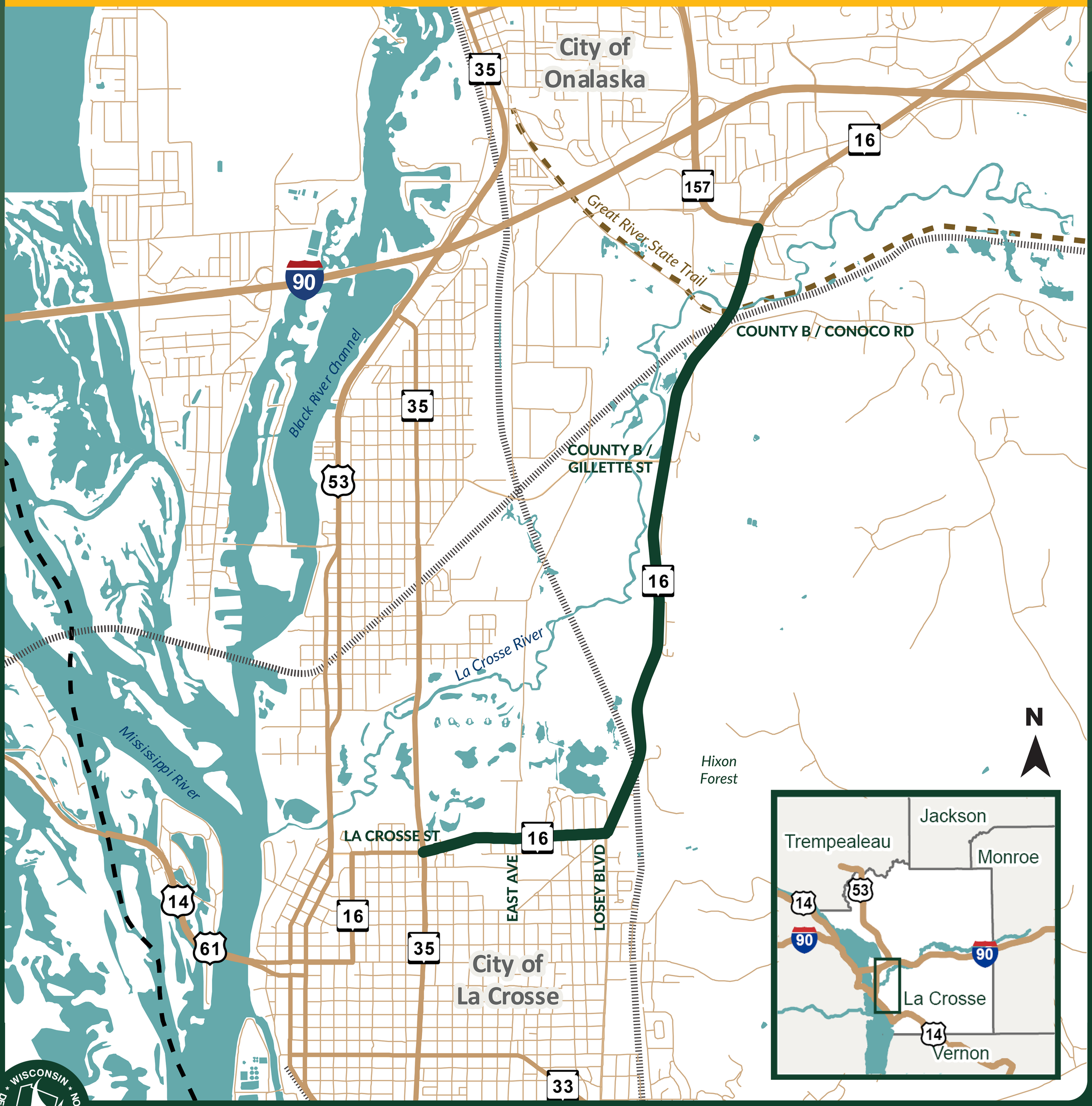
LA CROSSE CORRIDOR STUDIES

WELCOME

To the Public Involvement Meeting
for the WIS 16 Corridor Study
(WIS 35 to WIS 157)

EXHIBIT 1

16 STUDY LOCATION MAP



WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

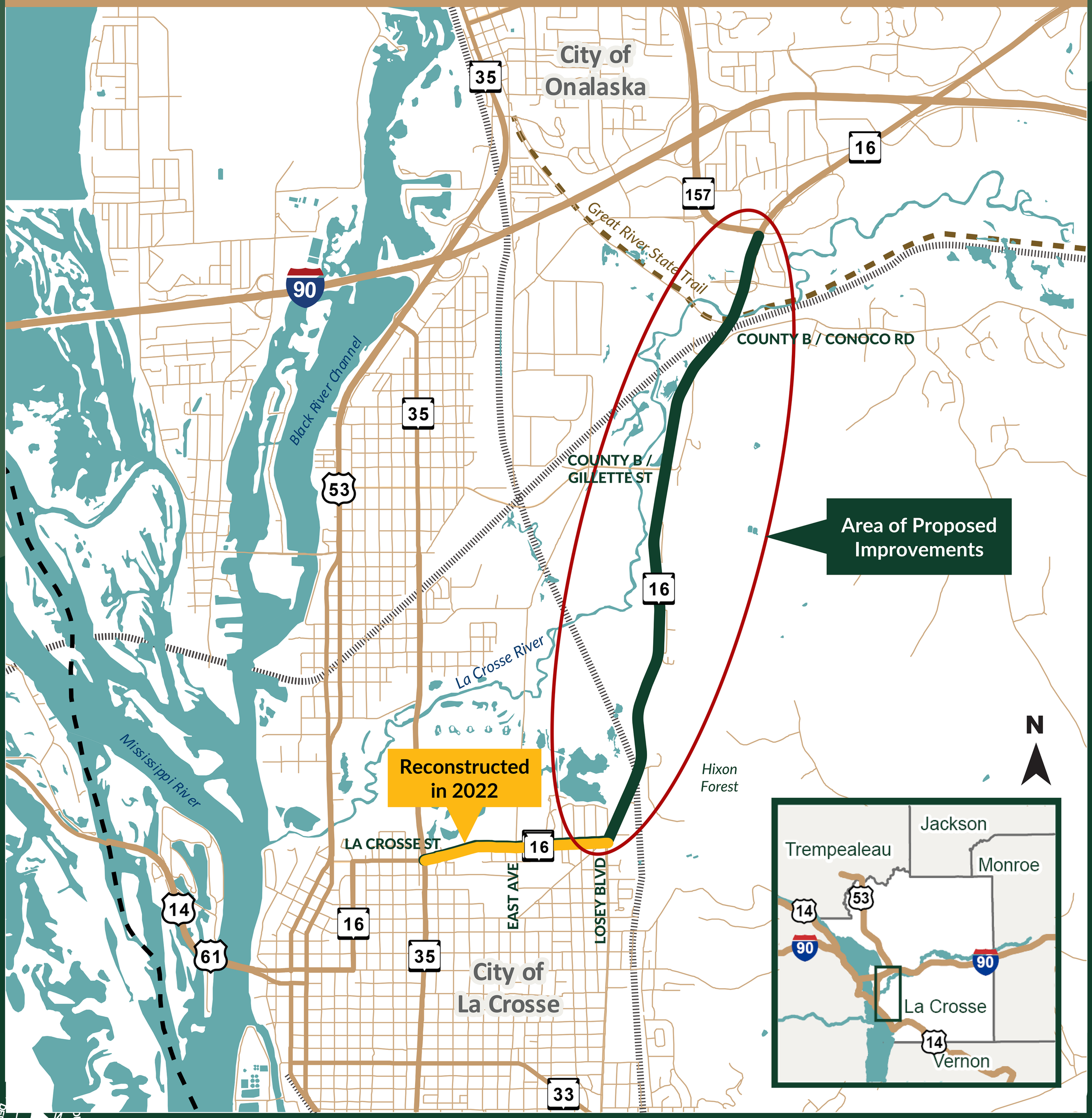
LA CROSSE CORRIDOR STUDIES

16

EXHIBIT 2

Recent Improvements

The east-west section of WIS 16 (La Crosse Street) from WIS 35 to Losey Boulevard was reconstructed in 2022. This project addressed infrastructure, safety, and mobility needs in this section. No additional needs have been identified, and no improvements are planned in this section.



WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

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EXHIBIT 3

LA CROSSE CORRIDOR STUDIES

Study Process

Your input will steer the remainder of the study.

2025			2026		2027
Evaluate Existing Conditions	Develop Study Purpose and Need	Identify Preliminary Alternatives	Develop/ Refine Detailed Alternatives	Identify Preferred Alternative	Complete Study

Public Meeting 1

Public Meeting 2

We are here!

2031: Earliest Construction Start Date (Pending Funding)

LA CROSSE CORRIDOR STUDIES

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

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EXHIBIT 4

Environmental Considerations

It is essential that a transportation study works to avoid, minimize, or mitigate impacts to the natural and built environment.

Historic Resources

Historians surveyed the study area and identified properties that are either on the National Register of Historic Places (NRHP) or potentially eligible for inclusion on the NRHP.

Archaeology

Archaeologists conducted field surveys of properties in the study area to look for artifacts. If an NHRP eligible archaeological site is identified, measures will be taken to avoid impacts to the site.

Hazardous Materials

Known hazardous material sites were identified and evaluated to avoid or minimize construction impacts. Any additional site assessments will be completed prior to construction.

Wildlife Impacts

Natural habitats were identified and used in combination with field surveys to determine the potential presence of any threatened or endangered species.

Wetlands & Streams

Field crews conducted surveys to determine the location of wetlands and streams in the study area.

Section 4(f)

Publicly owned parks, recreational areas and wildlife refuges were identified. These properties are protected and impacts must be avoided or minimized to reduce harm to these properties.

Noise

A traffic noise analysis will be completed if the study is determined to meet Type I study criteria defined in WisDOT's federally approved traffic noise policy.

Community Effects

Changes to WIS 16 could impact surrounding communities both positively and negatively. An evaluation will be completed to determine potential direct and indirect effects.

Demographics

Census data was reviewed within a 1/2 mile of the study corridor. The study will evaluate benefits and burdens on minority and low-income populations to work to an equitable outcome.

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

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EXHIBIT 5

Purpose and Need Summary

The purpose of the WIS 16 Corridor Study is to address the needs of aging pavement and structures along WIS 16 and improve safety and mobility for all users.

Aging Infrastructure

One bridge
will reach the end of its service life by the design year 2050*.

All pavement within the corridor
will reach the end of anticipated service life by the design year 2050.

Safety Issues

During the crash analysis period (2015-2019), **702** total crashes occurred.

Crash trends have continued in more recent years

Of the **547** intersection crashes that occurred, **87%** were at **4 out of 13** study area intersections.

Limited comfortable crossings for bicyclists and pedestrians present safety concerns throughout the corridor.

Inadequate Mobility

Three intersections
have congestion in the existing year and in the design year 2050.

Four intersections
have backups that impact mobility and contribute to safety concerns.

*The design year is the future year chosen for estimating traffic volumes, pavement condition, and structure condition

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

LA CROSSE CORRIDOR STUDIES

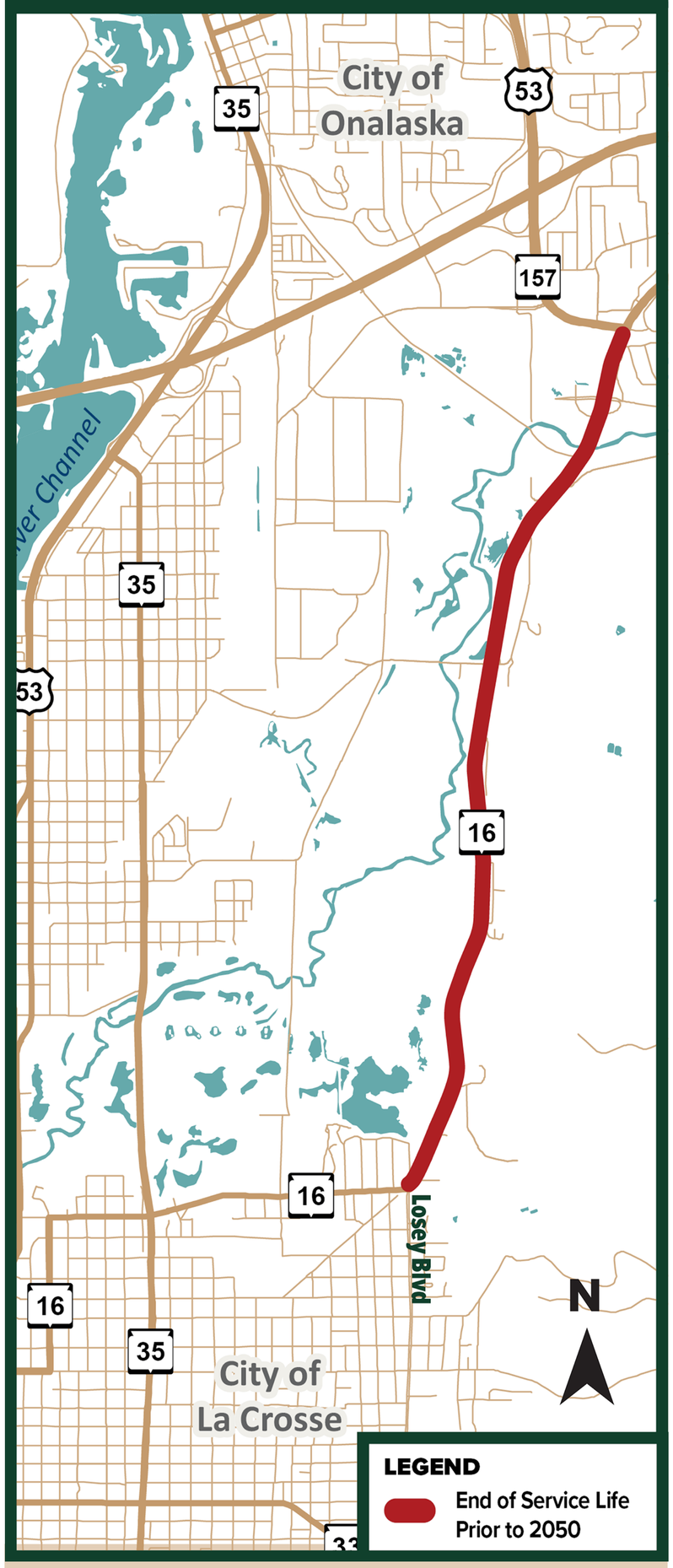
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EXHIBIT 6

