashes involved bicyclists being struck while using pedestrian sidewalks and crosswalks.

OTHER NEEDS FOR WIS 35 CORRIDOR



ALTERNATIVE ROUTE:

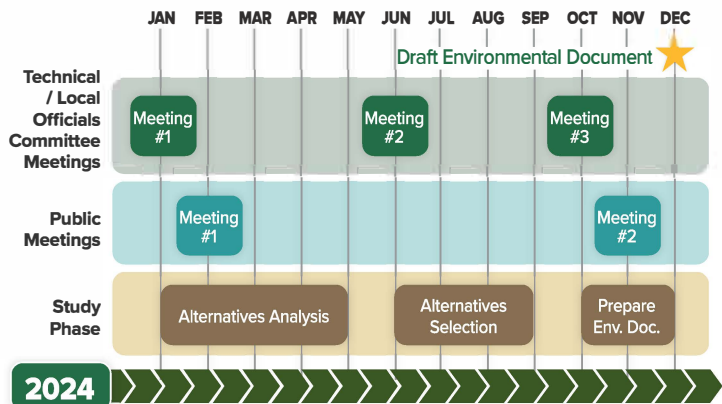
- ▶ WIS 35 may be used as an alternate route for construction or maintenance on adjacent roadways like WIS 16, US 53, or US 14/61.
- ▶ Traffic diversion during construction of adjacent projects may exacerbate current safety and traffic operations concerns.



PAVEMENT CONDITION:

- ▶ 60% of the WIS 35 corridor is scheduled for pavement replacement by 2050.

WIS 35 STUDY SCHEDULE



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