City of La Crosse

Safe Routes to School Plan » 2020

February 2021

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, cost opinions and commentary contained herein are based on limited data and information, and on existing conditions that are subject to change

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Table of Contents

Executive Summary

In February 2021, at the time of the publication of this final version of the La Crosse Safe Routes to School Plan » 2020, the La Crosse School District is slowly returning to in-person learning. Vaccines offer hope for ending the COIVD-19 pandemic and there are signs of normal life returning. The pandemic has served as a reckoning for many of our practices and systems and sparked renewed interest in bicycling, walking and being outside. Our hope is that this plan will provide guidance for that renewed interest in walking and bicycling to school and strengthen our foundational neighborhood schools. These schools, their supporting neighborhoods, and the infrastructure improvements around them are the focus of this plan.

Nationally, walking and bicycling to school has declined dramatically, from 50% of K-8th grade students in the 1960s to 11% in 2017. Recently, a troubling new trend has emerged: a steady increase in the number of pedestrian and bicycle crashes with cars. Safe Routes to School (SRTS) programs seek to reverse the decline of walking and bicycling and increase safety through a set of strategies known as the five “Es” — Education, Encouragement, Enforcement, Engineering, and Evaluation. Recently SRTS programs have added a sixth E, Equity, recognizing that low-income residents are more likely to walk to school and are disproportionately exposed to traffic and personal safety challenges. This Plan uses Equity considerations to prioritize investments around schools in La Crosse that have both high numbers of students eligible for free and reduced lunch, and a high percentage of students that live nearby. The high priority schools in La Crosse are Northside Elementary/Coulee Montessori, Hamilton Elementary, Hintgen Elementary, Logan Middle School, and Spence Elementary.

The school neighborhood plans in Appendix D identify the recommended engineering investments to support walking and biking to schools in La Crosse. These engineering investments are mainly aimed at reducing the speed of motor vehicles. The risk of a pedestrian being seriously injured or killed when hit by a motor vehicle increases dramatically as vehicle speeds increase from 20 to 40 miles per hour. A pedestrian hit by a motor vehicle moving at 20 miles per hour has a 13% likelihood of fatality or severe injury. A pedestrian hit by a motor vehicle moving at 40 miles per hour has a 73% likelihood of fatality or severe injury.

In addition to the individual school neighborhood plans, this Plan recommends a network of “low-stress” bicycle routes in La Crosse. The proposed low-stress bicycle network would consist of paths, separated bike lanes, neighborhood greenways, and quiet streets to provide connected routes that can be used by upper-elementary, middle school, and high school students, as well as adults. More information on the SRTS plan and implementation is available on the webpage of the City of La Crosse Planning and Development Department.

In summary, the programs, policies and infrastructure outlined in this plan will serve to enhance our neighborhood schools. When we provide safe places for our children to bicycle, walk, and be active and healthy, we improve the quality of life for all residents of the City of La Crosse.

1 » Introduction

The La Crosse Safe Routes to School Plan: 2020 ("the Plan") builds on the City of La Crosse's many efforts to improve conditions for walking and bicycling for children, starting with the City's first Safe Routes to School (SRTS) Plan in 2007. The La Crosse County SRTS program is active and thriving, with most of the elementary and middle schools in the City participating. Most of the recommendations in the 2007 SRTS Plan have been implemented. In addition, the City's Complete Streets Ordinance, Bicycle and Pedestrian Master Plan, and work to develop a Transportation Vision have created an environment where improvements to the safety and convenience of walking and bicycling are being prioritized. This Plan will focus and leverage those endeavors to make recommendations focused on walking and biking to and from schools.

This Plan serves two main roles:

1) Recommend changes to policies and programs to make it safer and more appealing for La Crosse students to walk and bicycle to school.
2) Recommend new infrastructure projects the City can undertake to improve traffic safety around schools, and prioritize projects around schools with greater potential to significantly increase numbers of students walking and bicycling to school.

La Crosse-Area Plans that Support SRTS Goals:

- Safe Routes to School Plan (2007)
- Bicycle and Pedestrian Master Plan (2012)
- La Crosse Transportation Vision (2015)
- Bicycle and Pedestrian Safety Study (2017)
- Green Complete Streets Ordinance (2012)
- La Crosse County SRTS Strategic Plan 2017-2021

What is Safe Routes to School?

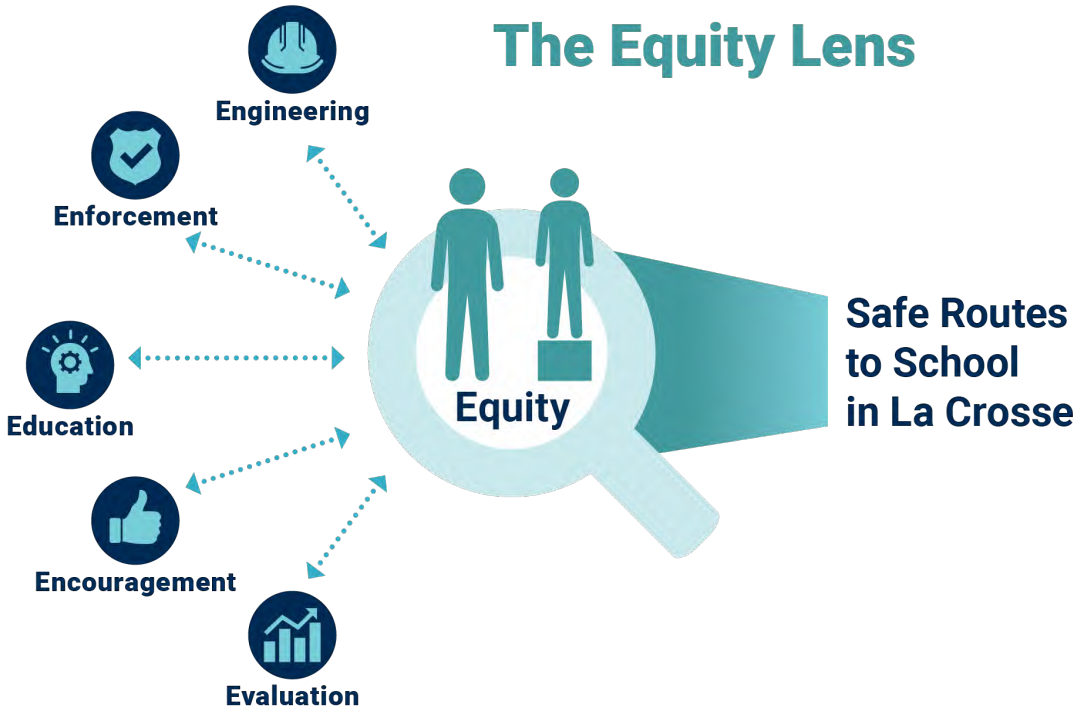
SRTS is an international movement that uses programs and infrastructure to encourage children to walk and bicycle to school. SRTS programs seek to improve safety conditions near schools and encourage more walking and bicycling when it is safe to do so. Nationally, walking and bicycling to school has declined dramatically, from nearly 50% of K-8th grade students in the 1960s to only 11% as of 2017.[1] SRTS programs seek to reverse this decline by promoting walking and bicycling through a holistic set of strategies known as the five "Es".

The Five Es

- **Engineering**: Provide infrastructure that allows people to walk and bicycle safely within the community and to and from schools.
- **Education**: Ensure that everyone learns how to travel safely.
- **Enforcement**: Enforce traffic safety laws in the community and around schools and target risky behaviors.
- **Encouragement**: Promote walking and bicycling as ways to travel, including trips to and from school.
- **Evaluation**: Track progress toward achieving goals.

The Equity Lens

Traditionally, SRTS programs have focused on engineering, enforcement, education, and encouragement strategies like the ones listed above. In recent years, increasing numbers of SRTS programs have added a sixth E, Equity, in recognition that low-income residents are the most likely to walk to school and are disproportionately exposed to traffic and personal safety challenges.



[1] According to 2017 data from the National Household Travel Survey (NHTS). Toole Design analyzed the NHTS data using the methodology outlined in this study: McDonald, N, Brown, A, Marchetti, Pedroso, M. "U.S. School Travel, 2009: An Assessment of Trends," *American Journal of Preventative Medicine*, 2011; 41 (2): 146-151

In La Crosse, the SRTS program will thread equity considerations into all SRTS programs and projects. It will use equity as a "lens" applied to all the other Es to ensure programs and projects are focused where they are most needed, and consider whether the recommendations are well-suited for low-income households and neighborhoods and other underserved populations in the La Crosse community.

What are the Benefits of Safe Routes to School?

Academic Performance

Walking and bicycling to school boosts students' academic performance. In 2010, a Centers for Disease Control and Prevention (CDC) literature review found substantial evidence that higher rates of exercise improve academic achievement among children.[2] Mild exercise such as walking for 20 minutes has been shown to improve concentration in students. Figure 1 shows the composite neural activity of 20 students taking the same test following sitting and walking for 20 minutes. The color blue represents lower neural activity, while the color red denotes higher brain activity.[3]

Figure 1: Composite Attentional Allocation of 20 Students Taking the Same Test

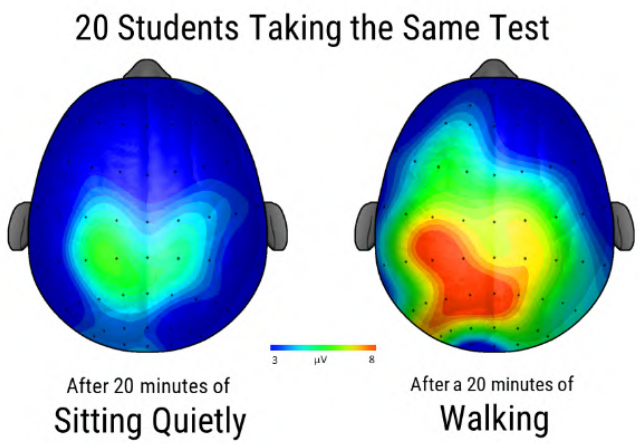


Image Courtesy of Charles Hillman, University of Illinois at Urbana-Champaign

Health

The CDC recommends that adults get two and a half hours of moderate-intensity aerobic activity every week, which is equivalent to 10 minutes of brisk walking, three times per day, five days per week. Children need even more physical activity; the CDC recommends at least 60 minutes of moderate activity a day, ideally more. Most adults and children are not getting the recommended amounts of physical activity. Numerous health advocacy organizations recommend walking and biking for physical activity, as they are easy, widely accessible, relatively low impact, and walking and running require no specialized equipment. Those who are physically active are healthier and less likely to develop the chronic diseases that are more common amongst inactive children and adults. In the two zip codes that encompass the La Crosse area , about 15% children ages 5-17 are obese and about 40% of adults are obese, similar to statewide averages.[4] Expanded and improved bicycle and walking facilities—as well as SRTS efforts—enable children, adolescents, and adults to get exercise as a part of their daily routines.

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[2] Centers for Disease Control and Prevention. *The Association between School-Based Physical Activity, Including Physical Education, and Academic Performance*. Atlanta, GA: U.S. Department of Health and Human Services; 2010

[3] Hillman C.h., et al. "The Effect of Acute Treadmill Walking on Cognitive Control and Academic Achievement in Preadolescent Children." *Neuroscience*, vol. 159, no. 3, 2009, pp.1044-1054

[4] University of Wisconsin-Madison School of Medicine and Public Health. "Wisconsin Health Atlas." Wisconsin Obesity Prevention Initiative. Retrieved from www.wihealthatlas.org

Transportation Options

Improving bicycling and walking conditions will expand transportation options for La Crosse residents and visitors. Approximately one third of the United States population does not drive because they are too young or too old, have a physical disability, do not have the economic resources to own and operate a car, or simply do not want to drive.[5] However, many of these people can bicycle or walk to destinations if safe and convenient bikeways and pedestrian facilities are present. Bicycling and walking may also be an option for the elderly who reach an age where driving is no longer possible. Older adults still need to travel to the grocery store, to medical appointments, to social gatherings, and to worship services. Improvements to bicycling and walking conditions make it easier for La Crosse residents to age-in-place, while also lowering transportation costs.

Figure 2. A full bicycle rack at State Road Elementary School.

Providing safe and convenient bicycle and walking facilities also benefits people who rarely or never take advantage of them: for each person who bicycles to the grocery store or other destination, there is one less car on the street and one more parking space available for people who drive to the same destination. Bicycling also provides options to those who temporarily lose access to a vehicle. Households that replace a small to moderate number of trips by car with walking or bicycling trips may be able to reduce the number of cars in the household.

Recreation

Creating a comprehensive network of low-stress bikeways and pedestrian facilities in La Crosse increases the opportunities for close-to-home, affordable recreation for people of all ages. Wisconsin's Safer at Home order during the Covid-19 pandemic highlighted the value of bicycle and pedestrian networks for providing recreation and exercise opportunities when gyms and playgrounds are closed. Bicycling, walking, and running along shared-use paths and trails are great ways to de-stress, exercise, and experience nature.

[5] Policy and Government Affairs, Office of Highway Policy Information. *Highway Statistics.* Washington, DC: US Department of Transportation Federal Highway Administration; 2017.

Traffic and Public Safety

Safe, clear, and consistent accommodations for bicyclists and pedestrians enhance safety for all street users. Research indicates that areas with more walking and bicycling trips per capita have a lower frequency of pedestrian and bicycle/motor vehicle crashes than areas with lower numbers of walking and bicycling trips per capita; when pedestrians and bicyclists are encountered more frequently on streets, motorists become more accustomed to sharing the street with them. Walking and bicycling can also improve public safety. More bicycling and walking also means more eyes on the streets and paths. An effective deterrent to crime is the active presence of people in the public realm who are engaged in constructive activities.

Environment

Replacing motor vehicle trips with bicycling or walking trips can make small, but meaningful contributions to solving environmental issues like air pollution and climate change. Increased levels of bicycling and walking reduce air pollution, and carbon emissions. While every car trip cannot be replaced with a non-motorized trip, every trip that is replaced by bicycling or walking does reduce pollution, especially when the trip covers a short distance. Based upon research conducted by the U.S. Environmental Protection Agency, it is estimated that up to 80% of the pollution created by automobiles is emitted in the first few minutes of operation, before pollution control devices begin to work effectively. Therefore, replacing very short motor vehicle trips with bicycle or walking trips can have an outsized environmental impact.

Quality of Life

All the factors noted above can contribute to an increased quality of life for La Crosse residents, specifically by lessening vehicular traffic. Nationally, about 10-14% of morning rush-hour vehicular traffic is estimated to come from school drop-offs. Replacing some of those trips can lead to decreased congestion, safer transportation systems, improved air quality, and more robust local economies for all residents.[6]

Figure 3. Children and families walking to and from school helps improve quality of life in La Crosse.

[6] McDonald, N., Brown, A., et al. "U.S. School Travel 2009: An Assessment of Trends." *American Journal of Preventative Medicine* vol 41, 2 (2009): 146-151. doi: 110.1016/j.amepre.2011.04.006

Vision and Goals

In 2019, the City Council approved the formation of the City of La Crosse Safe Routes to School Planning Steering Committee. This committee met regularly to provide oversight and feedback to ensure the Plan reflects the values of the La Crosse community. The Committee developed the vision and goals for this project below:

Vision and Goals

La Crosse is a city where students and families walk and bike to school because it is safe, convenient, and healthy. The City's investments in infrastructure, projects, and programming are distributed to promote equity.

Engineering: Build streets that are designed to lower vehicle speeds and communicate caution to drivers. Prioritize safety for people walking and biking over convenience for people in motor vehicles. Build projects that will benefit many people and students.

Education: Implement effective education in a variety of settings so that children know how to walk and bike safely, and parents and neighbors know how to drive safely.

Enforcement: SRTS engineering projects passively reduce speeds and improve safety near schools, lowering the need for enforcement. Employ law enforcement sparingly, primarily for education.

Encouragement: Every school will have a culture that promotes walking and biking as the safe, easy, and healthy choice.

Evaluation: Performance will be measured and tracked against the established vision and goals.

2 » Program and Policy Action Plan

The most effective SRTS programs use a comprehensive approach, addressing the five Es: Engineering, Education, Enforcement, Encouragement and Evaluation. Chapters 3 and 4 of this Plan address Engineering. This chapter addresses the non-infrastructure efforts—the "other Es"—that are important for sustaining the SRTS program and growing the number of students who can walk or bicycle safely to school.

The program and policy recommendations in this Plan were developed through a variety of efforts—the Steering Committee's feedback on Vision and Goals; the creation of an Existing Plans, Policies, and Programs memo that was shared and discussed with the City of La Crosse SRTS Plan Steering Committee (Appendix A); public input at an informational meeting in December 2019; and review of the La Crosse County SRTS Strategic Plan (2017-2021). However, most of the recommendations arose out of the conversations and interviews with staff in the City of La Crosse Planning and Engineering Departments and the La Crosse County Health Department.

The Equity Lens

In La Crosse, having an equity lens means focusing SRTS efforts on lowering barriers for low-income families, families of color, and families who speak languages other than English. Many of these families use active modes of transportation, often at higher than average rates. National research has shown that children from low-income families are twice as likely as those from wealthier families to walk to school, but disproportionately encounter traffic and safety issues on the trip to school.[7] Low-income and urban students are more likely to have to cross busy streets to get to school and may be impacted by personal safety issues. Those in rural settings often lack sidewalks and bike infrastructure, may have to cross highways, and often have longer distances to school. Emphasizing equity as a framework in SRTS programming ensures that all children and adults have opportunities to choose active modes going to and from school, regardless of the barriers they face.

Using this Chapter

Most non-infrastructure SRTS efforts in the City of La Crosse are coordinated through the La Crosse County SRTS Program. The program started during the development of the 2007 La Crosse SRTS Plan. The program began with three schools and now works with 13 to 15

[7] Safe Routes to School National Partnership. Implementing Safe Routes to School in Low-Income Schools and Communities: A Resource Guide for Volunteers and Professionals. Retrieved from https://www.saferoutespartnership.org/sites/default/files/pdf/LowIncomeGuide.pdf

schools in the City each year. The program is led and coordinated by the La Crosse County Health Department, which focuses on offering resources and program assistance to all interested schools in the County.

The County should continue to lead and coordinate these program and policy efforts. This Chapter will help guide and focus the efforts of La Crosse County SRTS staff, stakeholders, liaisons, and advocates. The **Strategies** that follow are high-level statements that offer broad direction on how to meet program goals. Each identified strategy has associated actions. The **Actions** provide more detail about how County SRTS staff, City of La Crosse staff, and community partners could accomplish the strategies. This Plan also includes metrics to regularly check as the program develops to help the SRTS team decide when the work should be continued, adjusted, or stopped.

This chapter should be seen and used as a community resource. School administrators can use this Plan to understand the future of SRTS programming in their schools, families can review the plan to see how programs they participate in may be updated or improved, and community partners can see where they may be involved in SRTS programming in the future. This Plan, like the SRTS program, has many audiences, all of which play important roles in making La Crosse County a healthy place to live.

Recommended Strategies

The policies and programs recommended in this chapter can be grouped into four broad strategies:

1. Build and Leverage Relationships with Partners
2. Prioritize Schools with High Potential to Increase the Number of Students Walking and Biking to School
3. Expand Middle School SRTS programming
4. Strengthen City and District Policies

Strategy 1. Build and Leverage Relationships with Partners

The La Crosse County SRTS program should work to create or cultivate relationships with both current and potential partners.

Action 1.1 Expand Current Relationships

The following groups already have established relationships with the La Crosse County SRTS program. These relationships could be expanded to better meet both SRTS's and the partners' goals in the community.

Figure 4. Teaching safe helmet fitting.

- **Gundersen Safe Kids Coalition**. Gunderson Health System is an integrated healthcare organization based in La Crosse. They are a member of the Safe Kids Coalition; whose goal is to prevent unintentional childhood injuries. They currently work with the La Crosse County SRTS program in a variety of roles: they co-sponsor International Walk to School day; support Bike to School Day; distribute helmets and provide helmet fitting and helmet education; and help organize community bike rodeos.
- **Bike Shops**. Bike shops throughout La Crosse have an interest, both financially and socially, to get as many kids and families on bikes as possible. Bike shops can help provide safety checks for bicycles at SRTS events, and help maintain bicycles used in bike education programs. Currently, the La Crosse County SRTS program works closely with the Wrench and Roll Collective, whose bike mechanics teach bike maintenance at events and workshops. In the near future, the Collective is partnering with the La Crosse Design institute to develop a bicycle maintenance shop and repair program.
- **City of La Crosse Police Department**. The La Crosse County SRTS program has a close relationship with the City's police department, notably through the safety patrol program that oversees school resource officers and the crossing guard program. In the future, the City and Health Department could look to expand the crossing guard program and/or offer additional training to crossing guards so they could assist with bicycle and pedestrian education programs.
- **Parent-Teacher Organizations (PTOs)**. PTOs are formal organizations that can include parents, teachers, and school staff. These groups work to promote school success and community through fundraising, events, and general support. The La Crosse County SRTS program is beginning to form more partnerships with PTOs at various schools. Establishing formal relationships, such as doing formal outreach to PTOs, would be beneficial for communications and SRTS promotions to families.

- **School Social Workers**. In some schools, a school social worker is the main contact for the SRTS program. These school staff help to schedule SRTS education events, distribute helmets and bike locks, and support walking school busses or bike trains. These relationships should be continued and fostered into the future.

Action 1.2 Identify and Establish New Partnership Opportunities

In order for the La Crosse County SRTS program to continue to grow and serve additional students and families, especially those who have not been involved in the past, it will need to establish new relationships. The following groups and organizations have missions that align with the SRTS program, but have not been integrated into SRTS efforts to date.

- **The Mayo Clinic.** The Mayo Clinic in La Crosse is a well-established and trusted health partner in La Crosse. Potential partnerships with the Clinic could involve assisting with SRTS outreach, education, messaging, or funding.
- **La Crosse Mountain Bike Team.** Mountain biking is a growing recreational activity in the region, especially among middle and high schoolers. A formal partnership with the high school mountain bike team and coaches could help promote a culture of biking at middle and high schools.
- **Beer by Bike Brigade (BBBB).** The Beer by Bike Brigade hosts regular fundraisers for organizations in La Crosse. They could assist with fundraising for items that are difficult to purchase with federal grants, such as bicycles or bike racks.
- **Housing Authority of the City of La Crosse.** The La Crosse Housing Authority is a public agency that helps people who meet income and other eligibility guidelines secure affordable, safe, and quality housing. They currently offer four family housing locations in La Crosse: Schuh Homes, Mullen Homes, Grover Estates, and Huber Homes. The City Planning and Development Department and the La Crosse County SRTS Program should approach the Housing Authority to better understand barriers to walking or biking to school and explore interest in partnering to offer SRTS programming.

Figure 5: The Mayor of La Crosse joined State Road Elementary students on Walk to School Day.

- **The Boys and Girls Club of Greater La Crosse.** The Boys and Girls Club provides children with opportunities to recreate and learn in a safe, positive environment. The program disproportionately serves communities of color in La Crosse County: only 11% of County residents are people of color, but 28% of Boys and Girls Club participants are children of color and 48% of their members qualify for free or reduced-price school lunches.[8] The Club provides a variety of program areas for summer camps and after school programs. Two of these program areas are Health and Wellness, and Character and Leadership, both which directly overlap with goals of the SRTS program. The La Crosse County SRTS program should work to establish a partnership with the Boys and Girls Club to help meet their joint goals to improve health outcomes and build community.
- **Hmoob Cultural and Community Agency (HCCA).** The HCCA was established in 1982 to serve the unique needs of the Hmong refugee community in La Crosse County. It continues to be an important piece of this community in La Crosse, bringing together Hmong residents of all ages to provide resources, social supports, and Hmong-focused programs such as music and dance. The La Crosse County SRTS program should approach the HCCA to better understand barriers to walking or biking to school within the Hmong community and explore interest in partnering to offer SRTS programming.

Action 1.3 Identify and Implement Bike Safety Education in Non-School Settings

- Bicycle safety education is most effective when it is taught over multiple sessions offering five or more hours of on-bicycle training in on-street environments.[9] Out-of-school-programs such as camps and after-school programs can offer a natural time and place for more in-depth bicycle education. La Crosse County SRTS program should approach the following partners to discuss bike safety education:

- **The City of La Crosse Parks, Recreation & Forestry Department**. The City of La Crosse Parks, Recreation & Forestry Department hosts a variety of youth sports, activities, and summer camps for children in the County. Currently, there are no bike-specific programs. The La Crosse County SRTS program and the City Planning and Development Department could approach the department to identify whether there is interest in a bike camp or bike safety education program and, if so, begin to design and delve into the resources that would be needed.

- **The Boys and Girls Club of Greater La Crosse.** The Boys and Girls Club of Greater La Crosse, as mentioned above, has a strong presence among families throughout La Crosse County. They also offer week-long “break” sessions for Northside Elementary and Hamilton Elementary, the year-round schools in La Crosse. The La Crosse County SRTS program could approach the club to identify whether there is interest in a bike camp or bike safety education program and, if so, begin to design a program that would work within or expand the Club’s existing programming.

[8] Boys and Girls Club of Greater La Crosse. 2017 Impact Report. Retrieved from https://www.bgclax.org/our-impact
[9] Ellis, J (2014, January). *Bicycle safety education for children from a developmental and learning perspective* (Report No. DOT HS 811 880). Washington, DC. National Highway Traffic Safety Administration.

Action 1.4 Research and Develop an Educational Strategy for In-School Settings

The La Crosse County SRTS program assists with many bike rodeos (yearly events held on school grounds to teach caregivers and students safe bicycling techniques). Bike rodeos are usually held on evenings or weekends. The County has not been able to determine how much walking and biking education is done during in-school academic time. Few teachers in La Crosse have participated in the bicycle education trainings offered by the County SRTS program, possibly owing to a lack of time and lack of substitute teachers. The County SRTS program, with help from the School District of La Crosse, should assess how much pedestrian and bicycle education is currently occurring at public and private schools in the City and County, and determine the barriers to participation for schools before developing a new strategy.

Figure 6: Bicycles lined up after a bicycle safety education event.

Action Plan for Strategy 1: Build and Leverage Relationships with Partners

Action	Timeline	Metric	Potential Partners	Engineering	Education	Enforcement	Encouragement	Evaluation
Action 1.1 Expand Current Relationships	0-2 years	Current partnership outcomes versus future	• Gunderson Safe Kids Coalition • Bike Shops • Police Department • PTOs • School Social Workers		x	x	x	
Action 1.2 Identify and Establish New Partnership Opportunities	2-5 years	Number of new established partnerships	• Mayo Clinic • La Crosse Mountain Bike Team • Beer by Bike Brigade • Housing Authority • The Boys and Girls Club • HCCA		x		x	
Action 1.3 Identify and Implement Bike Safety Education in Non-School Settings	2-5 years	Creation of new programs	• Parks, Recreation and Forestry Department • The Boys and Girls Club		x			
Action 1.4 Research and Develop an Educational Strategy for In-School Settings	2-5 years	Creation of educational strategy, number of schools with SRTS education	• PE teachers • Classroom teachers • School administrators		x			

Strategy 2. Prioritize Schools with High Potential to Increase the Number of Students Walking and Biking to School

La Crosse County SRTS program staff have traditionally treated all schools in the County equally, regardless of whether they are public or private, big or small. This Plan recommends focusing efforts and resources on the schools with the greatest potential for significantly increasing numbers of children walking and bicycling to school, and schools with high percentage of low-income families (measured by the percent of students eligible for free and reduced lunch). The Priority Schools are listed below:

- Northside Elementary & Coulee Montessori
- Hamilton Early Learning Center & SOTA I
- Hintgen Elementary
- Logan Middle School
- Spence Elementary School

Chapter 4 discusses the criteria and how the Priority Schools were selected. The following are actions that could help support this strategy.

Figure 7: The Golden Shoe Challenge can be a good way to motivate students to walk and bike to school, both between schools and between classrooms in a school.

Action 2.1 Encourage Priority Schools to Enact Policies and Programs that Encourage Active Transportation and Safe Driving

For many families, the decision to allow their student to walk or bike to or from school depends on what streets around the school look like during arrival or dismissal. Having strong arrival and dismissal policies and procedures can help organize the school grounds during arrival and dismissal and provide a safe and predicable traffic environment. Ideally, every school should have arrival and dismissal policies that encourage and support active modes. For example, when a school dismisses students who walk or bike to school five minutes before dismissing all other students, it creates an incentive for students to walk or bike to school, and improves safety by giving students time to leave the school area before vehicle traffic is at its worst.

At priority schools, extra educational efforts should also be directed at parents, caregivers, and neighbors to encourage safe driving. Regular communications to parents and caregivers about how to drive in a safe and responsible manner around schools—such as “yield to pedestrians in crosswalks” or messages about how speeding contributes to crashes—can support active modes.

Action 2.2 Review SRTS Memorandum of Understanding to Identify Potential Barriers for Schools with Many Low-Income or Limited-English Proficiency (LEP) Families

All schools in the County are invited to participate in SRTS programming, but the program is primarily organized around its mini-grant program. Under that program, schools apply to the County for a "mini-grant" of $500 per year to support activities that encourage safe walking and biking to and from school. Currently, the mini-grant program requires a school to commit to a Memorandum of Agreement (MOU) in order to receive program funding. The MOU requires the school to complete a certain number and types of events throughout the school year. While the MOU does allow flexibility between schools, it may not provide the flexibility or the funding that some under-resourced schools may need. The La Crosse County SRTS program should discuss the current MOU with priority schools to identify challenges or opportunities for education and encouragement activities that could be outlined in an updated MOU. Additionally, the small amount of funding from mini-grants may need to be increased for some schools that are under resourced.

Action 2.3 Evaluate Encouragement Activities to Identify Potential Barriers for Schools with Many Low-Income or LEP Families

Each school's encouragement activities will look a little bit different since there are different adults leading the activities and different students participating. That said, there may be consistent themes among the encouragement activities that create barriers for low-income students or families who do not speak English. The SRTS program should first measure the participation rates of free-and-reduced lunch and/or LEP families in current encouragement activities. Next, the program should work with trusted organizations or parent groups to identify these barriers and update the encouragement activity guidelines and templates as necessary. Seattle's Safe Routes to School Racial Equity Analysis is a best-practice example of how to conduct such an evaluation.[10]

Figure 8. Bike trains are often included in SRTS efforts to promote bicycling to school, but they can be hard to carry out in practice on a regular basis because of safety concerns and lack of volunteers.

[10] "Safe Routes to School Racial Equity Analysis." Seattle Department of Transportation, Aug. 2019, retrieved from www.seattle.gov/transportation/projects-and-programs/safety-first/safe-routes-to-school/safe-routes-to-school-racial-equity-analysis

Action Plan for Strategy 2. Prioritize Schools with High Potential to Increase the Number of Students Walking and Biking to School

Action	Timeline	Metric	Potential Partners	Engineering	Education	Enforcement	Encouragement	Evaluation
Action 2.1 Encourage Priority Schools to Enact Policies that Encourage Active Modes and Discourage Families from Driving	0-2 years	Number of new or arrival/dismissal policies	• School administrators		x		x	
Action 2.2 Review SRTS MOU to Identify Potential Barriers for Schools with Many Low-Income or LEP Families	0-2 years	Revision of MOU; creation of revised funding framework.	• School liaisons and administrators		x	x	x	x
Action 2.3 Evaluate Encouragement Activities to Identify Potential Barriers for Schools with Many Low-Income or LEP Families	2-5 years	Number of new established partnerships	• Housing Authority • The Boys and Girls Club • HCCA		x	x	x	

Strategy 3. Expand Middle School Programs

Middle school is a time of transition for students and families as students gain independence and parents begin to let children make more of their own decisions. This transition makes many of the SRTS programs designed for elementary students not applicable or unattractive at the middle school level (e.g., students walking with a parent to school). The following actions could help expand SRTS programming into middle schools in La Crosse:

Action 3.1. Build a Middle School-Specific SRTS Advisory Team

The La Crosse County SRTS staff should establish an advisory committee to help understand what kinds of encouragement and education programming will work at La Crosse middle schools. Ideally, this Advisory Team would include administrators, PE teachers, parents, and students, to provide multiple perspectives and honest opinions about what approaches can be adapted for middle schoolers and their teachers. This committee should also create specific metrics and targets to measure the success of the program and/or identify areas for improvement

Action 3.2. Pilot a Middle School Bike Club Program

Many middle schools have after-school clubs for students who want to explore their interests. Bike clubs can promote safe biking behavior at an age where students are inclined to take risks, and could encourage biking culture. Working with the middle school advisory team, develop a pilot bike club program at one of La Crosse's middle schools. School staff or community partners could lead the club, teaching students bike safety and exploring La Crosse by bike in a fun, engaging environment.

Action 3.3 Identify and Adopt Existing SRTS Lesson Guides for Middle School Classes

Existing SRTS lesson plans are generally designed for elementary students. Working with the middle school advisory team, review existing SRTS curricula from across the country, including the Wisconsin Bike Fed's Bike Driver's Ed, Ohio Safe Routes to School Lesson Guide, Michigan's Make Trax, and Oregon's Neighborhood Navigators, and consult with interested teachers at middle schools to develop a program that is engaging to students and compatible with existing middle school coursework in La Crosse.

Action 3.4. Consider Later Middle School Start Times

Not getting enough sleep is a common issue among middle schoolers, and research has shown that as children get older their bodies tend to naturally fall asleep later and get up later. Early school start times (middle schools in La Crosse generally start between 7:30am and 7:45am) often inhibit this natural sleep cycle, resulting in chronically sleep-deprived students. Student Travel Tally Surveys at Lincoln and Logan Middle School show that about 25% of students walk or bike in the morning, but up to 42% walk or bike in the afternoon. If school start times were later, more middle school students might have the time to walk or bike to school in the morning. The School District of La Crosse can gauge interest in moving school start times and, if the interest is present, study whether it would be feasible.

Figure 9. Middle school students in La Crosses arrive at school before dawn during winter months.

Action Plan for Strategy 3. Expand Middle School Programs

Action	Timeline	Metric	Potential Partners	Engineering	Education	Enforcement	Encouragement	Evaluation
Action 3.1 Build a Middle School-Specific SRTS Advisory Team	0-2 years	Creation of a middle school advisory team	• School District of La Crosse • District families and students		x		x	
Action 3.2 Pilot a Middle School Bike Club Programs	0-2 years	Creation of a pilot bike club	• School District of La Crosse – middle school advisory team • PTOs • The Boys and Girls Club • La Crosse Composite Mountain Bike Teams		x		x	
Action 3.3 Identify and Adopt Existing SRTS Lesson Guides for Middle School Classes	2-5 years	Creation and implementation of a middle school program	• School District of La Crosse – middle school advisory team		x		x	
Action 3.4 Consider Later Middle School Start Times	5-10 years	Implementation of policies supporting later start times	• School District of La Crosse				x	

Strategy 4. Strengthen City and District Policies

The City of La Crosse and the School District of La Crosse have already done a lot to establish policies that are favorable to walking and biking to school. However, there are several additional policies the City and the District should consider to distribute resources in a fair and equitable way.

Action 4.1 Update Unusual Hazardous Area (UHA) Plans

The School District of La Crosse's busing policy states that if students live more than two miles away from school, they will be able to take a school bus free of cost. If students live within two miles but would like to be bused and there are existing yellow school bus routes nearby, families can pay for them to be bused ($200 for the year, $100 for a semester). The School District can designate "Unusually Hazardous Area" where students can be bused at no charge if they live within two miles of the school in an area where it would be unusually hazardous for them to walk or bike to school. Unusually Hazardous Areas, according to the Wisconsin Department of Public Instruction (DPI), are where "existing traffic conditions that constitute more than an ordinary hazard and seriously jeopardize the safety of pupils traveling to and from school." The School District has not updated their UHA Plan since 1977. Only one school has UHA busing (Summit Elementary) because students within the two-mile radius would need to cross I-90 to get to school. The School District should update the UHA Plan by considering the areas flagged for consideration in the individual School Neighborhood Plans. This would allow the District to receive some operating assistance from the Wisconsin DPI to help pay for UHA bus service in more areas.

The UHA plan may need to be done in conjunction with a crossing guard evaluation in some areas. For example, the UHA Plan may consider making the entire Spence Elementary area to the east of Losey Boulevard a UHA. However, if there were enough interest, it could also make sense to post a crossing guard at Losey Boulevard and the pedestrian traffic light.

Figure 10. Losey Boulevard could be designated an Unusually Hazardous Area for Spence Elementary students (resulting in subsidized school busing). Alternatively, a crossing guard could be posted at the pedestrian traffic light.

Action 4.2 Update Traffic Signal Phases and Lights

Many of the City's traffic signals require pedestrians to push a button in order to activate the pedestrian walk signal. Adding the walk signal automatically improves pedestrian compliance with traffic signals. Some cities (Minneapolis and Madison for example) have switched to automatic pedestrian signal phases to reduce the risk of COVID-19 transmission (see sign in Figure 11). The city should work to implement automatic pedestrian signal phases at all traffic signals, beginning with high-traffic corridors that already have the mainline vehicle phases on recall. As signals are retimed in the future, the City should consider automatic pedestrian signal phases in signal progression schemes and implement them on a wider basis.

The City should also add leading pedestrian intervals (described in Chapter 3 » Infrastructure Toolbox) to all traffic signals, with special priority given to intersections with a history of bicycle and pedestrian crashes.

As a medium-term strategy, the City should pursue two additional traffic signal projects to improve walking and biking. First, the City should install flashing yellow arrows at left turns that currently operate with a green left turn signal phase and have a left turn lane. A flashing yellow arrow can be programmed to prohibit left turns whenever a pedestrian phase is activated, minimizing the risk of a crash with a pedestrian, while still allowing flexibility to allow permissive lefts when the pedestrian signal is not activated or in off-peak hours where the likelihood of a pedestrian crash is lower. Second, the City should install detection equipment for bicyclists so that traffic signals can be triggered without the bicyclist pushing a pedestrian crosswalk button. Intersections with high bicycle use (such as La Crosse Street at East Avenue) should be prioritized.