Purpose and Need

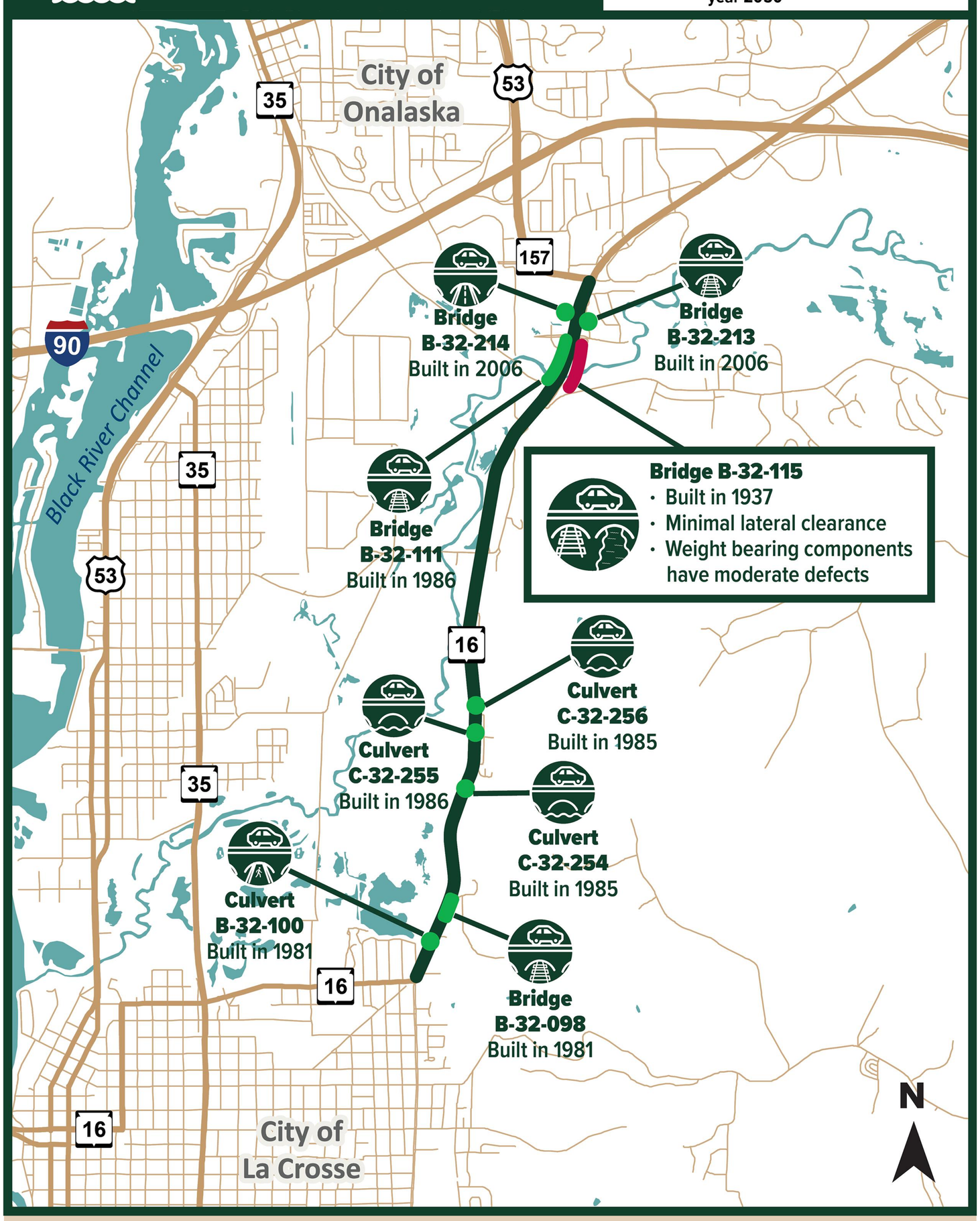
Infrastructure: Pavement, Bridges and Culverts

Pavement Condition



All pavement within the corridor will reach the end of it's anticipated service life by the design year 2050

Structure Condition



One bridge will reach the end of its service life by the design year 2050.

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

LA CROSSE CORRIDOR STUDIES

EXHIBIT 7

Purpose and Need

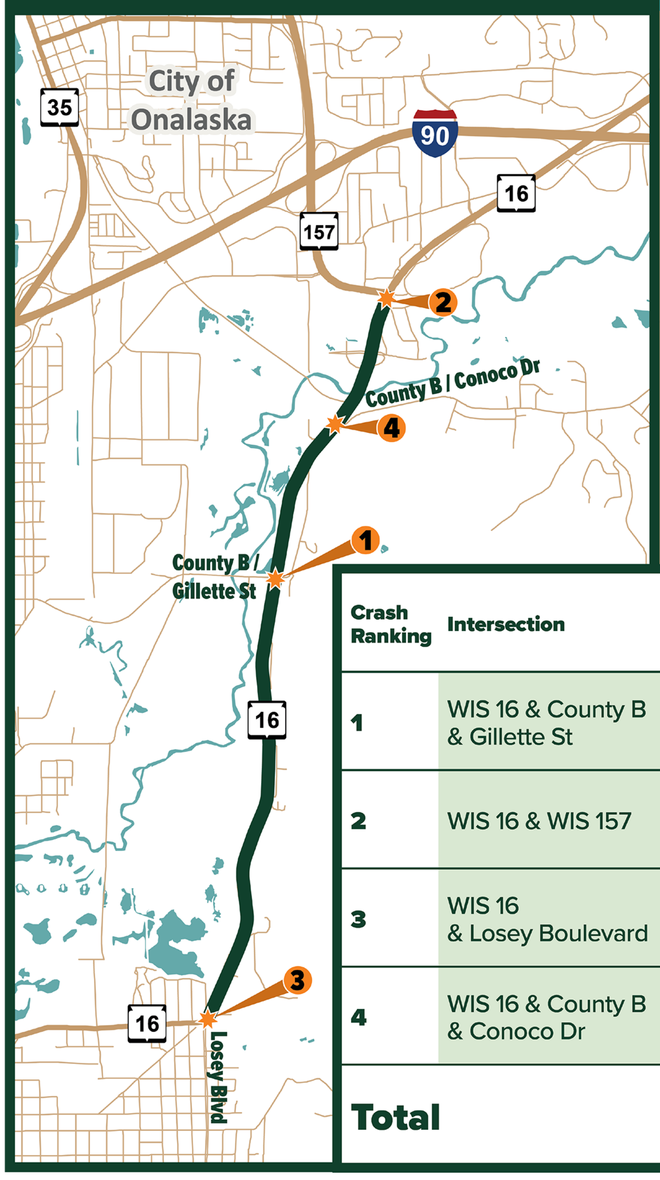
Safety: Vehicle and Bicycle Crashes

WIS 16: 2015-2019 Crash Data

702 Total Crashes
Rear end crashes accounted for 73% of the total crashes
There were 187 injury and 0 fatal crashes

Intersections with More Than 25 Crashes

Ranked by 2015-2019 Crash Frequency



Crash Ranking	Intersection	# of Crashes (2015–2019)
1	WIS 16 & County B & Gillette St	145
2	WIS 16 & WIS 157	121
3	WIS 16 & Losey Boulevard	117
4	WIS 16 & County B & Conoco Dr	91
Total		**474**

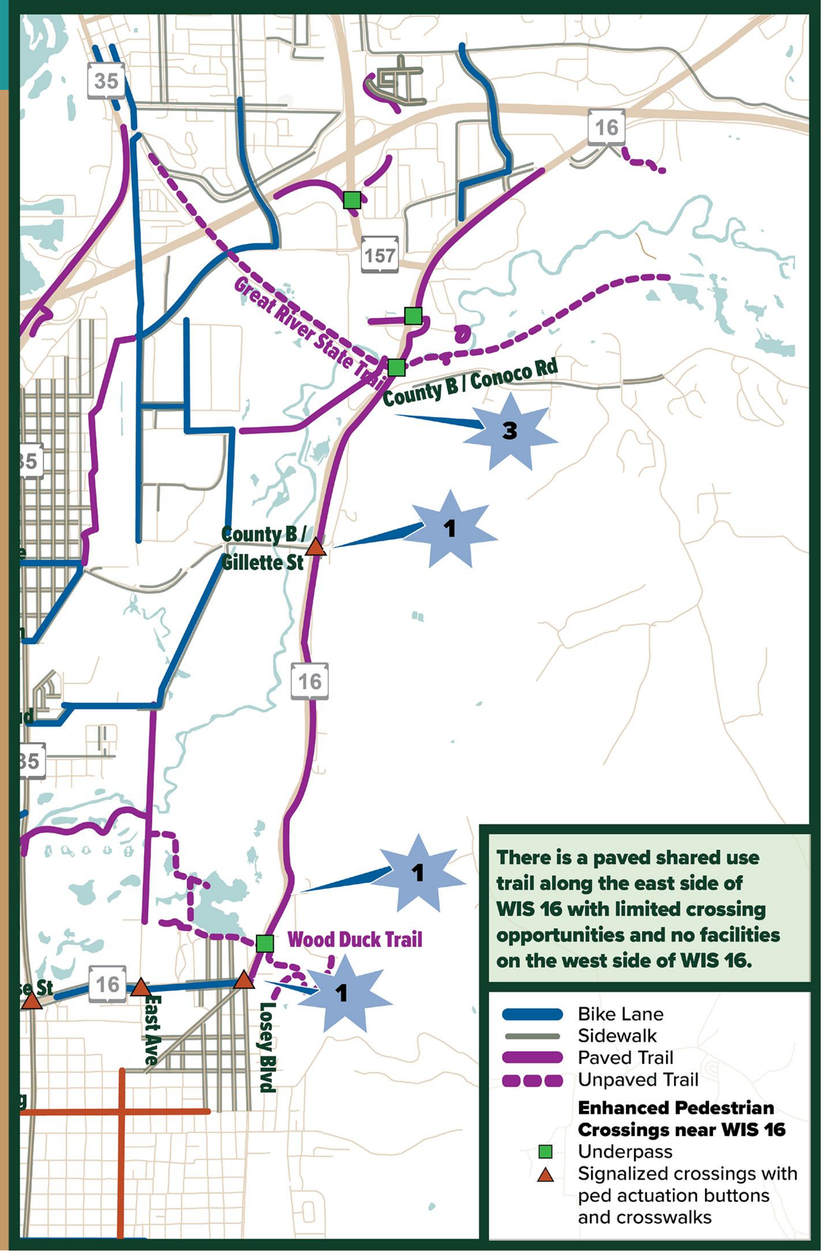
2015-2019 Crash Data

6 Total Bicycle Crashes within the Corridor

Of the total 702 crashes, 547 happened at intersections.

Of the 547 intersection crashes, 87% (474/547) occurred at these 4 intersections

Bicycle and Pedestrian Facilities Near WIS 16 Corridor



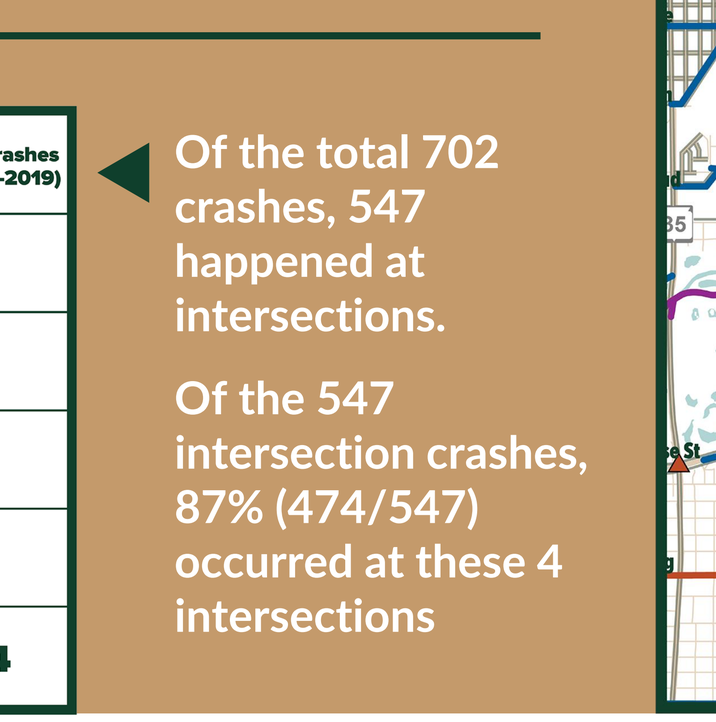
Crash Trend Comparison of Recent Years

Total WIS 16 Crashes by Screening Period

*Bike/ped crashes accounted for <1% of total crashes during each screening period.

While the number of crashes has fluctuated in recent years, the type of crashes occurring have remained similar to the original 2015-2019 detailed crash analysis period.

Total Crashes by Year



*Lower crash totals in 2020 corresponds to a reduced traffic count during the Covid-19 Pandemic

Intersection Crashes Type

LA CROSSE CORRIDOR STUDIES

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

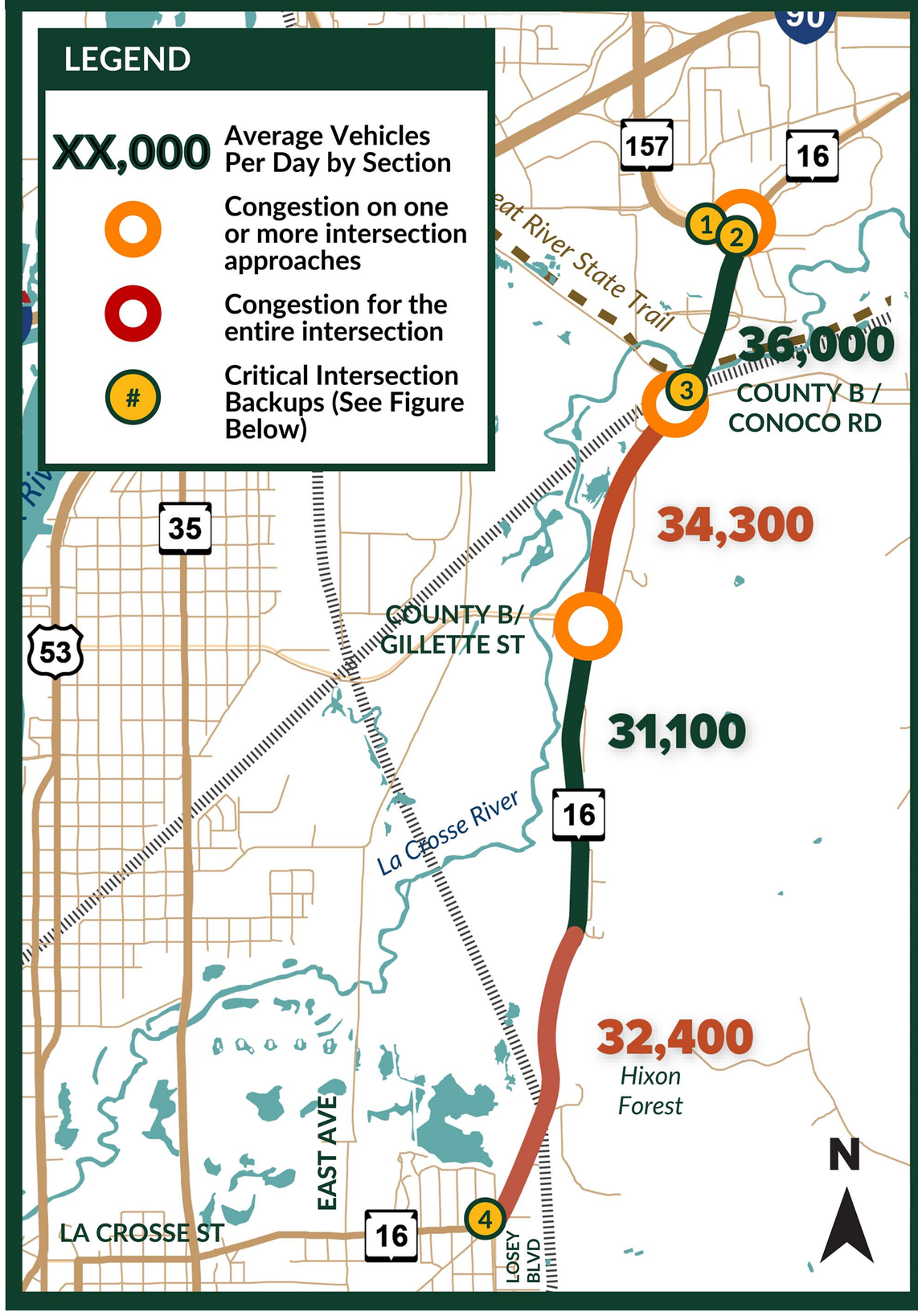
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EXHIBIT 8

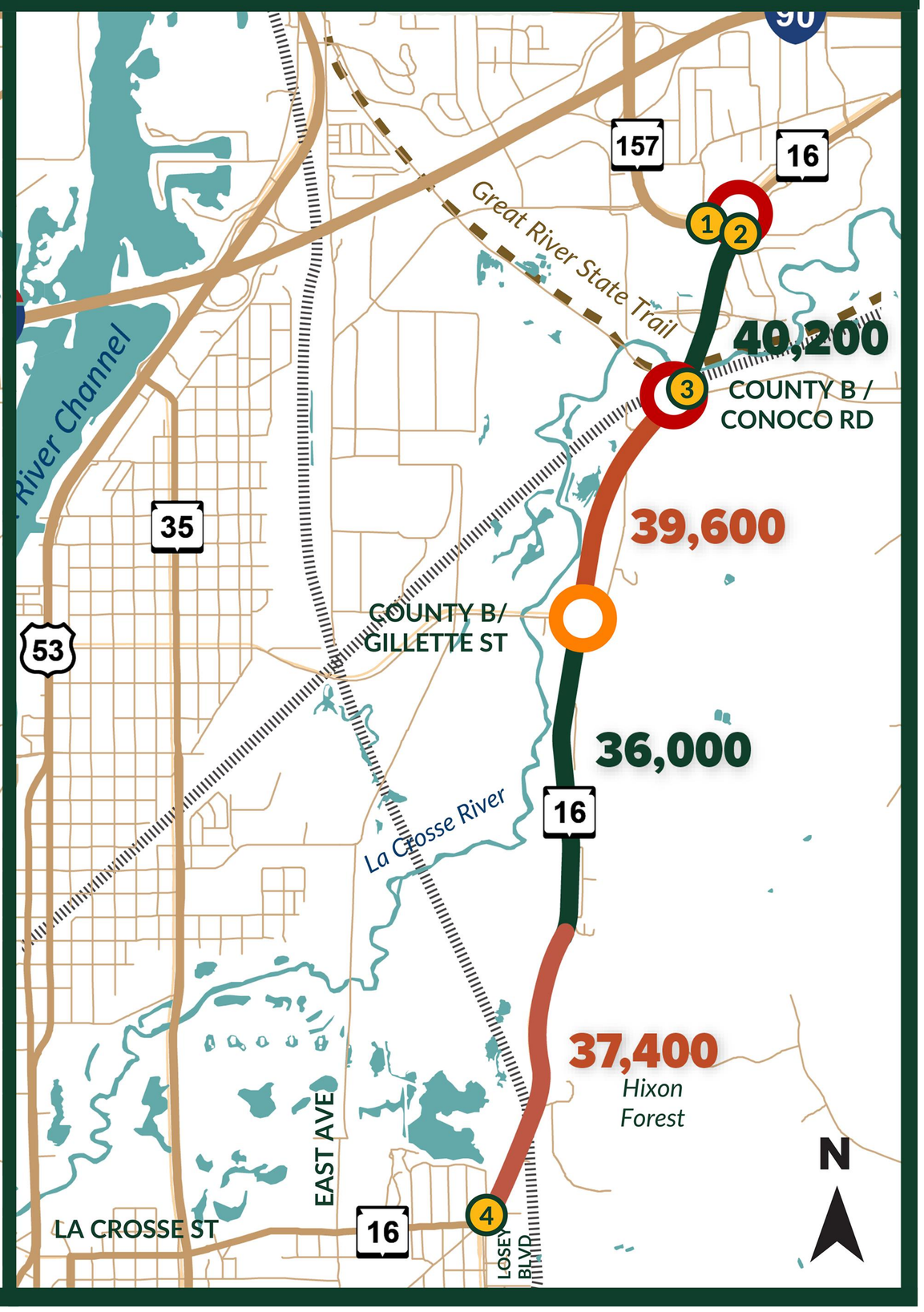
Purpose and Need

Mobility: Volume and Intersection Operations

Existing Year 2021

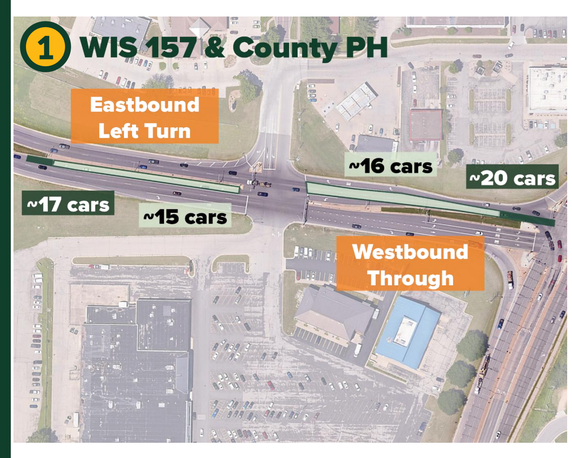


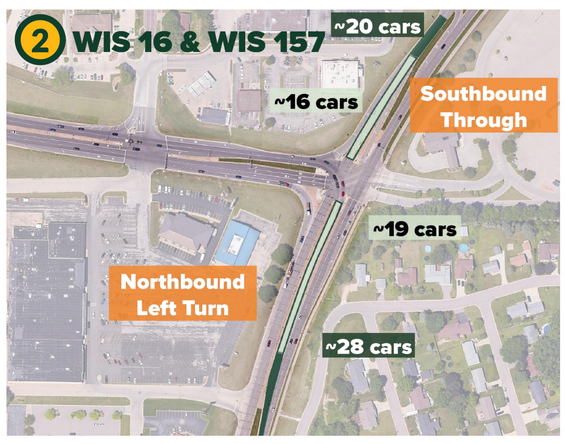
Design Year 2050

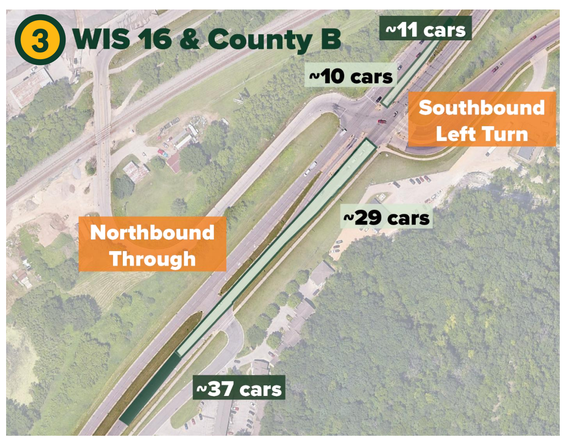


Critical Intersection Backups

Length of Backup: Existing (2022) | Future (2050)









Long backups block access to turn lanes and/or adjacent intersections, contributing to safety issues.

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

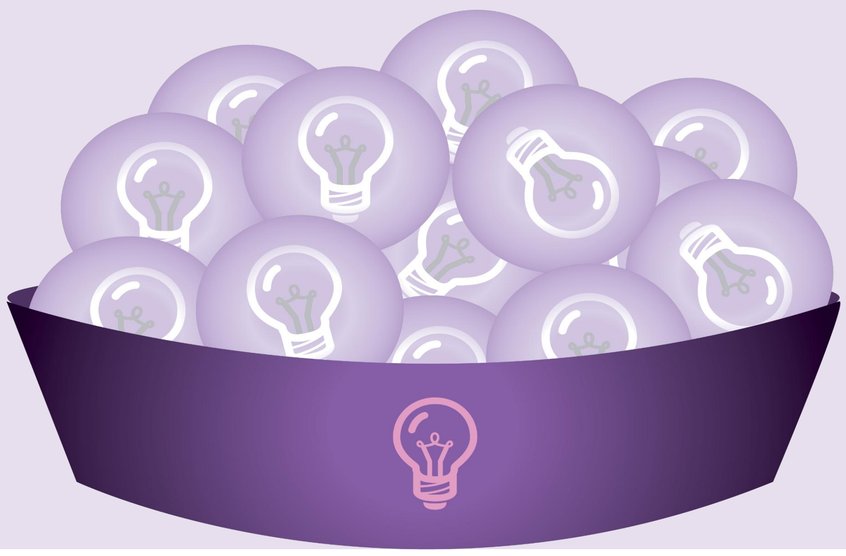
WISDOT ID: 7575-09-02

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EXHIBIT 9

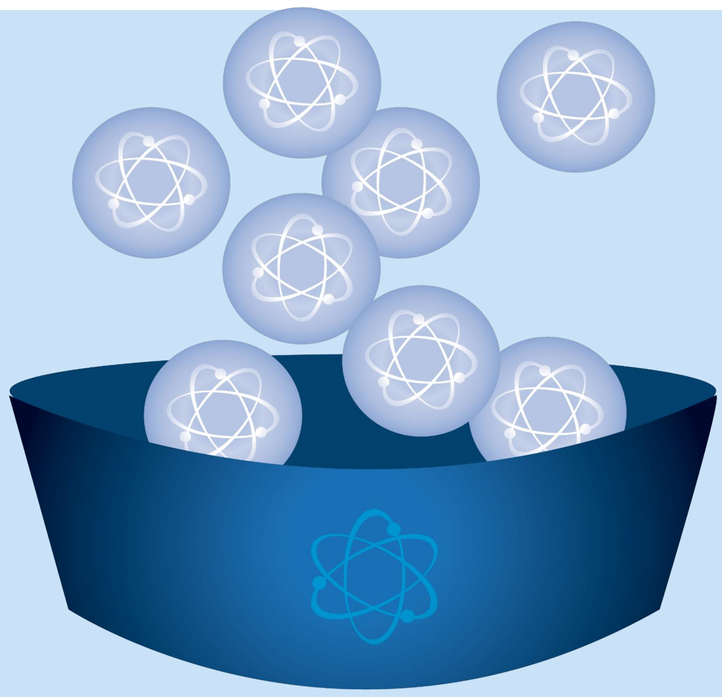
Alternative Development Process

Your feedback on the detailed alternatives presented today will help us identify the preferred alternative for the study.



Brainstorm Potential Improvements

Identify potential improvements including changes to intersections, speed limit, roadway layout, and bicycle and pedestrian facilities.



Preliminary Alternatives

Preliminary alternatives look at a wide range of improvements to address the identified corridor needs.



Detailed Alternatives

Alternatives showing the most potential to meet the corridor needs while considering anticipated impacts to surrounding areas, cost, and public input will be evaluated.

Preferred Alternative

The alternative that best meets the purpose and need while considering anticipated impacts, cost, and public input.