Action 4.3 Establish a Crosswalk Marking Policy

Marked crosswalks by themselves do not necessarily slow traffic or protect pedestrians. However, combined crosswalk visibility enhancements such as high-visibility markings, overhead lighting, and warning signs do reduce pedestrians crashes. The city does have some standard operating procedures for installing marked crosswalks. The standard marking in La Crosse is two transverse lines. High-visibility markings such as ladder markings or "continental" markings are less common. They are usually used at Rapid Rectangular Flashing Beacons (RRFB's) or when there are pedestrian islands on multi-lane streets. High-visibility crosswalks are usually more expensive initially to mark, but if marked correctly, they last longer

Figure 11: Sign Placed Above a Pedestrian Push Button in Minneapolis due to COVID-19 pandemic

Figure 12: Transverse Crosswalk Marking

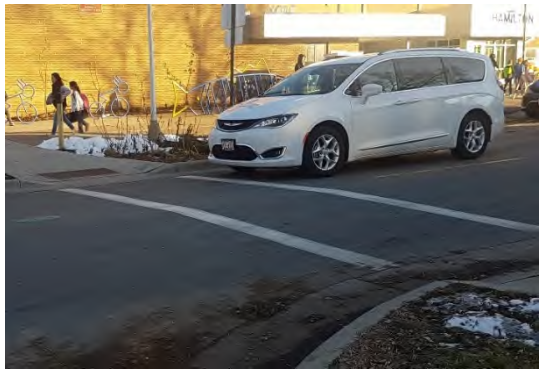
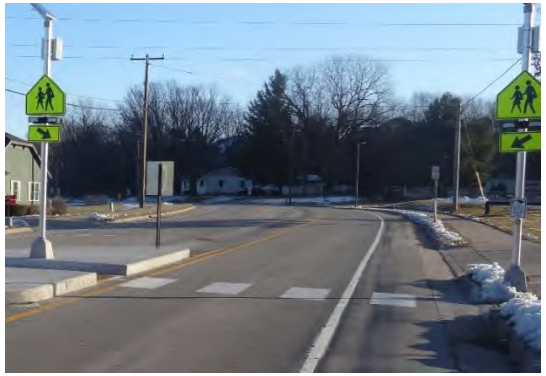


Figure 13: High-Visibility Crosswalk Marking and RRFB near North Woods International School



than transverse lines. The City of La Crosse should establish an official City policy on where and how crosswalks are marked.

Action 4.4 Enforce the Traffic Calming Review Process

The City has a traffic calming policy that outlines a toolkit of traffic islands, curb extensions, and median refuge islands that may be used to reduce traffic speeds. The policy establishes a review process for deciding when to place the traffic calming projects. In practice, stand-alone traffic calming projects usually are implemented when elected officials advocate for them. The fact that some projects can "move to the front of the line" is not fair to La Crosse residents who are not engaged in the political process. The Traffic Calming Policy may need to be adjusted by reducing barriers to requesting traffic calming treatments or making it easier for residents to engage, and then should be followed rigorously.

Action Plan for Strategy 4. Strengthen City and District Policies

Action	Timeline	Metric	Potential Partners	Engineering	Education	Enforcement	Encouragement	Evaluation
Action 4.1 Update Unusual Hazardous Area (UHA) Plans	0-2 years	Approval of UHA Plans	• School District of La Crosse • La Crosse County Sheriff • City of La Crosse Police Department	x				x
Action 4.2 Update Traffic Signal Phases and Lights	0-5 years	Number of Traffic Signal Phases Updated	• City of La Crosse Engineering	x				
Action 4.3 Crosswalk Marking Policy	2-5 years	Implementation of new Crosswalk Marking Policy	• City of La Crosse Engineering	x	x			
Action 4.4 Enforce the Traffic Calming Review Process	2-5 years	Implementation of New Traffic Calming Process	• City of La Crosse Engineering • La Crosse City Council	x				x

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3 » Infrastructure Toolbox

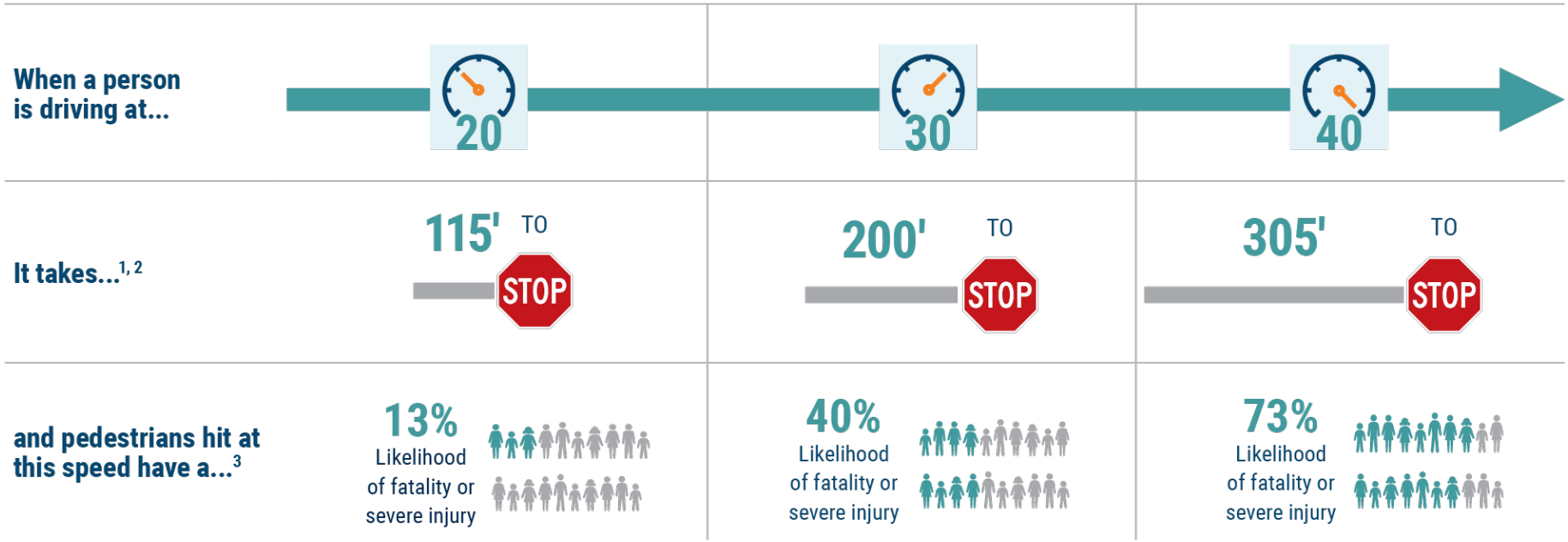
Engineers and planners have a variety of infrastructure "tools" to address safety concerns for people walking and biking. This chapter describes all the possible infrastructure treatments in La Crosse's toolbox. Each of the treatments is proven to improve safety, and the project team has applied them as recommended by the Federal Highway Administration (FHWA), with particular attention to the guidance in FHWA's *Field Guide to Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations.* They can be divided into three categories:

- **Infrastructure for people walking** such as pedestrian refuge islands and crosswalk markings to make crossings safer and easier, and sidewalk construction to give children a safe place to walk
- **Infrastructure for people biking** such as bicycle lanes, shared-use paths, and signed bicycle routes; and,
- **Infrastructure treatments for people driving**, such as school zone signage updates to clearly and consistently communicate school zones to drivers, street reconfigurations, speed humps, and driver speed feedback signs.

Within each category, there are a variety of treatments that can be appropriate, depending on the context. In many cases, if the treatment recommended for a location is not feasible, an alternative treatment could be considered. The recommended infrastructure around each school can be found in each school neighborhood plan (discussed in Chapter 4). All costs in this chapter are estimated based on Fiscal Year 2019 Wisconsin Department of Transportation (WisDOT) Unit Costs, unless noted.

Why Speed Matters

Many of the infrastructure treatments recommended in this plan are designed to reduce speeds. There is a clear relationship between motor vehicle speeds and pedestrian safety. Higher motor vehicle speeds increase the likelihood of severe injuries or death when a crash does occur. Speeding also gives both people walking and people driving less time to avoid a crash. As shown in the graphic below, the risk of a pedestrian being seriously injured or killed in a crash increases dramatically as speeds increase from 20 to 40 miles per hour or more.



[1]*Braking distances includes a 2.5 second braking reaction time.*
[2]*AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, 7th Edition. American Association of State and Highway Transportation Officials, 2018.*
[3]*Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.*

Infrastructure for People Walking

The greatest barriers to pedestrian mobility are street crossings and gaps in the sidewalk network. There are a variety of treatments that can improve the safety of pedestrians of La Crosse; they can be categorized into two broad types: “Intersection Treatments” are investments that improve safety and access at intersections; “Along the Street” Treatments are investments like sidewalks that improve safety and access for pedestrians walking along the street. Most of the infrastructure treatments in this section also benefit people biking.

Intersection Treatments for People Walking

The following treatments improve safety at crossings, either by shortening crossing distances or by improving crossing visibility.

High-Visibility Crosswalks

Crosswalks marked with continental (shown in the photo), ladder, or zebra patterns have been found to be significantly more visible to motorists than parallel line crosswalks and to reduce crashes. High-visibility crosswalks are especially beneficial at intersections where there is no traffic signal or stop sign or on multi-lane streets in conjunction with additional treatments, such as median refuge islands. High-visibility crosswalks are most visible when they are at least 10 feet wide.

For high-visibility crosswalks, it is recommended that the bars (the markings parallel to traffic) extend the full width of the crosswalk and measure 12-24 inches deep. If the bars are spaced properly, high-visibility crosswalks require less repainting than regular transverse crosswalks.

At crossings without traffic signals or stop signs, consider installing markings in addition to the treatments recommended in the Federal Highway Administration’s *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*.

Typical Cost: $2,500 each

Curb Extensions

Curb extensions shorten crossing distances for pedestrians, thereby reducing exposure to conflicts with motor vehicles. They also improve pedestrians' views of oncoming traffic, make pedestrians more visible to drivers, eliminate illegal parking close to crosswalks, and have a traffic calming effect. Curb extensions can be used to reduce excessive corner radii at intersections (as shown in the photo). Near schools, they can help address problems of parents parking too near the crosswalk and increase the visibility of students or school crossing guards waiting to step into the intersection.

To reduce conflicts with bicyclists, best practice is for curb extensions to extend no further than 6 feet into the street. This provides the safety benefits for pedestrians without infringing on bicyclists' space at intersections.

Typical Cost: $125,000 per intersection (*City of La Crosse Engineering*)

Pedestrian Refuge Islands

Raised median islands located along the centerline of a street provide refuge for pedestrians and allow multi-stage crossings of wide streets. Refuge islands provide a significant crash reduction factor for crashes involving pedestrians. These features also have traffic calming effects and improve crossings at unsignalized locations or locations with flashing beacons, since pedestrians are only required to negotiate one direction of traffic at a time. Refuge islands should be a minimum of 6 feet wide, but ideally are 8 feet wide or wider to accommodate strollers, bicycles, and people using mobility devices.

Typical Cost: $15,000 each (*City of La Crosse Engineering*)

Leading Pedestrian Intervals (LPI)

Leading Pedestrian Intervals (LPI) are used at traffic signals. They initiate the pedestrian WALK signal three to seven seconds before motorists traveling in the same direction are given the green indication. This allows pedestrians to enter the intersection prior to turning motorists, increasing visibility between all modes. LPIs give pedestrians a head start to establish themselves in the intersection before the green phase which results in increased compliance of motorists yielding to pedestrians. LPIs have been shown to reduce pedestrian-vehicle collisions at signalized intersections. Because of this, LPIs should be used at all traffic signals, with special priority given to intersections with a history of bicycle and pedestrian crashes.

Typical Cost: $0 for modern traffic signals

Right Turn on Red (RTOR) Prohibitions

Drivers are required to come to a full stop and yield to cross-street traffic and pedestrians prior to turning right on red, however, it is common for drivers to fail to do so. Motorists are sometimes focused on looking for traffic approaching on their left and may not be alert to pedestrians approaching on their right. In addition, drivers sometimes pull up into the crosswalk to wait for a gap in traffic, blocking pedestrian crossing movements. In some instances, motorists simply do not come to a full stop before turning.

Prohibiting RTOR may lead to higher right-turn-on-green conflicts when there are concurrent signals. The installation of leading pedestrian intervals is helpful to address this issue.

The City of La Crosse may wish to consider adding new RTOR prohibitions, particularly in locations with high crashes between turning vehicles and pedestrians and bicyclists. Additional enforcement and education by police may be needed to ensure that people driving comply with the signs.

Typical Cost: $170 each

Rectangular Rapid Flash Beacons (RRFB)

The Rectangular Rapid Flash Beacon (RRFB) can be used in conjunction with pedestrian or school crossing warning signs to provide a high-visibility strobe-like warning to drivers when a user is present. RRFBs differ from other flashing lights because the LED lighting is aimed at the eye-level of approaching drivers; the flashing frequency is rapid and noticeable; and has a brighter flash. Studies have shown that motorists are much more likely to yield to pedestrians when they activate an RRFB. The beacons should not flash continuously; they should be activated only when a crossing user is present.

Typical Cost: $35,000 each (*City of La Crosse Engineering*)

Pedestrian Hybrid Beacon (PHB)

The Pedestrian Hybrid Beacon, also known as the High Intensity Activated Crosswalk (HAWK) signal, is a special type of signal that operates as a “stop light” for a crosswalk. Pedestrian hybrid beacons have a strong effect on driver stopping rates and are recommended for high-traffic, high-speed streets with multiple lanes in each direction. Pedestrian hybrid beacons must pass certain engineering guidelines to justify their installation, but those warrants are lower than for full traffic signals.

Typical Cost: $100,000-$150,000/intersection, one posted in each direction *(City of Cedar Rapids)*

In-Street Pedestrian Crossing Signs

Vertical, in-street Yield to Pedestrian Signs are somewhat successful at increasing driver yielding rates (R1-6). The installation may be removed in winter to avoid damage from snow plows. Alternatively, school staff or crossing guards can place and remove the signs during each school arrival and dismissal period.

Typical Cost: $350 each *(TAPCO.net)*

Advance Yield Lines

Advance yield lines, which are composed of solid white isosceles triangles (often referred to as “shark’s teeth”), indicate where drivers should yield to pedestrians in crosswalks. It is recommended that they be installed in conjunction with “Yield Here to Pedestrians” signs (R1-5 or R1-5a). Particularly on multi-lane streets, they improve visibility between pedestrians in the crosswalk and drivers and reduce the incidence of multiple-threat crashes in which a vehicle in one lane yields for a pedestrian in the crosswalk and the vehicle in the adjacent lane does not. See MUTCD Section 3B.16 for more information.

Typical Cost: $70 each

Curb Ramps

Curb ramps improve street crossings for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include detectible warnings that are detectible by people with vision impairments. The Americans with Disability Act’s Proposed Guidelines for Pedestrian Facilities in the Right of Way (PROWAG) and the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM) include detailed recommendations for curb ramp slope and detectible warnings.

The State of Wisconsin has allowed corner curb ramps, in which one curb ramp in the middle of the corner serves both crosswalks. Extensive documentation is now required in these cases. WisDOT now prefers constructing curb ramps that orient pedestrians into the correct crosswalk. This results in shorter crossing distances and guides people in wheelchairs in the correct direction.

Typical Cost: $2,500 each

"Along the Street" Treatments for People Walking

The following treatments improve the safety of pedestrians walking along the street.

Sidewalk

The sidewalk network is a basic precondition for encouraging walking and bicycling to school. Sidewalks improve access and livability for people with disabilities, children on bicycles, people walking dogs, and joggers. The PROWAG and WisDOT FDM include detailed requirements for sidewalk width, slope, and cross-slope. Most sidewalks in residential areas should be a minimum of five feet wide to accommodate two people walking side by side or passing comfortably. In downtown areas sidewalks should be wider than five feet.

Near schools, sidewalks can be crowded with groups of students and families walking in both directions. Sidewalks adjacent to a school should be at least 8 feet wide to accommodate heavy pedestrian traffic in both directions.

Typical Cost: $45/linear foot for a 5-foot wide sidewalk

Sidewalk Maintenance and Repair

Over time, sidewalks can become overgrown and uneven from tree roots or years of frost heaves. Where sidewalk is simply overgrown, the property owner should be responsible for removing the soil and vegetation over the old sidewalk. However, in some cases, the sidewalk may be so cracked or uneven that it requires repair or replacement.

Typical Cost: $0 to $45/linear foot for a 5-foot wide sidewalk

Infrastructure for People Biking

The bicycle infrastructure treatments recommended in this Plan are explained in more detail below.

Shared-Use Path

A shared-use path is a two-way facility separated from motor vehicle traffic and used by bicyclists, pedestrians, skaters, people in wheelchairs, and joggers. Shared-use paths, also referred to as trails, are often located in an independent right-of-way such as a park, stream valley, utility corridor, or abandoned railroad. However, they are also regularly constructed along streets, where they are called "sidepaths." Shared-use paths should be a minimum of 10 feet wide, although widths as narrow as 8 feet are acceptable for short distances under physical constraint.

Typical Cost: $775,000/mile-$1,275,000/mile *(Actual costs of projects in Superior, Wisconsin area)*

Bike Lane

A bike lane is a pavement marking that designates a portion of a street for the exclusive use of bicycles. Bike lanes are best suited for arterial and collector streets where there is enough width to accommodate a bike lane in both directions. They can provide a low-stress bicycle connection suitable for inexperienced users on streets with speeds up to 25 miles per hour and with traffic volumes up to 3,000 vehicles per day.

While typically provided on both sides of the street, bike lanes can be provided individually to address unique challenges. On a one-way low-traffic street, a contra-flow bike lane and signage is provided in the opposite direction, and a shared lane marking is provided in the one-way direction, where bicyclists can take the lane.

Typical Cost: $22,000/mile (adding without any other street modifications)

Buffered Bike Lane

Buffered bike lanes are created by striping a buffer zone between a bike lane and the adjacent travel lane, between a bike lane and adjacent parking lane, or both. Buffered bike lanes should be considered at locations where there is excess pavement width, or where "dooring" from parked vehicles is a concern. They can provide a low-stress bicycle connection suitable for inexperienced users on streets with speeds up to 25 miles per hour and with traffic volumes up to 6,000 vehicles per day.

Typical Cost: $30,000/mile (adding without any other street modifications)

Separated Bike Lane

A separated bike lane is a bicycle facility that is physically separated from both the street and the sidewalk. A separated bike lane may be constructed at street level using street space, or at the sidewalk level using space adjacent to the street. Separated bike lanes isolate bicyclists from motor vehicle traffic using a variety of methods, including curbs, raised concrete medians, bollards, on-street parking, large planting pots/boxes, landscaped buffers (trees and lawn), or other methods. Separated bike lanes can be one-way for bicycles on each side of a two-way street, or two-way and installed on one or both sides of the street. Two-way separated bike lanes require detailed examination of driveway crossings and intersections, and are recommended only in unique situations.

Separated bike lanes are typically used on arterials with speeds over 25 miles per hour and traffic volumes over 6,000 vehicles per day. They may also be appropriate on lower-speed streets and lower volume streets.

Planners and engineers should perform traffic studies before implementing separated bike lanes and consider the design and function of intersections, which may require adjustments to signal timing and phasing and/or modifications to pavement and curbs.

Typical Cost: $45,000/mile for one-way separated bike lanes, separated from traffic with flexible delineators within existing street
$600,000/mile for one-way separated bike lanes, separated from traffic with curbs within existing street

Neighborhood Greenway

Neighborhood Greenways are used on quiet streets, often through residential neighborhood, and are designed to prioritize bicycle through-travel while slowing motor vehicle traffic. La Crosse has two neighborhood greenways (17th Street and King Street) and is planning to build more throughout the city.

Neighborhood Greenways are appropriate on local streets with speeds of 25 miles per hour and under, and traffic volumes up to 1,500 vehicles per day. These streets may feature traffic calming elements such as curb extensions and traffic circles, which reduce motor vehicle speeds but are compatible with bicycle speeds. They may also feature shared lane markings or bike route signage.

Traffic calming treatments should accommodate snow removal operations. Impacts on street drainage need to be carefully considered. In La Crosse, traffic circles have had a positive impact on street drainage at intersections.

Typical Cost: Varies per treatment and number of treatments. All costs below from City of La Crosse Engineering:

- Traffic circle: $70,000 each
- Curb extension: $125,000 per intersection
- Pedestrian island: $15,000
- $1.22 million/mile for full neighborhood greenway reconstruction

Infrastructure for People Driving

Infrastructure treatments recommended in this plan are meant to slow or manage driver behavior. Slower speeds allow drivers more time to see and react to pedestrians and if collisions occur, they are less likely to cause serious injuries or fatalities.

School Zone Signs

School zone signs alert drivers that they are nearing a school and announce reduced speed limits. Signs must be consistent with state requirements so that drivers from outside La Crosse recognize and understand them. Signs alone may not be effective at changing driver behavior, but they are a minimal investment and, when paired with other countermeasures, can increase safety.

School Zone Assembly

The Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD) requires school zones to be announced to drivers with a school zone assembly sign consisting of an S1-1 sign, AHEAD plaque (W16-9P), and FINES HIGHER plaque (R2-6P). Usually these assemblies are placed between 200-400 feet in advance of the school property or school crossing.

According to the WMUTCD, if yellow flashing beacons are used to indicate the times when fines are higher, they should be installed in conjunction with this sign.

Typical Cost: $170/sign

School Speed Limit Assembly / End School Zone sign

Reduced school speed limit zones temporarily lower the speed of the street , usually be 10 miles per hour. If used, the School Speed Limit Assembly consists of the school speed limit sign (R2-1) with a fluorescent SCHOOL sign above the speed limit sign and “WHEN CHILDREN ARE PRESENT” text below the speed limit.

The END SCHOOL ZONE sign (S5-2) designates the end of the school zone. It is not required under the WMUTCD. It should be placed as close as practical across the street from the School Speed Limit Assembly in the opposite direction.

Typical Cost: $170/sign

School Crossing Assembly

Designated school crossings should be marked with a school crossing assembly, except for any approaches controlled by stop or yield signs. These signs help improve the visibility of crosswalks near schools. The School Crossing Assembly consists of the school zone sign (S1-1) supplemented with a diagonal downward pointing arrow (W16-7P).

Typical Cost: $170/sign

Parking Restrictions Around Schools

It is common for family members to drive students to school. Lack of designated space to drop off and pick up students can result in drivers engaging in unsafe behaviors, such as parking on the crosswalk, causing safety problems for pedestrians and bicyclists. Many schools see two types of pick-up and drop-off behaviors: 1) drivers who pull over to the curb to drop off or pick up students without exiting the vehicle and 2) drivers who park and walk students to or from the school building. It is recommended that separate spaces be designated for each of these behaviors that typically occur at a given school. These spaces should also be completely separated from school bus loading areas and transit bus stops. It is highly recommended that all pick-up and drop-off activity occur on the school side of the street. However, if that is not possible, care should be taken to provide for safe crossings between the pick-up and drop-off location and the school.

The arrival and dismissal rules should be clearly communicated to families in multiple ways both before, and after, changes to the parking restrictions take effect.

Wisconsin state law prohibits parking on the school side of the street for schools with students below grade 9, unless local ordinance allows parking.

Typical Cost: $100/sign

Driver Speed Feedback Signs

Driver speed feedback signs are changeable signs that use radar and alert drivers to their actual speed. These signs are intended to remind drivers of the need to obey the speed limit and they often flash or display a “SLOW DOWN” message if drivers are exceeding the speed limit. These signs should be used in conjunction with standard speed limit signs (either displayed on the same post as the speed limit sign, or displayed after the speed limit sign).

Typical Cost: $5,000-$10,000 each *(TAPCO.net)*

Street Reconfiguration

Street reconfiguration describes a variety of ways that streets can be rearranged to improve conditions for motorists, pedestrians, and bicyclists.

A four-to-three lane conversion (also called a “road diet”) involves converting a four-lane street to three lanes, with one travel lane in each direction and a center two-way left-turn lane. This arrangement has been found to reduce speeds, eliminate most turning conflicts, and dramatically reduce collisions. Four-to-three lane configurations should be considered for streets with less than 20,000 vehicles per day, although they can work on streets with up to 28,000 vehicles per day in very specific circumstances.

In La Crosse, several streets that have less than 15,000 vehicles per day are good candidates. With the space recovered, the City could install bike lanes or center turn lanes with room for pedestrian refuge islands at intersections.

Typical Cost: Costs vary depending on how the street will be reconfigured. The cost for restriping a four-lane street to one travel lane in each direction plus a center two-way left-turn lane is about $33,000-$57,000 per mile.

4 » Infrastructure Recommendations

School Neighborhood Infrastructure Plans

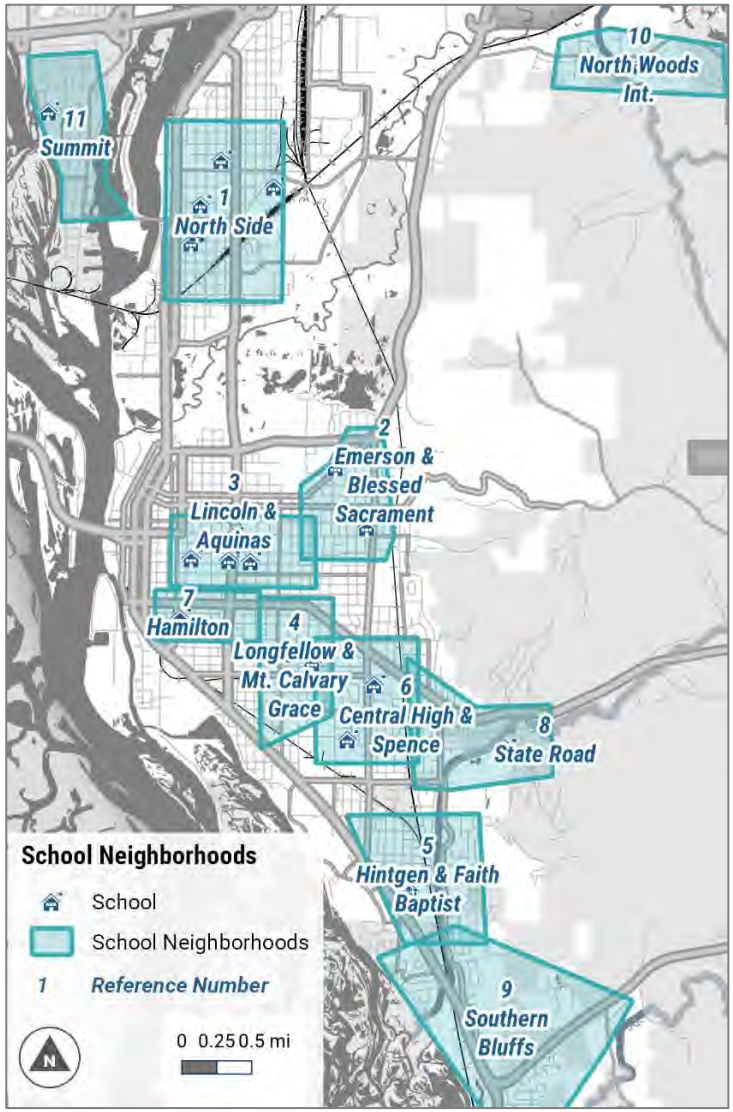
The detailed recommendations to improve the infrastructure for walking and biking are included as 11 separate school neighborhood plans in Appendix D. The 11 school neighborhoods are numbered for reference in the map and listed below:

1 - North Side
  - » Includes Northside Elementary & Coulee Montessori, Logan Middle School, Logan High School, Immanuel Lutheran, and Providence Academy

2 - Emerson Elementary and Blessed Sacrament
3 - Lincoln & Aquinas Neighborhood
  - » Includes Lincoln Middle School, Aquinas Middle and High School, First Evangelical Lutheran, and Cathedral Elementary

4 - Longfellow Middle School & La Crosse Design Institute, and Mount Calvary Grace
5 - Hintgen Elementary and Faith Baptist
6 - Central High School and Spence Elementary
7 - Hamilton Early Learning Center & SOTA 1
8 - State Road Elementary
9 - Southern Bluffs Elementary
10 - North Woods International School
11 - Summit Elementary School

Each school neighborhood plan provides a profile of each school in the zone, a description of existing conditions at the school, maps, a summary of the priority issues observed, and recommendations for infrastructure projects to improve safety for people walking and biking. The recommendations are presented as short, medium, and long-term recommendations:



» Short term: 1-3 years (relatively simple to implement, possibly within existing budgets)
» Medium-term: 2-5 years (projects of moderate complexity)
» Long Term: 5-20 years (the most complex projects)

The school neighborhood plans also highlight some recommendations that were flagged as "important" by respondents to an online survey conducted while developing this plan (described in Appendix B). The survey asked each respondent to list their top three projects in their school neighborhood plan. The highlighted recommendations were listed by at least three of the survey respondents.

Priority Schools

The City of La Crosse will prioritize infrastructure projects around the five schools with the greatest potential for significantly increasing numbers of children walking and bicycling to school, and schools with high numbers of students in low-income families. The following criteria were used to identify the high-priority schools:

- Percent of students approved for free and reduced lunch
- Number of students living in a half-mile radius of the school
- Percent of students currently traveling to school in a family vehicle

Based on these three criteria, the five schools in the below table should be high priority for SRTS infrastructure projects.

School (School Neighborhood Plan Name)	Number of Students	Number of Students Approved for Free and Reduced Lunch	Number of Students Living in Half-Mile Radius	Student Travel Modes
Northside Elementary/Coulee Montessori (1 – North Side)	About 560	433 (**78%**)	**223**	Walk and Bike: 21% AM, 26% PM School Bus: 3% AM, 8% PM **Family Vehicle: 70% AM, 60% PM**
Hamilton Early Learning Center/ SOTA I (7 – Hamilton)	About 300	217 (**72%**)	**97**	Walk and Bike: 23% AM, 24% PM School Bus: 1% AM, 3% PM **Family Vehicle: 66% AM, 64% PM**
Hintgen Elementary (5 – Hintgen & Faith Baptist)	About 300	205 (**60%**)	**121**	Walk and Bike: 7% AM, 9% PM School Bus: 24% AM, 29% PM **Family Vehicle: 68% AM, 61% PM**
Logan Middle School (1 – North Side)	About 440	273 (**62%**)	**127**	Walk and Bike: 25% AM, 42% PM School Bus: 13% AM, 12% PM **Family Vehicle: 54% AM, 37% PM**

School (School Neighborhood Plan Name)	Number of Students	Number of Students Approved for Free and Reduced Lunch	Number of Students Living in Half-Mile Radius	Student Travel Modes
Spence Elementary School (6 – Central High & Spence)	About 380	206 (**54%**)	**106**	Walk and Bike: 16% AM, 14% PM School Bus: 19% AM, 19% PM **Family Vehicle: 65% AM, 65% PM**

Two of the schools, Northside Elementary/Coulee Montessori and Logan Middle School, are within four blocks of each other on the north side of La Crosse. Because of this, the projects recommended for those schools should be doubly-prioritized for safety infrastructure, as any new projects will likely benefit the students at both schools.

Other Prioritization Criteria

Some of the school neighborhood plans have many recommendations for short-term and medium-term projects. Even as the City of La Crosse focuses on the five Priority Schools, it will be helpful to know which of the projects around each school are most important. There may be opportunities to implement some of the recommendations in neighborhoods that are *not* around a Priority School. For example, neighborhood associations may decide to use their annual allocation of City neighborhood funding to implement a recommendation. Funding and implementation decisions should be guided by the following criteria

- Safety (number of pedestrian and bicycle crashes at project location)
- Number of schools the project will benefit
- Equity (the project will benefit low-income or disadvantaged students)
- Support from more than three respondents

In general, the school neighborhood plans list the locations with the most pressing safety concerns first. For example, in the Central High School and Spence Elementary Plan, the intersection of State Road and Losey Boulevard is the first location listed in the plan due to the high number of crashes at that intersection, and because it benefits both Central High School students and Longfellow Middle School students. This feedback will help inform the selection of priority projects within each of the school neighborhood plans.

Low-Stress Bicycle Network

After developing the individual school neighborhood plans, the project team tied together the bicycle facilities recommended in each neighborhood into a network of “low-stress” bicycle routes throughout La Crosse, shown in the map on the following page. Part of the bicycle network in this plan is carried over from some of the low-stress bicycle facilities recommended in the City of La Crosse 2012 Bicycle Pedestrian Master Plan. That plan also contained recommendations that were not incorporated into this network. For example, the 2012

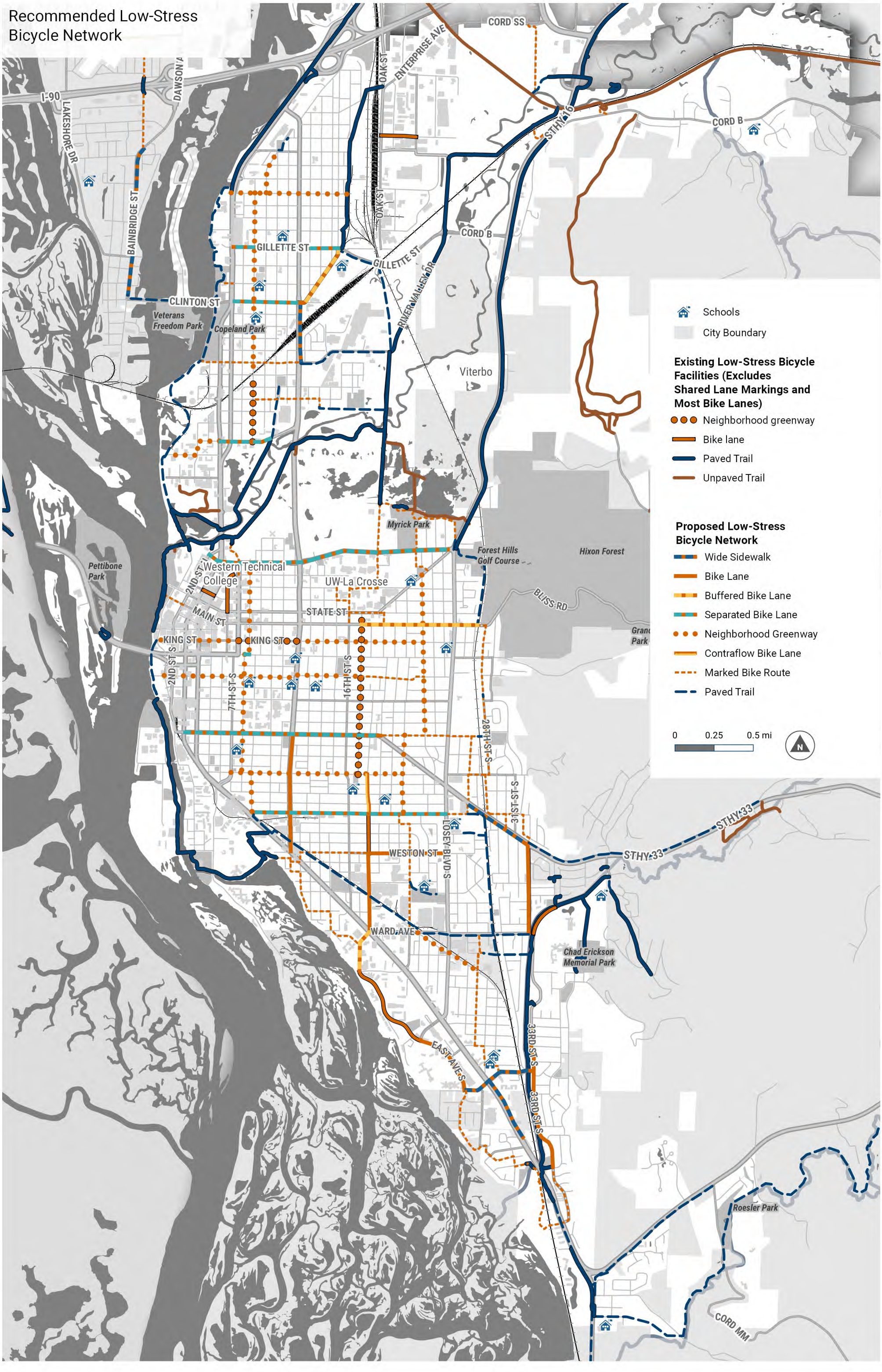
plan recommended bike lanes on high-speed and high-volume streets that may be appropriate for experienced bicyclists to use for commuting or recreation, but would be unsuitable for young or inexperienced users.

Since that Plan was adopted, the concept of traffic stress has emerged as a useful way to think of bicycle facilities in terms of the types of users who would be riding on them. This Plan is concerned with students, so we paid special attention to creating a bicycling network that can be comfortably used by La Crosse youth, especially those who may need to travel from several miles away to their middle or high school.

Sidewalk bicycling puts people biking in conflict with pedestrians on the sidewalk and motorists at intersections where the sidewalk crosses the street. Around 9 or 10 years of age, (when children are in 3rd or 4th grade), children are mature enough to understand basic traffic laws and to develop the skills necessary to safely ride on low-speed and low-traffic streets. After that age, the safest place for bicycle riding is on the street, where bicyclists are expected to follow the same rules of the road as motorists and are more visible and more predictable to drivers. However, it is unreasonable to assume that children—even those in middle or high schools—are prepared to ride on streets with high speeds and many lanes of vehicles. The proposed low-stress bicycle network would create a network of paths, separated bike lanes, neighborhood greenways, and quiet streets that are linked together to provide bicycling routes that can be used by upper-elementary, middle school, and high school students, as well as adults who prefer low-stress bicycle routes. The types of bicycle facilities recommended vary based on factors such as a street's traffic context, existing conditions, and facilities needed to improve a street's comfort level for younger and less confident users. In general, project staff followed guidelines similar to the National Association of City Transportation Officials (NACTO) *Guide to Choosing an All Ages & Abilities Bicycle Facility*.[11]

[11] National Association of City Transportation Officials. Contextual Guidance for Selecting All Ages & Abilities Bikeways, retrieved from https://nacto.org/publication/urban-bikeway-design-guide/designing-ages-abilities-new/choosing-ages-abilities-bicycle-facility/

Recommended Low-Stress Bicycle Network



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Appendices

Appendix A: Existing Plans, Policies, and Programs Relating to SRTS in La Crosse

Appendix B: Summary of Public Input

Appendix C: Full Online Survey Responses

Appendix D: School Neighborhood Infrastructure Plans

City of La Crosse Safe Routes to School Plan

February 2021

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Appendix A: Existing Plans, Policies, and Programs Relating to SRTS in La Crosse

One of the first steps in creating a Safe Routes to School (SRTS) plan is understanding how SRTS goals are already supported within existing policies and plans, how programs support the SRTS mission, and how current education, encouragement, and enforcement efforts operate. This understanding can help identify gaps to addressed and opportunities to build upon in the upcoming plan.

Appendix A covers the following topics to provide a scan of SRTS-supportive policies and programs in La Crosse:

- Relevant plans.
- Relevant City policies and programs.
- Relevant policies of the School District of La Crosse.
- The La Crosse County SRTS education and encouragement program.

Relevant Plans

Safe Routes to School Plan

Prepared by MSA Professional Services & Kit Keller, JD, for the City of La Crosse, 2007

The La Crosse Safe Routes to School Plan included a community-wide analysis of crash data, transit routes, and pedestrian infrastructure; documented public involvement efforts, offered high-level recommendations for community leaders to encourage walking and biking; and included school-specific recommendations.

The plan offered recommendations for the traditional "E's" for Safe Routes programming: education, encouragement, enforcement, evaluation, and engineering. The following is a summary of the recommendations:

Program-wide

- *Hire a Safe Routes to School Coordinator.*
- *Form Safe Routes to School Task Forces*. Each school should develop a Safe Routes to School Task Force comprised of PTA members and staff interested in promoting walking and biking to school.

- *Continue to Gather Public Input*. Maps and data prepared during the SR2S planning process should continue to be shared with schools to help identify problems and inform solutions to create safer routes for walking and biking.
- *Fund Engineering Studies.* Carry out further engineering and design work to assess signage, parking, and operations review of school start and end times.
- *Assess Bicycle Facility Needs.* Work with interested schools to identify bicycle facility needs based on input from youth and adult cyclists familiar with the school area.
- *Collect Data for Crossing Guard Placement.* Count pedestrians and vehicles at intersections where crossing guards may be warranted.