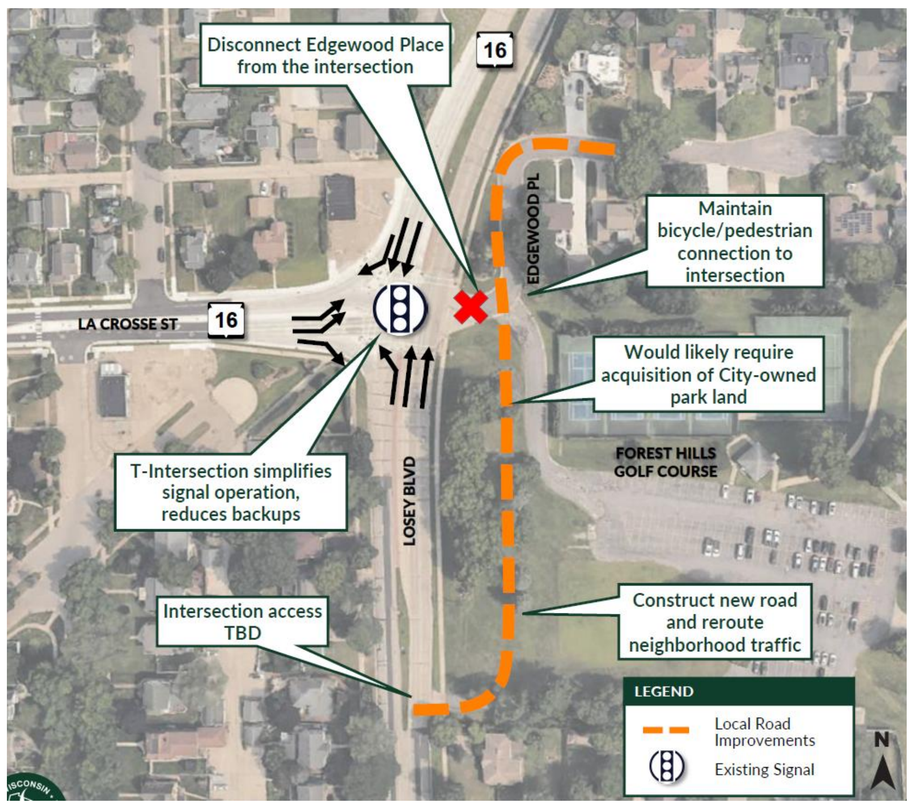
WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

EXHIBIT 10

Preliminary Alternatives Dismissed

Several preliminary alternatives were dismissed following the public involvement meeting in October 2025. The remaining alternatives moved forward into development of the detailed alternatives.

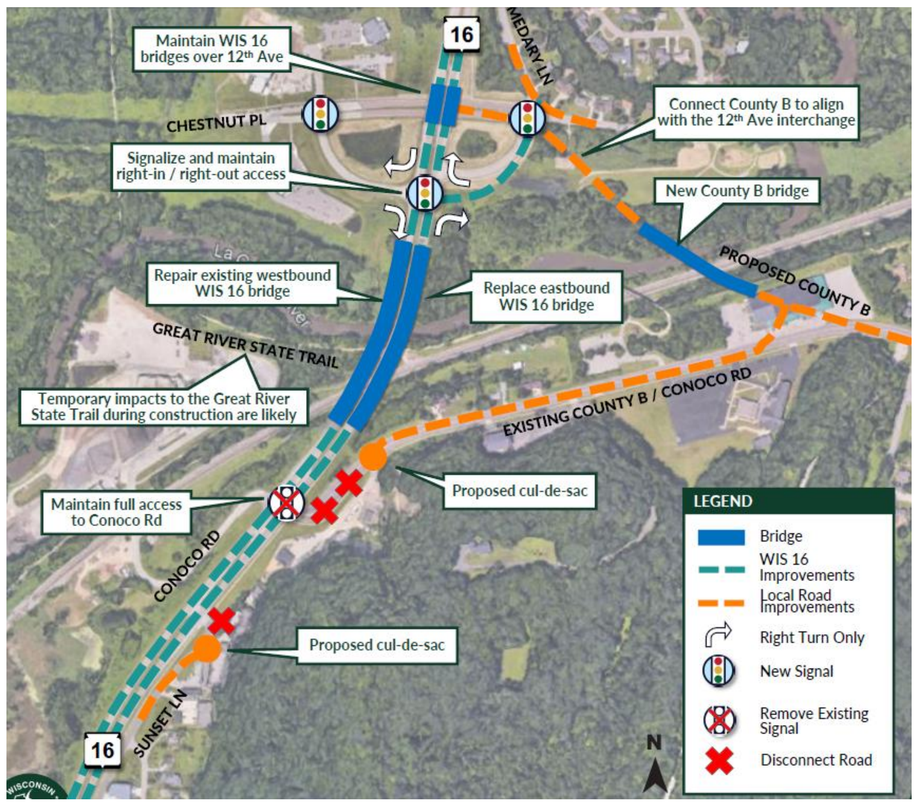


WIS 16 / LA CROSSE STREET & LOSEY BOULEVARD INTERSECTION

T-Intersection (Disconnect Edgewood Place) Alternative

This alternative was **DISMISSED** due to:

- Traffic indirection
- Shortens WIS 16 queues, but doesn't eliminate queuing concerns
- Potential impacts within Edgewood Place Historic District
- Impacts to city park property (Section 4(f) impact)
- Significantly more costly than other alternatives

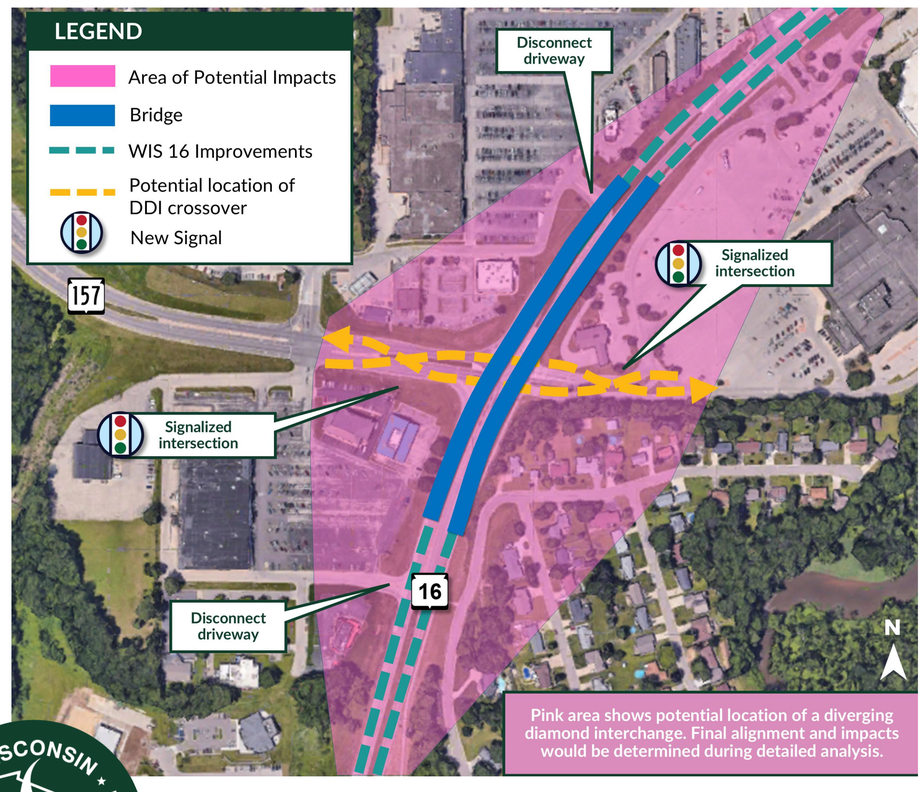


WIS 16 & COUNTY B / CONOCO RD INTERSECTION

Realign County B Alternative

This alternative was **DISMISSED** due to:

- Safety and vehicle mobility improvements are not better than other alternatives
- Community and stakeholder opposition
- Impacts to city park property (Section 4(f) impact)
- Impacts to wetlands



WIS 16 & WIS 157 INTERSECTION

Diverging Diamond Interchange Alternative

This alternative was **DISMISSED** due to:

- Safety and vehicle mobility improvements are not better than other options
- Community and stakeholder opposition
- Several property relocations
- Substantially higher cost than other alternatives

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

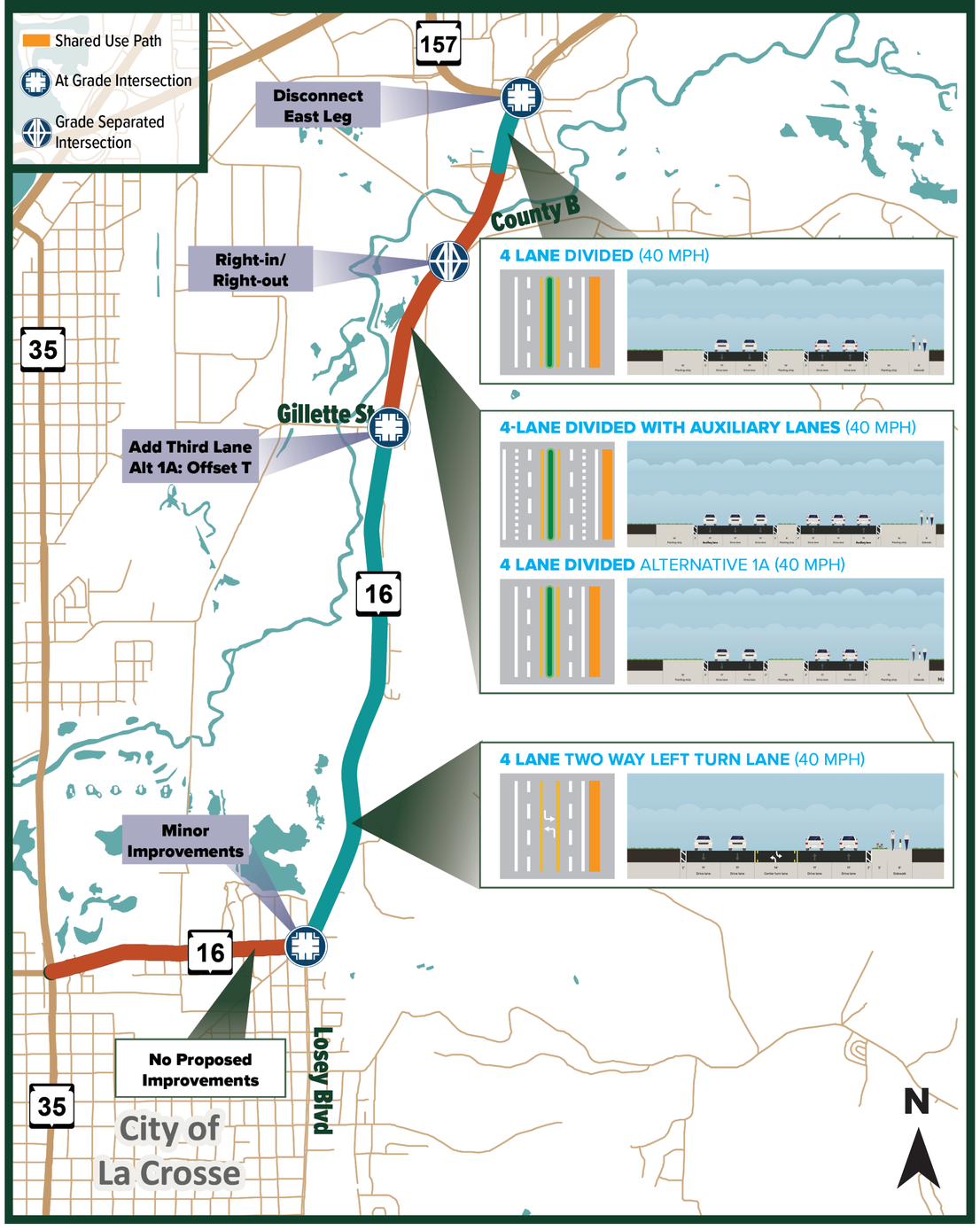
LA CROSSE CORRIDOR STUDIES

EXHIBIT 11

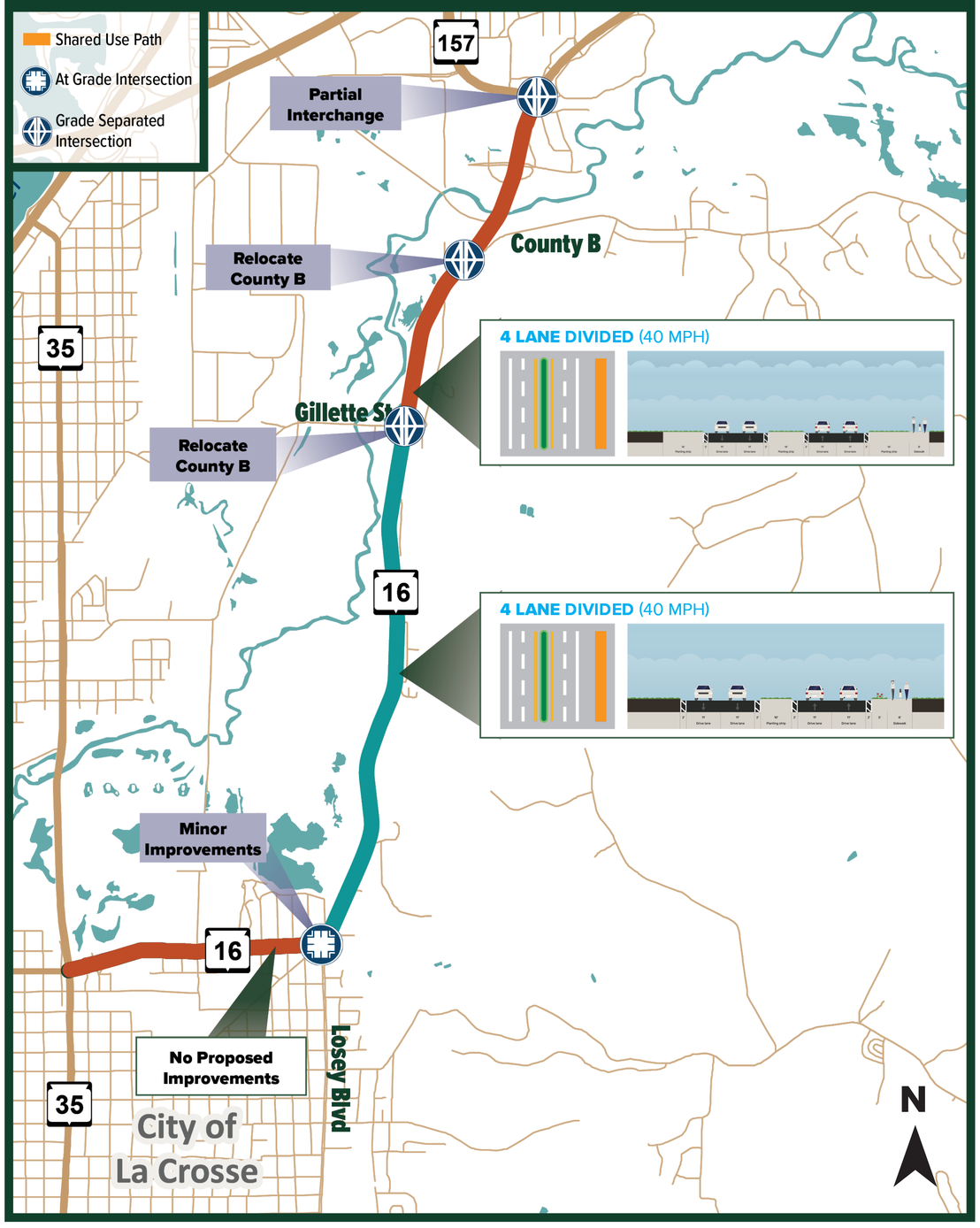
Detailed Alternatives

Improvement Alternative Overview

Alternative 1



Alternative 2



Proposed improvements included in both alternatives:

- Lowers the speed limit to 40 mph
- Maintains 2 travel lanes in each direction
- Reduces lane width to 11 feet
- Improves shared use path along WIS 16
- No proposed improvements between WIS 35 and Losey Boulevard

Proposed improvements specific to Alternative 1 include:

- Maintains limits of existing Two-Way-Left-Turn-Lane (TWLTL) and raised median
- Most intersections would remain at-grade
- A grade-separated intersection is proposed at the County B / Conoco Road intersection
- County B / Gillette Street intersection includes two alternatives (Alternative 1 and Alternative 1A)

Proposed improvements specific to Alternative 2 include:

- Add a raised median along a portion of the WIS 16 corridor between Losey Boulevard and Gillette Street
- Provides median openings at key locations for access to intersections and businesses
- Proposes grade-separated intersections at the County B / Gillette Street, County B / Conoco Road, and WIS 157 intersections

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

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EXHIBIT 12

Alternative Screening

Screening Overview

The two study alternatives were evaluated against the screening criteria listed below. This evaluation was completed for each alternative at each location. Evaluation results will be used to identify the preferred alternative that would move forward for design and construction.

Screening Criteria:

Safety

- Crash Frequency
- Improved Pedestrian Crossings

Infrastructure

- Pavement Needs
- Structure Needs

Operations Flexibility

- Future Construction Staging
- Incident Management/EMS
- Maintenance

Mobility

- Delay and Back-ups at intersections
- Driveway Closures/Access Changes
- Travel Time
- Flexibility for Higher Traffic Demand
- Transit Impacts

Costs

- Cost to Construct Each Alternative
- Future Maintenance Costs
- Benefit-Cost Ratio

Community & Stakeholder Input

- Advisory Committee Preference
- Municipal Staff Preference
- Feedback from the Public

Impacts

- Property Impacts, Including Historic and Recreational Properties
- Wetland Impacts
- Property Acquisition Needs
- Utility Impacts
- Railroad Impacts
- Property Relocations
- Viewshed Changes, Parking Lot Modifications, and Driveway Relocations or Modifications
- Driveway Access Changes

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

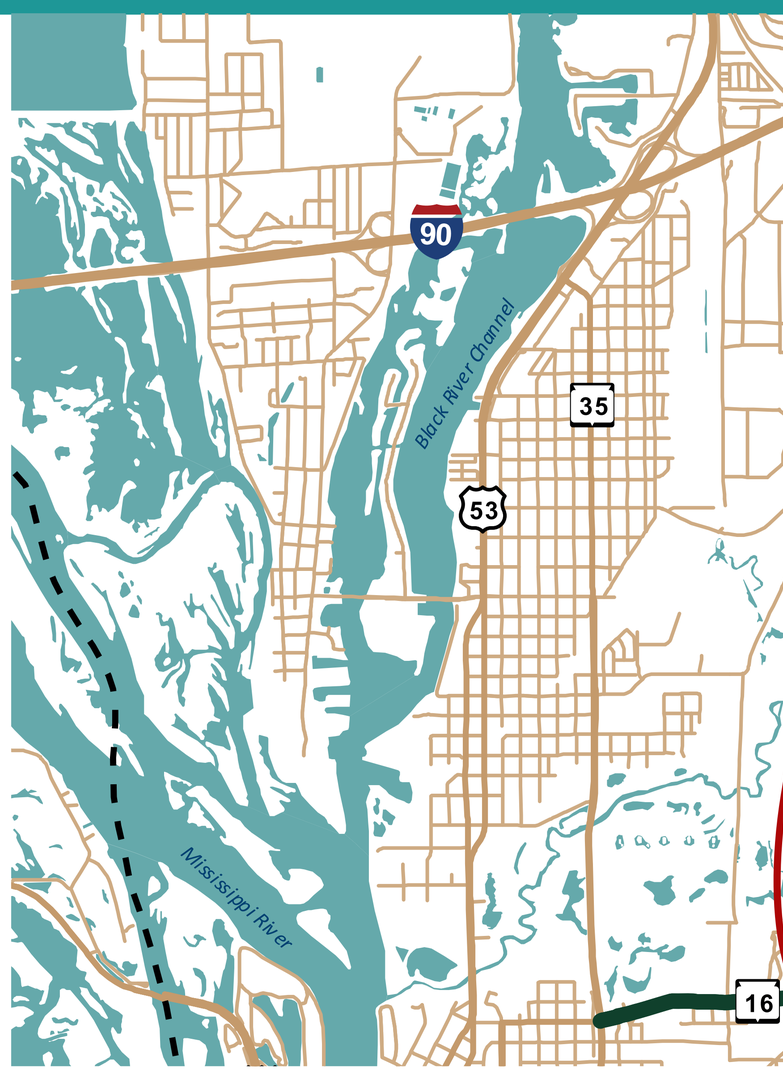
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LA CROSSE CORRIDOR STUDIES

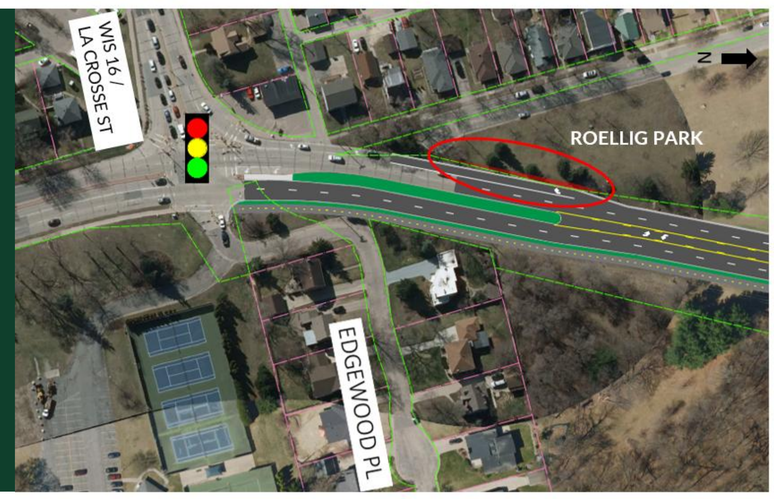
EXHIBIT 13

Detailed Alternatives

Losey Boulevard to County B / Gillette Street



Both alternatives require a small strip of property acquisition from a public property (Roellig Park) for a turn lane extension. This is a Section 4(f) impact.



Both Alternatives Include:

- 40 mph Speed Limit
- 11 ft Travel Lanes
- 10 ft Shared Use Path
- Grass Terrace between WIS 16 and Shared Use Path

Losey Boulevard to County B / Gillette Street

Alt 1: Two-Way Left Turn Lane

Alternative 1 is the recommended alternative.

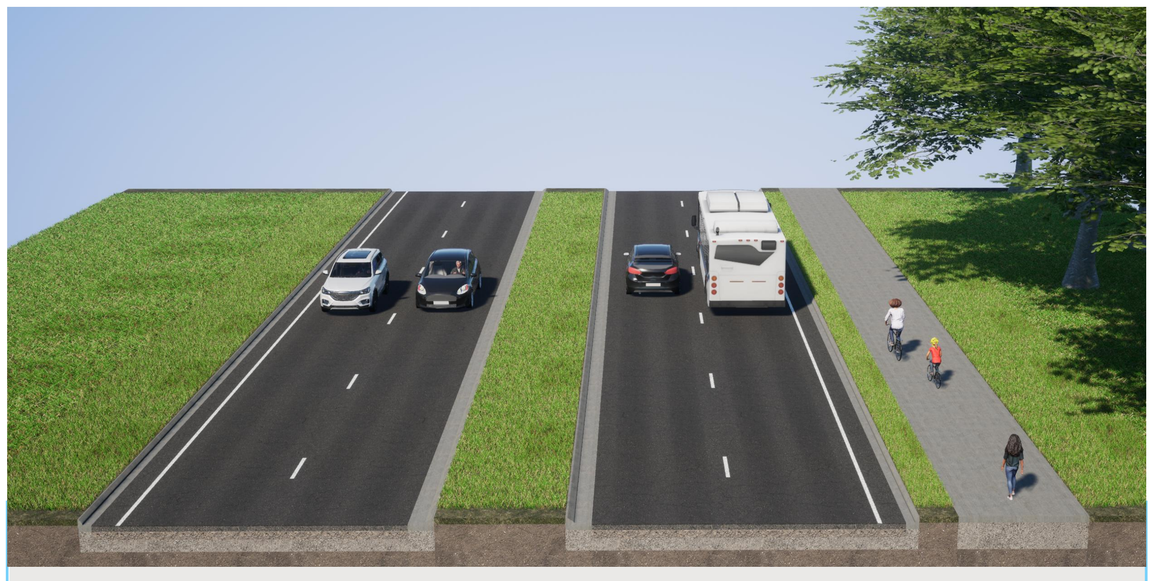


Maintain a Two-Way Left Turn Lane (TWLTL) for the entire section.

Evaluation Factors Favoring Alt 1:

- Flexibility for Future Construction Staging
- Flexibility for Incident Management and Maintenance
- Emergency Services Access
- La Crosse County Staff Preference
- City of La Crosse Staff Preference

Alt 2: Raised Medium / TWLTL Combo



Install a median where possible, while keeping a TWLTL where needed for property access.

Evaluation Factors Favoring Alt 2:

- Slightly Lower Cost
- Lower Crash Frequency

Alt 1 is recommended due to the flexibility provided by the TWLTL and Preferences of municipal staff. This outweighs Alt 2 's advantage in cost and crash frequency.

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

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LA CROSSE CORRIDOR STUDIES

EXHIBIT 14

Detailed Alternatives

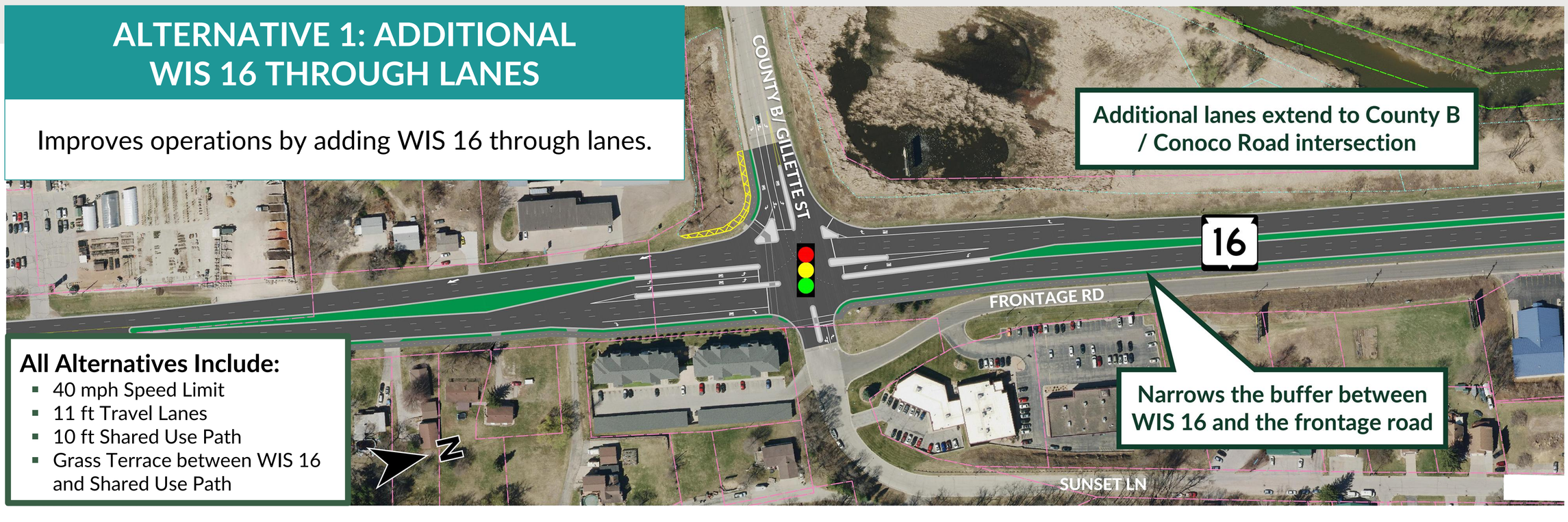
County B / Gillette Street Intersection

EXISTING COUNTY B / GILLETTE ST INTERSECTION ISSUES

- Has the most intersection crashes along the study corridor
- Has congestion today that is expected to worsen in the future

ALTERNATIVE 1: ADDITIONAL WIS 16 THROUGH LANES

Improves operations by adding WIS 16 through lanes.