Education

- *Enhance Bicycle Safety Education.* Expand existing bicycle safety programs for students in grades 3-8.
- *Pedestrian Safety*. Continue the La Crosse Police Department presentations at interested schools focusing on rules and safety precautions for pedestrians.

Encouragement

- *Walk or Bike to School Day.* Coordinate community-wide Walk to School Days at least once each year in October, and in the spring if feasible.
- *Walking School Buses.* Work with PTAs at pilot elementary schools (Emerson, Franklin, Spence, and State Rd.) to organize walking school buses.
- *Bicycle Trains.* Work with PTAs to organize at least one bicycle train with adult supervision and share lessons learned.
- *Municipal Transit (MTU) Pass Program.* Beginning at Logan HS and Central HS, create a student transit pass program similar to those offered through local universities.

Enforcement

- *Driver Speed Feedback Indicators.* Place 10 pole-mounted driver speed feedback indicators in areas most susceptible to speeding traffic near schools.
- *Increased Patrolling*. Increase the level of police patrolling around schools at start and end times.
- *Crossing Guard LED Stop Signs*. Provide adult school crossing guards with handheld stop signs with LED lights.

Evaluation

- *Student Tallies.* Conduct student travel tallies at each school every fall and spring.
- *Parent Surveys.* Conduct a district wide parent survey.

Engineering

- *Prominent Crosswalks in School Zones*. Mark crosswalks around schools with more visible crosswalks, such as “ladder style” markings or raised crosswalks.

- *Continued Sidewalk Maintenance.* Continue funding the City's sidewalk maintenance program and install sidewalk ramps to national standards.
- *High Priority Sidewalks.* Build new sidewalks in school areas that lack pedestrian infrastructure, specifically the following sites:
  - » Broadview Place, Church Court, and Mesa Grande Place near Hintgen Elementary School.
  - » Smith Valley Road near North Woods International School.
  - » Drive-In Road and Hagen Road near State Rd. Elementary School.
  - » Laurel Street and Old Town Hall Road near Southern Bluffs Elementary.
- *Bicycle Facilities.* Consider building the following facilities in addition to the projects in the City's bicycle plan:
  - » On-street bicycle lanes along Clinton Street from the west side of the Clinton Street bridge to existing bike lanes on Ranger Drive.
  - » An off-street, paved, multiuse path from the southern end of the 33rd Street Trail at Mormon Coulee Road, south to Sunnyside Road.
- *Rail Road Crossings.* Create safe and smooth pedestrian crossings over railroads near schools, specifically:
  - » Hagar Street and Avon Street.
  - » Broadview Place and Holly Court.
  - » Others, depending on input from school communities.

Bicycle and Pedestrian Master Plan

Prepared by T.Y. Lin International for the City of La Crosse, 2012

The Bicycle and Pedestrian Master Plan was prepared with the goal of advancing the active transportation network of La Crosse towards one that supports and encourages users of all ages and abilities. The plan included an analysis of the city's current transportation network with respect to walking and biking. This analysis guided the development of benchmarks, recommendations, and a prioritized project list to guide La Crosse in improving their active transportation options throughout the city. Many plan recommendations directly applied to SRTS objectives:

- Achieve 100% school district participation in Safe Routes to School.
- Develop a network of bike boulevards that will be comfortable for users of all ages and abilities.
- Increase the number of streets with sidewalks or walkable, paved shoulders.
- Switch signals to pretimed cycles to better accommodate pedestrians and bicyclists, and also better control traffic speeds.
- Continue to provide bicycle and pedestrian safety training for school, city staff, and law enforcement officials.
- Conduct educational campaigns on bicycle and pedestrian safety.
- Conduct routine pedestrian and bicycle traffic counts in La Crosse to get an estimate of where people are walking and bicycling.

- Set up mobile speed feedback signs along streets to reduce speeding and collect data on where speeding may be a problem.

Transportation Vision Memo

Prepared by Toole Design for the City of La Crosse, 2015

This memo documented a week-long charette that focused on creating a 100-year, city-wide vision for transportation. The charette focused on what residents valued in La Crosse and that they would like to see maintained or encouraged in the future and discussed planning trends that residents would like to see decreased or eliminated. While the charette was not directly related to SRTS efforts, its focus on intentional planning and the participants' enthusiasm for ensuring La Crosse's future is walkable, bikeable, safe, and neighborhood-focused aligns with many SRTS objectives and goals.

The memo included the following notable recommendations that relate to SRTS:

- Comfortably and safely accommodate the walkers, cyclists, and transit users within the city.
- Remove "barrier effects" where they exist for pedestrians and cyclists.
- Design streets for all groups, including those who do not or cannot drive motor vehicles, people with various disabilities, young people, many elderly people, and low-income people.
- Slow design speeds to alter driver expectations and reduce the number of crashes, deaths, injuries, and property damage.
- Retain and restore the street network to create an attractive and urban context (i.e., human scale, small blocks).

Bicycle and Pedestrian Safety Study 2011-2015

Prepared by Staff of the La Crosse Area Planning Committee, 2017

In 2017, the La Crosse Area Planning Committee completed the Bicycle and Pedestrian Safety Study with the following two goals: (1) To increase the safety of the transportation system for non-motorized users in the planning area while simultaneously supporting regional goals to increase the number of people biking and walking, and (2) To aid the City of La Crosse and other communities in the planning area in their applications for traffic safety grants. This study analyzed the types, locations, and reasons for all crashes between 2011 and 2015; identified problem corridors and intersections; and proposed safety countermeasures that could reduce crashes and their severity at these locations. The study reported that of the 381 bicycle and pedestrian crashes that were documented between 2011 and 2015, 249 (65.4%) occurred within a half-mile of a school.

The plan identified six problem corridors and six problem intersections. Of those, the following corridors and intersections are near schools.

- **Losey Boulevard and State Road Intersection.** Central High School is within a block of the intersection.
- **West Avenue Corridor (STH 35) between La Crosse Street and Jackson Street.** No intersection along West Avenue is staffed by a crossing guard or is along a "safe route to school" to aid children in crossing between neighborhoods or between home and school,

although the area around the corridor includes Lincoln Middle School, First Evangelical Lutheran Elementary, Aquinas Middle and High Schools, and Cathedral Elementary.

- **Cass Street Corridor between 3rd Street and 8th Street.** Lincoln Middle School and Aquinas Middle and High Schools are near this corridor. Cass Street has been reconstructed since the study was published, with fewer traffic lanes, a roundabout at 7th Street, and curb extensions east of the roundabout.

La Crosse County Safe Routes to School Strategic Plan 2017-2021

Prepared by Staff of the La Crosse County Health Department, 2017

The La Crosse County Health Department developed a 5-year strategic action plan for the County's SRTS program. The brief (six page) plan includes short-term, intermediate, and long-term action steps for the following objectives:

- Planning. By 2021, fully support all La Crosse County communities in creating, updating, maintaining, and promoting SRTS plans.
- Engineering. By 2021, fully support all La Crosse County Communities in making infrastructure improvements within 2 miles of schools
- Encouragement. By 2021, implement encouragement strategies to increase the number of K-8 grade students waling/biking to school
- Education. By 2021, educate schools, students, families, drivers and the community on safe walking and biking to school practices
- Enforcement. By 2021, engage all local law enforcement agencies in SRTS activities (not limited to overtime patrolling)
- Evaluation. By 2021, implement a variety of strategies to evaluate the effectiveness of La Crosse County SRTS activities (past and present)

Relevant City Policies and Programs

Green Complete Streets Ordinance

City of La Crosse, 2012

In 2012, the City of La Crosse passed a Green Complete Streets ordinance to establish standards to safeguard life and property, promote and preserve public welfare and community aesthetics, and to allow citizens to enjoy the use of streets and corridors within the City of La Crosse. The ordinance establishes comprehensive standards, regulations, and procedures governing the planning, design and construction of corridors within the City. In addition, the ordinance directs the City to focus Green Complete Streets implementation in the areas where nonmotorized transportation is most immediately needed such as along transit routes and stops, and corridors that provide access to schools and parks.

- The ordinance defines unique Green Complete Streets features that contribute to a safe, convenient, or comfortable travel experience for users. The features that are most applicable to SRTS include sidewalks, shared use paths, bicycle facilities, accessible curb ramps, bulb outs, crosswalks, and pedestrian refuge islands.
- The ordinance requires the City Engineer, Board of Public Works, and Department of Planning and Development to incorporate Green Complete Streets infrastructure on all street projects, with some exceptions for feasibility, cost, and absence of need.
- There is no direct reference to SRTS within the ordinance, but the purpose and design fundamentals align with the mission of the SRTS program.

Figure A-1. Curb Extensions Near Spence Elementary

Department of Public Works Engineering Programs and Policies

Creating a safe, convenient, and comfortable walking and biking environment for students is essential for a successful SRTS program. La Crosse's Department of Public Works leads the design, prioritization, and programming of transportation projects throughout the city, many which can impact students' transportation choices. The following summarizes some of Public Work's programs that are most applicable to SRTS efforts.

Traffic Calming Infrastructure

The City has a traffic calming policy that outlines various tools that may be used to reduce traffic speeds and traffic volumes. The traffic calming policy states that safety is the primary basis for all traffic calming – "measures shall be selected and applied with the direct intent to improve safety for vehicular, bicycle, and pedestrian traffic." The policy defines traffic calming as physical measures that rely on the laws of physics, not the potential for enforcement (e.g., stop signs) to alter behavior to make a safer environment.

- The policy establishes a review process by which citizens or Council members can request traffic calming measures as part of stand-alone projects. According to City Traffic Engineer Matt Gallager, the review process part of the policy is rarely followed. In practice, stand-alone traffic calming projects usually are implemented when elected officials advocate for them.
- Many of the traffic calming measures in La Crosse have been built as part of street reconstruction, as a result of the City following the Green Complete Streets ordinance.

- The policy also details traffic calming measures, how they work, when and why they should be used, and provides general design guidance. According to Mr. Gallager, City Engineering staff refer the policy when deciding what traffic calming measures are appropriate, and for design guidance. Among the measures described, the following are most applicable to SRTS:
  - » Median islands.
  - » Speed humps.
  - » Speed tables/raised crosswalks.
  - » Raised intersections.

Crosswalk Striping

A marked crosswalk helps direct pedestrians to a specific location when crossing a street. Depending on the crossing, the crosswalk may be complemented by signage, signals, or a crossing guard. Marked crosswalks by themselves do not necessarily slow traffic or protect pedestrians. However, combined crosswalk visibility enhancements such as high-visibility markings, overhead lighting, and warning signs do reduce crashes with pedestrians.

La Crosse does not have an official City policy on where or how crosswalks are marked, although they do have standard operating procedures about where they mark crosswalks. Crosswalks that touch school property—the two legs of the intersection on corners of the school property—are always marked. In addition, the City always marks crosswalks at traffic signals, four-way stops, and downtown. The standard marking in La Crosse is two transverse lines (two 12-inch lines). Hi-visibility markings such as ladder markings or "continental" markings are less common. They are usually used at Rapid Rectangular Flashing Beacons (RRFB's) or when there are pedestrian islands on multi-lane streets.

RRFB's and Pedestrian Islands

The City has installed many RRFB's with pedestrian islands in recent years. Mr. Gallagher estimates that at least half of them were installed through cost-sharing with a private partner. The partnerships usually involve the private partner (hospital, major employer, school district, etc.) purchasing the above-ground equipment and the City paying for the construction of the pedestrian island. In

Figure A-2. Transverse Crosswalk Marking with 12-inch Lines

Figure A-3. Hi-Visibility Crosswalk Marking and RRFB near North Woods International School

those cases, the private entity fills out an application, which is then approved by the Board of Public Works. Neighborhood associations can also request RRFB's and pedestrian islands, which are considered, evaluated, and (potentially) approved by the Board of Public Works. This is an excellent approach that can be held up as a model for other communities to follow.

Sidewalk Infill Program

The City has a sidewalk infill program that aims to fill sidewalk gaps. These gaps may be identified by community members, neighborhood associations, or the City's Bicycle-Pedestrian Advisory Committee. The amount spent on sidewalk infill varies from year to year, depending on the specific sidewalk projects that the City plans to undertake, although it is usually in the range of $50,000 - $100,000. In addition to specific planned infill sidewalk projects, the City usually also spends about $50,000 on other sidewalk projects, as described below.

Funding for Pedestrian and Bicycle Infrastructure

The City funds pedestrian and bicycle infrastructure though a combination of grants, general obligation bonds, cost-sharing (as noted above, for RRFBs) and City tax levy. The Capital Improvement Budget includes planned funding for projects that reflect strategic, long-range priorities (such as priority gaps in the sidewalk network), but also more general funding "line item" amounts that allow the City to react quickly for small, low-effort installations such as RRFB's or curb ramps. Historically the City has been allocating the following amounts to these general "line items":

- $20,000 to $40,000 annually for ADA curb ramp replacement projects, city-wide.
- $50,000 annually for miscellaneous sidewalk infill projects, city-wide.
- $50,000 annually for general bicycle and pedestrian plan implementation.

In addition to those line items, the City allocates about $375,000 to neighborhood associations to spend on projects that the neighborhood chooses. Many of the neighborhoods in La Crosse are choosing to prioritize traffic calming and street safety project such as traffic circles.

The combination of funding—for long-range priorities for larger and more expensive infrastructure projects, and smaller pots of funds that allow the City to quickly install small installations—is an excellent approach that can be held up as a model for other communities to follow, although the City should take care to make sure it is installing infrastructure in an equitable way.

School District of La Crosse Policies

Busing Policy

The school district's busing policy states that if students live more than two miles away from school, they will be able to take a school bus free of cost. If students live within two miles but would like to be bused and there are existing yellow school bus routes nearby, families can

pay for them to be bused ($200 for the year, $100 for a semester). Students who are eligible for free and reduced lunch are charged $50 for the year or $25 for a semester. In addition, after-care providers within the two-mile radius can also pay for busing.

The School District has one "Unusually Hazardous Area", where students can be bused at no charge if they live within two miles of the school in an area where it would be unusually hazardous for them to walk or bike to school. Unusually Hazardous Areas, according to the Wisconsin Department of Public Instruction (DPI), are where "existing traffic conditions that constitute more than an ordinary hazard and seriously jeopardize the safety of pupils traveling to and from school." Only one school has UHA busing (Summit Elementary) because students within the two-mile radius would need to cross I-90 to get to school. The School District has not updated their UHA Plan since 1977, but the District hears from many families who think their children should be eligible for school bus route due to traffic safety concerns. The School District would like to update the UHA Plan. This would allow the District to receive some operating assistance from the Wisconsin DPI to help pay for UHA bus service in more areas.

Wellness Policy

In 2005, the School District of La Crosse created a school wellness policy in response to a federal law requiring every Local Education Authority to have a wellness policy. The adopted policy (4580: Student Wellness) was the result of a collaboration between the School District's School Nutrition department, School Health Services, parents, school administrators, the local health department, and community members.

One of policy's goals is to increase the amount of time students engage in physical activity. The Policy specifically mentions that the District will support efforts to encourage walking and biking to school, such as Safe Routes to School. This policy is currently being updated and, according to school district staff, will retain the language supporting Safe Routes to School.

County Education, Encouragement, and Enforcement Programs

Started in 2007 with just three schools, the La Crosse County Safe Routes to School (SRTS) program now works with around 13 to 15 schools in La Crosse each year. The program is led and coordinated by the La Crosse County Health Department, which focuses on offering schools resources and program assistance to make walking and biking to school safe and enjoyable. There are currently three part-time (1.5 FTE total) County Health Department staff who help manage SRTS efforts.

All schools in the County are invited to participate in SRTS programming, but the County's SRTS program is primarily organized around its mini-grant program. Under that program, schools apply to the County for a "mini-grant" of $500 per year to support activities that encourage safe walking and biking to and from school. Schools in the mini-grant program sign a memorandum of understanding with the Health Department which states the purpose of the funding, liaison commitment requirements, and the scope of activities that must be completed over the course of the school year. In 2018 and 2019, 11 of the schools in the study area (encompassing the City of La Crosse and the Town of Campbell on French Island) received mini-grants. Schools in Onalaska, Holmen, and West Salem have also received mini-grants. Beyond

the mini-grant program, County staff also help address safety concerns around schools by having conversations between City, County, and school representatives.

Education Programs

Education efforts teach children how to be safe pedestrians and bicyclists, and in some communities also teach families and community members how to be safe drivers around schools to make the school environment safer for children. In 2018, La Crosse County Health Department SRTS staff worked with schools to implement around 75 different pedestrian or bicycle safety-related educational activities ranging from bike rodeos, information sent home, in-class education, helmet fit education and distribution, and walk and bike to school days. The program does not currently track participant information, so the number of students that receive education services is not known.

Schools that receive mini-grants are obligated to have some sort of bike and pedestrian education at least once a year. Many schools do pedestrian education as part of a walking school bus or as part of International Walk to School Day. La Crosse County Health Department SRTS staff offer school liaisons ideas on how to conduct pedestrian education. Because pedestrian education is usually only offered at these sorts of events, versus in the classroom, SRTS staff estimate that less than 25% of elementary-school students are receiving pedestrian education.

Bike education is occurring more than in the past. Several years ago, the La Crosse County Health Department funded a training for physical education teachers to teach them bike education and give them materials to use for the education efforts. Three school physical education teachers currently offer bike education. In addition, some bike education occurs during bike rodeos or family bike nights. If the education is conducted outside of school hours, La Crosse County Health Department SRTS staff usually offer bike helmet giveaways and/or fittings to increase interest and participation at the event.

Table 1 shows which schools have completed and/or are committed to various education activities.

Table 1. SRTS Education Activities at La Crosse Schools

			Pedestrian Education							Bike Education							
School Name	**Grade Levels**	**Public or Private**	Walking School Bus	Flyers	IWSD	Winter Walk to School Event	PE Class	Display or Signage	Morning Announcements	Bike to School Day	Bike Rodeo	PE Class	Bike Train	Police Officer	Family Bike Night	Display	Bike Helmet Education
Aquinas Middle and High	MS/HS	Private															
Blessed Sacrament*	ES	Private	x		x		x							x			x
Cathedral Elementary*	ES	Private	x		x		x				x						
Central High	HS	Public															
Emerson Elementary*	ES	Public	x		x			x	x	x			x			x	x
Faith Baptist	ES	Private															
First Evangelical Lutheran	MS	Private															
Hamilton Early Learning & SOTA I*	ES	Public	x		x	x				x	x		x	x			x
Hintgen Elementary*	ES	Public	x		x						x						
Immanuel Lutheran	MS	Private															
Lincoln Middle & SOTA II & Montessori*	MS	Public	x				x					x					
Logan High School	HS	Public															
Logan Middle School	MS	Public													x		
Longfellow Middle & La Crosse Design Inst	MS	Public															
Mt. Calvary-Grace Lutheran*	MS	Private	x	x	x	x		x							x		
North Woods International	ES	Public															
Northside Elementary*	ES	Public	x		x										x		
Providence Academy	K-12	Private															
Southern Bluffs Elementary*	ES	Public	x		x			x				x				x	x
Spence Elementary	ES	Public	x	x						x		x					x
State Road Elementary*	ES	Public	x	x	x	x				x							x
Summit Elementary*	ES	Public	x	x	x	x										x	x

*** Denotes schools currently participating in the mini-grant program. Logan Middle School was a previous mini-grant participant.**

Encouragement

Encouragement strategies are used to make walking and biking to school fun and exciting. The La Crosse County SRTS program has a variety of encouragement events organized by school liaisons and held throughout the year. If a school receives a SRTS mini-grant, it is required to hold at least eight weeks of weekly walking school buses or Walk & Roll Days in both the fall and spring (weather permitting). There are currently 14 weekly walking school buses in La Crosse schools, and one weekly bike train.

Mini-grant schools must also participate in at least two of the following encouragement activities:

- **International Walk to School Day (October).** International Walk to School Day (IWSD) is a SRTS-wide event to kick-off the school year and encourage students to walk to school. Often there will be events such as music, snacks, or activities located on the school campus before school to encourage participation.
- **Golden Shoe Challenge (October) or Silver Spoke Challenge (Spring).** The Golden Shoe and Silver Spoke Challenges encourage students to keep walking or biking after large events like IWSD or Bike to School Day. SRTS staff distribute walking or biking logs to schools so their students can record their walking or biking trips. The school with the highest number of trips in relation to the school enrollment is awarded a Golden Shoe or Silver Bike.
- **Winter Walk to School Day (February).** This event aims to encourage students and families to keep walking in the colder and darker winter months. Incentives for this event includes reflective items or flashlights, and tips on winter walking. This event is less popular than others and, due to extreme weather, has often been cancelled.
- **Walking School Bus Challenges (at least 4).** Every month, SRTS send out activities or challenges to liaisons for their walking school buses. For example, in November, the challenge encourages students to pick up a beautiful leaf and take a picture. Participating schools must complete four of these challenges over the course of the year. For each month they participate, schools can earn a drawing for prizes such as school supplies or playground equipment.
- **Fall or Spring Bike to School Day with a Bike Train.** Bike to School Day is an event that happens county-wide. Schools are encouraged to organize a bike train for this event in addition to regularly-operating bike trains.
- **Bike/Scooter Train (once a week for 4 weeks).** As scooters are becoming more popular, this encouragement activity allows for the train to include bikes and/or scooters.
- **2nd day of Walking School Bus (at least 4 weeks).** This event is a second walking school bus per week, in addition to the regularly-scheduled weekly walking school bus.

For all these events, the La Crosse County SRTS program asks participating schools to document and take photos of their activities. Table 2 summarizes encouragement activities at La Crosse schools.

Table 2. SRTS Encouragement Activities at La Crosse Schools

School Name	Grade Levels	Public or Private	Encouragement Activities								
			Weekly Walking School Bus	Walk to School Day	Golden Shoe Challenge	Winter Walk to School Day	Monthly Walking School Bus Challenge	Bike to School Day	Silver Spoke Challenge	Bike Train	2nd Day Walking School Bus
Aquinas Middle and High	MS/HS	Private									
Blessed Sacrament*	ES	Private	x	x							x
Cathedral Elementary*	ES	Private	x		x	x	x		x		
Central High	HS	Public									
Emerson Elementary*	ES	Public	x	x	x		x	x	x	x	
Faith Baptist	ES	Private									
First Evangelical Lutheran	MS	Private									
Hamilton Early Learning Ctr & SOTA I*	ES	Public	x	x	x	x		x		x	
Hintgen Elementary*	ES	Public	x			x	x				
Immanuel Lutheran	MS	Private									
Lincoln Middle & SOTA II & Montessori*	MS	Public	x	x					x		
Logan High School	HS	Public									
Logan Middle School	MS	Public									
Longfellow Middle & La Crosse Design Inst	MS	Public									
Mt. Calvary-Grace Lutheran*	MS	Private	x		x	x	x		x		
North Woods International	ES	Public							x		
Northside Elementary*	ES	Public	x	x		x					
Providence Academy	K-12	Private									
Southern Bluffs Elementary*	ES	Public	x		x	x					
Spence Elementary	ES	Public	x		x			x	x		
State Road Elementary*	ES	Public	x	x		x	x	x	x		
Summit Elementary*	ES	Public	x			x					

* Denotes schools currently participating in the mini-grant program. Logan Middle School was a previous mini-grant participant

Enforcement

The La Crosse County SRTS program has a close relationship with the city's police department. The County program uses part of the SRTS grant to pay for police officer overtime for additional patrols near schools. The City's police department also oversees adult school crossing guards, school resource officers, and helps train and supervise 5th grade students who serve as safety patrols at some schools. Every fall and spring, the City policy department works with SRTS staff to determine where to target overtime patrolling and enforcement near schools.

Crossing Guards

The City of La Crosse has six adult crossing guard locations. Crossing guards are only placed at intersections used by elementary school children. Requests for crossing guards from the community or schools are routed to the police department's crossing guard coordinator, who will in turn:

- **Evaluate the merits of the request**. The request may summarily be denied for two reasons; the request is for children outside of the elementary grade level or the requesting intersection has an existing pedestrian crossing signal in place.
- **Complete an intersection scoring sheet.** The intersection scoring sheet uses a formula, developed by the City Traffic Engineer, to determine whether a crossing guard is warranted at a location. The score depends on both intersection factors and the numbers of elementary school kids crossing within one block of the requested intersection.
- **Report the results.** If a crossing guard is warranted according to the score sheet, the crossing guard coordinator will report the results to the Assistant Chief of Police. The Assistant Chief of Police will determine when the guard will be assigned based on the needed budget appropriation. The crossing guard coordinator will also contact the requestor to inform them of the placement. If a crossing guard is not warranted according to the score

Figure A-4. Adult School Crossing Guard

Figure A-5. Student Safety Patrols

sheet, the crossing guard coordinator will contact the requestor to explain the results of the score sheet.

- **Review existing positions**. The crossing guard coordinator will ensure the existing positions will be reviewed annually using the score sheet program developed by the traffic engineer. If the score sheet shows a crossing guard is not warranted, the crossing guard coordinator will notify the school district so they can provide notification to the affected families.

Currently, there are crossing guards at the following locations:

- 2100 Campbell Road (near Emerson Elementary School).
- 21st Street and Main Street (near Emerson Elementary School).
- Losey Boulevard and Crowley Place (near Emerson Elementary School).
- 7th Street South and Johnson Street (near Hamilton Early Learning Center and SOTA I).
- George Street and Gillette Street (near Northside Elementary School).
- Gillette Street and Kane Street (near Northside Elementary School).

Table 3. SRTS Enforcement Activities at La Crosse Schools

School Name	Grade Levels	Public or Private	Enforcement	
			Overtime Patrolling	Crossing Guard
Aquinas Middle and High School	MS/HS	Private	x	
Blessed Sacrament School*	ES	Private	x	
Cathedral Elementary*	ES	Private	x	
Central High School	HS	Public		
Emerson Elementary School*	ES	Public	x	x
Faith Baptist School	ES	Private		
First Evangelical Lutheran School	MS	Private	x	
Hamilton Early Learning Ctr & SOTA I*	ES	Public	x	x
Hintgen Elementary School*	ES	Public	x	
Immanuel Lutheran School	MS	Private		
Lincoln Middle & SOTA II & Montessori*	MS	Public	x	
Logan High School	HS	Public		
Logan Middle School*	MS	Public		
Longfellow Middle & La Crosse Design Inst	MS	Public	x	
Mt. Calvary-Grace Lutheran School*	MS	Private	x	
North Woods International School	ES	Public		
Northside Elementary School*	ES	Public	x	x
Providence Academy	K-12	Private		
Southern Bluffs Elementary School*	ES	Public	x	
Spence Elementary School	ES	Public	x	
State Road Elementary School*	ES	Public	x	
Summit Elementary School*	ES	Public	x	

Note: Overtime patrolling tends to be focused around schools in the County's mini-grant program. Schools that are near the focus schools may also be covered during the law enforcement overtime shift. For example, Lincoln Middle school is near Aquinas Middle and High School and First Evangelical Lutheran School, and patrols cover an area that includes all three schools.

** Denote schools currently participating in the mini-grant program. Logan Middle School was a previous mini-grant participant*

Appendix B: Summary of Public Input

This Plan is being developed with input from a wide variety of stakeholders and members of the public.

City of La Crosse Safe Routes to School Plan Steering Committee

The City of La Crosse Safe Routes to School Plan Steering Committee met on a near-monthly basis to oversee the project and also reviewed project deliverables, providing key feedback that guided the development of this plan. Committee members are listed below:

- Linda Lee, Chair
- Jackie Eastwood, La Crosse Area Planning Committee
- Michael Freybler, School District of La Crosse
- Matthew Gallager, City of La Crosse Engineering
- Josh Larson, citizen and parent
- Virginia Loehr, La Crosse County Health Department
- James Longhurst, UW-La Crosse
- Larry Sleznikow, La Crosse City Council
- Sergeant Thomas Walsh, City of La Crosse Police
- Jack Zabrowski, City of La Crosse Planning and Development

Figure 6. A word cloud generated by Steering Committee members that helped determine the Vision Statement for this Plan

December Field Work and Public Input

During a week in December of 2019, four Toole Design staff traveled to La Crosse to conduct field work and gather public input to inform the Plan existing conditions and recommendations. During this time, Toole Design staff members worked with City and County liaisons to conduct surveys of school principals, facilitate a public meeting, and lead four focus groups with La Crosse students.

Principal Surveys

In advance of the meeting, La Crosse school principals were asked to fill out a brief survey asking them about traffic safety concerns that they had at their schools. During fieldwork members of the consultant team also had brief interviews with principals and/or school staff about their arrival dismissal processes and any concerns they had about student travel to and from school.

Figure A-7. Students from Logan Middle School help identify the routes they use to get to school.

December 4, 2019 Public Input Meeting

A public meeting was held on December 4, 2019. About 10 people attended the meeting, and the comments from the meeting helped inform the plan's emphasis on equity and education. Attendees of this meeting also provided valuable input on physical barriers to getting to and from schools by working with staff to mark up large maps. This feedback was used to form some of the infrastructure plan recommendations.

Student Focus Groups

The project team conducted four focus groups with middle school students. At these meetings, staff gave a brief presentation and asked students to discuss how they usually get to school and what they like and dislike about the modes of transportation that they typically use. Staff then asked students to draw their routes to school and other locations that they frequently go on a printed map and identify locations where it is challenging to walk or bike and why. The input provided by these students about where they and their classmates typically walk and bike to and from school directly informed some of the infrastructure plan recommendations.

Stakeholder Interviews and Conversations

The consultant team held many informal conversations with stakeholders during the week of field work, including with staff of the City of La Crosse Planning and Development Department, the La Crosse County Health Department, and Michael Freybler of the School District of La Crosse. During the review of existing plans, policies, and programs, formal interviews were held with Virginia Loehr of the La Crosse County Health Department and Matthew Gallager of the City of La Crosse Engineering department. The consultant team also conducted a second formal interview with Virginia Loehr during the development of the policy and program action plan.

Online Survey

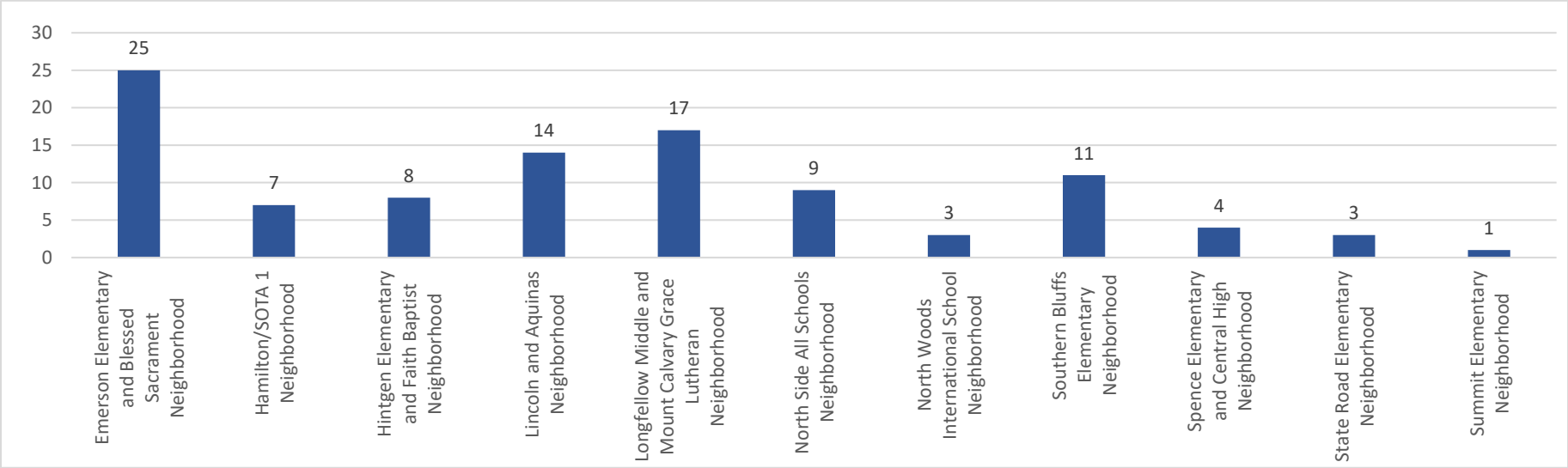
To gather feedback on the initial recommendations in the school neighborhood SRTS plans, staff created an online survey that was posted on the City of La Crosse Planning and Development website between May 21 and July 1, 2020. The survey instructed La Crosse community members to review the school neighborhood plans that were relevant to them, and then take the survey to provide comments on each individual school plan. Some neighborhood plans were comprised of only a single school, while most neighborhood plans included more than one school, in an effort to avoid duplication and produce more meaningful area-wide recommendations.

The instructions and link to the City website were shared on the La Crosse County Public Health's Facebook page, in e-mails to neighborhood committees, and via press release that was shared on several local news outlets.

Summary of Respondents

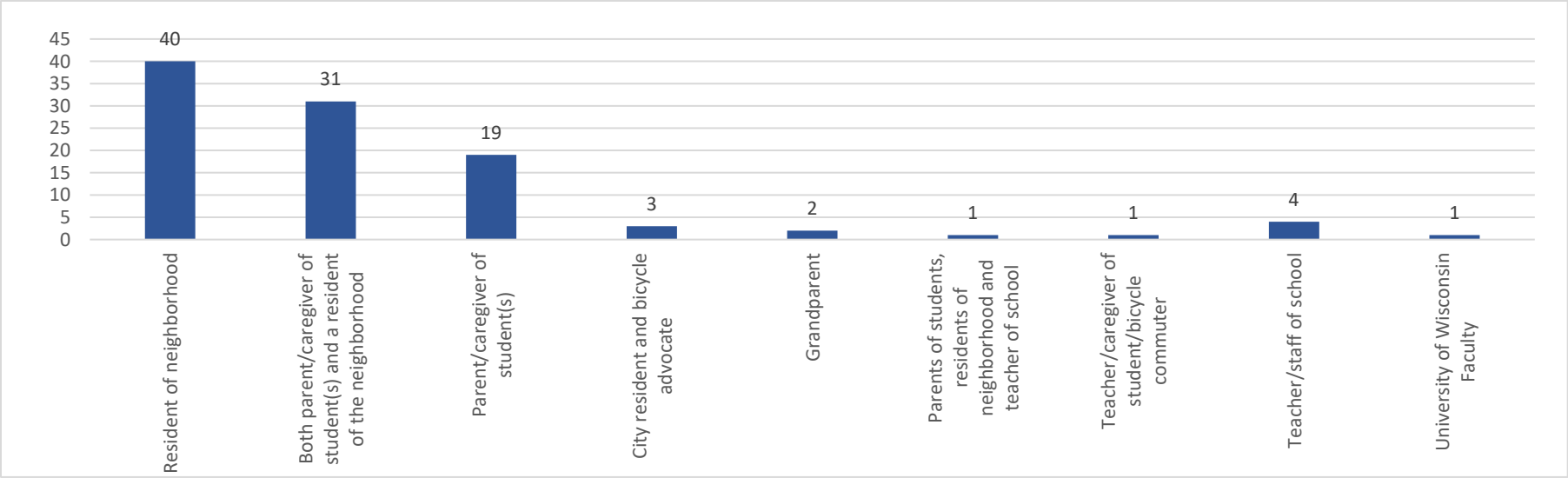
A total of 102 people completed the survey. The full survey responses are in Appendix C. Figure A-8 below shows the breakdown by school neighborhood plan on which respondents wished to comment. Almost a quarter of respondents (25) commented on Emerson Elementary and Blessed Sacrament Neighborhood. 17 respondents commented on the Longfellow Middle and Mount Cavalry Neighborhood.

Figure A-8: Number of Respondents by School Neighborhood Plan



Respondents were also asked to identify their "primary relationship to the school(s) in this neighborhood." As can be seen in Figure A-9**Error! Reference source not found.**, 40 of the respondents selected "resident of the neighborhood." Another 31 respondents identified as "both parents/caregiver of student(s) *and* a resident of the neighborhood." Another 19 respondents identified as a "parent/caregiver of student(s)." There were relatively few other roles identified in the responses.

Figure A-9: Primary Relationship of Respondents to the School(s) in the Neighborhood



Review and Consideration of Comments

Toole Design staff used the survey to identify high-priority infrastructure recommendations in each school neighborhood plan. The survey asked respondents were asked to list the three recommendations that they thought were the most important. If more than three people identified a recommendation as "important", that recommendation was highlighted in the school neighborhood plan. Many survey respondents added comments or suggestions regarding the overall plan, and Toole Design staff considered each of those comments for potential inclusion. At least three city-wide themes emerged from those written comments:

- Curb extensions are controversial in La Crosse. Seven people wrote they do not like curb extensions because they can sometimes interfere with bicycle lanes. However, four people did agree with some of the curb extensions recommendations. The project team stands by the original recommendations for curb extensions. They are a proven safety tool to slow traffic, slow turning cars, and reduce crashes with pedestrians. They can be designed so that they are compatible with bicycle lanes.
- Five people wanted to see more recommendations for protected bike lanes throughout the city. One person called for street reconfiguration on Losey Boulevard to accommodate protected bike lanes. In response to these comments, Toole Design staff took

a closer look at the draft bicycle network and added more protected bike lanes, significantly expanding the original low-stress bicycle network. The final Plan also includes a recommendation for a traffic study of Losey Boulevard to see if it may be within threshold for street reconfiguration, although it is not a likely candidate for separated bike lanes due to the number of driveways and driveway spacing.

- Eight people wanted to see more enforcement recommendations, such as ticketing for excessive speed, not stopping at stop signs near schools. The desire for more enforcement is not in line with the Steering Committee's goals of using enforcement sparingly. Moreover, enforcement has been shown to have short-term effects on driving behavior, while street design has long-term effects.

Demonstration Projects

The City of La Crosse also implemented a demonstration project to illustrate one of the recommended neighborhood greenways in this Plan. Demonstration projects temporarily show the value of the walking or biking project in a community, without having to commit to it long-term. They use low-cost, non-permanent materials such as planters, flexible bollards, spray chalk and cones to temporarily reconfigure the street.

Engineering Documents Prepared for Two Demonstration Projects

The Steering Committee and project staff considered many potential demonstration projects La Crosse, but ultimately chose to prepare engineering documents for the following two projects near priority schools.

School (School Neighborhood Plan)	Location(s)	Demonstration Project	Potential Concerns
Northside Elementary/Coulee Montessori (1 – North Side)	• Kane and Charles Streets in front of school entrances • Intersection of Gillette Street with Kane and Charles Street	• Curb extensions in front of the school's main entrances, creating a "chokedown"	School would not be in session, thus making it difficult to test the effectiveness.
Lincoln Middle School & Hamilton Early Learning Center (3 – Lincoln & Aquinas, 7 – Hamilton)	• 8th Street between Ferry Street and Jackson Street	• Install temporary neighborhood greenway treatments, including traffic calming and signage.	None.

Implementation of 8th Street Neighborhood Greenway Demonstration

In October, Toole Design and City staff assembled a 2-week demonstration of the 8th Street neighborhood greenway between Ferry Street and Jackson Street using cones, traffic barrels, marking paint, silt socks, signs, shared-lane markings (see photo). Due to cancellation of in-person school during the COVID-19 pandemic, the demonstration curb extensions outside the main doors of Northside Elementary and Coulee Montessori are postponed until they can be tested with school arrival and dismissal traffic. The city has the engineering designs for those curb extensions and can test how they work when in-person school resumes at Northside Elementary.

Figure A-10: A temporary curb extension at Jackson Street and 8th Street

Appendix C: Full Online Survey Responses

To gather feedback on the initial recommendations in the school neighborhood SRTS plans, staff created an online survey that was posted on the City of La Crosse Planning and Development website between May 21 and July 1, 2020. The survey instructed La Crosse community members to review the school neighborhood plans that were relevant to them, and then take the survey to provide comments on each individual school plan. Some neighborhood plans were comprised of only a single school, while most neighborhood plans included more than one school, in an effort to avoid duplication and produce more meaningful area-wide recommendations.

Several graphs in Appendix B summarize the survey input. The variety and number of comments received on the online survey were valuable in refining the final plan. Therefore, for future reference, the 102 comments are reproduced below. The identity of the respondents have been removed for anonymity.

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
21	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	Add RRFB to Losey Court/Losey Blvd Crosswalk	Add high visibility crosswalks to all of the intersections at losey blvd. HWY 16 and LaCrosse Street	Install driver speed signs at LaCrosse and Losey Blvd.	I would love it if we had a RRFB at Losey Court/Losey Blvd--also the intersection of Losey, LaCrosse is very treacherous- the walk sign doesn't last long enough for kids to get across.
35	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	Make 23rd Street a greenway	Make King a greenway (finish what has been started)		The crosswalk bumpouts are great for walkers but scary for cyclists. There has to be some way to give walkers a chance to step out, but not force bikes in to the middle of the road. Like the tip of the bumpout as an island? There could be paint and other markings to make sure cyclists slow down. With all that said, Main and State are hard to cross at any street other than 19th, and it would be great to have more crosswalks.

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
49	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	(Losey & Cass) Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approaches on Cass Street, and adequate nighttime lighting.	Construct sidewalks on entirety of Cass Street	Install driver speed feedback signs on both approaches to the intersection.)Losey & Cass)	A crossing guard for Losey at Cass Street would be helpful. Perhaps the next observations should be done in a month where more kids are walking/biking to school. Early December is good for observing car traffic, but maybe not walk/bike traffic.
57	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	2 Add high-visibility crosswalk markings on all legs of the intersection. (Short Term) & Tighten the curb radii on all legs of the intersection and the installation of new curb ramps that line up with crosswalks at all corners. (Long Term)	7 Extend existing curb in front of school property. (Medium Term)	3 Install advance Yield Here To Pedestrians sign and yield line. (Short Term)	Traffic enforcement needs to be a priority during school hours.
64	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	Safe crossing of La Crosse Street near Myrick Park	Curb extensions at Main and 24th/21st	Address crossing at La Crosse and Losey	Traffic around Emerson at drop off and pick up is busy...any way to encourage more biking and walking to school would help traffic around the school.
66	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	21st and Main - Adding longterm solutions for safe crossing	24th and Cass - proximity to Losey and speed of traffic turning onto Cass from Losey		
68	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	Keep the crossing guard on Main Street and 21st	Keep the crossing guard at Emerson School	Slight upgrade to police presence on Main and Cass during high student traffic times	The crossing guards are valuable resources who take their jobs serious and keep our children safe. They are personable and try to know everyone. Definitely a community asset!
78	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	There needs to be a blinking crosswalk at La Crosse Street at Myrick Park Lane (near the old	22nd St N greenway is a nice idea	more enforcement of speed limit on Campbell road	Thank you for your hard work, looks great!

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
			UWL Tennis Courts). Cars DO NOT STOP, and the flags are often taken or broken. The blinking crosswalk on State Road by Festival and the other one on Losey by Kwik Trip are great.			
79	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	Road markings and other measures on Losey and la Crosse st.	Free busing for students who would need to cross Losey	Flashing crosswalk signs	Crossing measures for Cass street Would also be nice.
82	Emerson & Blessed Sacrament	Both parent/caregiver of student(s) and neighborhood resident	Addressing crossing on Main Street	Addressing crossing La Crosse St	Higher visibility markers at all sites	
7	Emerson & Blessed Sacrament	Parent/caregiver of student(s)	Bus traffic within the neighborhood	Speed of vehicles	Parked cars along the route hinder visibility.	
16	Emerson & Blessed Sacrament	Parent/caregiver of student(s)	Assign a crossing guard to the area of La Crosse Street and Myrick Park Lane.	21st and Main: Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approach,	La Crosse Street: Add buffers and vertical protection to existing bike lanes by narrowing vehicle travel lanes	Making the neighborhood safe for children to walk to school benefits ALL residents of the neighborhood by making it safer for us to walk. Adults who work at the schools, residents visiting other residents, residents who work at the university. This is a very important topic, to make walking safer and reduce dependency on automobile travel.
98	Emerson & Blessed Sacrament	Parent/caregiver of student(s)	Crossing Guard on La Crosse Street at Myrick Park Lane. These families deserve to have walk-ability and bussing them I feel is not an equitable solution as they are definitely close enough to	Improvements to Losey and Cass	Extending Sidewalks across rail road tracks on Cass Street	

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
			walk, we just need to make it safe to do so..			
100	Emerson & Blessed Sacrament	Parent/caregiver of student(s)	Neighborhood greenway on King Street	median refuge island at the intersection of Cass and Losey	curb extensions across 24th Street and Main	Thank you for making changes to encourage walking and biking to school
4	Emerson & Blessed Sacrament	Resident of neighborhood	Cass St. & the Railroad tracks - no continuous sidewalk	29th St near Cliffwood Ln - no sidewalk over the ditch - on the north side walk is there but then stops and children need to step onto the bridge over the ditch and walk into traffic.It is very difficult to see the other side of the street because of the steep grade of the street.		Cass St was mentioned but nothing was said about 29th street where the sidewalk ends and children need to walk or bike on the street with limited view for drivers or walkers
11	Emerson & Blessed Sacrament	Resident of neighborhood	Greenway on King Street	Crossing Guard at La Crosse Street and Myrick Park Lane	Make Losey & La Crosse Street intersection safer for bikers and walkers!	Cass Street bump outs are horrible for walkers, bikers, and drivers. This was a failure and should be revisited. Children are not safer with these bump outs!
29	Emerson & Blessed Sacrament	Resident of neighborhood	Enforce speed limits	Enforce speed limits	Enforce speed limits	Main st has become a speedway . Where is the enforcement?
42	Emerson & Blessed Sacrament	Resident of neighborhood	Crossing guard at La Crosse Street and Myrick Park Lane	Install sidewalk on Cass Street, east of Losey Blvd		
48	Emerson & Blessed Sacrament	Resident of neighborhood	Flashing beacons	Driver feedback	Greenway on King Street	When driving I find the flashing beacons very effective.

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
52	Emerson & Blessed Sacrament	Resident of neighborhood	Main St buffered bike lanes	La Crosse St protected bike lanes	Cass St sidewalk extensions	Three important omissions in the reports: 1. Curb bump outs can create unintended conflicts between bikes and motor vehicles as they cut into bike lanes or the typical travel path of bikes. 2. A significant wintertime impediment to walking is clearing the sidewalks of snow and ice in a timely and complete manner. Enforcement of the sidewalk clearing rules in the city seems minimal, yet there is certainly an opportunity to organize either a city-funded or neighborhood volunteer effort to ensure certain paths to schools are cleared promptly (before school) maintained free of ice through the winter. Snow may be a nuisance, but ice can present serious hazards. 3. Traffic signals need to be triggerable by cyclists without pushing a pedestrian crosswalk button. It can be very frustrating trying to cross West Ave at any signal, or La Crosse Street at East Ave, where signals may be triggered by the presence of a car, but not by bicycles. Clearly marking a loop detector location (bikes do have enough metal to trigger if directly over and aligned with a loop detector) or using cameras that can detect and give waiting cyclists the same priority as a waiting car would be significant improvements. An additional observation - this may be anecdotal, but it seems that many motorists rapidly accelerate after passing traffic calming features to make up the second or two they "lost" slowing for the feature. I don't know if this data collection would show this to be true, but it seems to affect the safety between features. Finally, I think there should be better messaging to residents about the Greenways that are being designated. I have seen little in the news, nor has there been any communication directly from the city. They don't fully make sense. It's a good idea to encourage biking on lighter traffic streets (e.g. King as

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
						an alternative to Cass or Main), but these also cross major thoroughfares such as Cass, Main, and 16th St at locations that do not have stop signs for cross-traffic.
54	Emerson & Blessed Sacrament	Resident of neighborhood	Keep the school viable			
92	Emerson & Blessed Sacrament	Resident of neighborhood	Install driver speed feedback sign on la crosse street at Myrick Park.	Add buffer and vehicle protection to bike lanes on la crosse street	High visibility crosswalk at Losey and La Crosse street.	Making crossing La Crosse street and Losey the high priority items which have the greatest impact as they are intimidating streets to cross due to high vehicle volumes and speeds.
106	Emerson & Blessed Sacrament	Resident of neighborhood	Do something about speeding on Cass Street.	Enforce stopping at Cass and 16th four-way stop. One quarter of vehicles slow but don't stop.	Cass Street is designated as a "no truck" street but semis and other large trucks are common.	
107	Emerson & Blessed Sacrament	Resident of neighborhood	Safety crossing Losey and Main streets	School close to university, traffic from it	Road conditions	
95	Emerson & Blessed Sacrament	University of Wisconsin faculty				Will any provisions for University students be considered in the plan? There is significant need for students crossing La Crosse St. and West Ave. during all times of day. At night the lighting is poor at La Crosse St. & Oakland St. While an on-demand crossing light has helped West Ave. & Pine St., a great volume of traffic still crosses at Badger St. with poor visibility due to multiple lanes. The crossing at Oakland St. is difficult because of cars frequently turning. Could additional on-demand, flashing light crosswalk signs be

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
						installed in this two locations? Would a project light these need to be done in conjunction with the State due to it being a need of University students? Who would be a good advocate or champion here? Thanks for consideration!
25	Hamilton/SOTA 1	Parent/caregiver of student(s)	Moving the city bus stop to the block south of the school. It sits right where parents drop off and pick up students.	Peer and parent crossing guards on all sides of the school.	Flashing crosswalk signs.	
96	Hamilton/SOTA 1	Parent/caregiver of student(s)	Increased safety for people crossing West ave between Jackson and Green Bay st	Create a greenway that runs north and south (8th St?) and one that runs East and West (Johnson)	Crossing guard on the corner of Jackson and 7th St. Tons of kids cross there and it is a super busy intersection.	Thank you for trying to make our community a better and safer place to live. It is much appreciated and noticed.
55	Hamilton/SOTA 1	Resident of neighborhood	Safety - West Ave. & Jackson Intersection - Reprogram traffic signals	West Ave. & Johnson at adjacent to Powell Park - Add high-visibility crosswalks on all legs of intersection	7th St. in Front of Hamilton - 1st recommendation - both points	I see a great deal of hard work. I'm impressed with the analysis and the recommendations.
71	Hamilton/SOTA 1	Resident of neighborhood	Traffic flow in the morning and evening	People driving faster than the posted speed limit	Cars not yielding to pedestrians in the crosswalk	
91	Hamilton/SOTA 1	Resident of neighborhood	Bike lane on Jackson St. to slow traffic	Safer crossing with pedestrian island to cross west Ave. at Jackson	Improve safety of 7th and Jackson crossing	
5	Hamilton/SOTA 1	Resident of neighborhood	crossing West Avenue is very dangerous (West Ave and Jackson)	West Avenue and Johnson		The rest of the options I didnt think were as high of a priority Missing here is West Avenue and Farnam that area is very dangerous to cross

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
6	Hamilton/SOTA 1	Resident of neighborhood	Change dismissal procedures, so that family vehicles do not back up excessively.	Relocate driver speed feedback sign to West Avenue.	Build a neighborhood greenway on 8th Street.	Strictly enforce speed limits, especially on Jackson and West Avenue, but city-wide. Traffic speed is not being enforced anywhere in the city. There is both a safety issue, and a needlessly untapped source of city revenue here.
37	Hintgen & Faith Baptist	Both parent/caregiver of student(s) and neighborhood resident	Continuous sidewalks on 28th and 29th streets	Install curb extensions to shorten pedestrian crossing distance on 28th St and Birch	Adding stop signs where their currently aren't any	I would still like the culdasac at the end of 29th street to be addressed. It is very small and many parents drop their children off via car and then attempt to turn around. Perhaps if their was a sidewalk there it would be helpful. I would also encourage my children to walk 29th St to Birch and enter school grounds via 28th St. rather then on the side via 29th street (we live on 29th street). There would need to be sidewalks and stop signs on Birch Street.
87	Hintgen & Faith Baptist	Both parent/caregiver of student(s) and neighborhood resident	28th Street sidewalk not necessary. Crosswalks would be helpful where current sidewalks are.	28th Street needs more yield signs, I know it's a busy route but cars go too fast.	#2 Circle driveway is needed. Would help the traffic on that street.that street	I used to live on Hass Street. There weren't many speeding cars because there is a stop sign. I just purchased a home on 28th Street and have witnessed some crazy drivers. I am not in favor of a sidewalk going in my front yard. My front door is not far from the street as it is, with a sidewalk that foot traffic would be too close to my home. Understandably, a sidewalk would keep children off the street. I just feel the real issue is the traffic coming from Diagonal St. and turning on 28th, they are always speeding.
88	Hintgen & Faith Baptist	Both parent/caregiver of student(s) and neighborhood resident	Bussing available from arrowhead apartments to hintgen	More sidewalks	Bussing from arrowhead apartments	It is too far to walk from our house 3009 33rd St. Plus there are train tracks the kids would have to walk over. Please provide bussing
23	Hintgen & Faith Baptist	City resident and bicycle advocate	Reconstruct sidewalks to provide a wider surface that could be used as a multi-use path for people biking and walking along Broadview Place.	Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. MOVE AND INCENTIVIZE DROP	Add stop signs at intersections where there currently are none.	I would add/prioritize these recommendations which are not listed currently in addition to 7.-9. above: 1. Use removable bollards to block cars from the circle drive in front of Hintgen (that was a mistake that invites even more cars) and allow only bike/ped there (but bollards are removable for teachers, deliveries, etc). 2. For those who must drop off/pick up children, make the drop zone on 29th Street so as not to clog

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				OFF/PICK UP (see 10. below)		up the main street where buses (school and city) are and where most car traffic is. Designate the 29th street entrance for drop off/pick up and only for those who have a good reason - ie not someone who lives at 27th and Haas. Work individually with families to assess whether they really need to drive their kid four blocks to school. 3. Use the EPA No Idle toolkit (https://www.epa.gov/schools/idle-free-schools-toolkit-healthy-school-environment) to educate parents about the disaster of idling cars and de-incentivize driving by blocking nearby parking places and rewarding walking or biking to school with aprizes, coupons for free stuff, recognition in the paper or other media, etc. 4. Repurpose the east6 to 8' of 28th street as a buffered/protected bike ped lane. Many people walk in this neighborhood and there are few sidewalks and residents DO NOT want to install sidewalks. Few people park along 28th which is a pretty wide street. Narrowing it with a safe bike/ped zone taken off one side would also slow traffic. 4. Provide incentives for school staff to not drive - payment, free bike, free bus pass, etc. Role models make a difference. 5. Institute a DISTRICT-WIDE Bike School, after school program, and make it the coolest thing ever so everyone wants to participate. Reward those who do with a free bike, free bike stuff, the ability to help teach as they get older, free bike trips or outings, etc. (see bicycledutch.wordpress.com/2010/04/19/bicycle-training-in-the-netherlands/ AND https://mobycon.com/updates/the-five-pillars-of-dutch-children-cycling/) If we want EVERYONE to bike, including school children, we must push back HARD against the car-centric "autologica" viewpoint that cars are kings. Is it safe to send a 10 year old on a busy street because there's a white bicycle painted there?

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						No. What would be safe is if there were a totally separated from car-traffic, smooth, direct pathway just for bicycles that goes straight to and from where people need to go, including schools. Is it equitable for communities to spend most of their transportation money providing faster and more direct lanes plus plush storage space on more than half (in some cases) of public property for CARS? It is not. What we need is to re-imagine all the streets, parking lots, parking ramps, and highways as PUBLIC SPACE and then consider what is the most fair division of the use of that space, including for children, old people, people who don't/can't drive cars, and the environment. So, to me, SRTS, must be at the forefront of educating AND pushing for a new way of thinking. Safe children or fast trips? Enjoyable neighborhoods or speeding metal death machines (I think you see where I stand on this issue.) And, for god's sake! do not use more greenhouse gas emitting, expensive, permanent concrete to construct idiotic bump-outs, islands, and other concrete junk that is a danger to everyone. If you must narrow streets do so by rethinking the street as a blank public space and then a narrower car section and a new bike/ped section separated by planters, bollards, boulders, turtles, or other (see https://peopleforbikes.org/blog/wonktastic-chart-rates-15-different-ways-to-protect-bike-lanes/)
89	Hintgen & Faith Baptist	Resident of neighborhood	Sidewalks	Traffic yield or stop signs		
93	Hintgen & Faith Baptist	Resident of neighborhood	sidewalks	some additional stop or yeild signs to slow down traffic		I'm a part of the Hintgen Neighborhood Association and we have many residents say that the traffic is just way too fast in the area around the school when traffic is heavy. They want more traffic signs

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101	Hintgen & Faith Baptist	Resident of neighborhood	Sidewalks			
2	Hintgen & Faith Baptist	Teacher/staff of school	Crosswalks painted in	More sidewalks		
44	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Both parent/caregiver of student(s) and neighborhood resident	Change start school time so it is later for safer walking and bike riding	Have safer and more option areas to lock your bike.	Have route more clear for families heading West to Lincoln to go down King and cross at Cass and West and then a more clearer route of where would be the safest route to take from Aquinas to Lincoln.	I wish Logan and Central High were added to the plan. We attend Logan High and found concerns therefore did not bike as much as we would like. In the past, we attended Coulee Montessori at Northside and only biked once due to lack of a safe, direct route. It would be nice to have the overpass on Lang Drive be more bike and walking friendly (enclosed fence or separate bridge to use like they have on French Island). Anyone going to Northside from Ferry Street area (school boundary), you have to take a route to get around the train tracks which makes anyone not want to bike. You are taking a risk walking or biking the overpass due to the narrow sidewalk and traffic moving rather quickly.
51	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Both parent/caregiver of student(s) and neighborhood resident				We live on Heritage Court..my wife and I are advocates of walking and biking..both are kids did and have biked and walked to State Road and now Lincoln. My problem is the distance. My son has been crossing not one, but two busy state Hwy's to get to Lincoln. At Losey and then West. The neighborhoods east of Losey should be going to Longfellow. You should try it, Put your 11 yr old on his bike and watch him leave in the morning light and say a prayer he crosses both those highways without getting killed. I'd like to cut that risk in half, and only have him cross one highway to school.
80	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First	Both parent/caregiver of student(s) and neighborhood resident	adding cross walk beacon at west and division (4)	pedestrian island at market and west (6)	unlock 9th street door to encourage drop off there (13)	

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	Evangelical Lutheran, Cathedral)					
9	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Parent/caregiver of student(s)	Leading pedestrian intervals	New bike racks that allow for more secure locking	Install reduced speed signs both directions on Cass and West Ave	We have a green way for bikes on King, yet people continue to use other streets. Ferry is listed as a greenway option, but I see Division used more than Ferry for bikers. Also, how would making Ferry a greenway affect busses for Lincoln. Use Division for a greenway ratger than Ferry and it would serve both school better. Post a no left turns at 11th and Cass during the peak hours, then people have to go down to 10th, alleviating backup into West Ave. Last, add the new Polytechnic school into the plan with Aquinas and Lincoln.
40	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Parent/caregiver of student(s)	Driver education a better understanding, patients, and acceptance of children learning how to properly navigate and understand the rules of the road	Improved bike lanes and an increase in signage	Filled in pot holes	
45	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Parent/caregiver of student(s)	Street lighting in Lincoln neighborhood.	Making it safer for kids to cross West Ave.		I need to comment on Lincoln not wanting parents to drop kids off on the Ferry St side of the building. That is the ONLY door that kids are allowed to enter in the morning. I usually drop my kid off on 9th St, but if it's cold and 20 below 0, I am not going to drop him off on 9th St and make him walk around the corner to the cafeteria doors. If Lincoln wants us to drop off on 9th St, then I would suggest that they allow kids to enter through the main office doors, like they used to.
56	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First	Parent/caregiver of student(s)	Protected bike lanes. Physically separated from cars.	Protected bike lanes. Physically separated from cars.	A cohesive bike lane system that connects schools to all parts of the city.	

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	Evangelical Lutheran, Cathedral)					
59	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Parent/caregiver of student(s)	High visibility crosswalk markings.	Extend median for pedestrian refuge.	LPI signals	I don't like the curb extensions on Cass. Makes it more dangerous in my opinion.
97	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Parent/caregiver of student(s)	Later start for Middle School - this should be a high priority not 5-10 years out	Enhancements to Cass/West crossing including pedestrian lead time and refuge	Enhance communication (and enforcement) of driver expectations during pick up and drop off	
104	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Principal - Cathedral School	School ZONE signs posted along Ferry Street on 13th and 14th Street so there is a clear indication that this is a school area.	Paring restriction signs clearly in place to keep parents from parking where buses need to load and unload.	Crossing guard along West Avenue somewhere between Market Street and Cass Street to assist those walking and/or biking to Cathedral School.	Thank you for the time and effort put into this project. The safety of all children and families is of utmost importance.
47	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Resident of neighborhood	Fix West Ave and Cass signage and add a safe median	Fix West Ave and Ferry intersection	Fix West Ave and Market intersection	Improve bike parking structures so that bicycles can be properly locked. Encourage this at private schools, pay for it at public schools

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58	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Resident of neighborhood	Reprogram the signal at Cass and West Ave to add a leading pedestrian interval	Add a neighborhood greenway on Ferry St	Narrow travel lanes to 10ft on West Ave	In the long term, reduce West Ave to three lanes, one of which would be a center turn lane. It would free up space to plant street trees as well as add new bike lanes.
61	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Resident of neighborhood	Widen median at West and Cameron	LPI at West and Cass	Neighborhood greenway on 8th Street	I had a difficult time choosing because West Avenue is such an enormous barrier to safe walking and biking. I would have ranked LPI at West and Cass first, but when I learned that a lot of students are crossing at Cameron, slowing drivers down there seemed even more urgent.
62	Lincoln & Aquinas (Lincoln Middle, Aquinas Middle & High, First Evangelical Lutheran, Cathedral)	Resident of neighborhood	Keep the driver feedback signs up and going at all times, with cameras that flag offenders.	Wider surfaces/medians for walkers surrounded by oodles of paint wherever you can get them in.	A greenway on Division rather than Ferry makes more sense. Dissuade the kids from going past the Mayo parking and campus area at Ferry. Have a discussion with Mayo so their employees go South to leave the campus (Market) and come in from the South. Lincoln parents and kids should only come in from the North and leave from the North. Never the twain should meet.	Walking school bus should be available from 4 directions for walking and biking kids. Much like crossing guards, walking school bus people would love this job! We have so many retirees that have time to give.

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46	Longfellow & Mount Calvary Grace	Both parent/caregiver of student(s) and neighborhood resident	There is absolutely no safe way to cross State Road between 17th St and Losey Blvd.	Jackson St/State Road as it stands now is too wide, too fast, and too trafficked to be a safe passageway for children.	Traffic spilling into neighborhoods to avoid Losey/State Rd is a huge problem for safety, especially blocks closest to the intersection	How are you going to address the spaces between neighborhoods? That are gray on the map?
85	Longfellow & Mount Calvary Grace	Both parent/caregiver of student(s) and neighborhood resident	Recognizing that elementary age children cannot safely cross highway 33 at 32nd street, the intersection has a lot going on	I will continue to harp on Hwy 33 being very unsafe crossing		I didn't see the intersection at state road and losey directly addressed other than stating it is unsafe. This should be priority number one. We have lobbied the city to simply get the crosswalks painted and it is hasn't been done yet. It was hard for me to read but it looks like there was a fatality at this intersection and yet the crosswalk isn't painted.
99	Longfellow & Mount Calvary Grace	Both parent/caregiver of student(s) and neighborhood resident	Safe crossing, especially of major streets	Bike friendly at school (places to park bikes and encouraged by staff)	Safer routes	For any school, this will have to be a cultural shift where biking or walking is encouraged for wellbeing, not just transportation or because you cannot get a ride. And bike or walk to school encouragement cannot just be a day or week.
105	Longfellow & Mount Calvary Grace	Both parent/caregiver of student(s) and neighborhood resident	Bike lanes	Speed bumps between 21rst and 22nd on Farnam St.	Designated parking during pick up and drop off hours	People often spend through our neighborhood. Weve seen multiple people go through the stop sign on 21rst in Farnam. Maybe a roundabout here?
108	Longfellow & Mount Calvary Grace	Both parent/caregiver of student(s) and neighborhood resident	Make all intersections 4 way stops so kids don’t get run down crossing the street.	Speed cameras on Redfield (electronic speeding tickets around schools).	Crossing guards at intersections or cross walks with flashing lights.	Dedicated bike lanes so more kids can safely fuse to school.
110	Longfellow & Mount Calvary Grace	Both parent/caregiver of student(s) and neighborhood resident	8-crossing improvements on Park Avenue	10-16th and Farnam	9-16th and Park	As a parent I would love to see some improvements on Park Avenue to slow cars down and make it safer for kids to cross the street to get to the park. There is no painted crosswalk or anything indicated pedestrians may be crossing and cars can travel down Park pretty fast from 19th street up to 16th. Cars also park right up to the sidewalk section on the north side of

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						the block that seems to indicate people would be crossing so it is really hard for kids to cross and see oncoming traffic. it is encourage an unsafe pedestrian habit of crossing between parked cars and it would be great if parking were restricted on either side of this area, an actual crosswalk was added, and signage was installed. 16th and Farnam is an interesting intersection and not an easy one to cross if you are walking in the neighborhood. Also just a note that the new-ish stop signs on 17th and Farnam are ignored all the time and cars roll through even when pedestrians are ready to cross. This would be a great spot for some targeted enforcement. 16th and Park-just adding this to say that it's great to see the new traffic circle and hope this will slow traffic and make crossing at 16th and Park safer for kids. This would be my child's route to school and the new crosswalks make it much more obvious that pedestrians will be present. Thanks to our neighborhood for doing that!
31	Longfellow & Mount Calvary Grace	City resident and bicycle advocate	Reduce the travel lanRemove on-street parking on GB St to provide buffered bike lanes and reduce speeding	Establish “positive behavior” expectations for families, students, and staff during arrival and dismissal. AND ban pick up/drop off/idling near school except for approved families. Work with families to adjust their behaviors and expectations. Use the no idle toolkit from the EPA. Give stickers or other visible approval to pick up/drop off to those who	Most of your solutions are like begging the car overlords for a few crumbs of bread. What'd more important? Safety or car speed? They will not give up dominance unless they are pushed.	It's very sad that none of the plans addresses the utter failure of the city to follow through on the promised protected bike lanes for Losey Boulevard, a major direct N-S route that many people ride daily. It's clear that major student populations are located along this important route, but there are no plans to ensure a safe bikeway there? That should be the number one concern. After all, a whole lane has been prepared and stands waiting, mostly totally empty, for any car driver wishing to make a left turn, but nothing for cyclists. Also, why aren't high schools or their students included in any of this? They should be a top priority. With Central along Losey, that's one more reason to demand adequate safe bike infrastructure on that street. So I would add the following: 1. Repurpose the east lane on Losey for a 2-way protected bike lane buffered with

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				really need it. Add dis-incentives.		bollards, and use the turn lane as the second S-N lane OR otherwise follow the community-agreed Toole Goup plan for Losey. 2. Institute a strong incentive program for all (including HS) students to bike or walk. Charge big for parking/idling near schools, give financial or other rewards to biker/walkers. Include parents. Include staff. Consider environment and health impacts when preferring or discouraging modes of transport. 3. Include free bike training classes and free bikes for participants. 4. Educate students about how most of the world travels and how bike, ped, transit are used in other places. Help them see car-centric expectations are ignorant. 5. Do not install any.more concrete chutes, bumps, islands, barriers on any streets! Concrete is an environmental disaster, it's dangerous, and it is unyielding. Instead prefer flexible, enviro-friendly ways to direct and re-direct flow and behavior.
12	Longfellow & Mount Calvary Grace	Parent/caregiver of student(s)	Extra safety measures needed on South Ave/15th St.	Guaranteed busing for students across South Ave.	Dedicated drop off of some sort for students at Longfellow	The school boundaries for Longfellow make kids cross multiple busy, dangerous streets. This makes it very difficult to allow students to bike or walk to school.
3	Longfellow & Mount Calvary Grace	Resident of neighborhood	Stop signs			Don't add curb bump outs. Makes biking difficult and makes it harder for vehicles to turn.
17	Longfellow & Mount Calvary Grace	Resident of neighborhood	safe, established routes	safe crossing areas		Just have a concern about bikes at school, my kids use to bike until their bike was stolen from the school bike rack.
32	Longfellow & Mount Calvary Grace	Resident of neighborhood	All four corners around Longfellow should be four way stops.	A RRFB crossing should be added at 21st and Greenbay St. Drivers that are headed east during an early morning commute are face with harsh morning sun that severely impact	There is no place for cars to pull over to drop off students around the school with out somewhat blocking traffic, which causes	A stop sign was added on Redfield Street and 20th street, however a very large white bus is parked on the south side of the street most of the time and its proximity to the stop sign make it hard to see or know that the stop sign is there until you are almost right at it. Many times we have observed cars that fail to stop because they couldn't see the sign due to the large bus.

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				the ability to see students who are trying to cross a very busy street (GreenbaySt.)	backups on Redfield street.	
60	Longfellow & Mount Calvary Grace	Resident of neighborhood	Crossing a street	Cars giving right of way to pedestrians	Crossing busy street	I would like to see discussed and put in a flashing crosswalk beacons line on the corner of 21st and State Road. Cars never slow up or do they stop to let folks get across the street. I am sure a lot of people have the same problem, please install a flashing crosswalk
63	Longfellow & Mount Calvary Grace	Resident of neighborhood	19th and Denton: Convert intersection to 4-way stop.	Bicycle Parking at Longfellow Middle: • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking.	16th Street and Farnam Street: Tighten up the curb radii on all legs of the intersection, close the slip lane on the east side of the intersection, and install new curb ramps that line up with crosswalks at all corners.	I would suggest extending the "positive behavior" recommendations to include teachers and staff. They would set a good example for the students and community as well as reducing concerns about lack of parking around the school.
69	Longfellow & Mount Calvary Grace	Resident of neighborhood	10	4	11	
77	Longfellow & Mount Calvary Grace	Resident of neighborhood	Neighborhood greenway on Farnam St.	Paved trail near Trane Park running in same direction as South Ave.	Buffered bike lane on Green Bay St.	
90	Longfellow & Mount Calvary Grace	Resident of neighborhood	protected bike lanes on Jackson/state road	Green Bay Street bike lanes	Farnam Street neighborhood greenway	Thank you to everyone for developing such a detailed plan. I hope we can continue the momentum to implement a large majority of the items called for. One of the stated objectives of SRTS is to “Develop a network of bike boulevards that will be comfortable for users of all ages and abilities”. With that in mind, I would love to see the City move forward with physically protected bike lanes as the default infrastructure choice (on

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						appropriate sized roads). Cities all over the world are doing this and it leads to large increases in ridership and safety. With the goal of providing safe routes to school, we need to start eliminating underused parking/travel lanes and getting our bicycle network connected and up to speed with 21st century design principles. As a future parent, I will be so much more at ease riding with my child and then having them eventually ride alone, in a protected lane. Other comments - in general I like curb bump outs, but please do not install them where bike lanes are also called for in a way that require bicycles to leave the bike lane to maneuver around the bump out (like 7th street going through western TC campus). Demonstration projects are an outstanding idea, especially because we have so many citizens who could benefit from experiencing infrastructure that they may not be able to understand the benefits of. I think a lot of drivers would realize that bike infrastructure benefits them too. I am particularly excited about the idea of the separated bike lanes on Jackson Street and think this would be of benefit to so many of our city's children at numerous schools a short distance off of Jackson Street to both the north and the south. There are a lot of other great ideas in the plan that I strongly support as well - curb extensions at Longfellow, updated bike racks at all the schools, RFB on Green Bay for peds, changes to benefit peds at state rd/losey intersection, East avenue bike lanes being extended north and south so they connect to other infrastructure (they're orphans at the moment) and eliminating auto lanes south of Jackson St on West Ave to replace with bike

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						lanes (physically protected hopefully). My only other plea is that we start developing a plan for bicycles to get through the state rd/losey intersection, especially given existing plan to put bike lanes on Jackson/state road and the SRTS recommendation for 5' bike lane over the viaduct. in addition to physically separated bike lane, dedicated bicycle signals would be huge benefit here since its such a big intersection.
94	Longfellow & Mount Calvary Grace	Resident of neighborhood	Protected bikeways on Jackson street	Farnam street neighborhood greenway	Greenbay bike lanes	Thank you for developing such a detailed plan - I really hope we are able to build momentum to get these ideas implemented. I think it is important for the City to make a goal to use protected bike lanes as a default infrastructure choice when possible. This will make it easier for everyone to feel comfortable to ride their bikes around La Crosse. I used to live in Minneapolis and I saw first hand that the use of protected bike lanes made it possible for riders of all abilities to use their bikes. To ride in La Crosse now you need to have a level of comfortability with being near fast cars and protected bike lanes would eliminate that fear and make the roads safer for riders/pedestrians. As a future parent, I would feel more comfortable letting my child bike around with protections put in place. Also, I see that there are places in the plan that call for bump outs and a bike lane. I hope we don't see the result being that riders have to weave in and out of traffic to accommodate for the bump out. I love the idea of demonstration projects -- people need to see that the benefits of these ideas, especially those that focus on parking on some of these roads. If they can see that it isn't going to be as big of a deal as they think it will be -- maybe we can get more people on board with these ideas! Finally, I hope we can incorporate a plan to get bikes through the state road/losey intersection - it is a big

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						intersection that I think needs a bike lane or a bike signal... it would complement the state road/Jackson plan. Again, thank you for your great work! If there is anything that I can do to support this moving forward -- please let me know!
20	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Both parent/caregiver of student(s) and neighborhood resident	George Street better intersection integration all round this is the most busiest intersection and a lot of children cross and a lot of vehicles don't even pay attention.	Gillette Street between George and Rose bike lanes and better cross guards at certain roads like Charles St. I think also that the speed limit during school hours of 7-4 should only be 15 miles an hour. Also the intersection of Kane and Gillette where the library is also very busy and vehicles block this because of the parking going east towards George because of the light is very difficult. I think no parking from Kane St. to George Street would help this problem because it is a very short block as it is.	Charles and Kane one way streets Kane and Rublee this intersection is terrible just bad I think making these one-way or a more suitable way for both children and parents to walk across the street as there is issues with buses coming out and going north and this then blocks vehicles. IT is also hard for the buses to even get out and going north when there is parked vehicles in the way.	I believe that all schools should have a one-way street that is at least two blocks each way, as this will help loosen the congestion of many people waiting to pick up their children and keep the pace moving more slowly. Either this or make the bus area a more safe way to pick up children. And the no parking on school blocks is getting out of hand if you don't want to park then make it a narrow one way. It works great over by School District.
26	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Both parent/caregiver of student(s) and neighborhood resident	One-way streets on Kane/Charles around NS/CM	Adding more reduced speed zones around the middle and elementary schools	Adding safe pedestrian crossing at Clinton and George	The plan completely failed to address the ineffective crosswalk at Gilette and Charles. Only the crossing at Kane Street is staffed by a crossing guard, leaving Montessori families to deal with a dangerous intersection where drivers never yield to pedestrians.