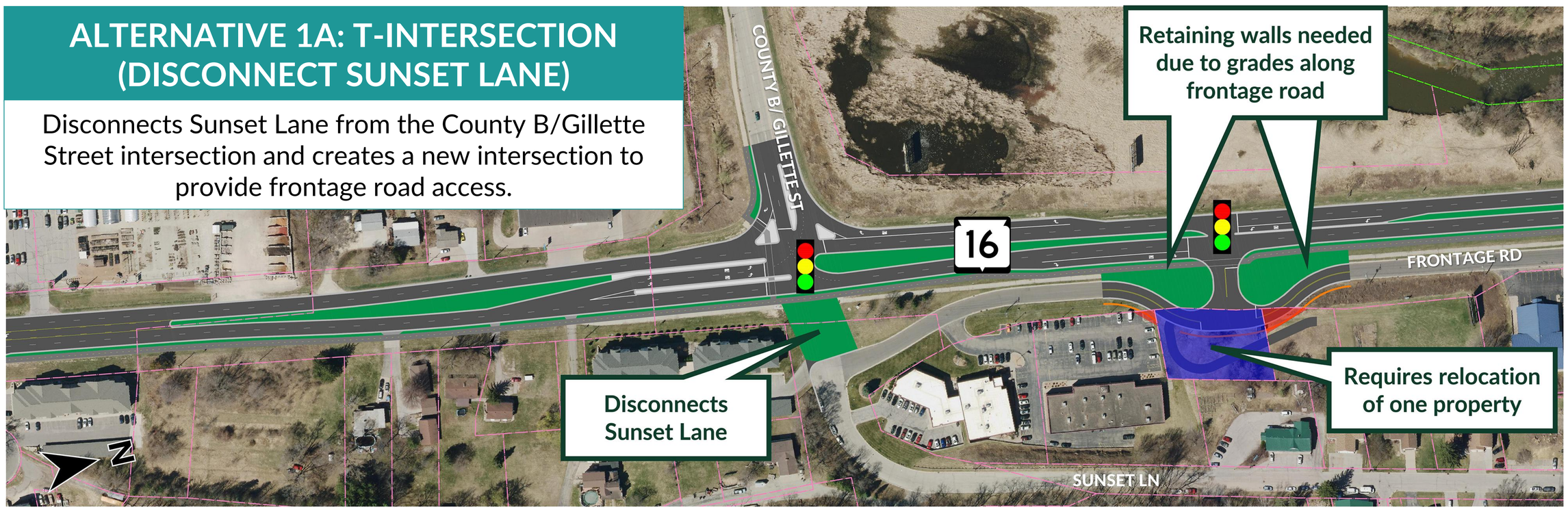


All Alternatives Include:

- 40 mph Speed Limit
- 11 ft Travel Lanes
- 10 ft Shared Use Path
- Grass Terrace between WIS 16 and Shared Use Path

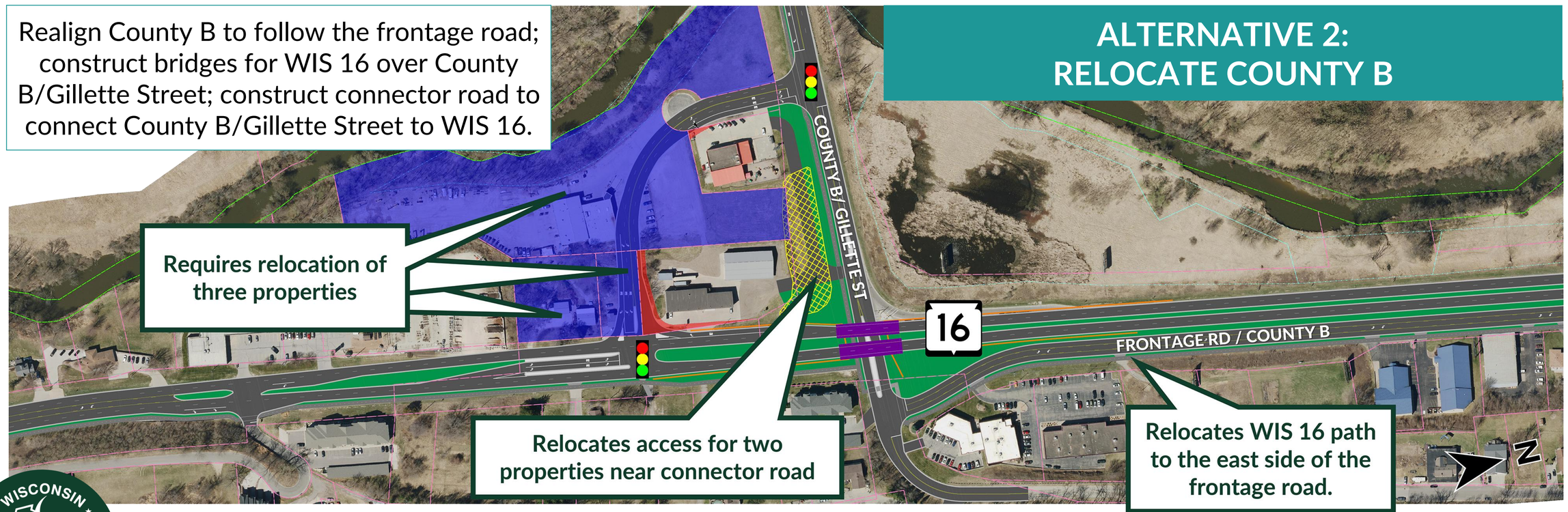
ALTERNATIVE 1A: T-INTERSECTION (DISCONNECT SUNSET LANE)

Disconnects Sunset Lane from the County B/Gillette Street intersection and creates a new intersection to provide frontage road access.



ALTERNATIVE 2: RELOCATE COUNTY B

Realign County B to follow the frontage road; construct bridges for WIS 16 over County B/Gillette Street; construct connector road to connect County B/Gillette Street to WIS 16.



WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

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LA CROSSE CORRIDOR STUDIES

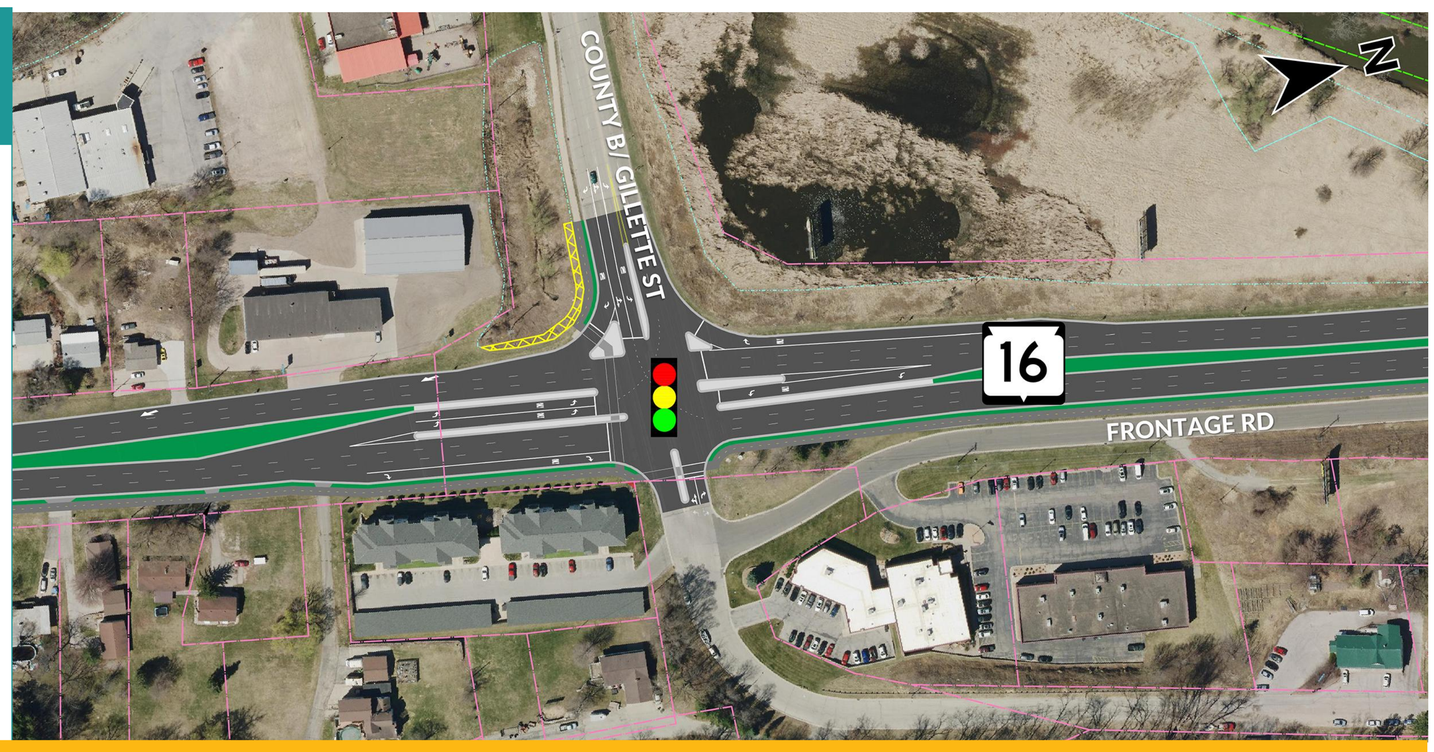
EXHIBIT 15

Detailed Alternatives

County B / Gillette Street Intersection

EVALUATION FACTORS FAVORING ALTERNATIVE 1:

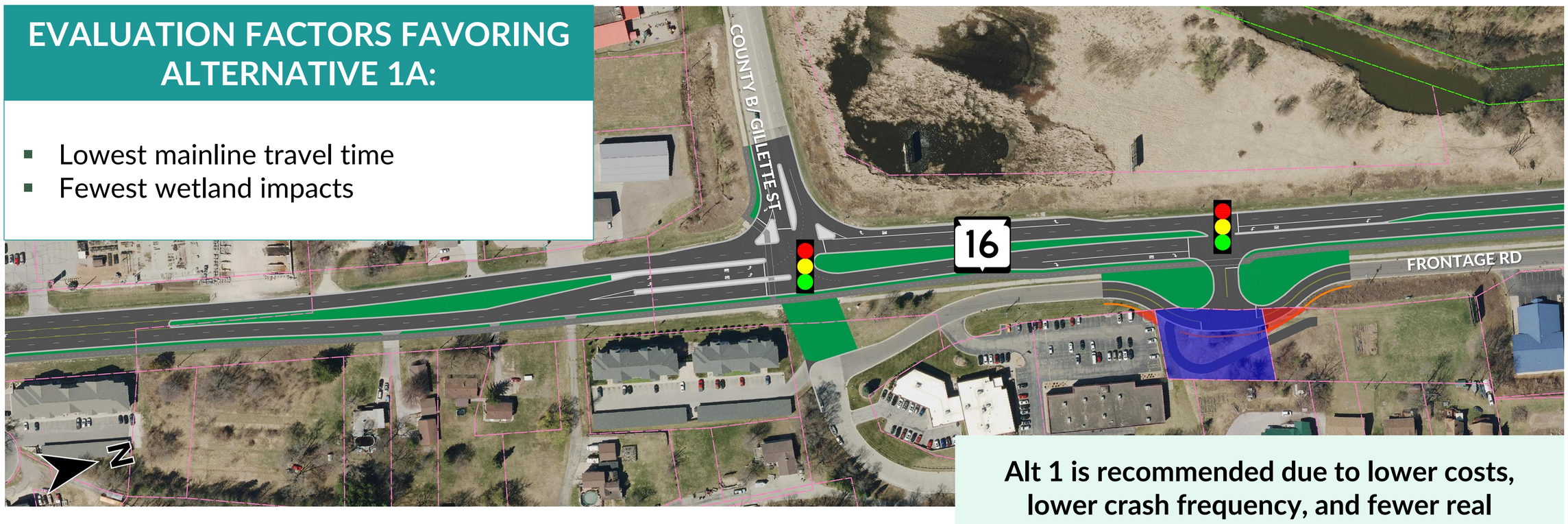
- Lowest cost
- Lowest maintenance costs
- Highest benefit-cost ratio
- Lowest total crash frequency
- Least travel indirection
- Most excess capacity (tie)
- Most flexibility for incident management, maintenance, and EMS access
- Smallest amount of real estate acquisition
- Fewest number of property relocations
- Fewest number of property impacts
- La Crosse county staff preference



Alternative 1 is the recommended alternative.

EVALUATION FACTORS FAVORING ALTERNATIVE 1A:

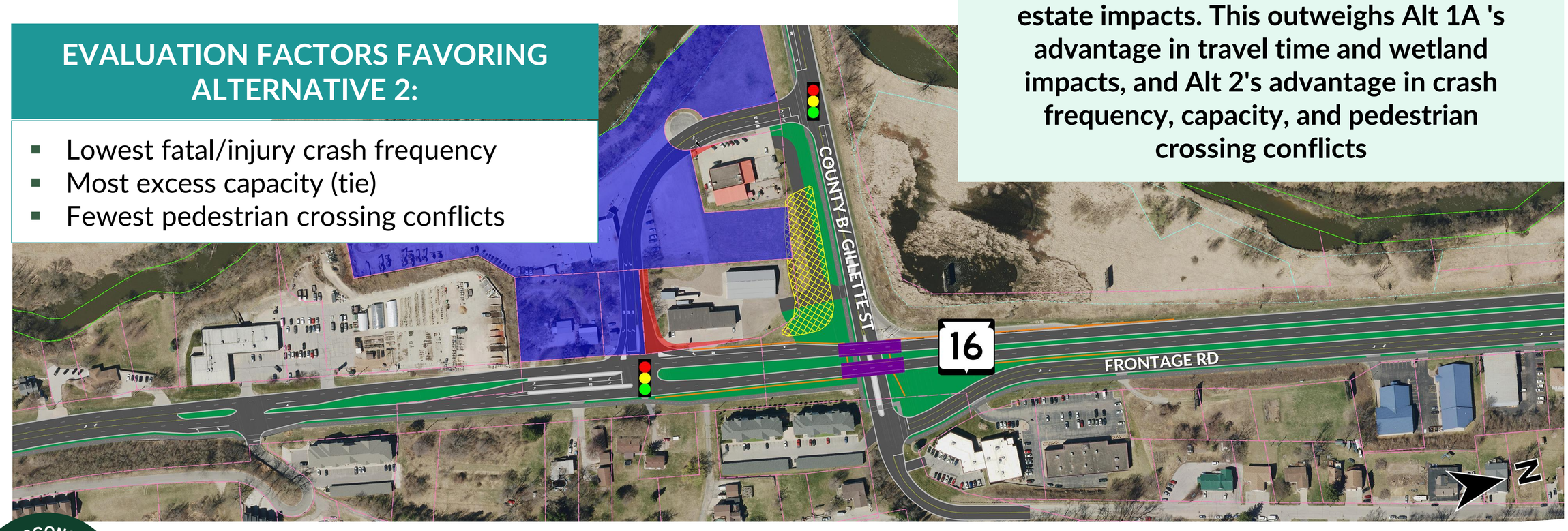
- Lowest mainline travel time
- Fewest wetland impacts