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
65	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Grandparent	Safety	safety	safety	There is no safety in your plans for the children who go to Logan schools. My grand kids live on Indian Hills for them to go to school they face Semis, train tracks , busy traffic. bike paths what A joke....
13	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Parent/caregiver of student(s)	Better traffic control on Gillette St			
38	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Resident of neighborhood	safety	6-9 months of useage	age of users	i like the idea of school age children and young adults giving them an alternative other than driving and buses
73	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Resident of neighborhood	safety	education	median island	get BBBB involved for support and media along with bike racks
109	North Side (Northside Elem, Logan Middle,	Resident of neighborhood	Prioritizing schools with high potential to increase the no. of	Leveraging partnerships	Expand Midlle school SRTS programming	Install as many side walks as possible along typical walking routes to school. Stopping sidewalks mid-block forcing kids to walk in the street is just unacceptable. If we want safe walks to

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
	Logan High, Immanual Lutheran, Providence Acad)		students walking and biking to school			school for children? Keep them off the streets and on sidewalks. If people don't want sidewalks in front of their house? I'm sorry but we have to keep pedestrians safe. Thanks to the committee for all the hard work in completing this important tudy!
24	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Teacher/caregiver of student/bicycle commuter	Bicycle parking at Logan High School	George Street viaduct over the railroad tracks	Bicycle Parking at Logan Middle School	For bicycle riders traveling along Lang Dr./George St. the sidewalks and/or bike lanes need to be better maintained with at least weekly sweeping to remove sand, rocks, glass, etc. For bicycle riders traveling through the marsh on the paved trail, the low spot that has been flooded over for the better part of three years needs to have a bridge built over it to allow for trail use during times of high water in the marsh.
39	North Side (Northside Elem, Logan Middle, Logan High, Immanual Lutheran, Providence Acad)	Teacher/staff of school	continue existing practices	sidewalks on South side of rublee	encourage walking and biking	I was disappointed to learn that creating a one way street around the school was not considered.
53	North Woods International	Parent/caregiver of student(s)	Construct sidewalks where there are gaps and repair existing sidewalks to provide accessible route for all users (specifically on County Road B east of the school - extremely dangerous as is and I see kids walking to school along this section daily)	Install ADA-compliant curb ramps on the Brackenwood Court and Sablewood drive sidewalks	Bike racks	I think this is an inherently flawed plan, especially since it does nothing to address the reality of La Crosse school district's boundary lines and the reality of North Wood's student population. The 53% of students approved for free and reduced lunch that are noted in the plan do not live in the immediate neighborhood surrounding the school, so would not benefit from any of these changes. So, in terms of addressing the equity "E" of this project, North Woods would further increase the divide between students who would benefit from these plans (the wealthier kids living in the neighborhoods surrounding the school) and those who must take a bus to and from school every day. As a parent, I have observed a concerning segregation between students of vastly different

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
						economic realities at this school - socially, the kids split very much into cliques of students with similar economic backgrounds. The students who could benefit from a project like this the most are left out of the discussion, simply because the district's boundary lines require students from economically disadvantaged neighborhoods to commute or bus into this much wealthier subdivision. In order to truly provide an equitable option for the student population at this specific school, the La Crosse Safe Routes to School Plan writers should consider how to encourage kids to ride bikes or walk to bus stops and provide all the necessary bike racks, safe bike riding maps, and adequate sidewalks in the areas/neighborhoods where kids must bus or commute to and from school.
72	North Woods International	Parent/caregiver of student(s)	Adding a side walks to the surrounding blocks. I think sidewalks and ramps make getting to school a lot more accessible.	Signs for the bus only - sometimes in winter its hard to determine where to turn.		
83	North Woods International	Parent/caregiver of student(s)	Getting more sidewalks so children can get to school from any direction walking or biking.			
34	Southern Bluffs	Both parent/caregiver of student(s) and neighborhood resident	5 - 14/61 safe route.	4 -	1 -	14/61 is an extremely dangerous highway. If a paved bike trail was installed it would be used to connect the neighborhoods of 14/61 and a majority of the Southern Bluffs students. It would also be heavily used by the local community, as adult bikers are often seen walking their bikes in the grass/ditch down this stretch of road because of safety issues. I also encourage you to look at the culvert under 14/61 connecting Waterford Valley Road to the paved bike trail. It would only take 100 feet of trail to continue the trail under 14/61 versus making the students cross 14/61 on top, preventing a cross walk situation and furthering the safety of our students. There is already

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
						infastructure in place to have this occur. The tunnel is already there. You will see that many students along 14/61 will bike to school especially from the Waterford Valley Neighborhood and the trailer court. It would be a wonderful addition to our.
36	Southern Bluffs	Both parent/caregiver of student(s) and neighborhood resident	A safe sidewalk or trail.	A tunnel being connected to safely cross 14/61 and 35		
74	Southern Bluffs	Both parent/caregiver of student(s) and neighborhood resident	#5	#4		
84	Southern Bluffs	Both parent/caregiver of student(s) and neighborhood resident	Neighborhood connectivity	Designated paths	Safe way to secure bikes when not in use	
86	Southern Bluffs	Both parent/caregiver of student(s) and neighborhood resident	Let anyone living on hey 14/61 get bus access			Expand the coverage to explore a pedestrian option for safe walking/biking paths to anyone living on hwy 14/61
67	Southern Bluffs	Parent/caregiver of student(s)	bike path away from Hwy 14/61	Construct paths in Brickyard neighborhood		
14	Southern Bluffs	Resident of neighborhood	Construct multi-use path connection along US Hwy 14/61 to connect to existing trail along Great River Road.	Construct multi-use path connecting Pammel Creek Trail and Southern Bluff Trail along Mormon Coulee Road.	• Construct pathways that connect dead-end streets and increase neighborhood connectivity.	Brickyard, Waterford Valley, and multiple other neighborhoods along 14/61 are completely unable to safely access the existing bike trail/sidewalks connecting us to La Crosse. High speed and volume of traffic makes any attempts at walking or biking extremely hazardous and prevents any other transportation type aside from automobile. A walking/biking trail and designated crossing area across 35, with flashing lights to stop traffic for pedestrians/bikers, should be the highest priority for a large portion of La Crosse residents to be able to connect to neighborhood schools and community resources in general. I

ID	School Neighborhood Plan	What is your primary relationship to the school(s) in this neighborhood?	Looking at your school neighborhood plan, what do you think the THREE most important recommendations are? Please list the FIRST most important recommendation here:	Please list the SECOND most important recommendation here:	Please list the THIRD most important recommendation here:	Please enter any other comments you have on your school neighborhood plan.
						am both a resident of Brickyard and the parent of an elementary aged child.
15	Southern Bluffs	Resident of neighborhood	Providing a sidewalk from brickworks into the river view drive area.	Providing a paved trail from brickworks into the river view drive area.		
50	Southern Bluffs	Resident of neighborhood	4	5	1	
81	Southern Bluffs	Resident of neighborhood	safely connect Waterford valley neighborhood to Southern Bluffs and 33rd street trail so there is bike access to south side of La crosse			We have not considered moving to Waterford until we heard there was going to safe bike access to La crosse. The hill of highway 14/61 that connects to mormon coulee road is so dangerous for bikers and walkers and we are a big biking walking family. We are now very excited to hear there may be safe access! We hope to put in an offer on a lot in waterford and build our home. We really really hope this safe street plan goes through! Connecting waterford to the 33rd trail would be a wonderful way for us to continue to bike and walk safely as a family.
28	Southern Bluffs	travel through the neighborhood	Traffic circle plan with pedestrian paths are gone from original plan	pedestrians and bikers need a safe path on both sides of the road	Separate auto and foot/bike areas	
76	Spence and Central High	Parent/caregiver of student(s)	contraflow bike lane on east ave	green bay bike lane	21st place bike lane	I like idea of the bike trail along the train tracks by trane park as well.
33	Spence and Central High	Parents of students, residents of neighborhood and teacher of school	RRFB at 21st and Greenbay St for for students (particularly young elementary age students) who need to cross to get to Spence. Drivers headed east during a morning commute are face with harsh morning sun which can make it hard to see children who	Make the pedestrian crossing at Losey and Greenbay an automatic pedestrian signal on any green facing light.	Complete overhaul of the intersection at Losey and State Road. It is too busy and the crossings are too long for on foot pedestrians.	

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			are trying to cross Greenbay Street.			
41	Spence and Central High	Resident of neighborhood	Losey Blvd and State Road Pedestrian/Bike Accomodations	Losey Blvd/Green Bay Street Pedestrian/Bike accommodation.	(Not listed) Losey Blvd. Rapid Flashing Beacon at Johnson St.	As a Bluffside neighborhood resident with a spouse that teaches at Central, Losey Blvd and State Road are the greatest impediments to safe travel to school. Many (if not most) Central students must cross Losey from neighborhoods to the west. At the same time, most Bluffside neighborhood students must cross either State Road or Losey to access both Central and various elementary/middles schools. Recently reduced speed on Losey seems to have had little effect on safety. Traffic is significantly faster and less alert for pedestrians than that on West Ave, despite the fact that Losey is significantly more residential and less commercial. I believe this is due to the physical infrastructure differences. Stoplights are more frequent in West Ave. The landscaped center median in portions seems to have a calming effect and provides pedestrian refuge. Losey and State Road seem to be prime candidates for a "road diet." Bicycle facilities on both are non-existent, while road width on Losey encourages non-local truck traffic to use the route as a shortcut through town, rather than using state highway facilities. I also have concerns about rapid-flashing beacons on 4-lane roads. I have personally witnessed multiple incidents at the Johnson St. beacon where a pedistrian or bicyclist has been struck by an inatentive driver, or when a large vehicle in a center lane has blocked view of pedestrians.

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						The yield vs. stop nature of rapid-flashing beacons leads many drivers to roll through while the lights are still flashing, assuming the pedestrian they can see is the only one. I believe on heavy traffic roads like Losey, the pedestrian stop light (such as the one father south on Losey) is a much safe solution, as it encourages all drivers to stop for the duration of the light, and it notifies the pedestrian when the light will change back. The rapid flashing beacon does neither. I would advocate for a road diet for both Losey and State Road that includes landscaped medians, a protected two-way bike lane, right and left turn lanes, and better, more frequent signaling. If the past is any indication, while resurfacing operations may happen every 15 years, total redesign of a road like Losey is a once-in-a generation event. I urge the city to consider the way a major redesign of Losey could not only change the physical infrastructure, but the livibility and safety of the neighborhood for generations. As someone who commutes on Losey, it is an easy trade-off to sacrifice a few extra seconds in travel time for a more liveable community.
70	Spence and Central High	Teacher/staff of school	Losey and State Road - safer pedestrian crossing	Losey Green Bay St Ped safety		The crosswalk on Green Bay St. that goes from Central's main parking lot to the festival foods ramp should be repainted. Is there a way to put a light in there. During winter months there are lots of kids crossing while it is still dark.
102	State Road	Both parent/caregiver of student(s) and neighborhood resident	Visible crossings	Well marked crossings	No gaping cracks in crossings	State road at 32nd is has poorly marked crosswalks that are poorly maintained. Large cracks in road. Crosswalks not visible. The island is often covered in snow and ice in winter. I understand this intersection sits at the edge of la crosse and

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						town of Shelby, and Hwy 33 falls under county maintenance there???? Seems no b one really takes ownership
30	State Road	grandparent	Do not do this.	You will spread this disease	Your are trying to open too soon	The "we must open schools" crowd are either willfully stupid or businesses pushing to open elementary schools to force workers back to work. They could care less if the worker dies in place as long as the $$$ rolls in.
19	State Road	Resident of neighborhood	Hazardous bus routes	Proper Crosswalks	Wider Sidewalks	
18	Summit	Both parent/caregiver of student(s) and neighborhood resident	sidewalks along Lakeshore Drive to allow for more safe walking/ biking to and from school	stop sign at bottom of driveway where Summit meets Lakeshore Dr.	greater monitoring of speed around school	

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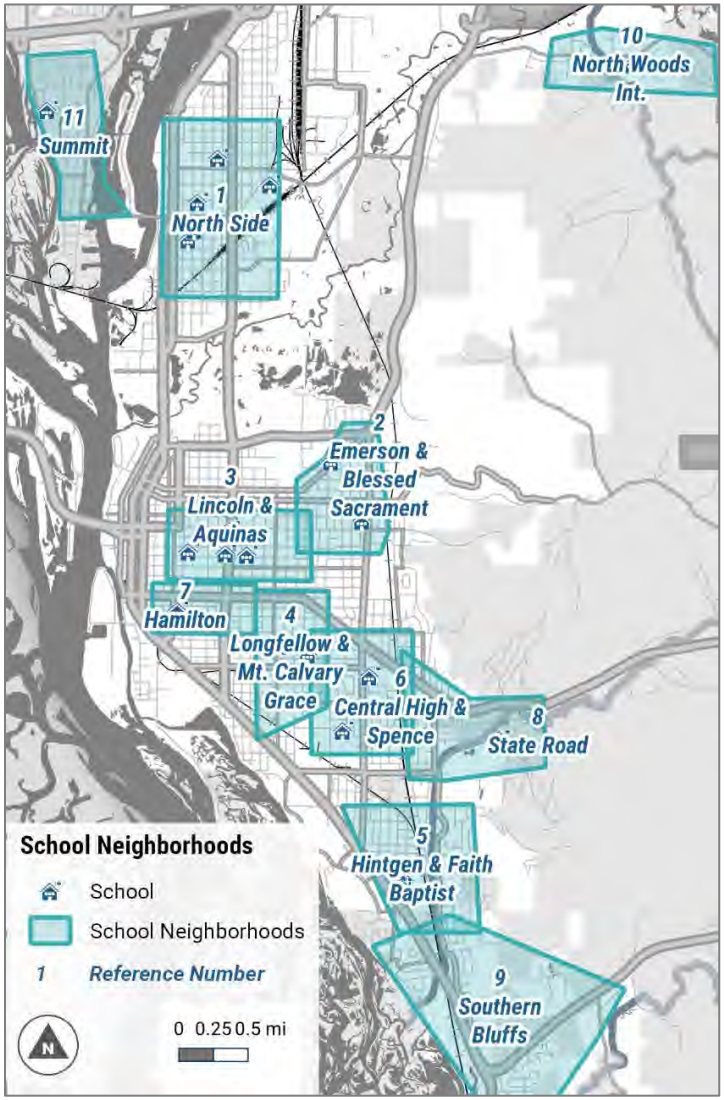
Appendix D: School Neighborhood Infrastructure Plans



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North Side Neighborhood Infrastructure Plan

Northside Elementary & Coulee Montessori (Priority School)	
Address	1611 Kane Street
Grade Levels	4K – 5
Number of Students	Approximately 560
Number of Students Approved for Free and Reduced Lunch	433 (78%)[a]
Arrival/Dismissal Times	8:15 AM / 2:55 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	21% AM, 26% PM
School Bus	3% AM, 8% PM
Family Vehicle	70% AM, 60% PM

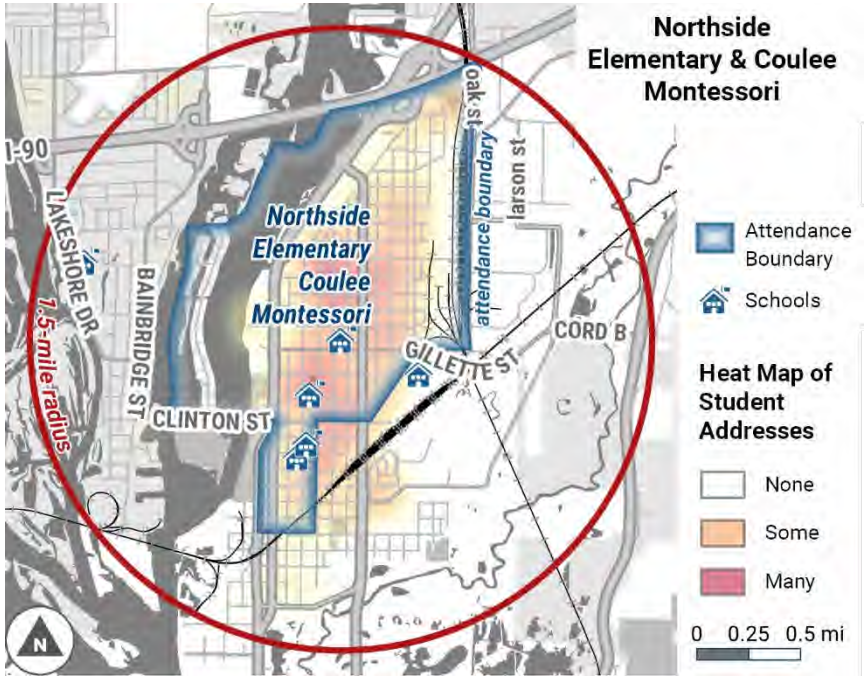
[b]*Source: La Crosse County Health Department, Fall 2018*

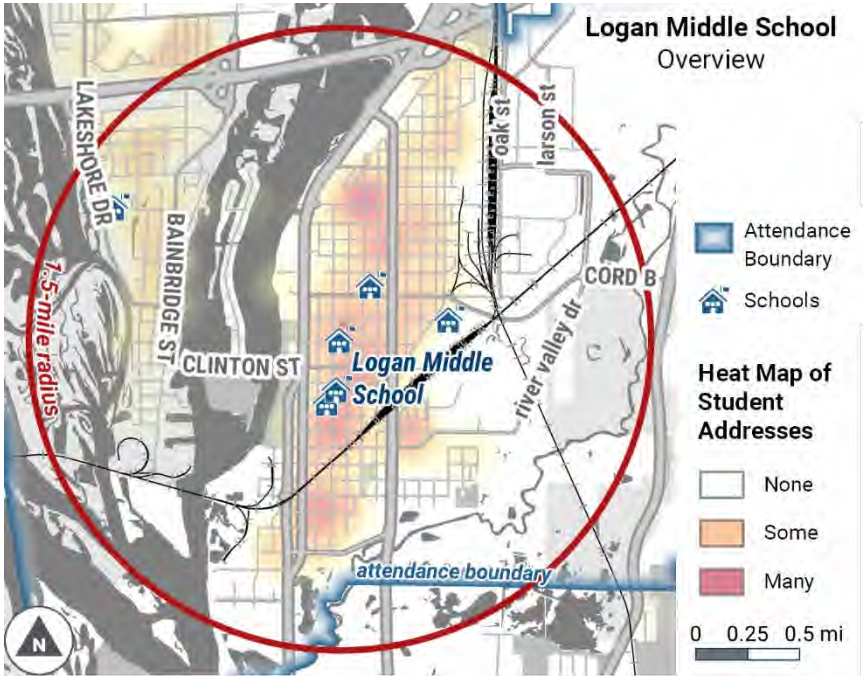
Logan Middle School (Priority School)	
Address	1450 Avon Street
Grade Levels	6 – 8
Number of Students	Approximately 440
Number of Students Approved for Free and Reduced Lunch	273 (62%)[a]
Arrival/Dismissal Times	7:45 AM / 2:45 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	25% AM, 42% PM
School Bus	13% AM, 12% PM
Family Vehicle	54% AM, 37% PM

[b]*Source: La Crosse County Health Department, Spring 2018*

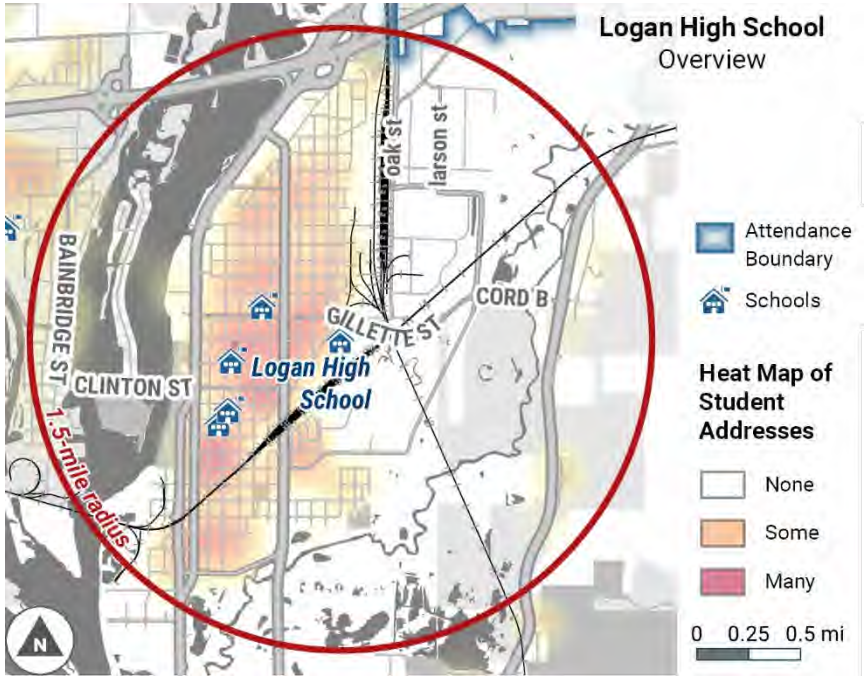




Logan High School	
Address	1500 Ranger Drive
Grade Levels	9 – 12
Number of Students	Approximately 775
Number of Students Approved for Free and Reduced Lunch	410 (53%)[a]
Arrival/Dismissal Times	7:40 AM / 3:20 PM

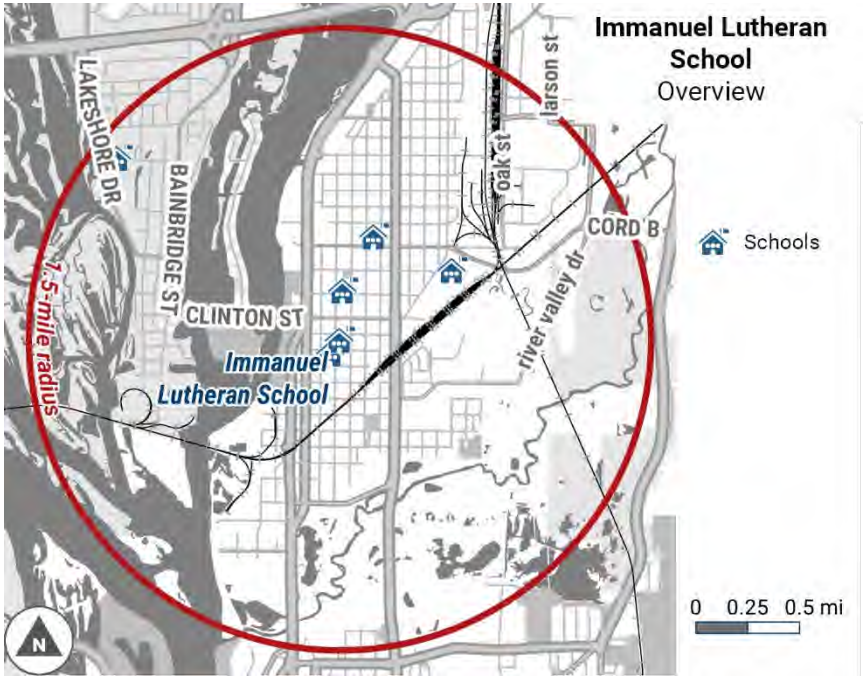
[a]*Source: Wisconsin Department of Public Instruction, 2018-2019*

School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available



Immanuel Lutheran	
Address	806 St. Paul Street
Grade Levels	Pre-K – 8
Number of Students	Approximately 55
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	8:15 AM / 3:00 PM

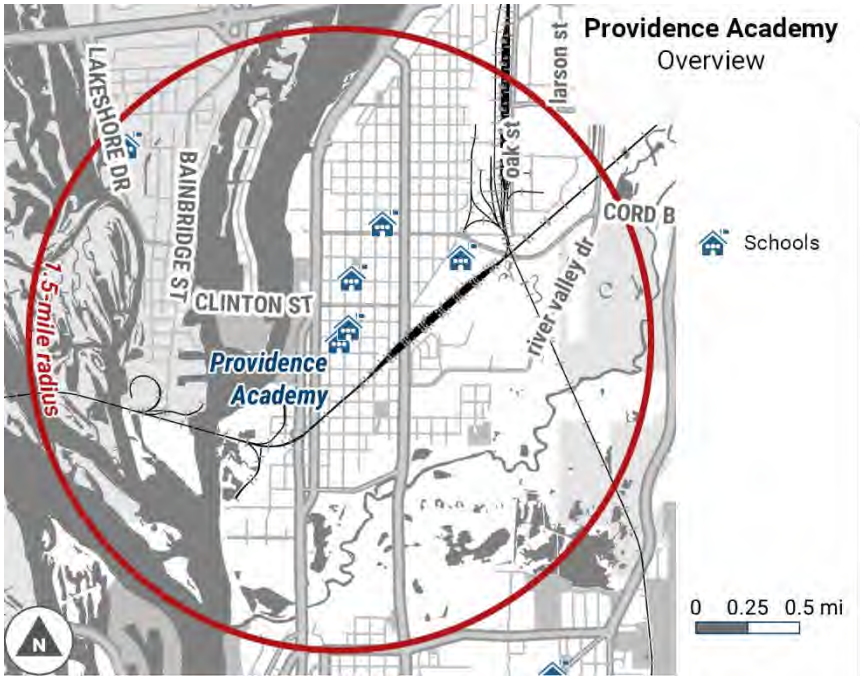
School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available



Providence Academy	
Address	716 Windsor Street
Grade Levels	K – 12
Number of Students	Approximately 90[a]
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	7:40 AM / 3:20 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available



Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
Rose Street (US Hwy 53)	22,400 (at Livingston Street) to 28,100 (at Clinton Street)	4	30
Rose Street one-way northbound	13,400	2; parking on both sides	30
Copeland Avenue one-way southbound	12,900	2; parking on both sides south of Windsor Street	30
George Street	9,100 (at Gillette Street) to 20,600 (on viaduct)	2; parking on both sides (4 lanes on viaduct)	25 to 30 (on viaduct)
Clinton Street	7,100	2; parking on both sides east of Caledonia Street	25
Gillette Street	5,000 (near Rose Street) to 6,700 (near George Street)	2; parking on one side	

[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns in Neighborhood

Source of Concern	Safety Concern or Comment
Northside Elementary Principal and SRTS Liaison	• School staff are concerned about family vehicles on Charles Street and Kane Street during arrival and dismissal. Families double-park, drop off students on the non-school side of the street, and make U-turns. School staff have asked about making Charles Street one-way northbound and Kane Street one-way southbound to discourage unsafe driver behavior. • There are also concerns about traffic not stopping for the adult school crossing guard at Gillette Street.
Logan Middle School Parent Surveys	• Logan Middle School parents expressed concern about students crossing Clinton Street at Avon and Liberty Streets south of the school. • Logan Middle School parents expressed concern about crossing George Street at intersections that lack traffic signals (for example, Sill Street and Logan Street). • Some areas in the northside area lack sidewalks.
Logan Student Focus Group	• George Street is hard to cross at some intersections. Some students cross with the crossing guard at Gillette Street. Students are aware that George Street is dangerous because a fellow student was hit by a car last year at George and Logan Streets. • Students living south of the railroad tracks and east of George Street have to walk along the George Street Viaduct. There is a tunnel under the viaduct at St. James Street, but it is dark and unpleasant to walk through. • Some students need to cross George Street at Clinton Street to reach the Boys and Girls Club for after-school programs. That is an intersection with many traffic lanes and high volumes of traffic. • The railroad tracks pose a barrier to walking and bicycling to school for students living on the other side of the railroad tracks.
School District Transportation Office	• Northside Elementary has so few bused students that many families drive their children to school, leading to chaotic traffic during arrival and dismissal. • Logan Middle School also has few bused students. Parents have contacted the School District Transportation office expressing their concern about students crossing Clinton Street at Avon Street. • Last year there was a crash at the intersection of George and Logan Streets involving one of the Logan Middle school students. The student was seriously injured**.** The City has installed a pedestrian median island at that intersection to slow traffic speeds and allow two-stage crossing.

Arrival Observations at Northside Elementary & Coulee Montessori

Observation Details	
Observation Date	• The consultant team observed arrival on Wednesday, December 4, 2019.
Entrances/Exits	• At arrival Coulee Montessori students entered the school on Charles Street and Northside Elementary students entered on Kane Street. The Kane Street entrance was more heavily used.
School Bus Loading	• School buses dropped students off in the parking lot on the north side of the school.
Family Drop-off/Pick-up	• Families of Coulee Montessori students dropped off on Charles Street by the school entrance. Families of Northside Elementary students dropped off on Kane Street by the school entrance. The volume of traffic made both streets slightly chaotic near the entrances to the school. • Many students and families walked to school.
School Staff Roles	• School staff assisted with drop-off and helped students cross the street near the school entrances.
Adult Crossing Guards	• Adult school crossing guards are posted at the intersection of Gillette and Kane Streets, and at the intersection of Gillette and George Streets.
Student Safety Patrols	• Student safety patrols assisted students crossing Kane Street and Charles Streets at Gillette Street, and crossing Rublee Street at Kane Street.

Arrival Observations at Logan Middle School

Observation Details	
Observation Date	• The consultant team observed arrival on Wednesday, December 4, 2019.
Entrances/Exits	• At arrival students entered the schoolyard through gates in the fence on Avon and Liberty Streets. When the bell rings, each grade enters through its own door in the schoolyard. 8th grade students enter through the western door by Avon Street, 7th grade students enter through the middle door in the schoolyard, and 6th grade students enter through the easternmost door by Liberty Street.
School Bus Loading	• School buses dropped students off on Avon Street north of the school entrance.
Family Drop-off/Pick-up	• Families in vehicles dropped off students from all surrounding streets. Most families dropped off students along Liberty Street, with some using Avon Street. Some vehicles were observed blocking the crosswalks at Logan Street. • Many students were observed walking to school.
School Staff Roles	• School staff supervised students inside the fenced schoolyard.
Adult Crossing Guards	• An adult school crossing guards is posted at the intersection of Gillette and George Streets.
Student Safety Patrols	• There are no student safety patrols at the middle school.

Dismissal Observations at Logan High School

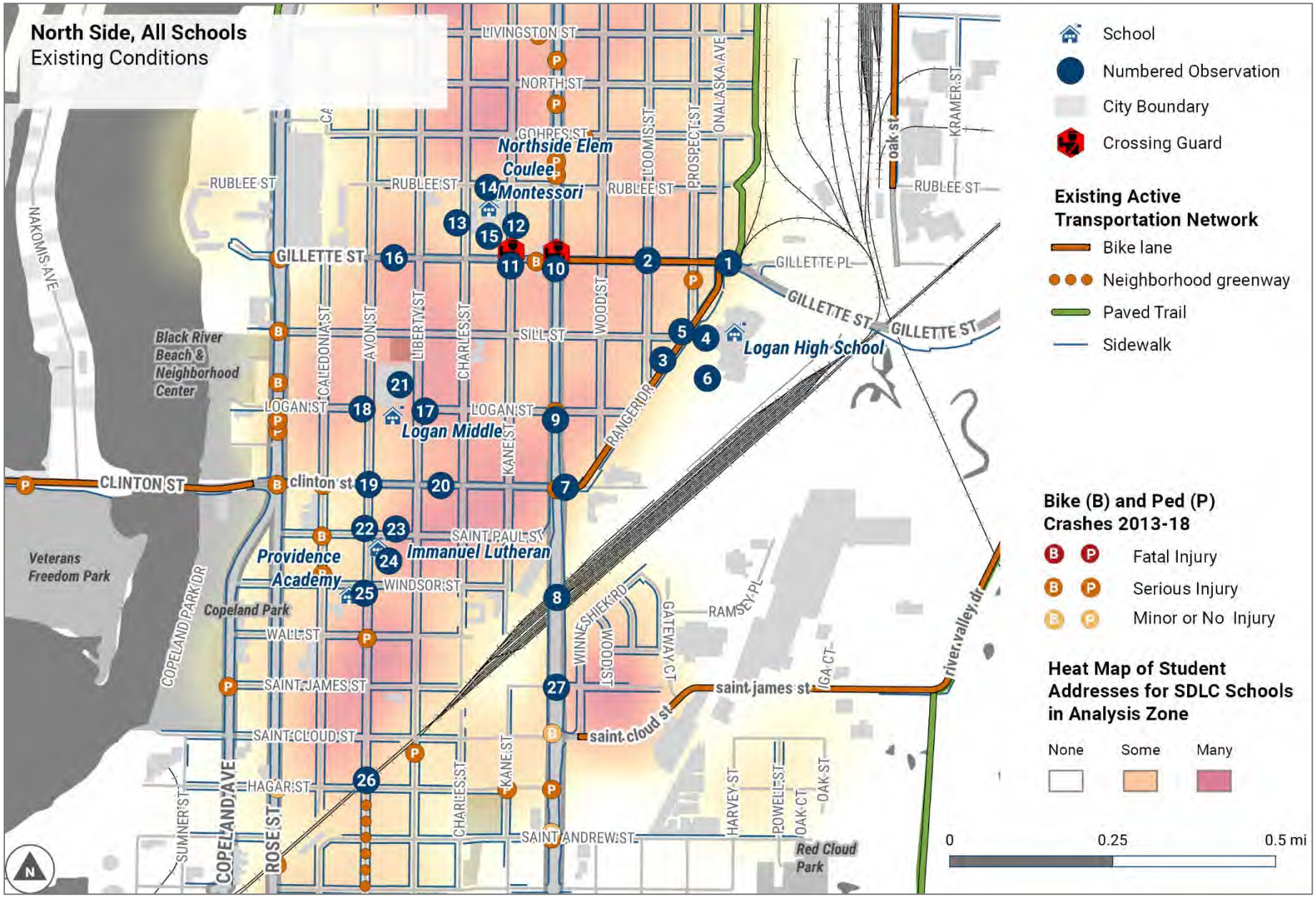
Observation Details	
Observation Date	• The consultant team observed dismissal on Tuesday, December 3, 2019.
Entrances/Exits	• At dismissal most students exited the school through the south doors leading to the student parking lot. A small number of special education students left the school via the rear doors on Gillette Street.
School Bus Loading	• Most school buses used the small parking lot circle on the north side of the school; a few buses used the bus pull-out area on Ranger Drive.
Family Drop-off/Pick-up	• Most families in vehicles picked up students using the large parking lot southwest of the school entrance. Some families were observed picking up students in the small parking lot circle on the north side of the school reserved for school bus loading. • Many students were observed walking at school dismissal (with many heading north and northwest). • Dismissal seemed relatively orderly.
School Staff Roles	• A small number of school staff assisted special education students at dismissal.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• There are no student safety patrols at the high school.

Arrival Observations at Immanuel Lutheran School

Observation Details	
Observation Date	• The consultant team observed arrival on Wednesday, December 4, 2019.
Entrances/Exits	• At arrival most students entered the school through the front door leading to the parking lot.
School Bus Loading	• School buses dropped students off on Saint Paul Street.
Family Drop-off/Pick-up	• Families in vehicles dropped off students using the school parking lot. Most families parked and walked their children inside.
School Staff Roles	• No school staff were observed.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed.

Arrival Observations at Providence Academy

Observation Details	
Observation Date	• The consultant team observed arrival on Wednesday, December 4, 2019.
Entrances/Exits	• At arrival most students entered the school either through the entrance on Windsor Street or through the alley doors.
School Bus Loading	• School buses dropped students off on Windsor Street.
Family Drop-off/Pick-up	• Families in vehicles dropped off students using the alley.
School Staff Roles	• School staff monitored student drop off in the alley.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed.


North Side, All Schools
Existing Conditions
School
Numbered Observation
City Boundary
Crossing Guard
Existing Active Transportation Network
Bike lane
Neighborhood greenway
Paved Trail
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
Northside Elem
Coulee Montessori
Logan High School
Logan Middle
Providence Academy
Immanuel Lutheran
Black River Beach & Neighborhood Center
Veterans Freedom Park
Copeland Park
Red Cloud Park
LIVINGSTON ST
NORTH ST
GOHRES ST
RUBLEE ST
GILLETTE ST
GILLETTE PL
SILL ST
LOGAN ST
CLINTON ST
SAINT PAUL ST
WINDSOR ST
WALL ST
SAINT JAMES ST
SAINT CLOUD ST
HAGAR ST
SAINT ANDREW ST
NAKOMIS AVE
COPELAND PARK DR
COPELAND AVE
ROSE ST
SUMNER ST
CALEDONIA ST
AVON ST
LIBERTY ST
CHARLES ST
WOOD ST
KANE ST
RANGER DR
LOOMIS ST
PROSPECT ST
ONALASKA AVE
KRAMER ST
oak st
WINNESHIEK RD
WOOD ST
GATEWAY CT
RAMSEY PL
IGA CT
river valley dr
saint james st
saint cloud st
HARVEY ST
POWELL ST
OAK CT
OAK ST

Recommendations in the North Side Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. There were not enough responses to the April/May 2020 online survey to determine which recommendations were favored by respondents.

#	Location	Observations	Recommendations
1	Gillette Street and Ranger Drive	• Many Logan High School students cross Gillette Street and Ranger Drive at this intersection. • There are no crosswalk markings on the west or north sides of the intersection.The existing crossings lack high-visibility crosswalk markings. • At some corners, existing single curb ramps at corners do not orient users directly into the crosswalk. • Vehicles appear to exceed the posted speed limit during school arrival and dismissal times, especially those heading west. • Near this intersection sidewalks need repairs for heaving and settling to provide a safe pedestrian facility for all users. • This intersection is close to the Bud Hendrickson Trail, but there is no wayfinding immediately at the intersection to direct users to this facility. It is not clear how bicyclists should maneuver between the bike lanes on Gillette Street and the Bud Hendrickson Trail.	• Add high-visibility crosswalk markings on all legs of the intersection. (Short Term) • Install driver speed feedback sign on Gillette Street on both approaches to the intersection. (Short Term) • Install wayfinding to direct users between the trail and the bike lanes. (Short Term) • Perform sidewalk maintenance. (Short Term) • Add leading pedestrian interval at signal. (Short Term) • Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term) • Consider a raised crosswalk, median crossing island, or curb extensions on the east leg of the intersection to slow traffic and improve safety for trail users crossing Gilette Street. (Medium Term)
2	Gillette Street between George Street and Ranger Drive	• This corridor was repaved with new bike lanes in 2019. • At the time of observation, there were no marked crossings at Loomis Street or Prospect Street even though many high school students crossed at those locations.	• Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and adequate nighttime lighting at the Loomis Street and Prospect Street crossings. (Short Term)

#	Location	Observations	Recommendations
3	Ranger Drive across from Logan High School	• While sidewalks exist along much of this street, there are gaps in the network, presenting a barrier to walking and bicycling to school. • Ranger Drive has bike lanes. The relatively wide street encourages speeding. Average daily traffic counts are not available for the street.	• Construct sidewalks where there are gaps on the west side of Ranger Drive. (Medium Term) • Build buffered bike lanes on Ranger Drive, unless average daily traffic exceeds 6,000 or observed speeds exceed 30 MPH; in which case build separated bike lanes. (Medium Term)
4	Ranger Drive at Logan High parking lot	• The north driveway entrance and exit to the main high school parking lot is unsafe for pedestrians because of the wide entrance and the wide corner radius, which also encourages speeding into and out of the parking lot.	• Narrow the driveway entrance and the corner radii. (Long Term)
5	Ranger Drive at Sill Street	• Many high school students cross the street at this intersection and the existing crossing is not highly visible to drivers.	• Add high-visibility crosswalk markings and school crossing signs at the current crossing just north of Sill Street. (Short Term) • Consider consolidating the crosswalks by eliminating the Prospect Street crosswalk, and installing a median refuge island at the current crossing just north of Sill Street. (Medium Term)
6	Bicycle Parking at Logan High School	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)

#	Location	Observations	Recommendations
7	George Street and Clinton Street	• Crossing distances are long and there are no median crossing islands for pedestrians. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • The existing crossing is not highly visible to drivers (no high-visibility crosswalk markings and school crossing signs are present). • Families and staff report that this crossing is dangerous and discourages students from walking and biking. • Some Logan Middle School students need to cross this intersection to reach the Boys and Girls Club for after-school programs.	• Add leading pedestrian interval at signal. (Short Term) • Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term) • Add high-visibility crosswalk markings and adequate nighttime lighting for the north, east, and south legs. (Short Term) • Extend the existing median on the south leg to provide a raised pedestrian refuge. (Medium Term) • Add pedestrian refuge islands in the north leg (by reducing travel lanes) and west leg (by removing right turn lane) to shorten crossing distances and improve pedestrian safety. (Medium Term)
8	George Street viaduct over the railroad tracks	• Narrow sidewalks with minimal buffer next to a busy, 4-lane arterial creates an uncomfortable walking/bicycling environment. • Because of obstructions such as telephone poles, sidewalks measure less than the recommended width of 5'.	• During the next rehabilitation or reconstruction of the viaduct, rebuild it with a wide sidewalk or sidewalks (at least 12' on one side) to accommodate people walking and bicycling. (Long Term).
9	George Street and Logan Street	• The City has installed a pedestrian median island at this intersection to slow traffic speeds and allow two-stage crossing. • The north leg of the intersection has high-visibility markings and yield marks. The south leg of the intersection does not have curb ramps or a marked crosswalk through the center median.	• Consider installing a pedestrian refuge island, curb ramps, and a high-visibility crosswalks on the south leg of the intersection, and an RRFB on either leg. (Medium Term) • Install median pedestrian islands: remove travel or parking lanes on George Street between Clinton Street and Palace Street to lower speeds, reduce the likelihood of multiple-threat crashes, and provide room for pedestrian islands. (Medium Term)

#	Location	Observations	Recommendations
10	George Street and Gillette Street	• A crossing guard is posted at this intersection. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Existing crosswalk markings on the north, south, and west legs of the intersection are faded (some so much that they are difficult to identify at all). There are no high-visibility crosswalk markings and no school crossing signs are present. • No crosswalk is marked on the east leg (this may be temporary because of the recent repaving of Gillette Street). • Existing single curb ramps at corners do not orient users directly into the crosswalk. • The crossing guard at George Street said that vehicles appear to exceed the posted speed limit during school arrival and dismissal times.	• Add leading pedestrian interval at signal. (Short Term) • Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term) • Add high-visibility crosswalk markings on all legs and school crossing signs on the approaches to the intersection. (Short Term) • Install driver speed feedback signs on George Street on the approach to the intersection. (Short Term) • Install median pedestrian islands: remove travel or parking lanes on George Street between Clinton Street and Palace Street to lower speeds, reduce the likelihood of multiple-threat crashes, and provide room for pedestrian islands. (Medium Term) • Consider installing a flashing yellow left turn signal and prohibit permissive left turns during school crossing times of day. (Medium Term) • Install new curb ramps that line up with crosswalks on all corners of the intersection. (Long Term)

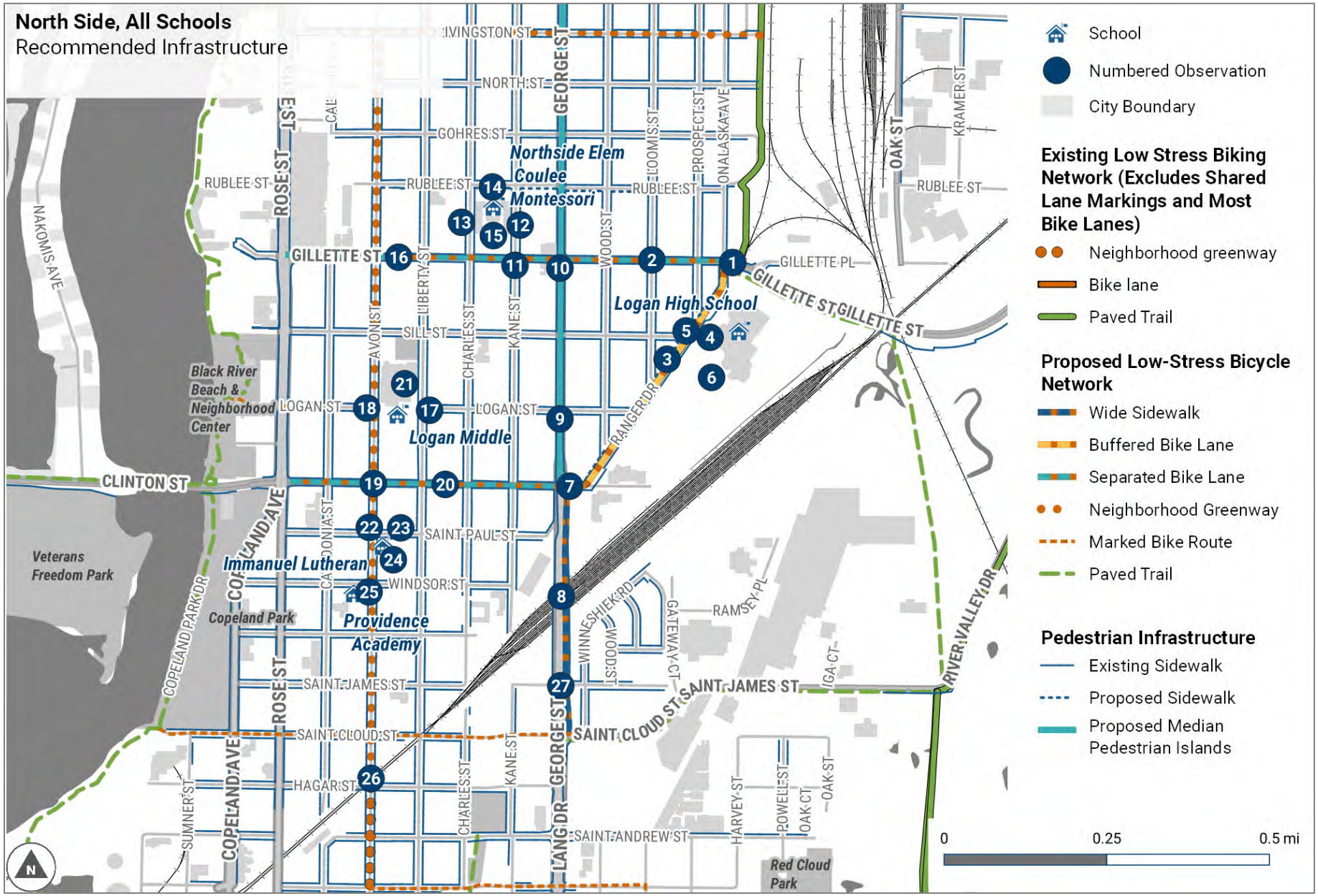
#	Location	Observations	Recommendations
11	Gillette Street and Kane Street	• A crossing guard is posted at this intersection. • Driver speed feedback signs face traffic on Gillette Street on both approaches to the intersection. • Many students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk, according to the crossing guard. • The existing crossing of Gillette Street is only moderately visible to drivers (there are no high-visibility crosswalk markings, though school crossing signs are present). No crosswalk is marked on the south or east leg of the intersection.	• Add high-visibility crosswalk markings on all legs, parking restrictions on crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term) • Continue using in-street Yield to Pedestrian crossing signs. (Short Term) • Add curb extensions on all corners, ensuring the curb extensions do not interfere with future separated bike lanes on Gillette Street. (Long Term)
12	Kane Street in front of Northside Elementary entrance	• Most families dropped off students on the school side, where they were guided by a staff member. (There was a sandwich placard stating that the school side was for "DROP OFF ONLY"). • The principal noted that "double or triple" parking is common, and that the staff that monitor the street have to "regularly challenge" this behavior. Some instances of double parking were observed. • The relatively wide street, and the fact that few vehicles are parked on the non-school side, encourages speeding and double parking. • Some families were observed parking on the non-school side and using the crosswalk to enter the school. • The crossing has faded transverse crosswalk markings and school crossing signs. The crossing area is often blocked by idling vehicles. • There is no reduced speed school zone along Kane Street in front of the school.	• Continue staff monitoring of arrival and dismissal. (Short Term) • Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term) • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term) • Ideally, all pick-up and drop-off occurs on the school side of the street or, at a minimum, in locations with convenient crossings. Encourage school staff to park on the non-school side of Kane Street so that those parking spots are not available during arrival and dismissal. (Short Term) • Refresh crosswalk markings and consider using in-street Yield to Pedestrian signs. (Short Term) • Extend the reduced speed school zone so that it includes Kane Street. (Short Term) • Add curb extensions. (Medium Term)

#	Location	Observations	Recommendations
13	Charles Street in front of the Coulee Montessori entrance	• Most families dropped off students on the school side, where they were guided by a staff member. • The relatively wide street encourages speeding and double parking. • The existing crossing is not very visible to drivers. The crosswalk lacks pavement markings and signs, and the crossing area is often blocked by idling vehicles. • Some families were observed stopping on the non-school side and letting students out of the car. A school staff person stopped traffic to allow the student to cross.	• Continue staff monitoring of arrival and dismissal. (Short Term) • Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term) • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term) • Ideally, all pick-up and drop-off occurs on the school side of the street or, at a minimum, in locations with convenient crossings. Encourage school staff to park on the non-school side of Charles Street on the so that those parking spots are not available during arrival and dismissal. (Short Term) • Add crosswalk markings. (Short Term) • Continue using in-street Yield to Pedestrian signs. (Short Term) • Add curb extensions. (Medium Term)
14	Rublee Street	• Missing sidewalks on Rublee Street present a barrier to walking and bicycling to school.	• Construct sidewalks on south side of street. (Medium Term)
15	Bicycle Parking at Northside Elementary	• Existing bicycle racks can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
16	Gillette Street between Rose Street and George Street	• No bike lanes are present, but the City of La Crosse has plans to install them on this section in 2020. • There are no marked crossings between Rose Street and Charles Street, a distance of approximately 1,500 feet. • Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan.	• Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting across Gillette Street at Avon Street. (Short Term) • Install bicycle wayfinding signage along Gillette Street. (Short Term) • Install separated bike lanes on Gilllette Street. (Long Term) • Add curb extensions on all corners, ensuring they do not interfere with future separated bike lanes on Gillette Street. (Long Term)

#	Location	Observations	Recommendations
17	Liberty Street and Logan Street by Logan Middle playground entrance	• Many students cross Liberty Street at this intersection. • This was one of the main areas of drop off at the school. During arrival, drivers of family vehicles were observed blocking crosswalks to drop off students. • The existing crossings of Liberty Street are not highly visible to drivers (no high-visibility crosswalk markings or school crossing signs are present). • The intersection is not within a reduced speed school zone. • Liberty Street is a wide street with long blocks, which facilitates speeding.	• Communicate expectations for family vehicles at arrival and dismissal. (Short Term) • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term) • Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term) • Consider using in-street Yield to Pedestrian signs. (Short Term) • Create a reduced speed school zone that includes streets surrounding the school property. (Short Term)
18	Avon Street and Logan Street by Logan Middle playground entrance	• This was also a main area of drop off at the school. During arrival drivers of family vehicles were observed blocking crosswalks to drop off students. • The existing crossing of Avon Street is not highly visible to drivers (no school crossing signs are present for southbound drivers, and no crosswalk markings). • Avon Street is a wide street with long blocks, which facilitates speeding. • Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan.	• Communicate expectations for family vehicles at arrival and dismissal. (Short Term) • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term) • Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term) • Consider using in-street Yield to Pedestrian signs. (Short Term) • Create a reduced speed school zone that includes streets surrounding the school property. (Short Term) • Install neighborhood greenway treatments, including shared-lane markings, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)

#	Location	Observations	Recommendations
19	Avon Street at Clinton Street	• Families and staff report that crossing Clinton Street is dangerous and discourages students from walking and biking. • There are no marked crossings between Caledonia Street and George Street, a distance of more than 1,800 feet. • Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan.	• Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term) • As part of neighborhood greenway, install curb extensions, ensuring they do not interfere with future separated bike lanes on Clinton Street. (Medium Term) • Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term)
20	Clinton Street between Rose Street and George Street	• Clinton Street is a high speed and volume street. • The shared-lane markings on Clinton Street do not provide a low-stress bicycle route. • Clinton Street is recommended to have bike lanes in the 2012 Bicycle and Pedestrian Master Plan.	• Build separated bike lanes on Clinton Street. (Medium Term)
21	Bicycle Parking at Logan Middle School	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
22	St. Paul Street and Avon Street	• Staff of Immanuel Lutheran School reported drivers fail to stop at the stop signs at this intersection and requested a 4-way stop. • No crosswalk is marked on the north and west legs.	• Consider 4-way stop at this intersection, if the intersection meets 4-way stop warrants (Short Term) • Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approaches, and adequate nighttime lighting. (Short Term) • Consider using in-street Yield to Pedestrian signs. (Short Term) • Install curb extensions across Avon Street as part of neighborhood greenway, or a neighborhood traffic circle if the intersection does not meet 4-way stop warrants. (Medium Term)

#	Location	Observations	Recommendations
23	St. Paul Street in front of Immanuel Lutheran School	• The school closes this street for the block adjacent to school property during recess.	• Continue closing street as needed for recess, add folding signs for staff to easily and consistently deploy closures.
24	Bicycle Parking at Immanuel Lutheran	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
25	Bicycle Parking at Providence Academy	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
26	Avon Street at Railroad	• The railroad tracks present a barrier to walking and bicycling to school for students living south of the railroad tracks. Avon Street is one of the few north-south connections for pedestrians and bicyclists. • Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan	• Install bicycle wayfinding signage along Avon Street. (Short Term) • As part of neighborhood greenway, reconstruct sidewalk approaches to allow bicycles and wheelchairs to cross railroad tracks at an angle that is closer to 90 degrees. (Medium Term)
27	George Street underpass at St. James Street	• The railroad tracks and the George Street viaduct present a barrier to walking and bicycling to school for students that live on the other side of the viaduct. • There is a tunnel under the Viaduct at St. James Street, but it is dark and unpleasant to walk through.	• Designate all the area southeast of the viaduct as an “Unusually Hazardous Transportation Area” that qualifies for free yellow school busing for elementary students. Consider free yellow school bussing for Logan Middle School students as well. (Short Term) • Improve lighting and maintenance inside tunnel. (Medium Term)


North Side, All Schools
Recommended Infrastructure
School
Numbered Observation
City Boundary
Existing Low Stress Biking Network (Excludes Shared Lane Markings and Most Bike Lanes)
Neighborhood greenway
Bike lane
Paved Trail
Proposed Low-Stress Bicycle Network
Wide Sidewalk
Buffered Bike Lane
Separated Bike Lane
Neighborhood Greenway
Marked Bike Route
Paved Trail
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
Proposed Median Pedestrian Islands
0
0.25
0.5 mi
Northside Elem
Coulee Montessori
Logan High School
Logan Middle
Black River Beach & Neighborhood Center
Immanuel Lutheran
Providence Academy
Veterans Freedom Park
Copeland Park
Red Cloud Park
GILLETTE ST
RUBLEE ST
LOGAN ST
CLINTON ST
SAINT PAUL ST
WINDSOR ST
SAINT JAMES ST
SAINT CLOUD ST
HAGAR ST
SAINT ANDREW ST
GILLETTE PL
RAMSEY PL
GATEWAY CT
IGA CT
OAK CT
GEORGE ST
ROSE ST
COPELAND AVE
LANG DR
RIVER VALLEY DR
OAK ST
KRAMER ST
PROSPECT ST
WOOD ST
KANE ST
CHARLES ST
LIBERTY ST
AVON ST
CALEDONIA ST
WINNESHIEK RD
RANGER DR
COPELAND PARK DR
NAKOMIS AVE
SUMNER ST
HARVEY ST
POWELL ST
LIVINGSTON ST
NORTH ST
GOHRES ST
LOOMIS ST
ONALASKA AVE
SILL ST

Emerson Elementary and Blessed Sacrament Neighborhood Infrastructure Plan

Emerson Elementary	
Address	2101 Campbell Road
Grade Levels	4K – 5
Number of Students	Approximately 360
Number of Students Approved for Free and Reduced Lunch	115 (32%)[a]
Arrival/Dismissal Times	8:30 AM / 3:10 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

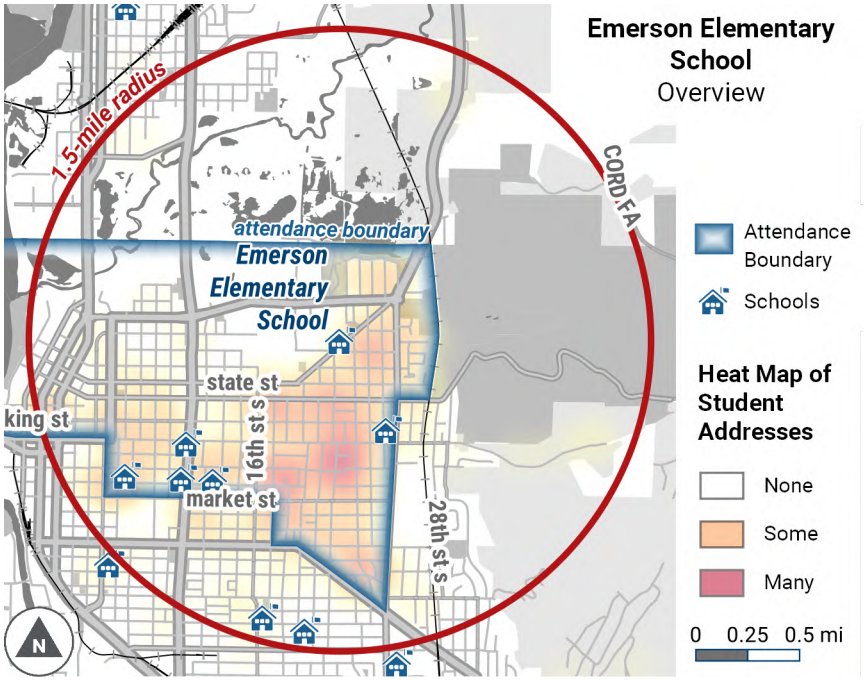
School Travel Modes	% of Students Using Mode[b]
Walk and Bike	16% AM, 13% PM
School Bus	10% AM, 13% PM
Family Vehicle	72% AM, 70% PM

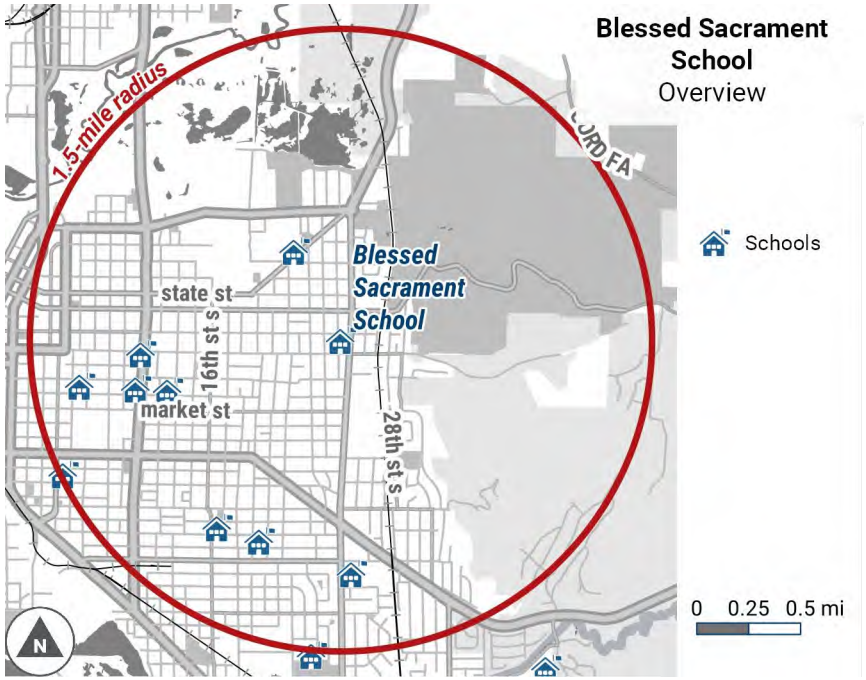
[b]*Source: La Crosse County Health Department, Fall 2018*

Blessed Sacrament School	
Address	2404 King St
Grade Levels	3 – 6
Number of Students	Approximately 210
Number of Students Approved for Free and Reduced Lunch	30 (14%)[a]
Arrival/Dismissal Times	7:35 AM / 3:00 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available





Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Lanes	Speed Limit
Losey Boulevard North	30,100	4	25
Losey Boulevard South	28,800	4	25
La Crosse Street (State Hwy 16)	9,700	2	25
Main Street	4,200	2; parking on both sides	25
Cass Street	5,000	2; parking on both sides	25

[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns in Neighborhood

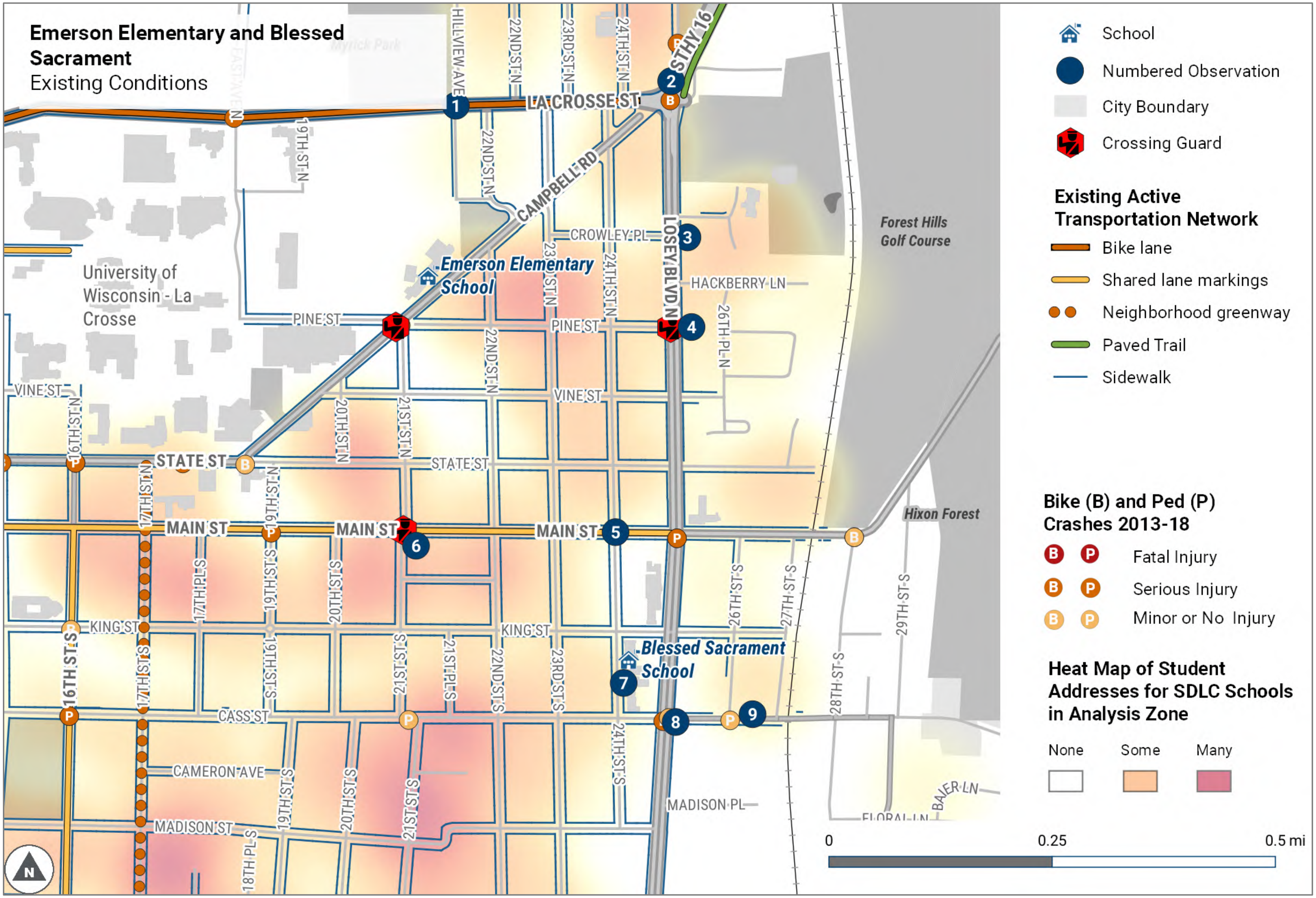
Source of Concern	Safety Concern or Comment
SRTS Liaisons and School Principals	• Losey Boulevard, La Crosse Street, Cass Street, and Main Street have high traffic volumes. • Emerson Students have to cross La Crosse Street at Myrick Park Lane (near the old UWL Tennis Courts) which is busy in the mornings and afternoons and does not have a crossing guard. • Near Emerson Elementary School, Campbell Road at 21st Street has a crossing guard but has visibility concerns due to the angle of the intersection and parked cars.
Parent Surveys	• Emerson parents said they appreciate the crossing guards in the area, especially at Losey Boulevard. • Emerson parents expressed concern about crossing Losey Boulevard, Cass Street, and Main Streets, and the need for marked crosswalks on Main Street and State Street.

Dismissal Observations at Emerson Elementary

Observation Details	
Observation Date	• The consultant team observed arrival on Friday, December 6, 2019.
Entrances/Exits	• At arrival students entered the school through multiple entrances on Campbell Road. Most students use the playground before school and line up by classroom and are escorted into the building at 8:20 by staff through doors nearest the playground.
School Bus Loading	• School buses enter and exit on Myrick Park Lane to the circle in the rear of the building, where students are dropped off and picked up near the playground.
Family Drop-Off/Pick-Up	• Families in vehicles dropped off students on Campbell Road and in the Safety Circle, with most families choosing to use the Safety Circle. A handful of students were observed walking and biking to school.
School Staff Roles	• School staff were present supervising students outside the school door nearest the playground.
Adult Crossing Guards	• Adult school crossing guards are posted at the crosswalk on Campbell Road, at Losey Boulevard and Pine Street, and at Main Street and 21st Street North.
Student Safety Patrols	• A student safety patrol is stationed at Campbell Road and Pine Street.

Dismissal Observations at Blessed Sacrament School

Observation Details	
Observation Date	• The consultant team observed arrival on Friday, December 6, 2019.
Entrances/Exits	• At arrival students entered the school through all doors, but families primarily dropped off students on 24th Street and in the school parking lot nearest the playground.
School Bus Loading	• Buses dropped students off at the doors on 24th Street.
Family Drop-Off/Pick-Up	• Families in vehicles dropped students on 24th Street and in school parking lot nearest the playground.
School Staff Roles	• School staff served as crossing guards at the intersections of 24th Street with Cass and King Streets. School staff say they place in-street yield-to-pedestrian signs at these intersections around 7 AM each morning.
Adult Crossing Guards	• No adult school crossing guards are posted near the school, although several crossing guards are posted in the Emerson School area.
Student Safety Patrols	• No student safety patrols were observed.



Emerson Elementary and Blessed Sacrament
Existing Conditions
School
Numbered Observation
City Boundary
Crossing Guard
Existing Active Transportation Network
Bike lane
Shared lane markings
Neighborhood greenway
Paved Trail
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
Emerson Elementary School
Blessed Sacrament School
University of Wisconsin - La Crosse
Forest Hills Golf Course
Hixon Forest
LA CROSSE ST
CAMPBELL RD
LOSEY BLVD N
STHY 16
STATE ST
MAIN ST
KING ST
CASS ST
CAMERON AVE
MADISON ST
PINE ST
VINE ST
CROWLEY PL
HACKBERRY LN
MADISON PL
HILLVIEW AVE
16TH ST S
17TH ST S
19TH ST S
20TH ST S
21ST ST S
22ND ST S
23RD ST S
24TH ST S
26TH ST S
27TH ST S
28TH ST S
29TH ST S

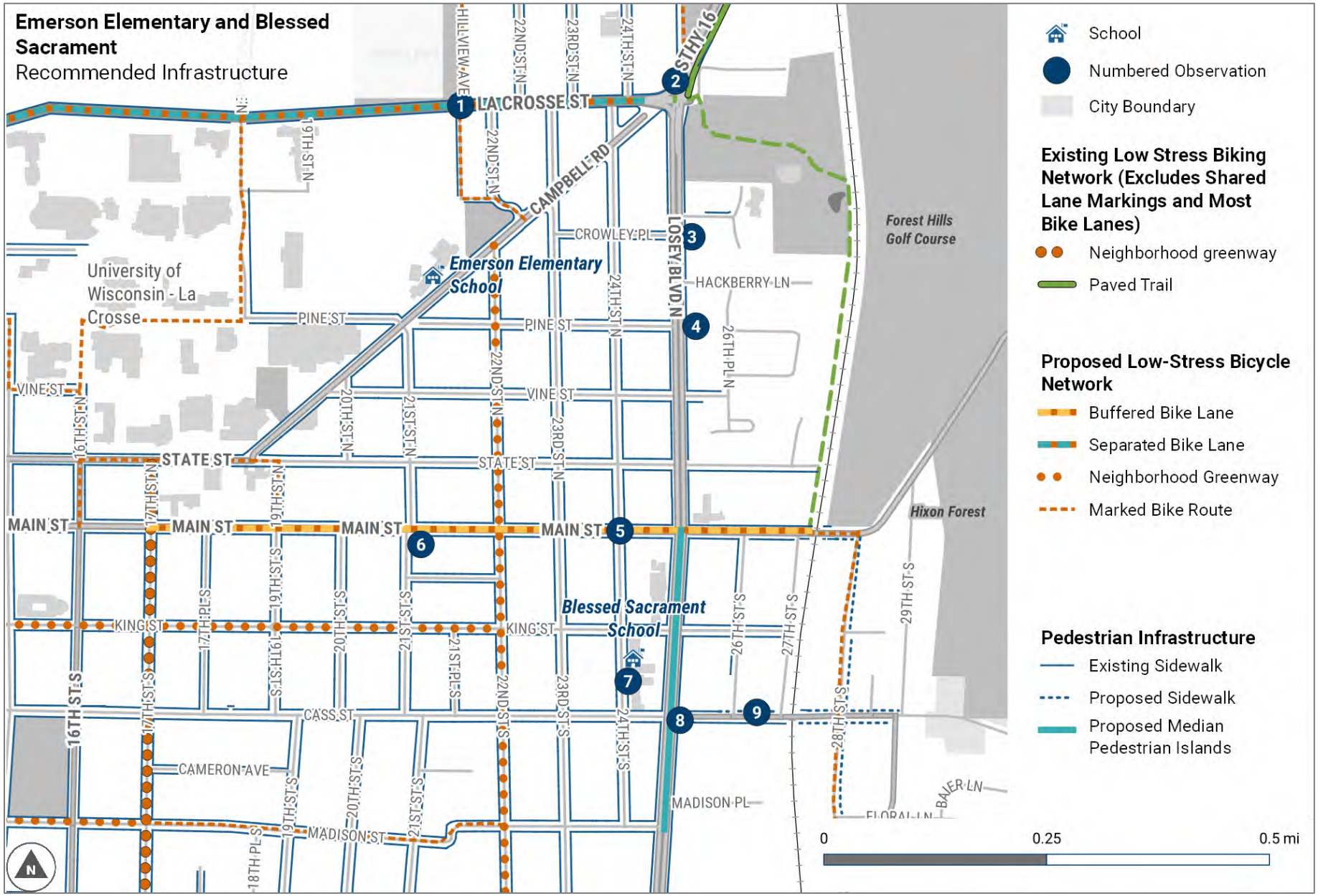
Recommendations in the Emerson Elementary and Blessed Sacrament Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. Some recommendations are shown **in dark blue bold font**, indicating that in an April/May 2020 online survey, more than three respondents listed it as an important recommendation in the Plan.

#	Location	Observations	Recommendations
1	La Crosse Street (Hwy 16) and Myrick Park Lane	• Vehicles appear to exceed the posted speed limit during school arrival and dismissal times. • La Crosse Street is a high speed and high volume street. • The crosswalk is marked with high-visibility markings, signs, and an in-street yield-to-pedestrian sign.	• **Install driver speed feedback signs on both approaches to the intersection. (Short Term)** • **Consider assigning a crossing guard at this location *or* designating the area north of La Crosse Street as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term)** • Add buffers and vertical protection to existing bike lanes by narrowing vehicle travel lanes. (Long Term)
2	La Crosse Street (Hwy 16) and Losey Boulevard	• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Parents and staff report that this intersection is dangerous. Most Emerson students living in the area would not need to cross at this intersection, but it is an important connection between the State Hwy 16 side path and the bicycle lanes on La Crosse Street.	• **Add high-visibility crosswalk markings on all legs of the intersection. (Short Term)** • **Add leading pedestrian interval at signal (Short Term)** • Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing (Short Term) • **Tighten the curb radii on all legs of the intersection by removing right-turn bypass lanes. (Long Term)**
3	Losey Boulevard and Losey Court	• There is a marked crosswalk and pedestrian island at this intersection. Due to high volume and speed of motor vehicles and number of pedestrians crossing, it might be a candidate for a Pedestrian Hybrid Beacon (PHB) or a Rectangular Rapid Flashing Beacon (RRFB).	• Install advance Yield Here To Pedestrians sign and yield line. (Short Term) • Add a Pedestrian Hybrid Beacon, or traffic light, to facilitate safe pedestrian crossings if pedestrian volumes are 20 in the peak hour or higher. Install RRFB if they do not meet this threshold. (Medium Term)

#	Location	Observations	Recommendations
4	Losey Boulevard and Pine Street	• A crossing guard is posted at this intersection. • There is a marked crosswalk, pedestrian crossing island, and RRFB at this intersection, presenting a relatively safe place for students to cross Losey Boulevard.	• Replace the RRFB with a Pedestrian Hybrid Beacon to facilitate safe pedestrian crossings if pedestrian volumes are 20 in the peak hour or higher. (Medium Term)
5	24th Street and Main Street	• Main Street has high traffic volumes and sparsely-parked cars, which facilitate high speeds. • A crosswalk is marked on one leg of intersection with transverse lines.	• Install driver speed feedback sign on both approaches to the intersection. (Short Term) • Remove parking to install buffered bike lanes on Main Street. (Short Term) • Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) • Consider curb extensions across 24th Street. (Long Term)
6	21st Street and Main Street	• Main Street has high traffic volumes and sparsely-parked cars, which facilitate high speeds. • A crossing guard is stationed at this intersection. A crosswalk is marked on one leg with transverse lines. • A bus stop is located at this intersection.	• Install driver speed feedback signs on both approaches to the intersection. (Short Term) • Remove parking to install buffered bike lanes on Main Street. (Short Term) • Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term) • Consider curb extensions across 21st Street. (Long Term)
7	24th Street between King Street and Cass Street	• The street is missing a curb on the school side of street. Numerous family members were observed driving up onto the “sidewalk” area to drop off students. • Family members were observed double parking to drop off students.	• Continue staff monitoring of arrival and dismissal. (Short Term) • Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term) • Extend existing curb in front of school property. (Medium Term)

#	Location	Observations	Recommendations
8	Losey Boulevard and Cass Street	• Losey Boulevard is a high speed and high-volume street. • Crossing distances are long and there are no median crossing islands for pedestrians. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • The roadway has multiple lanes in each direction and as a result, there is the possibility of multiple threat crashes. A multiple threat crash occurs when the motorist in one lane stops for a pedestrian in the crosswalk but the motorist in the other lane does not. • The 2012 Bicycle and Pedestrian Master Plan recommended shared-lane markings on Cass Street, but motor vehicle speeds and volumes exceed threshold for shared-lane markings. The 2012 Plan recommended a neighborhood greenway on parallel King Street, which would provide a low-stress biking and walking connection.	• **Install driver speed feedback signs on both approaches to the intersection. (Short Term)** • **Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approaches on Cass Street, and ensure adequate nighttime lighting. (Short Term)** • **Add leading pedestrian interval at signal. (Short Term)** • **Consider automatic pedestrian recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)** • **Build a neighborhood greenway on King Street to provide a low-stress biking and walking connection parallel to Cass Street. Install neighborhood greenway treatments, including traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)** • **Narrow travel lanes to 10–11 feet to provide space for a median refuge island at the intersection on Losey. (Long Term)**
9	Cass Street and 28th Street east of Losey Boulevard	• Missing sidewalks present a barrier to walking and bicycling to school. • The railroad crossing presents a barrier to walking and bicycling to school.	• **Construct sidewalks on entirety of Cass Street, beyond railroad tracks. (Long Term)** • **Construct sidewalks on one side of 28th Street. (Long Term)**


Emerson Elementary and Blessed Sacrament
Recommended Infrastructure
School
Numbered Observation
City Boundary
Existing Low Stress Biking Network (Excludes Shared Lane Markings and Most Bike Lanes)
Neighborhood greenway
Paved Trail
Proposed Low-Stress Bicycle Network
Buffered Bike Lane
Separated Bike Lane
Neighborhood Greenway
Marked Bike Route
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
Proposed Median Pedestrian Islands
0
0.25
0.5 mi
LA CROSSE ST
CAMPBELL RD
STHY 16
LOSEY BLVD N
CROWLEY PL
HACKBERRY LN
Forest Hills Golf Course
Hixon Forest
Emerson Elementary School
Blessed Sacrament School
University of Wisconsin - La Crosse
PINE ST
VINE ST
STATE ST
MAIN ST
KING ST
CASS ST
CAMERON AVE
MADISON ST
MADISON PL
BAER LN
16TH ST S
HILLVIEW AVE
22ND ST N
23RD ST N
24TH ST N
19TH ST N
26TH PL N
20TH ST N
21ST ST N
17TH ST N
19TH ST S
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21ST ST S
22ND ST S
23RD ST S
24TH ST S
26TH ST S
27TH ST S
28TH ST S
29TH ST S
17TH PL S
21ST PL S
18TH PL S

Lincoln Middle and Aquinas Neighborhood Infrastructure Plan

Lincoln Middle School, SOTA II, & Montessori	
Address	510 9th Street
Grade Levels	6 – 8
Number of Students	Approximately 400
Number of Students Approved for Free and Reduced Lunch	153 (38%)[a]
Arrival/Dismissal Times	7:35 AM / 2:45 PM

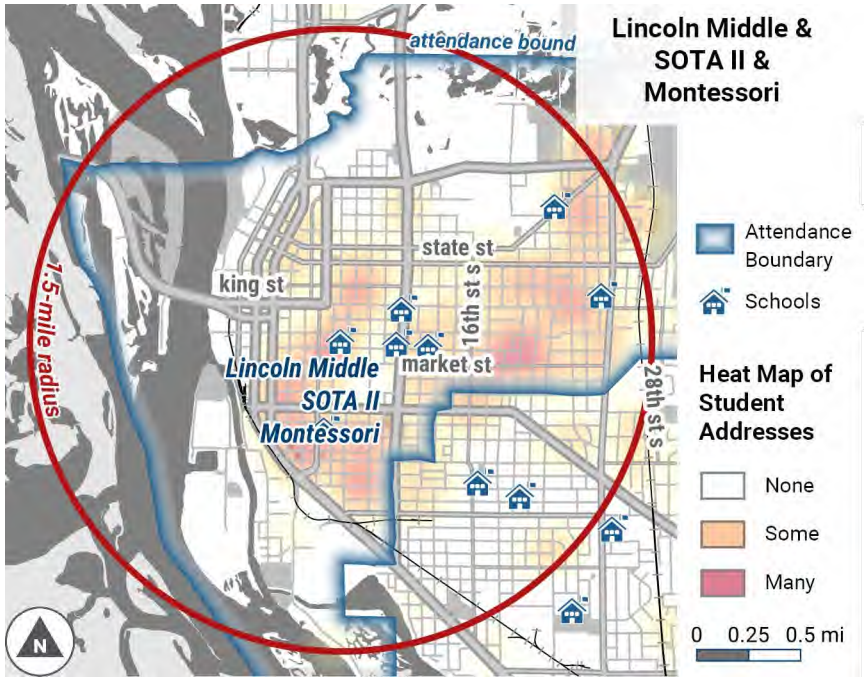
[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

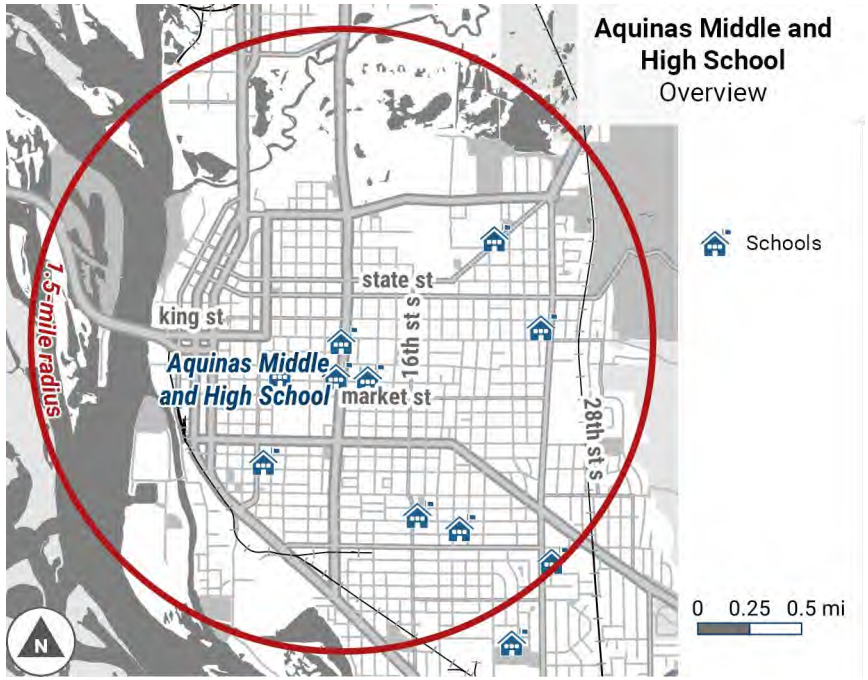
School Travel Modes	% of Students Using Mode[b]
Walk and Bike	26% AM, 34% PM
School Bus	18% AM, 23% PM
Family Vehicle	49% AM, 36% PM