Alt 1 is recommended due to lower costs, lower crash frequency, and fewer real estate impacts. This outweighs Alt 1A 's advantage in travel time and wetland impacts, and Alt 2's advantage in crash frequency, capacity, and pedestrian crossing conflicts

EVALUATION FACTORS FAVORING ALTERNATIVE 2:

- Lowest fatal/injury crash frequency
- Most excess capacity (tie)
- Fewest pedestrian crossing conflicts



WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

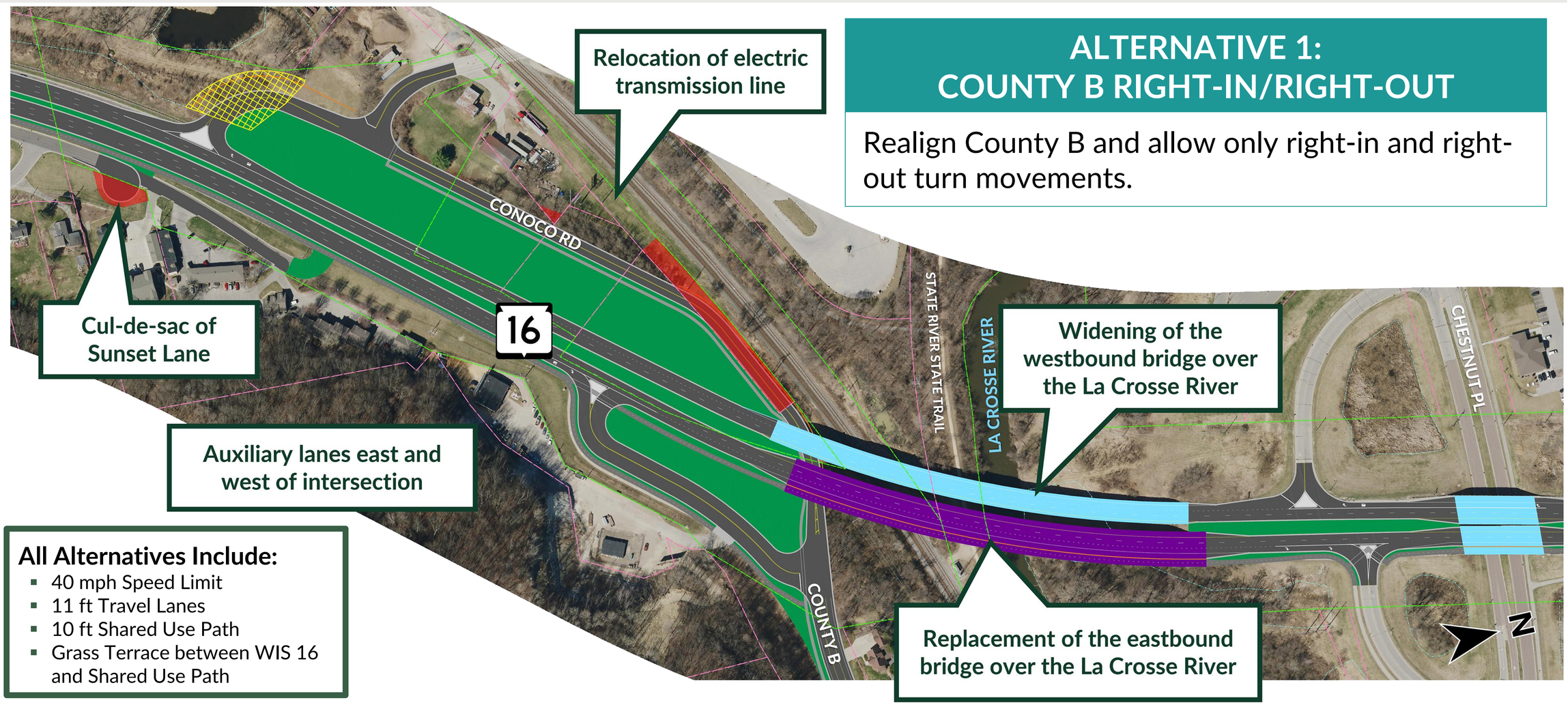
EXHIBIT 16

Detailed Alternatives

County B / Conoco Road Intersection

EXISTING COUNTY B / CONOCO RD INTERSECTION ISSUES

- Has the fourth most intersection crashes along the study corridor
- Has a crash trend of vehicles turning right on red and hitting southbound cyclists
- Has congestion today that is expected to worsen in the future

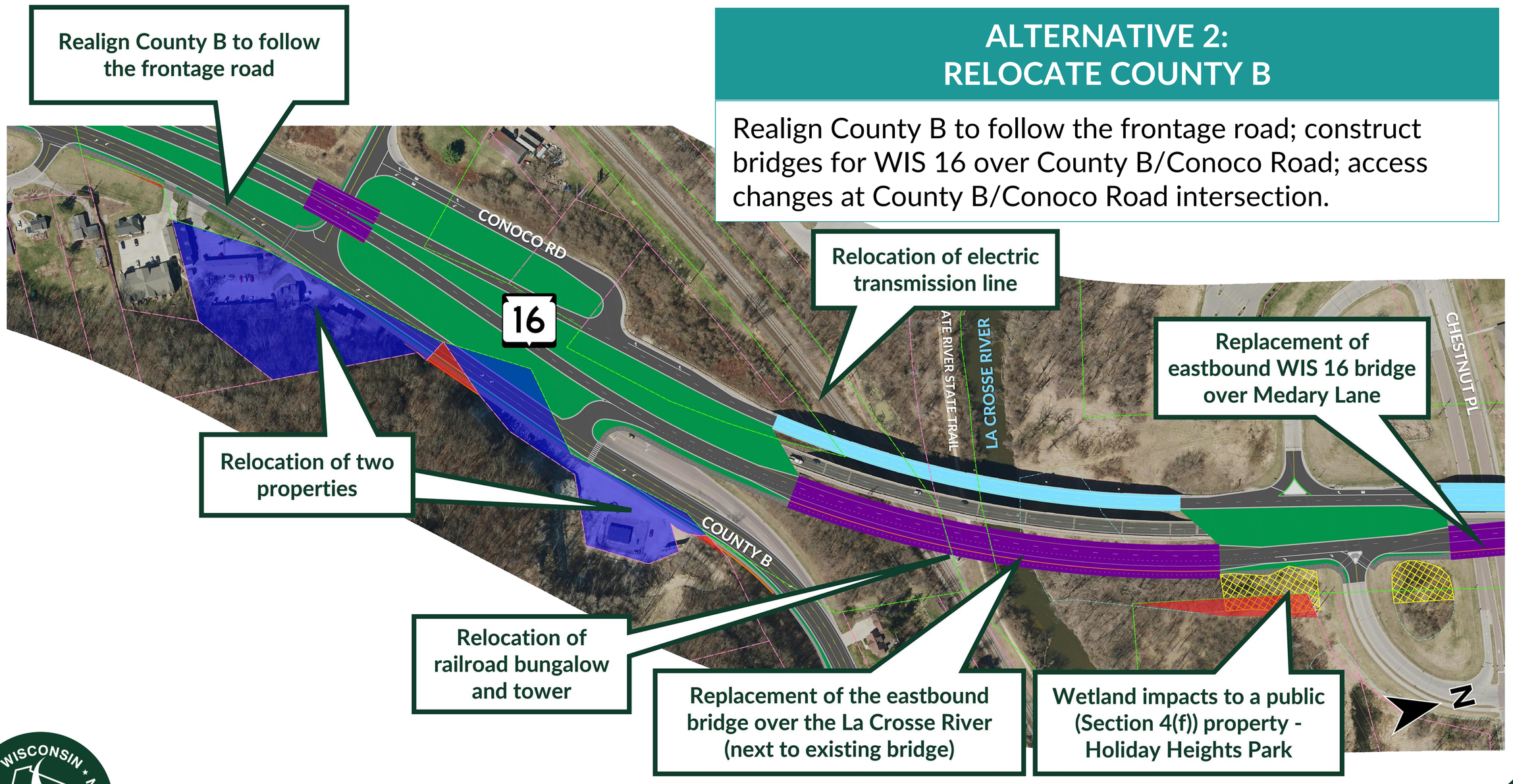


ALTERNATIVE 1: COUNTY B RIGHT-IN/RIGHT-OUT

Realign County B and allow only right-in and right-out turn movements.

All Alternatives Include:

- 40 mph Speed Limit
- 11 ft Travel Lanes
- 10 ft Shared Use Path
- Grass Terrace between WIS 16 and Shared Use Path



ALTERNATIVE 2: RELOCATE COUNTY B

Realign County B to follow the frontage road; construct bridges for WIS 16 over County B/Conoco Road; access changes at County B/Conoco Road intersection.

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

EXHIBIT 17

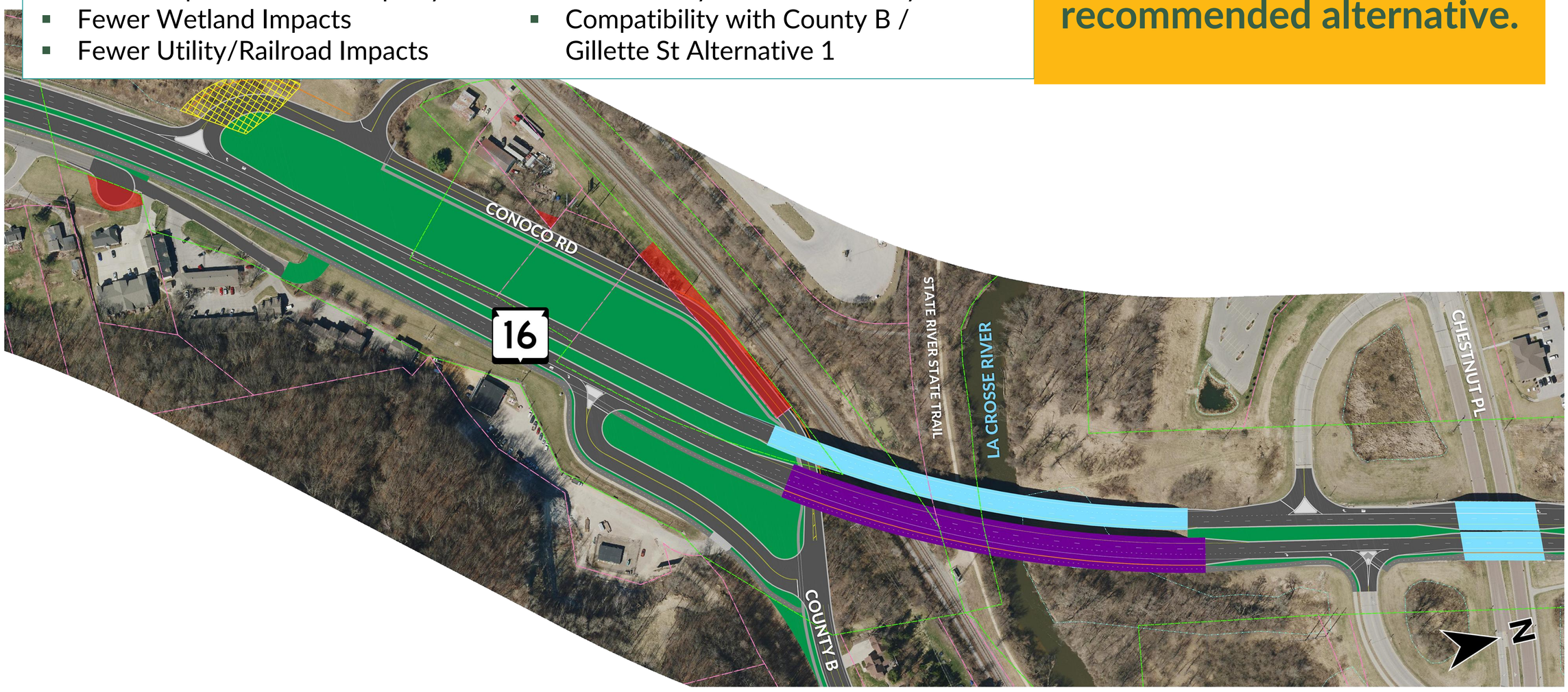
Detailed Alternatives

County B / Conoco Road Intersection

FACTORS FAVORING ALTERNATIVE 1:

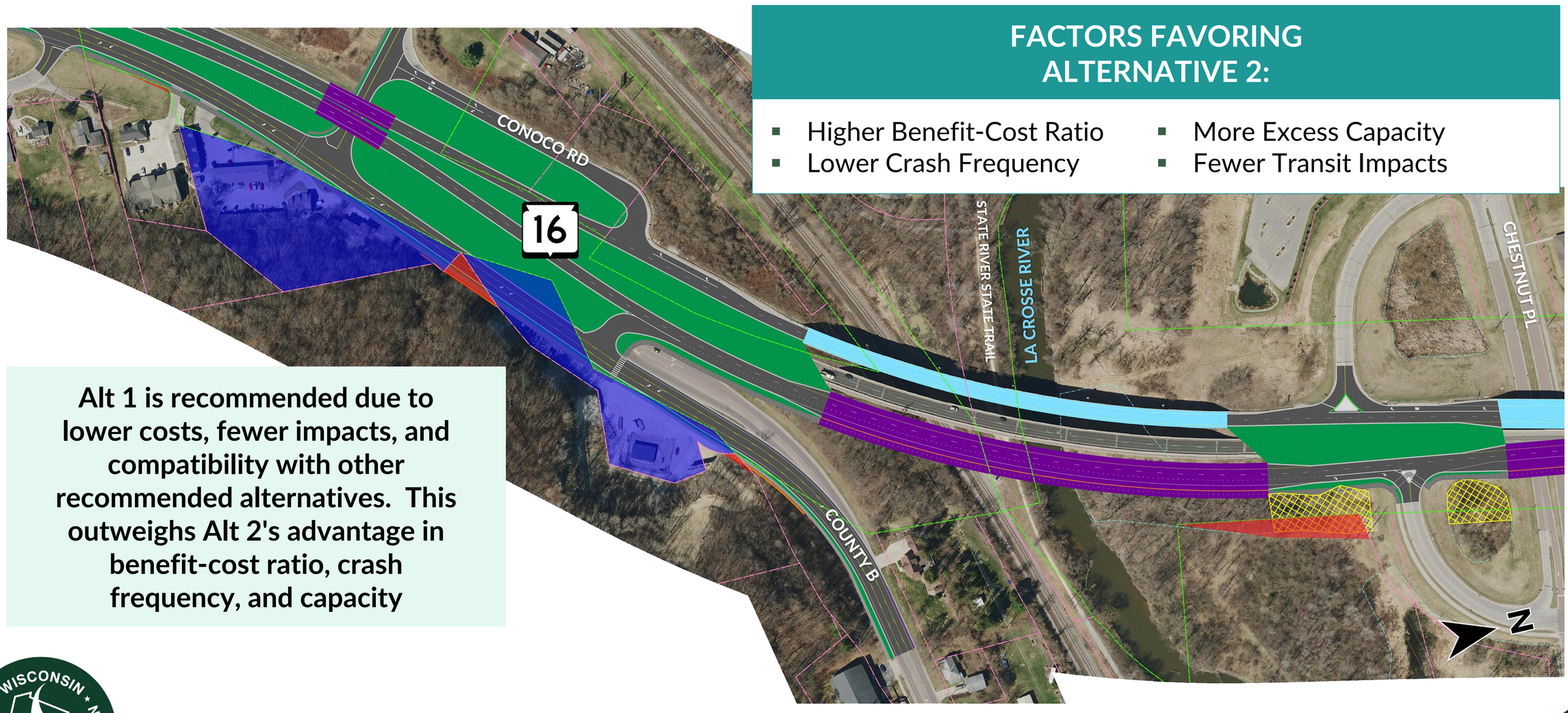
- Lower Cost
- Lower Maintenance Cost
- Fewer Impacts to Park Property
- Fewer Wetland Impacts
- Fewer Utility/Railroad Impacts
- Fewer Property Relocations
- Fewer Right-of-way Impacts
- Preferred by La Crosse County Staff
- Compatibility with County B / Gillette St Alternative 1

Alternative 1 is the recommended alternative.



FACTORS FAVORING ALTERNATIVE 2:

- Higher Benefit-Cost Ratio
- Lower Crash Frequency
- More Excess Capacity
- Fewer Transit Impacts



Alt 1 is recommended due to lower costs, fewer impacts, and compatibility with other recommended alternatives. This outweighs Alt 2's advantage in benefit-cost ratio, crash frequency, and capacity

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

LA CROSSE CORRIDOR STUDIES

EXHIBIT 18

Detailed Alternatives

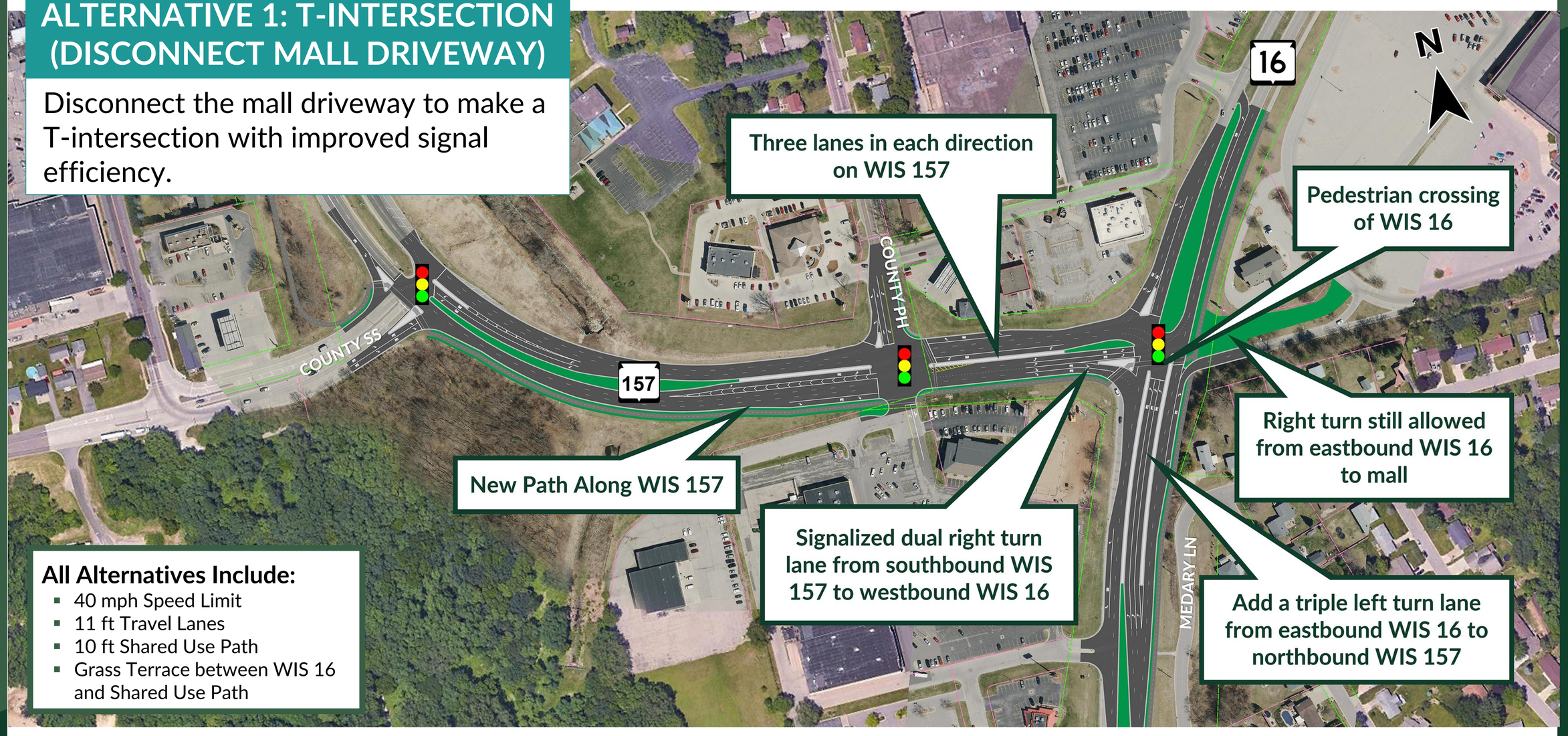
WIS 157 Intersection

EXISTING WIS 157 INTERSECTION ISSUES

- Has the second most intersection crashes along the study corridor
- Has congestion today that is expected to worsen in the future

ALTERNATIVE 1: T-INTERSECTION (DISCONNECT MALL DRIVEWAY)

Disconnect the mall driveway to make a T-intersection with improved signal efficiency.

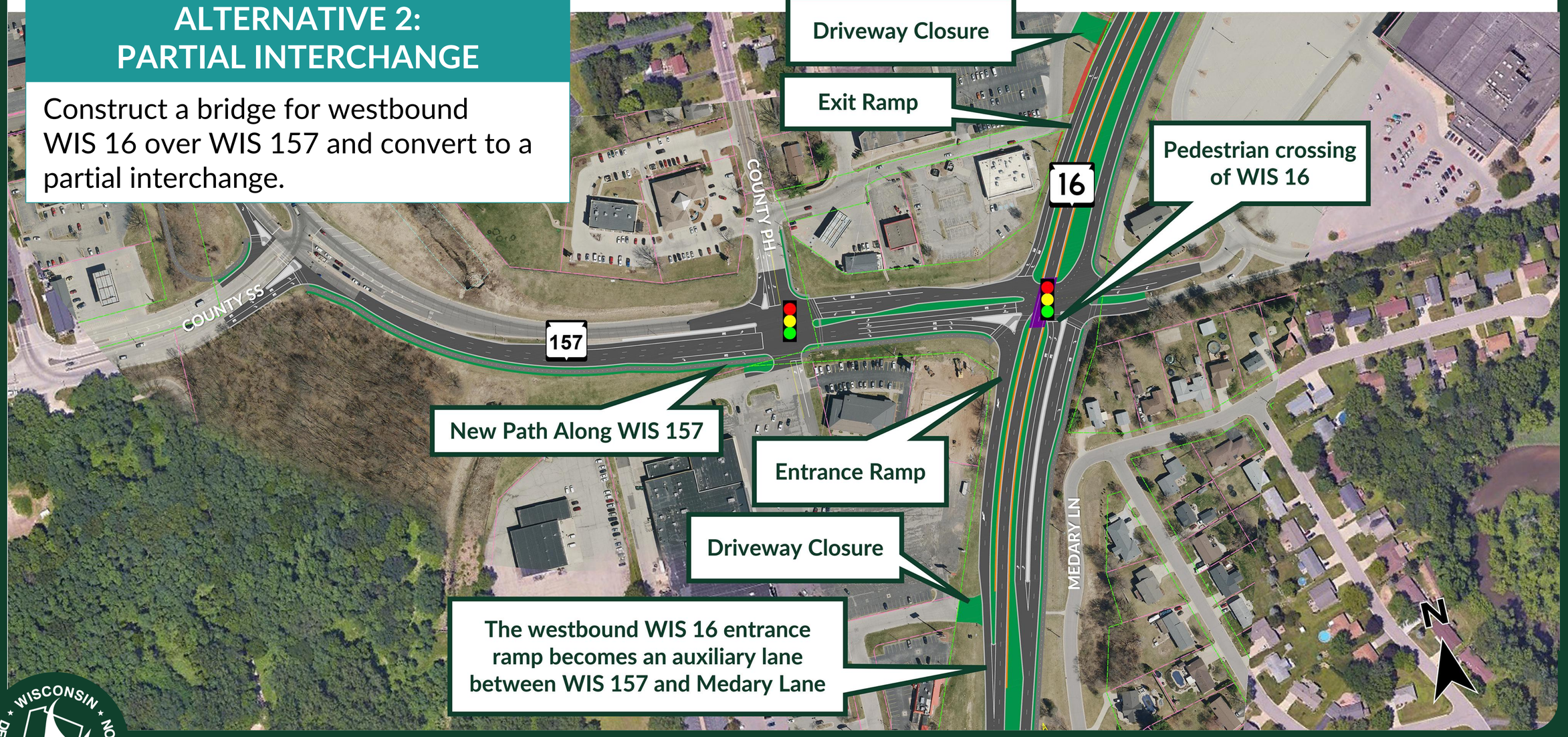


All Alternatives Include:

- 40 mph Speed Limit
- 11 ft Travel Lanes
- 10 ft Shared Use Path
- Grass Terrace between WIS 16 and Shared Use Path

ALTERNATIVE 2: PARTIAL INTERCHANGE

Construct a bridge for westbound WIS 16 over WIS 157 and convert to a partial interchange.



WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

LA CROSSE CORRIDOR STUDIES

EXHIBIT 19

Detailed Alternatives

WIS 157 Intersection

FACTORS FAVORING ALTERNATIVE 1:

- Substantially lower cost
- Lower Maintenance Costs
- Fewer delay concerns
- Fewer wetland impacts
- Fewer right-of-way impacts
- Fewer access impacts
- Lower likelihood of delays due to legal challenges for driveway removals
- Fewer transit impacts
- Preferred by La Crosse County Staff

Alternative 1 is the recommended alternative.



FACTORS FAVORING ALTERNATIVE 2:

- Slightly higher benefit-cost ratio
- Lower crash frequency
- Fewer pedestrian crossing conflicts
- More excess capacity
- Preferred by City of Onalaska Staff

Alt 1 is recommended due to lower costs and fewer impacts. This outweighs Alt 2's advantage in benefit-cost ratio, crash frequency, and capacity

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

LA CROSSE CORRIDOR STUDIES

EXHIBIT 20

Detailed Alternatives

Bicycle & Pedestrian Facility Improvements

The bicycle and pedestrian facility improvements in this exhibit will be included regardless of which alternative is selected.

Add a signalized pedestrian crossing across WIS 16 at the WIS 157 intersection.

New path along WIS 157. Will require funding and maintenance agreements with the City of La Crosse and City of Onalaska.

Holiday Heights Interchange: Add a separated path on the WIS 16 bridge over Medary Lane

Grade separated pedestrian crossing of WIS 16 near County B / Conoco Road.

Add a pedestrian crossing across WIS 16 near the Viterbo Athletics facility.



All alternatives include a 10' shared use path and a grass terrace separating the path from WIS 16 for the entire corridor.

WIS 16 CORRIDOR STUDY (WIS 35 TO WIS 157)

WISDOT ID: 7575-09-02

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EXHIBIT 21

We Want to Hear From You!

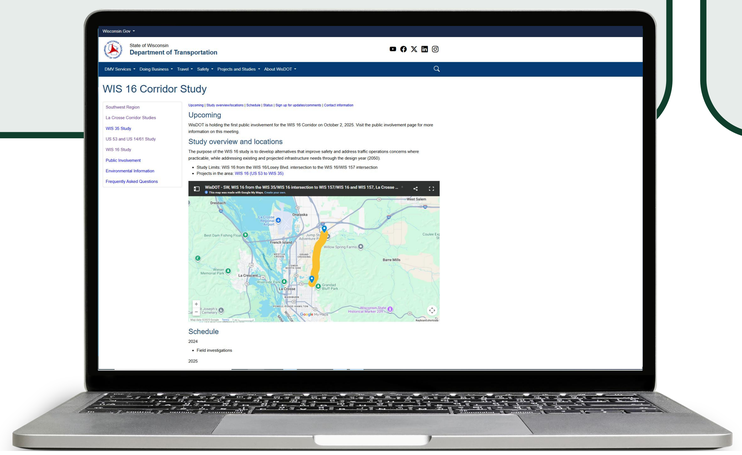
Visit the Study Website for More Information:

- Study schedule
- Exhibit boards
- Public meeting presentation
- Link to online survey
- Study updates

.... and more!

Go to:

Public meeting materials will be available online after the meeting.



Take Our Survey

Your input will help shape the vision for the corridor.

Fill out the survey online using the QR code or link posted on the study website.

Fill Out a Comment Form

Comment period is open through **October 31, 2026.**

Leave us a comment:

- By mail
- By Email

Who should I contact?

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