[b]*Source: La Crosse County Health Department, Fall 2013*

Aquinas Middle and High School	
Address	315 11th Street
Grade Levels	6 – 12
Number of Students	Approximately 450
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	7:45 AM / 3:05 PM

School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available





First Evangelical Lutheran School	
Address	520 West Avenue
Grade Levels	Pre-K – 8
Number of Students	Approximately 125[a]
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	8:15 AM / 3:15 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

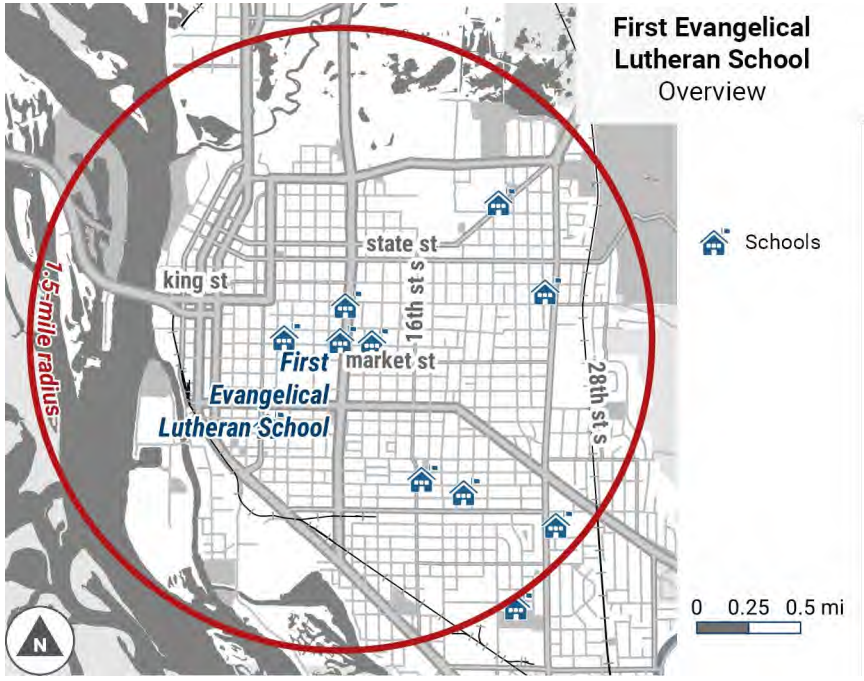
School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available

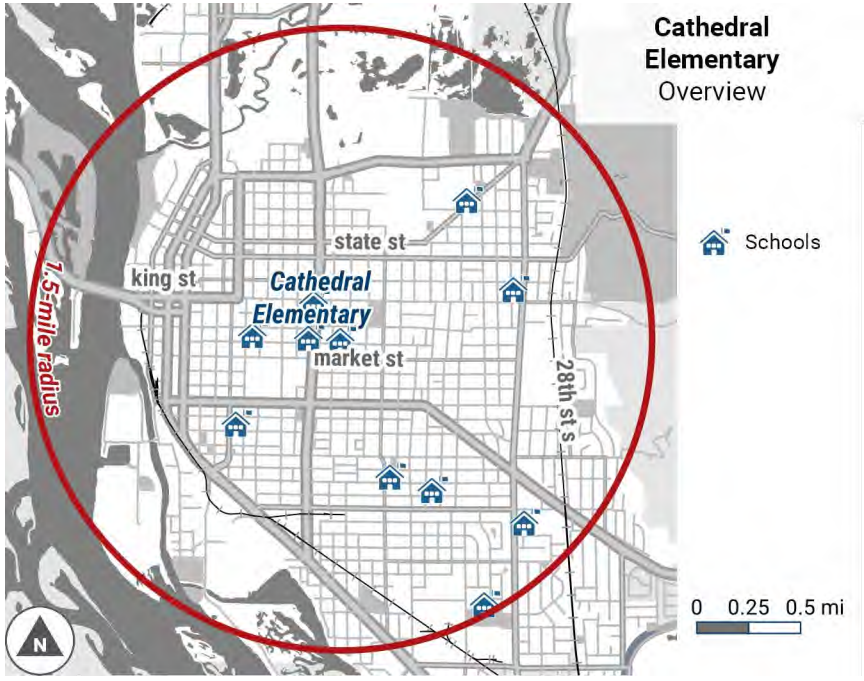
Cathedral Elementary School	
Address	1319 Ferry Street
Grade Levels	Pre-K – 2
Number of Students	Approximately 160
Number of Students Approved for Free and Reduced Lunch	23 (14%)[a]
Arrival/Dismissal Times	7:45 AM / 2:50 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	3% AM, 1% PM
School Bus	6% AM, 33% PM
Family Vehicle	91% AM, 81% PM

[b]*Source: La Crosse County Health Department, Fall 2018*





Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
West Avenue (State Hwy 35)	20,000 to 22,700	4	25
Cass Street (State Hwy 16)	7,000 to 8,100	2	25
Main Street	4,300 to 5,000	2; parking on both sides	25
7th Street	2,600	2; parking on both sides	25
Market Street	4,700	2; parking on both sides	25
Jackson Street (State Hwy 33)	5,800 (near 5th Avenue) to 11,000 (near 15th Street)	Varies between 2 (with parking on both sides) and 4 (with no parking)	25

[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns in Neighborhood

Source of Concern	Safety Concern or Comment
School Resource Officers and School Principals	• West Avenue and Cass Street have high traffic volumes. • Lincoln Middle School has a lack of street lighting in the neighborhood. • The Principal and School Resource Officer are concerned about family vehicles during arrival, when congestion is worst. Families double-park, drop off students on the opposite side of the street, and drop off students in front of the Ferry Street entrance, which is supposed to be reserved for school buses. Family vehicles also block the crosswalks.
Bicycle and Pedestrian Safety Study 2011-2015	• West Avenue (State Hwy 35) between La Crosse Street and Jackson Street was identified as a "problem corridor" due to the number of bicycle and pedestrian crashes. • Cass Street between 3rd Street and 8th Street was also identified as a problem corridor, but has been reconstructed since the study was published, with fewer traffic lanes and curb extensions.
Parent Surveys	• Lincoln Middle School parents expressed concern about traffic on Jackson Street (State Hwy 33). • Cathedral Elementary parents expressed concern about the intersection of Losey Boulevard and Cass Street.
Lincoln Student Focus Group	• West Avenue is hard to cross at Ferry Street and Division Streets, which is where it makes sense to cross on a bicycle. Students report that drivers rarely yield. • There is not a good north-south bicycle connection (such as a neighborhood greenway or a street with bike lanes) near the school to connect to the area north of Main Street. • There is a lack of street lighting in the neighborhood around Lincoln Middle School.

Observations at Lincoln Middle School, SOTA II, & Montessori

Observation Details	
Observation Date	• The consultant team observed arrival on Tuesday, December 3, 2019 and dismissal on Thursday, December 5, 2019
Entrances/Exits	• At arrival most students entered the school from Ferry Street, entering through the cafeteria. Band students were allowed to use the main entrance on 9th Street. At dismissal, most students were observed using the main exit (on 9th Street).
School Bus Loading	• 4-5 school buses were observed on the school side of Ferry Street.
Family Drop-off/Pick-up	• Most families in vehicles dropped off students on 9th Street and mainly used that street for pick-up as well. Some families in vehicles dropped off students on Ferry Street, especially once the buses left. Pick-up and drop-off had heavy traffic but were generally orderly.
School Staff Roles	• School staff were assigned to Ferry and Division Streets at arrival. School staff were also present supervising students inside the school. At dismissal, no staff were observed outside the school.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed

Observations at Aquinas Middle and High School

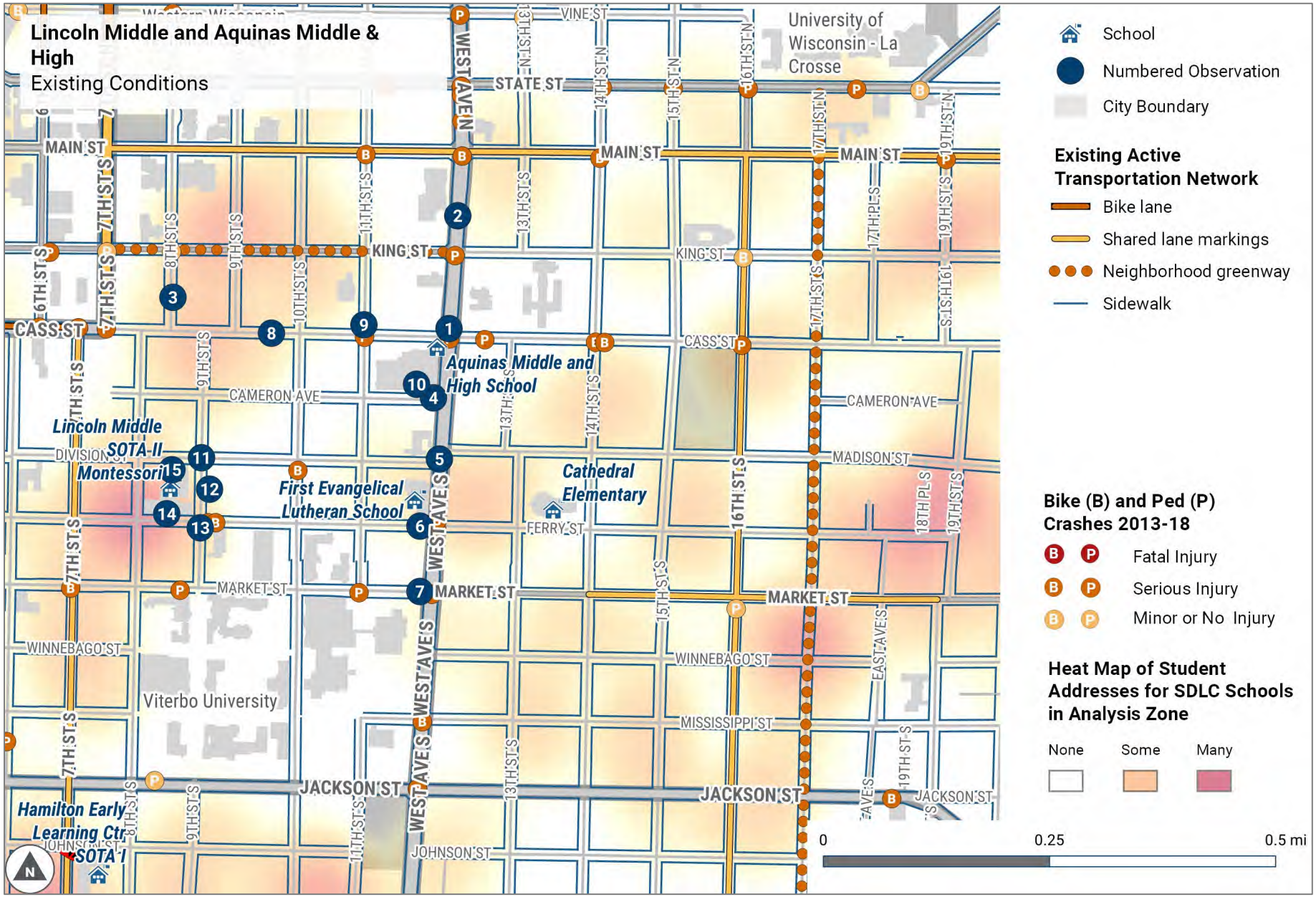
Observation Details	
Observation Date	• The consultant team observed arrival on Tuesday, December 3 and dismissal on Thursday, December 5.
Entrances/Exits	• At arrival students entered the school using doors on Cass Street and Cameron Avenue. At dismissal, students exited using any door.
School Bus Loading	• One school bus was observed on the school side of 11th Street.
Family Drop-off/Pick-up	• Families in vehicles dropped off students from surrounding local streets. Most families dropped off students on 11th Street or Cameron Avenue. However, many students and families walked to and from school, with most appearing to arrive and exit the school to the east and south. • Pick-up and drop-off had heavy traffic but were generally orderly.
School Staff Roles	• School staff were present supervising students outside the school door and helped with boarding the bus.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed.

Arrival Observations at First Evangelical Lutheran School

Observation Details	
Observation Date	• The consultant team observed arrival on Tuesday, December 3.
Entrances/Exits	• At arrival students entered the school through a rear entrance accessed from Division Street.
School Bus Loading	• No school buses were observed.
Family Drop-off/Pick-up	• Families in vehicles dropped off students from Division Street. Students were guided into the rear entrance by parents, and parents exited using the alley leading to 11th Street. At dismissal, parents entering the school are requested to use the parking lot. Parents picking up students with last names starting at the beginning of the alphabet use Ferry Street, while those picking up students with last names starting at the end of the alphabet use the parking lot (accessed on Division Street).
School Staff Roles	• No school staff were present supervising students outside the school door.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed.

Dismissal Observations at Cathedral Elementary School

Observation Details	
Observation Date	• The consultant team observed dismissal on Thursday, December 5.
Entrances/Exits	• At dismissal parents enter the building from both Ferry Street and the parking lot entrances to pick up their children.
School Bus Loading	• One school bus picked up students on Ferry Street to take them to Blessed Sacrament for after-school programming.
Family Drop-off/Pick-up	• Families in vehicles parked in parking lot behind the building and on Ferry Street in front of the building and entered the building to pick up students.
School Staff Roles	• School staff remained in the building with the students during dismissal.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed.


Lincoln Middle and Aquinas Middle & High
Existing Conditions
Aquinas Middle and High School
Lincoln Middle SOTA-II Montessori
First Evangelical Lutheran School
Cathedral Elementary
Viterbo University
Hamilton Early Learning Ctr SOTA-I
University of Wisconsin - La Crosse
STATE ST
MAIN ST
KING ST
CASS ST
CAMERON AVE
DIVISION ST
FERRY ST
MADISON ST
MARKET ST
WINNEBAGO ST
MISSISSIPPI ST
JACKSON ST
JOHNSON ST
WEST AVE S
EAST AVE S
6TH ST S
7TH ST S
8TH ST S
9TH ST S
10TH ST S
11TH ST S
13TH ST S
14TH ST N
15TH ST N
16TH ST N
17TH ST N
19TH ST N
School
Numbered Observation
City Boundary
Existing Active Transportation Network
Bike lane
Shared lane markings
Neighborhood greenway
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi

Recommendations in the Lincoln Middle and Aquinas Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. Some recommendations are shown **in dark blue bold font**, indicating that in an April/May 2020 online survey, more than three respondents listed it as an important recommendation in the Plan.

#	Location	Observations	Recommendations
1	West Avenue and Cass Street	• Many Aquinas and Lincoln students cross West Avenue at this intersection. Most turning vehicles did not yield to people in the crosswalk. • The existing crossings lack high-visibility crosswalk markings. • Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • Vehicles appear to exceed the posted speed limit during school arrival and dismissal times. • The intersection is partially within a reduced school speed limit zone (northbound traffic sees 15 mph signage, but there is no similar sign for southbound traffic). • Parents and staff report that this crossing is dangerous and discourages students from walking and biking.	• **Add high-visibility crosswalks on all legs of the intersection. (Short Term)** • **Install driver speed feedback signs on both approaches to the intersection. (Short Term)** • **Install reduced school speed limit zone signage for southbound traffic north of Cass Street. (Short Term)** • **Add leading pedestrian interval at signal. (Short Term)** • **Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)** • **Narrow or reduce travel lanes to provide pedestrian refuge in the existing median. (Medium Term)** • **Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Medium Term)**

#	Location	Observations	Recommendations
2	West Avenue (State Hwy 35)	• West Avenue is a high-speed and high-volume street. • Narrow sidewalks with minimal buffer next to a busy, 4-lane arterial creates an uncomfortable walking environment. • Several children were observed bicycling on sidewalks along this street. No bicycle facilities are present.	• Reconstruct sidewalks to provide a wider surface that could be used for biking and walking. (Medium Term)
3	8th Street	• There is a need for a safe and comfortable low-stress bicycling route parallel to West Avenue (State Hwy 35).	• Build a neighborhood greenway on 8th Street to provide a low-stress biking and walking connection parallel to West Avenue. Install treatments including shared-lane markings, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term) • At the intersection of 8th Street and Cass Street, consider installing a two-way separated bike lane or raised sidepath on the north side of Cass Street (Medium Term)
4	West Avenue (State Hwy 35) and Cameron Avenue	• Some students walk across Cameron Avenue at West Avenue; however, no crosswalk is marked across Cameron Avenue on the west leg of the intersection. • During arrival and dismissal, left-turning vehicles from Cameron Avenue onto West Avenue increase the chance of crashes (especially because the refuge spot for these vehicles is too narrow). Additionally, these drivers often block the unmarked crosswalk, impeding pedestrians. • No crosswalk is marked across West Avenue. Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians.	• Extend the median south, through the intersection, to reinforce left turn prohibition and provide pedestrian refuge islands to shorten crossing distances and improve pedestrian safety. Add high-visibility crosswalks on all legs of the intersection. (Medium Term) • Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term) • Tighten up the curb radii of the intersection and install new curb ramps that line up with crosswalks at all corners. (Long Term)

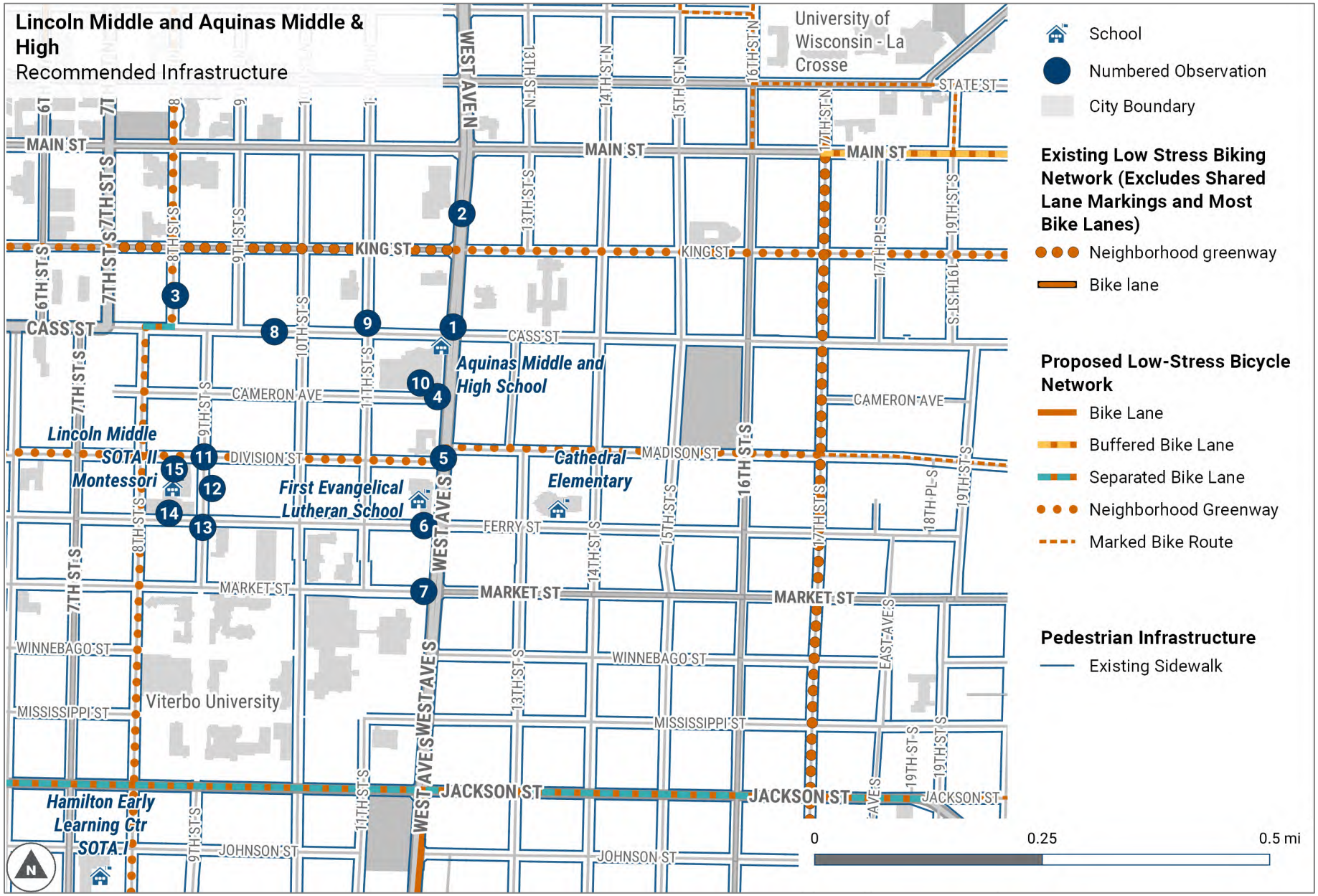
#	Location	Observations	Recommendations
5	West Avenue and Division Street	• No crosswalk is marked across West Avenue on north leg of the intersection. • The intersection is partially within a reduced school speed limit zone (northbound traffic sees 15 mph signage in advance of the intersection, but signage for southbound traffic is south of the intersection. • Public comments report that Division Street makes the most sense for an east-west neighborhood greenway connection for bicycle travel.	• Install reduced school speed limit zone signage for southbound traffic north of Cass Street. (Short Term) • Build a neighborhood greenway on Division and Madison Streets to provide a low-stress biking and walking connection parallel to Cass Street. Install neighborhood greenway treatments, including sharows, traffic calming, curb extensions, and bicycle wayfinding signage. (Medium Term) • Evaluate feasibility of narrowing travel lanes and closing the median at this location in conjunction with neighborhood greenway project, to facilitate a bicycle/pedestrian median refuge (see example of Snelling Avenue and Charles Avenue in St. Paul). Add high-visibility crosswalks when implemented. (Medium Term) • Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term)
6	West Avenue and Ferry Street	• Crossing distances across West Avenue are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • No crosswalk is marked on the south, east, or west legs. The existing crosswalk on the north leg is painted red and has school crossing signs. • Vehicles appear to exceed the posted speed limit (15 mph) during school arrival and dismissal times.	• Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. Add high-visibility crosswalks on all legs of the intersection. (Medium Term)

#	Location	Observations	Recommendations
7	West Avenue and Market Street	• The intersection has traffic signals. Pedestrian signal heads are present, but people must push a button to get a pedestrian phase. • Crosswalks are marked with transverse lines. • The intersection is not within a reduced school speed limit zone. • Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.	• Extend reduced school speed limit zone signage to include this intersection. (Short Term) • Add high-visibility crosswalks on all legs of the intersection. (Short Term) • Add leading pedestrian interval at signal. (Short Term) • Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term) • Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Medium Term) • Tighten up the curb radii of the intersection and explore eliminating right turn lane on Market Street. (Long Term)
8	Cass Street	• Students were observed biking on the sidewalk. No bicycle facilities are present. • Cass Street is identified for shared-lane markings in the 2012 Bicycle and Pedestrian Master Plan, but motor vehicle speeds and volumes exceed threshold for shared-lane markings.	• Build a neighborhood greenway on Division and Madison Streets to provide a low-stress biking and walking connection parallel to and south of Cass Street. Install neighborhood greenway treatments, including sharrows, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)

#	Location	Observations	Recommendations
9	Cass Street and 11th Street	• Curb extensions at this intersection shorten crossing distances and increase pedestrian visibility. • At dismissal time, many drivers make left turns from Cass Street onto 11th Street, which blocks through-traffic on Cass Street. Also, high traffic volumes of cars making right turns onto West Avenue (State Hwy 35) cause traffic to back up all the way to 11th Street. Drivers were observed blocking the intersection and impeding pedestrians.	• Post a sign prohibiting left turns from Cass Street to 11th Street during school arrival and dismissal times. Communicate expectations for family vehicles at arrival and dismissal. Remind families to not block the crosswalks. (Short Term) • Encourage more families to walk or bicycle to school, or drop students off on 10th Street or Division Street to reduce the number of vehicles during arrival and dismissal. (Short Term) • Add high-visibility crosswalks on all legs of the intersection. (Short Term) • Add advance Yield Here To Pedestrians sign to both approaches on Cass Street. (Short Term)
10	Bicycle Parking at Aquinas Middle and High	• Existing bicycle racks on the north and south sides of the school can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
11	9th Street and Division Street	• Drivers of family vehicles were observed blocking crosswalks and impeding pedestrians. • Cars were parked too close to the intersection, reducing the visibility of pedestrians in the crosswalk • Students and school staff say that the neighborhood needs more street lighting.	• Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and adequate nighttime lighting. (Short Term) • Consider using in-street Yield to Pedestrian signs. (Short Term) • Install curb extensions to shorten pedestrian crossing distance. (Medium Term). • Build a neighborhood greenway on Division Street to provide a low-stress biking and walking connection parallel to and south of Cass Street. Install neighborhood greenway treatments, including traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)

#	Location	Observations	Recommendations
12	9th Street in front of Lincoln Middle	• Some families dropped off students on the non-school side of the street. • A driver speed feedback sign is installed on 9th Street. The street environment—many parked vehicles, heavy traffic congestion—does not facilitate speeding during arrival and dismissal.	• Relocate driver speed feedback sign to a higher-speed location such as West Avenue. (Short Term) • **Continue staff monitoring of arrival and dismissal. (Short Term)** • **Continue communicating expectations for parents at arrival and dismissal. (Short Term)** • **Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term)** • **Continue asking families to pick-up and drop-off on the school side of the street. Encourage school staff to park on the non-school side of 9th Street so that those parking spots are not available during arrival and dismissal. (Short Term)**
13	9th Street and Ferry Street	• Drivers of family vehicles were observed blocking crosswalks and impeding pedestrians. • Cars were parked too close to the intersection, reducing the visibility of pedestrians in the crosswalk. • Students and school staff say that the neighborhood needs more street lighting.	• Continue using in-street Yield to Pedestrians in Crosswalks sign. (Short Term) • Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and adequate nighttime lighting. (Short Term) • Install curb extensions to shorten pedestrian crossing distance. (Long Term)
14	Ferry Street in front of Lincoln Middle	• The area on Ferry Street in front of the school is reserved for school bus drop off and pick up. • Some families in vehicles dropped off students on the school side when buses were not present. • Some families dropped off students on the non-school side of the street, causing students to cross mid-block.	• **Continue staff monitoring of arrival and dismissal. (Short Term)** • **Continue communicating expectations for parents at arrival and dismissal. (Short Term)** • **Encourage more families to walk or bicycle to school or drop students off on 8th Street or Division Street to disperse vehicles during arrival and dismissal. (Short Term)** • **Unlock the door to the cafeteria from 9th Street during arrival. This will make it more attractive for families to use the 9th Street drop-off area instead of Ferry Street. (Short Term)**

#	Location	Observations	Recommendations
15	Bicycle Parking at Lincoln Middle	• Existing bicycle racks on Division Street can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles. • School staff and the School Resource Officer report that bicycle theft is a problem at Lincoln. Cameras have been installed to monitor the bicycle racks.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)


Lincoln Middle and Aquinas Middle & High
Recommended Infrastructure
University of Wisconsin - La Crosse
Aquinas Middle and High School
Lincoln Middle
SOTA II
Montessori
First Evangelical Lutheran School
Cathedral Elementary
Viterbo University
Hamilton Early Learning Ctr
SOTA I
MAIN ST
KING ST
CASS ST
CAMERON AVE
DIVISION ST
FERRY ST
MARKET ST
WINNEBAGO ST
MISSISSIPPI ST
JOHNSON ST
JACKSON ST
STATE ST
MADISON ST
WEST AVE N
WEST AVE S
6TH ST S
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9TH ST S
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13TH ST S
14TH ST S
15TH ST S
16TH ST S
17TH ST S
18TH PL S
19TH ST S
EAST AVE S
13TH ST N
14TH ST N
15TH ST N
16TH ST N
17TH ST N
17TH PL S
19TH ST S
School
Numbered Observation
City Boundary
Existing Low Stress Biking Network (Excludes Shared Lane Markings and Most Bike Lanes)
Neighborhood greenway
Bike lane
Proposed Low-Stress Bicycle Network
Bike Lane
Buffered Bike Lane
Separated Bike Lane
Neighborhood Greenway
Marked Bike Route
Pedestrian Infrastructure
Existing Sidewalk
0
0.25
0.5 mi
N

Hintgen Elementary and Faith Baptist Neighborhood Infrastructure Plan

Hintgen Elementary (Priority School)	
Address	3505 28th St S
Grade Levels	4K – 5
Number of Students	Approximately 300
Number of Students Approved for Free and Reduced Lunch	205 (60%)[a]
Arrival/Dismissal Times	8:05 AM / 2:45 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

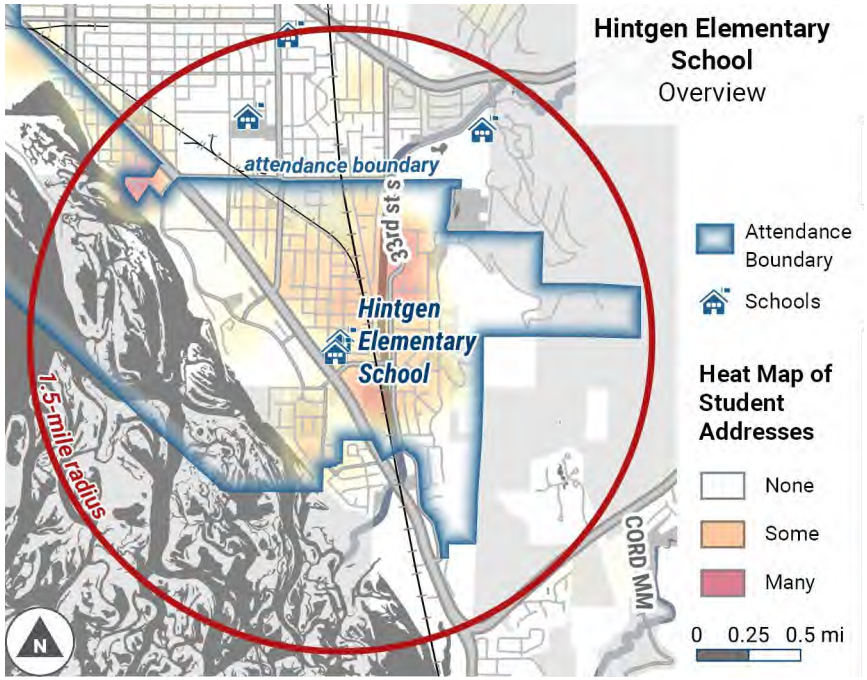
School Travel Modes	% of Students Using Mode[b]
Walk and Bike	7% AM, 9% PM
School Bus	24% AM, 29% PM
Family Vehicle	68% AM, 61% PM

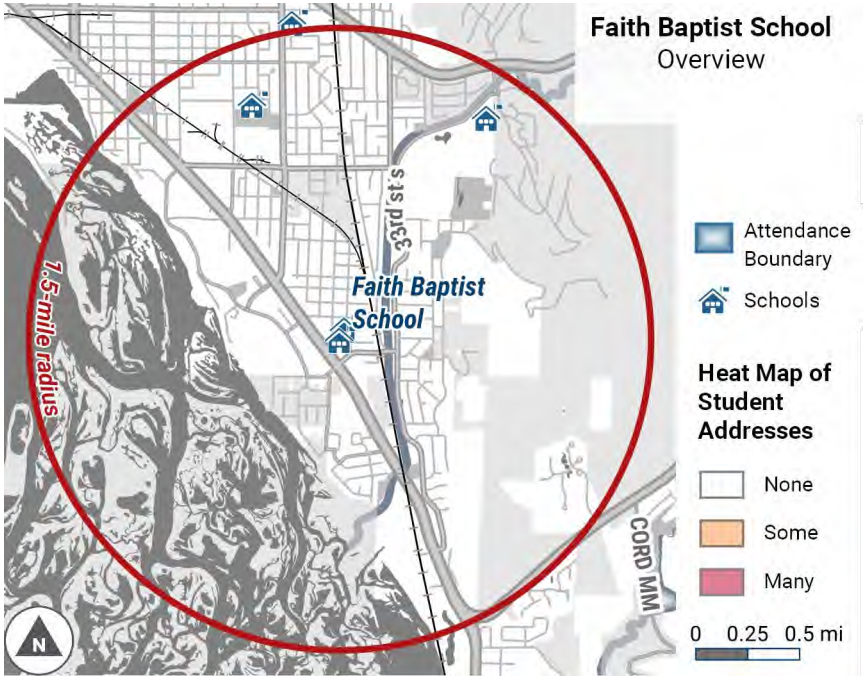
[b]*Source: La Crosse County Health Department*

Faith Baptist	
Address	3615 28th St S
Grade Levels	Pre-K - 12
Number of Students	Approximately 15[a]
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	8:00 AM / 3:00 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available





Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
Mormon Coulee Road (US Hwy 14)	25,955	4, with center turn lane	40
Losey Boulevard	11,200	4; center turn lane north of Ward Avenue	25
Shelby Road	4,300	2; parking on both sides in certain areas	25
Broadview Place	2,900	2; parking in certain areas	25
33rd Street	2,600	2; parking in certain areas	25

[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns in Neighborhood

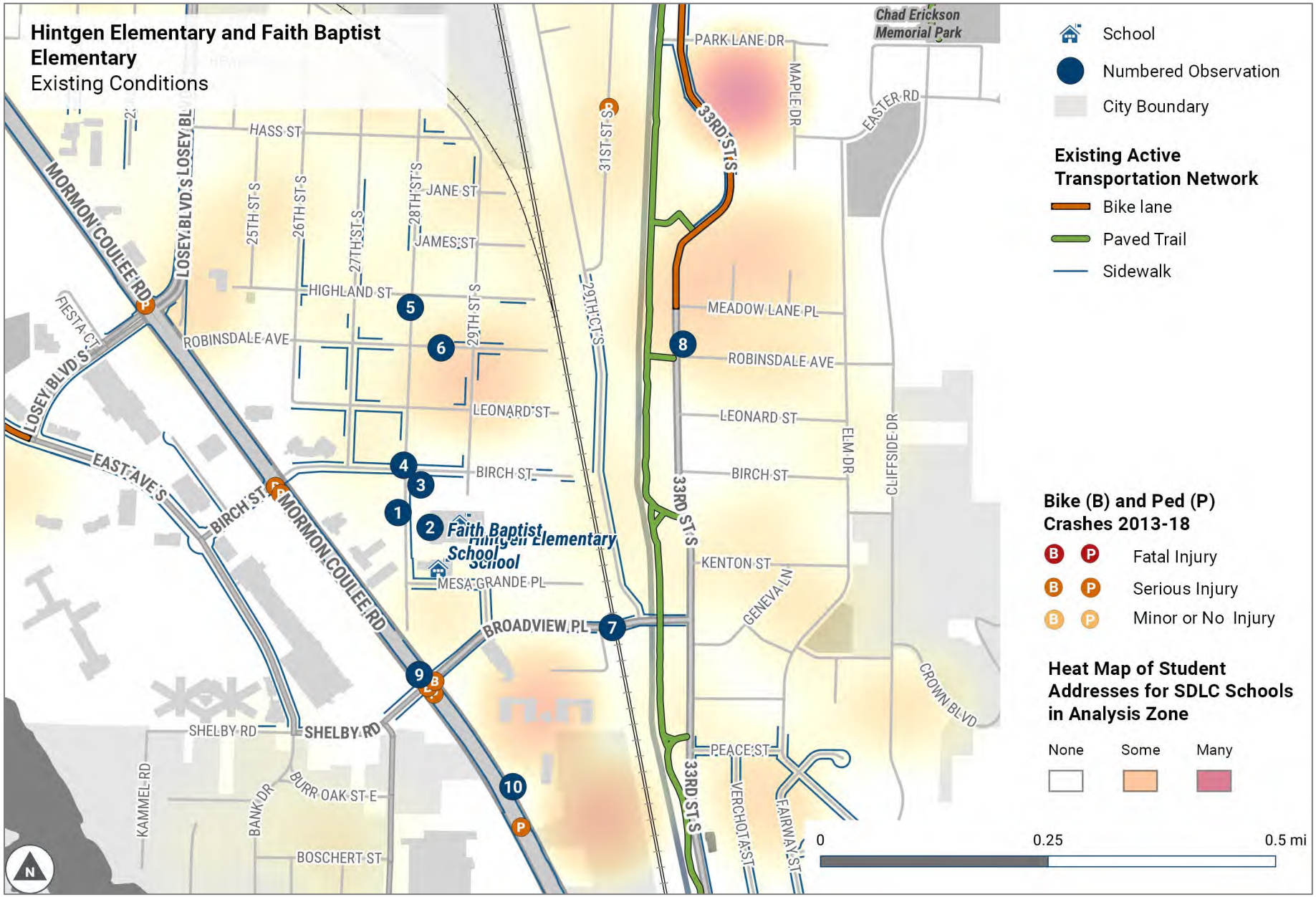
Source of Concern	Safety Concern or Comment
Hintgen Principal Amy Oliver	• Families are supposed to use the circle in the front of the building for drop off and pick up. The parking circle has been modified to accommodate this traffic flow. Despite this, some families use the 29th Street cul-de-sac on the side of the building for parent drop-off because it is faster.
Hintgen Parent Surveys	• Parents expressed a desire for more sidewalks near the school. • Several parents expressed concern about the lack of stop signs at intersections in the area. • One parent said that families dropping students off in 29th Street cul-de-sac are a danger to walkers because there are no sidewalks. • Hintgen parents expressed concern about crossing Mormon Coulee Road (US Hwy 14).
School District Transportation Office	• Many neighborhoods near this school will likely be included in future Unusual Hazardous Transportation areas planned by the School District of La Crosse. • Losey Boulevard, Mormon Coulee Road, and the lack of sidewalks in the neighborhood are some of the unusually hazardous transportation concerns.

Dismissal Observations at Hintgen Elementary

Observation Details	
Observation Date	• The consultant team observed dismissal on Wednesday, December 4.
Entrances/Exits	• At dismissal students exited the school through multiple entrances on 28th Street and through the back doors near the playground.
School Bus Loading	• School buses picked up students in the playground behind the school. Students lined up in an organized manner and boarded their designated buses.
Family Drop-off/Pick-up	• Families in vehicles picked up students mostly from the front of the school along 28th Street. Many families parked in the private parking lots across the street from the school and walked to pick up their students; many parked on 28th Street, and some were observed parking and leaving their vehicles in the pick-up/drop-off circle on school grounds.
School Staff Roles	• School staff served as crossing helpers on 28th Street. School staff were also present supervising students outside the rear school door to facilitate bus loading on the playground.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• Student safety patrols assisted students crossing the parking lot driveway by the entrance.

Dismissal Observations at Faith Baptist

The consultant team was not able to obtain explicit permission to observe arrival or dismissal, and the number of students at Faith Baptist (less than 20) is so small that dismissal traffic was not observed, even though it occurred 15 minutes after Hintgen's dismissal bell.


Hintgen Elementary and Faith Baptist Elementary
Existing Conditions
School
Numbered Observation
City Boundary
Existing Active Transportation Network
Bike lane
Paved Trail
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
Chad Erickson Memorial Park
Faith Baptist School
Hintgen Elementary School
MORMON COULEE RD
LOSEY BLVD S
EAST AVE S
BIRCH ST
HASS ST
JANE ST
JAMES ST
HIGHLAND ST
ROBINSDALE AVE
LEONARD ST
MESA GRANDE PL
BROADVIEW PL
SHELBY RD
KAMMEL RD
BANK DR
BURR OAK ST E
BOSCHERT ST
FIESTA CT
25TH ST S
26TH ST S
27TH ST S
28TH ST S
29TH ST S
29TH CT S
31ST ST S
PARK LANE DR
MAPLE DR
EASTER RD
33RD ST S
MEADOW LANE PL
KENTON ST
GENEVA LN
ELM DR
CLIFFSIDE DR
CROWN BLVD
PEACE ST
VERCHOTA ST
FAIRWAY ST
1
2
3
4
5
6
7
8
9
10

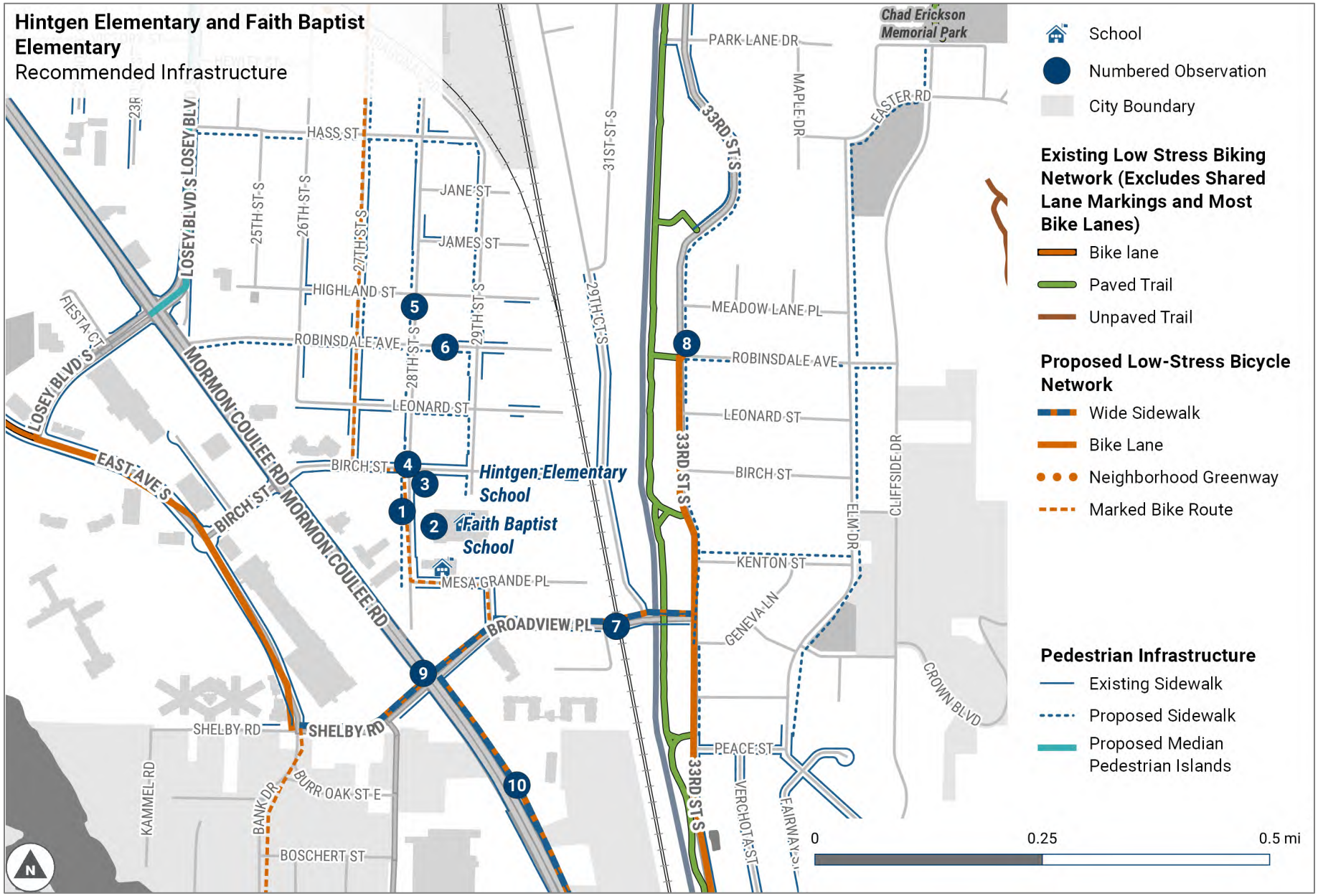
Recommendations in the Hintgen Elementary and Faith Baptist Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. There were not enough responses to the April/May 2020 online survey to determine which recommendations were favored by respondents.

#	Location	Observations	Recommendations
1	28th Street in front of school	• The existing crossing where school staff serve as crossing helpers is not highly visible to drivers. There are no high-visibility crosswalk markings or school crossing signs. The day of observation, a yield to pedestrian sign was present on the terrace but was not placed in the crosswalk where it would increase visibility and driver yield rates.	• Continue staff monitoring of arrival and dismissal. (Short Term) • Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term) • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term) • Add high-visibility crosswalks and school crossing signs and use existing yield to pedestrian sign daily. (Short Term)
2	Circle driveway in front of school	• The lack of a curb where driveway meets hatched area (near bike racks) presents a safety concern, because vehicles could drive over it and hit pedestrians.	• Construct curb to separate pedestrians and bicyclists from people driving. (Medium Term)
3	Bicycle Parking at Hintgen	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
4	28th Street and Birch Street	• No crosswalk is marked on the north or west leg of the intersection.	• Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and adequate nighttime lighting. (Short Term) • Consider using in-street yield to pedestrian signs. (Short Term) • Install curb extensions to shorten pedestrian crossing distance (Long Term)
5	28th Street and 29th Street	• Missing sidewalks along much of 28th Street and 29th Street present a barrier to walking and bicycling to school.	• Construct new sidewalks to form a continuous sidewalk on one side. (Medium Term)

#	Location	Observations	Recommendations
6	Robinsdale Avenue and Hass Street	• Robinsdale Avenue is a through-street that has more traffic than other east-west streets. The intersections on Robinsdale Avenue are uncontrolled (there are no stop signs). • Missing sidewalks along much of Robinsdale Avenue present a barrier to walking and bicycling to school.	• Add stop signs at intersections where there currently are none. (Short Term) • Construct new sidewalks to form a continuous sidewalk on one side. (Medium Term)
7	Broadview Place	• The railroad and Pammel Creek waterway present barriers for students walking and biking to school. Broadview Place is the only point of access to the Pammel Creek Trail from area west of the railroad.	• Reconstruct sidewalks to provide a wider surface that could be used as a multi-use path for people biking and walking along Broadview Place and Shelby Road. (Long Term)
8	33rd Street and Elm Drive neighborhood	• Missing sidewalks along much of 33rd Street present a barrier to walking and bicycling to school.	• Construct new sidewalks where there are gaps. Sidewalk on the east side of the street is higher-priority. (Medium Term) • Construct new sidewalks on Elm Drive to form a continuous sidewalk network on one side to provide access to parks, bus stops, and Hintgen Elementary. (Long Term)

#	Location	Observations	Recommendations
9	Mormon Coulee Road and Shelby Road	• Some Hintgen students live across Mormon Coulee Road in the Shelby Road area. • Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians.	• Designate the area across Mormon Coulee Road as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • Add high-visibility crosswalk markings and leading pedestrian interval at signal. (Short Term) • Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing (Short Term) • Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Long Term) • Narrow travel lanes on Morman Coulee Road to provide space to extend and widen medians into pedestrian refuge islands. Wider medians will protect pedestrians from left turning vehicles by slowing turns. (Long Term)
10	Mormon Coulee Road (US Hwy 14) south of Broadview Place	• Mormon Coulee Road is a high-speed and high-volume street. • Narrow sidewalks with minimal buffer next to a busy, 4-lane arterial creates an uncomfortable walking environment for Hintgen students living in the apartment complexes and manufactured homes south of Broadview Place. • No bicycle facilities are present.	• Install driver speed feedback signs in problem locations near school. (Short Term) • Reconstruct sidewalks to provide a wider surface that could be used as a multi-use path for people biking and walking. (Medium Term)

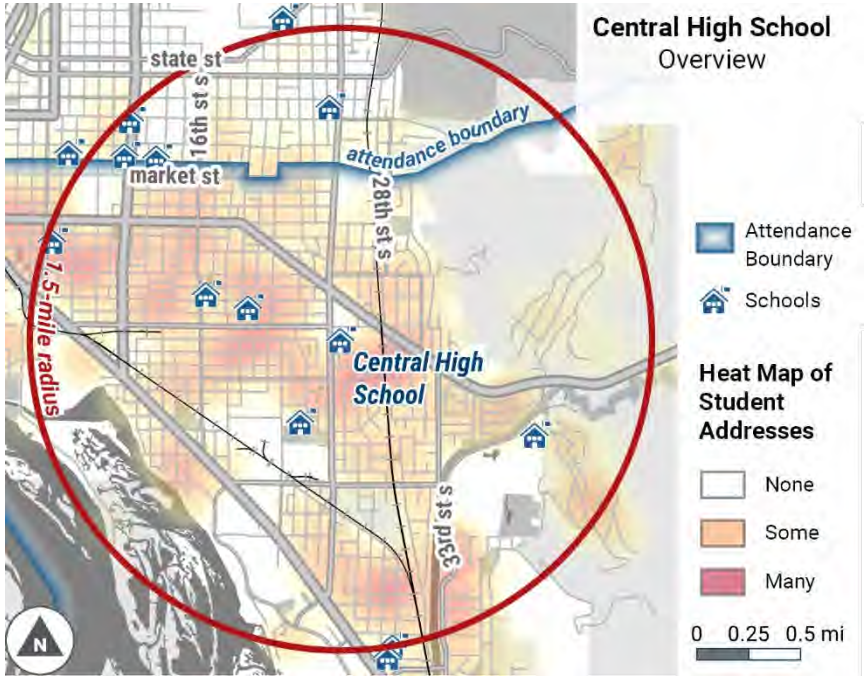

Hintgen Elementary and Faith Baptist Elementary
Recommended Infrastructure
Chad Erickson Memorial Park
PARK LANE DR
MAPLE DR
EASTER RD
33RD ST S
31ST ST S
HASS ST
JANE ST
JAMES ST
HIGHLAND ST
ROBINSDALE AVE
MEADOW LANE PL
LEONARD ST
BIRCH ST
KENTON ST
GENEVA LN
PEACE ST
ELM DR
CLIFFSIDE DR
CROWN BLVD
VERCHOTA ST
FAIRWAY
23R
25TH ST S
26TH ST S
27TH ST S
28TH ST S
29TH ST S
LOSEY BLVD S
FIESTA CT
MORMON COULEE RD
EAST AVE S
Hintgen Elementary School
Faith Baptist School
MESA GRANDE PL
BROADVIEW PL
SHELBY RD
KAMMEL RD
BANK DR
BURR OAK ST E
BOSCHERT ST
1
2
3
4
5
6
7
8
9
10
School
Numbered Observation
City Boundary
Existing Low Stress Biking Network (Excludes Shared Lane Markings and Most Bike Lanes)
Bike lane
Paved Trail
Unpaved Trail
Proposed Low-Stress Bicycle Network
Wide Sidewalk
Bike Lane
Neighborhood Greenway
Marked Bike Route
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
Proposed Median Pedestrian Islands
0
0.25
0.5 mi
N

Central High School and Spence Elementary Neighborhood Infrastructure Plan

Central High School	
Address	1801 Losey Blvd South
Grade Levels	9 – 12
Number of Students	Approximately 1100 [a]
Number of Students Approved for Free and Reduced Lunch	446 (39%) [a]
Arrival/Dismissal Times	8:00 AM / 2:40 PM

[a]Source: Wisconsin Department of Public Instruction, 2018-19

School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available

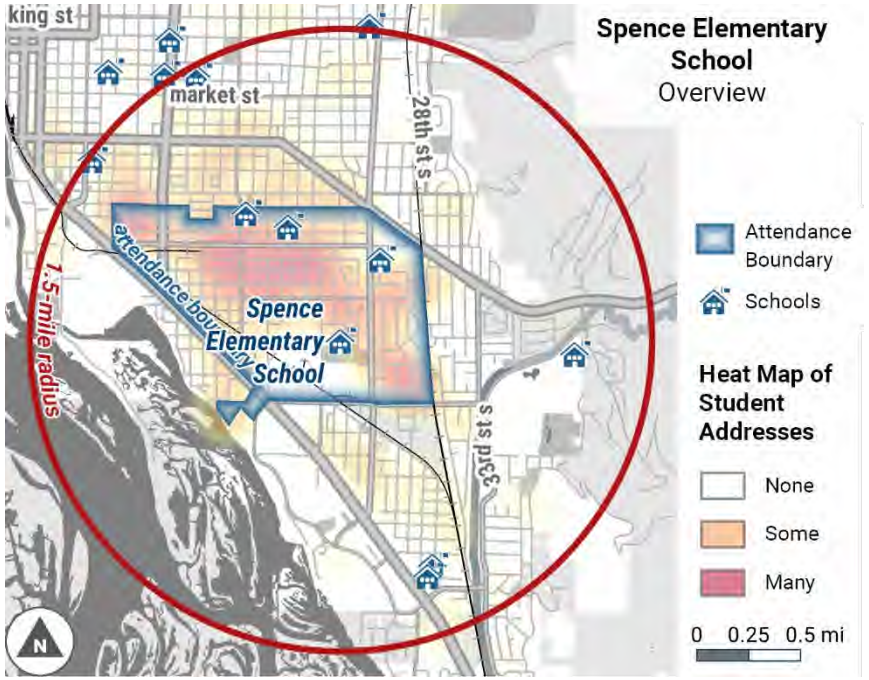


Spence Elementary (Priority School)	
Address	2150 Bennett Street
Grade Levels	4K – 5
Number of Students	375
Number of Students Approved for Free and Reduced Lunch	206 (54%)[a]
Arrival/Dismissal Times	8:00 AM / 2:40 PM

[a]Source: Wisconsin Department of Public Instruction, 2018-19

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	16% AM, 14% PM
School Bus	19% AM, 19% PM
Family Vehicle	65%AM, 65% PM

[b]La Crosse County Health Department, Fall 2018



Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
Losey Boulevard S	19,600 (near Spence Elementary) to 26,700 (north of State Road)	4; center turn lane north of Ward Avenue	25
State Road (State Hwy 33)	9,100 (near JavaVino) to 13,600 (near Festival Foods)	2; parking spaces on both sides. 4 lanes east of Losey Blvd S	25
Green Bay Street	5,600	2; parking on both sides	25
Weston Street	1,600	2; parking on both sides	25
Ward Avenue	8,000	2, with bike lanes (west of Losey Blvd); with parking on both sides (east of Losey Blvd)	25

[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns in Neighborhood

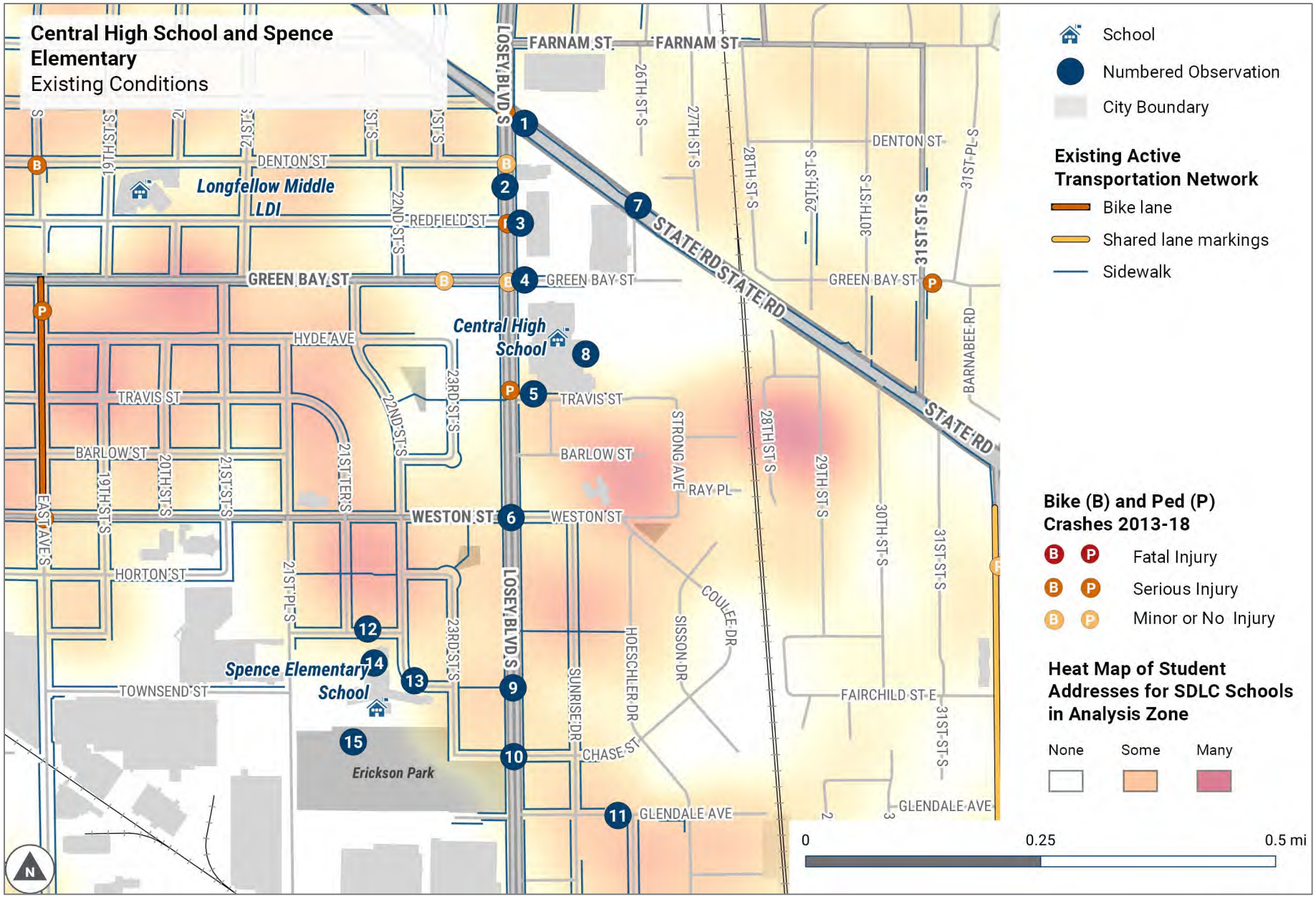
Source of Concern	Safety Concern or Comment
Spence Principal Moll and SRTS Liaison	• There are many family vehicles during arrival and dismissal. Families double-park and drop off students on the opposite side of the street. The volume of vehicles makes it hard to see students crossing the street.
Bicycle and Pedestrian Safety Study 2011-2015	• Losey Boulevard and State Road intersection was identified as a "problem intersection" due to the number of bicycle and pedestrian crashes. It had the highest crash index among all of the problem intersections identified in the study. Children under the age of 18 were victims in three of the six bicycle and pedestrian crashes at this intersection between 2011-2015.
Spence Parent Surveys	• Spence Elementary parents expressed concern about crossing Losey Boulevard at the pedestrian traffic signal without a crossing guard present and about distracted driving.
School District Transportation Office	• Spence Elementary families who live on the east side of Losey Boulevard are concerned about students walking to school. There is a stop light for pedestrians, but no crossing guard. • All Spence Elementary students live within a 2-mile radius of the school, so they do not qualify for free busing. Many parents pay for the school district busing because of their concerns about Losey Boulevard.

Dismissal Observations at Central High School

Observation Details	
Observation Date	• The consultant team observed dismissal on Monday, December 2.
Entrances/Exits	• At dismissal students are released at the same time through multiple exits on Losey Boulevard and in the parking lot in the back of the building.
School Bus Loading	• School buses line up in the front of the school on Losey Boulevard in a designated bus area.
Family Drop-off/Pick-up	• Families in vehicles picked up their students in the parking lot by the athletic fields, along Green Bay Street, and in the circle off of Green Bay Street. Many students walk to Festival Foods or cross Losey Boulevard, either to walk home or wait for the bus. Families also waited in vehicles in the Festival Foods parking lot.
School Staff Roles	• No school staff were observed.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• There are no student safety patrols at the high school.

Dismissal Observations at Spence Elementary

Observation Details	
Observation Date	• The consultant team observed dismissal on Friday, December 6.
Entrances/Exits	• At dismissal students are released at the same time through multiple exits on 22nd Street and Bennett Street.
School Bus Loading	• School buses line up in the back of the school on Bennett Street. School staff supervise bus loading.
Family Drop-off/Pick-up	• Families in vehicles picked up their students from the front of the building along both sides of 22nd Street. Many families parked on nearby streets and either walked to the door or waited for students in vehicles on Bennett Street.
School Staff Roles	• School staff helped families cross in front of the school on 22nd Street. School staff were also present supervising students on the bus loading.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• Student safety patrols assisted students in crossing intersections at Bennett Street and 22nd Street and at 23rd Street. • One group of safety patrols crossed a younger student at the pedestrian red light signal on Losey Boulevard.


Central High School and Spence Elementary
Existing Conditions
School
Numbered Observation
City Boundary
Existing Active Transportation Network
Bike lane
Shared lane markings
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
Longfellow Middle LDI
Central High School
Spence Elementary School
Erickson Park
LOSEY BLVD S
STATE RD
FARNAM ST
DENTON ST
REDFIELD ST
GREEN BAY ST
HYDE AVE
TRAVIS ST
BARLOW ST
WESTON ST
HORTON ST
TOWNSEND ST
CHASE ST
GLENDALE AVE
FAIRCHILD ST E
RAY PL
COULEE DR
SISSON DR
HOESCHLER DR
SUNRISE DR
STRONG AVE
BARNABEE RD
EAST AVE S
19TH ST S
20TH ST S
21ST ST S
22ND ST S
23RD ST S
26TH ST S
27TH ST S
28TH ST S
29TH ST S
30TH ST S
31ST ST S
31ST PL S
21ST PL S
N

Recommendations in the Central High School and Spence Elementary Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. Some recommendations are shown **in dark blue bold font**, indicating that in an April/May 2020 online survey, at least three respondents listed it as an important recommendation in the Plan.

#	Location	Observations	Recommendations
1	State Road and Losey Boulevard	• This intersection had the highest crash index among all of the problem intersections identified in the 2015 Bicycle and Pedestrian Safety Study. Children under the age of 18 were victims in three of the six bicycle and pedestrian crashes at this intersection between 2011-2015. • Pedestrian signal heads are present, but require people to push a button to trigger a pedestrian phase. • The pedestrian timing did not appear to provide enough time for pedestrians to clear the crosswalk. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Single curb ramps at corners do not orient users directly into the crosswalk. Placement of curb ramps at corners results in the crosswalks being marked too close to the intersection. If the crossings were set back from the intersection, pedestrians would be more visible to turning drivers. • Crossing distances are long, and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians.	• **Adjust the pedestrian crossing time to reflect a walking speed of 3-3.5 fps to help pedestrians cross the street before the signal changes. (Short Term)** • **Add high-visibility crosswalks on all legs of the intersection. (Short Term)** • **Add leading pedestrian interval at signal. Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)** • **Narrow travel lanes on all approaches to provide room for pedestrian refuge island in each median. Wider medians will protect pedestrians from slowing left-turning vehicles. (Medium Term)** • **Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Medium Term)** • **Where possible, tighten curb radii on all legs of the intersection and install new curb ramps that line up with crosswalks at all corners. (Long Term)**

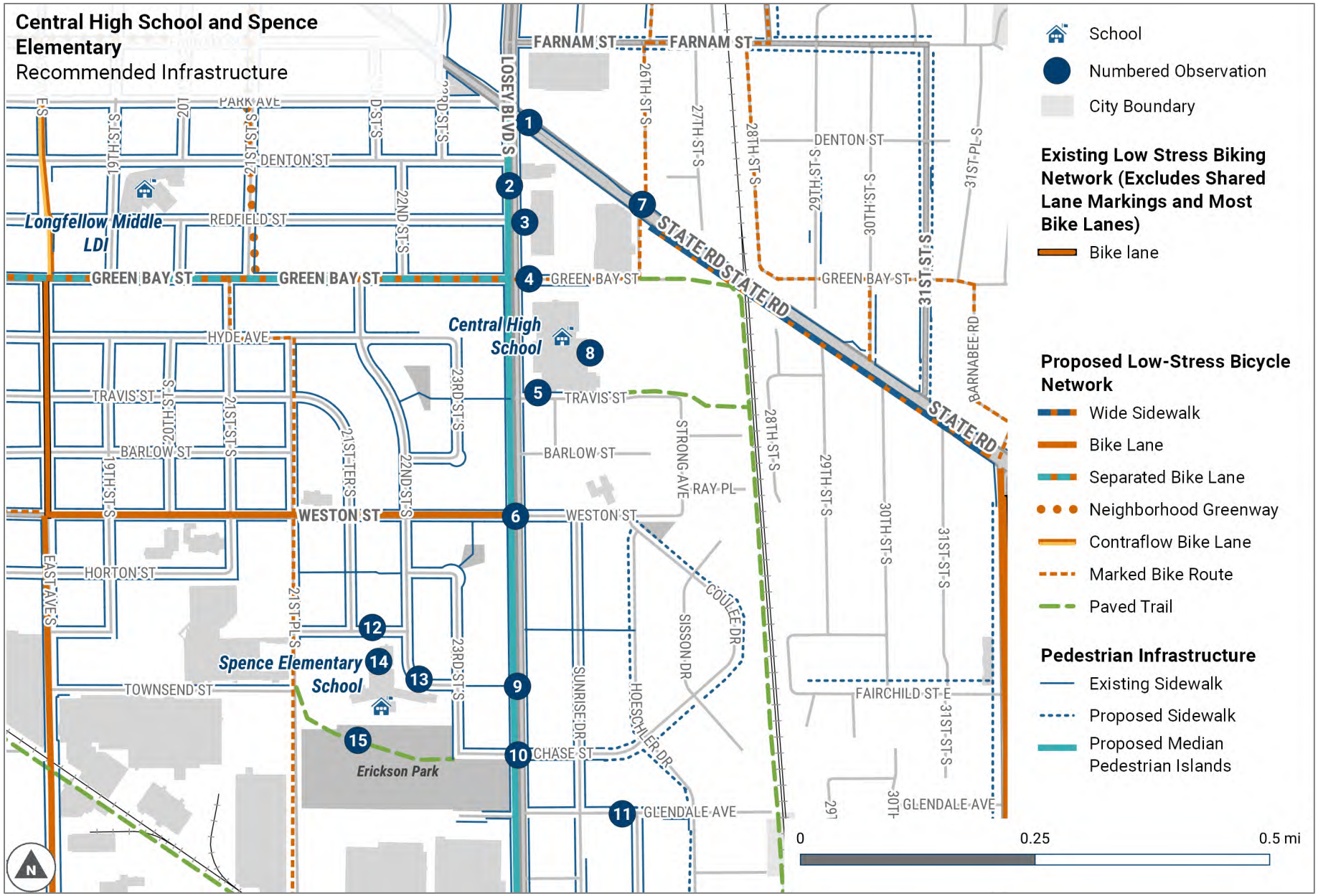
#	Location	Observations	Recommendations
2	Losey Boulevard south of State Road	• Losey Boulevard is a high speed and high volume street. • Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • Losey Boulevard is not a good candidate for separated bike lanes due to the frequency of driveway spacing on both sides of the street.	• Conduct a traffic study to determine whether it would be feasible to reconfigure Losey Boulevard from four travel lanes to two travel lanes with a center boulevard and left turn lanes. This would reduce speeding and the likelihood of multiple-threat crashes, and provide room for pedestrian median islands. (Short Term) • Build a trail next to the Burlington Northern Railway to provide a low-stress bicycle route parallel to Losey Boulevard. (Long Term)
3	Losey Boulevard and Redfield Street	• Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • The existing crossing is not highly visible to drivers (no high-visibility markings are present). • In addition to Central High Students, Longfellow Middle School could cross Losey Boulevard at this intersection to walk to or from school.	• Add a Pedestrian Hybrid Beacon if pedestrian crossings exceed 20 pedestrians in the peak hour. If they do not, provide an RRFB to improve pedestrian visibility. Add high-visibility crosswalks, advance Yield Here to Pedestrians signs and yield lines, and ensure adequate nighttime lighting. (Medium Term) • Install curb extensions on Redfield to shorten pedestrian crossing distance. (Long Term)

#	Location	Observations	Recommendations
4	Losey Boulevard and Green Bay Street	• Many Central High School students crossed at this intersection during the dismissal. • Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • The existing crossing is not highly visible to drivers (no high-visibility crosswalk markings are present).	• **Add high-visibility crosswalk markings and ensure adequate nighttime lighting. (Short Term)** • **Add leading pedestrian interval at signal. Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough for a pedestrian crossing. (Short Term)** • **Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Long Term)** • Narrow or reconfigure travel lanes in Losey Boulevard to provide room for pedestrian refuge islands in each median. Wider medians will protect pedestrians by slowing left-turning vehicles. (Long Term)
5	Travis Street south of Central High	• Parking is allowed on the school side, which occupies spots that could be used for arrival and dismissal traffic. Families were observed picking up students on the non-school side. • An existing RRFB, high-visibility crosswalk, and median crossing islands provide increased pedestrian visibility across Losey Boulevard.	• Restrict parking on the school side and allow parking on the non-school side. This will allow for better flow of arrival and dismissal traffic. (Short Term)

#	Location	Observations	Recommendations
6	Losey Boulevard at Weston Street	• Losey Boulevard is a high speed and high volume street. • Weston Street is an important east-west connection south of Central High School. • Crossing distances are long and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians.	• Add a Pedestrian Hybrid Beacon if pedestrian crossings exceed 20 pedestrians in the peak hour. If they do not, provide an RRFB to improve pedestrian visibility. Add high-visibility crosswalks, advance Yield Here to Pedestrians signs and yield lines, and ensure adequate nighttime lighting. (Medium Term) • Narrow or reconfigure travel lanes on Losey Boulevard to provide room for pedestrian crossing island in each median. Wider medians will protect pedestrians by slowing left turning vehicles. (Long Term)
7	State Road viaduct over the railroad tracks.	• The railroad tracks and the State Road viaduct present a barrier to walking and bicycling to school for students living north of the viaduct and west of the railroad tracks. • Narrow sidewalks on State Road with minimal buffer next to a busy, 4-lane arterial creates an uncomfortable walking/cycling environment. • 26th Street is recommended to be a bike route crossing that would allow bicyclists to avoid the State Road/Losey Boulevard intersection in the 2012 Bicycle and Pedestrian Master Plan.	• Narrow travel lanes on the viaduct to provide 5 foot bike lanes. (Medium Term) • Construct 26th Street connection through existing parking lot and improve crossing of State Road with high-visibility crosswalk, Rectangular Rapid Flashing Beacon, and Advance Yield Here to Pedestrians signs and yield lines for both approaches on State Road. (Long Term) • Rebuild or retrofit bridge with adequate space for pedestrian and bicycle facilities. (Long Term)
8	Bicycle Parking at Central High	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)

#	Location	Observations	Recommendations
9	Losey Boulevard at Pedestrian Traffic Signal	• Some Spence Elementary students cross the street at this intersection. Losey Boulevard is a high speed and high volume street. • The crosswalk connects to a cut-through sidewalk that connects Losey Boulevard to Spence Elementary. • The crosswalk at the traffic signal is marked with transverse lines, which are not high-visibility. • The crossing is long because it runs diagonally across Losey Boulevard, instead of perpendicularly. The east end of the crosswalk ends in a driveway, instead of a curb ramp. • The consultant team experienced drivers running the red light as soon as pedestrians had left the crosswalk. • Vehicles appear to exceed the posted speed limit during school arrival and dismissal times.	• Consider assigning a crossing guard at this location *or* designating the area east of Losey Boulevard as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • Add high-visibility crosswalk markings. (Short Term) • Partner with Police Department to conduct enforcement and education activities at this location. (Short Term) • Straighten crossing and construct ADA compliant curb ramps. (Long Term) • Remove the traffic signal at this location, and install Pedestrian Hybrid Beacons or RRFB's at Weston and Chase Streets. Pedestrian Hybrid Beacons allow motor vehicles to proceed through crossing during flashing red phase after pedestrians have crossed. (Long Term)
10	Losey Boulevard at Chase Street	• Losey Boulevard is a high speed and high volume street. • There is a bus stop at this intersection and this is the crossing that most pedestrians and bicyclists would use to access the Erickson Pool. • The existing crossing is not highly visible to drivers (no high-visibility crosswalk markings).	• Add high-visibility crosswalk markings. (Short Term) • Narrow or reconfigure travel lanes on Losey Boulevard to provide room for pedestrian crossing island. A wider median will protect pedestrians by slowing left turning vehicles. (Long Term) • When the pedestrian traffic signal one block north is removed, install a Pedestrian Hybrid Beacon if pedestrian crossings exceed 20 pedestrians in the peak hour. If they do not, provide an RRFB to improve pedestrian visibility. Add high-visibility crosswalks, Yield Here to Pedestrians signs and yield lines, and ensure adequate nighttime lighting. (Long Term)

#	Location	Observations	Recommendations
11	Chase Street, Glendale Avenue	• Missing sidewalks in the neighborhood east of Losey Boulevard present a barrier to walking and bicycling to school. • A walking school bus uses Glendale Avenue.	• Construct new sidewalks where there are gaps to form a continuous sidewalk on one side. (Medium Term)
12	Bennett Street on north side of Spence Elementary	• Curb extensions and a raised crosswalk at Bennett Street and 22nd Street shorten crossing distances and increase pedestrian visibility. • Some families parked on the non-school side of the street and walked across the street mid-block.	• Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term) • Ideally, all pick-up and drop-off occurs on the school side of the street or, at a minimum, in locations with convenient crossings. Encourage school staff to park on the non-school side of Bennet Street so those parking spots are not available during arrival and dismissal. (Short Term)
13	22nd Street in front of Spence Elementary	• This is the main area of pick up and drop off at the school. Dismissal traffic resulted in a long queue of family vehicles that was disorganized and drivers were observed double-parking. • Students and traffic in front of the school are supervised by only one school staffperson. • Parents parked on a non-school side and walked across the street mid-block. • The heavy traffic congestion meant that vehicle speeds were slow.	• Continue staff monitoring of arrival and dismissal; assign more staff to help with loading and unloading on 22nd Street to result in a more organized, smoother process. (Short Term) • Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term) • Tell families to pick up and drop off on the school side of the street. Encourage school staff to park on the non-school side of 22nd Street so those parking spots are not available during arrival and dismissal. (Short Term) • Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term)
14	Bicycle Parking at Spence Elementary	• Existing “wave” style bicycle racks at Spence Elementary make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)
15	Erickson Park south of Spence Elementary	• Potential for a possible trail connection behind Spence Elementary School connecting Chase Street and 21st Place.	• Build a trail connection behind Spence Elementary to connect Chase Street and 21st Place. (Long Term)


Central High School and Spence Elementary
Recommended Infrastructure
FARNAM ST
LOSEY BLVD S
PARK AVE
DENTON ST
REDFIELD ST
GREEN BAY ST
HYDE AVE
TRAVIS ST
BARLOW ST
WESTON ST
HORTON ST
TOWNSEND ST
CHASE ST
GLENDALE AVE
RAY PL
FAIRCHILD ST E
STATE RD
Longfellow Middle
LDI
Central High School
Spence Elementary School
Erickson Park
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
School
Numbered Observation
City Boundary
Existing Low Stress Biking Network (Excludes Shared Lane Markings and Most Bike Lanes)
Bike lane
Proposed Low-Stress Bicycle Network
Wide Sidewalk
Bike Lane
Separated Bike Lane
Neighborhood Greenway
Contraflow Bike Lane
Marked Bike Route
Paved Trail
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
Proposed Median Pedestrian Islands
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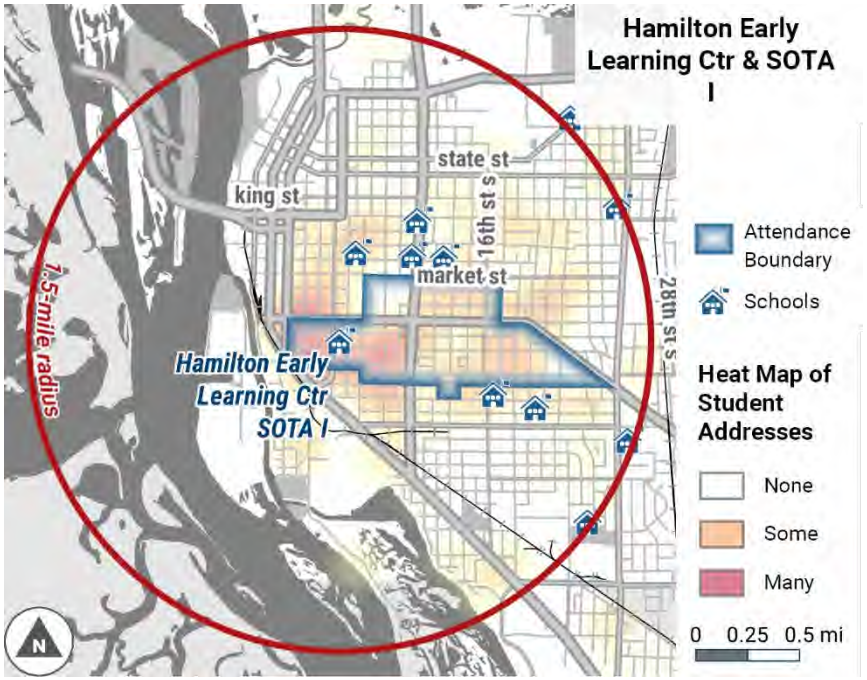
Hamilton Early Learning Center/SOTA I Neighborhood Infrastructure Plan

About the School	(Priority School)
Address	1111 South 7th Street
Grade Levels	K – 5
Number of Students	Approximately 300
Number of Students Approved for Free and Reduced Lunch	217 (72%)[a]
Arrival/Dismissal Times	8:00 AM / 3:15 PM (SOTA I) 8:15 AM / 2:48 AM (Hamilton)

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	23% AM, 24% PM
School Bus	1% AM, 3% PM
Family Vehicle	66% AM, 64% PM

[b]*Source: La Crosse County Health Department, Fall 2018*



Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
Jackson Street (State Hwy 33)	9,300	Varies between 2 (with parking on both sides) and 4 (with no parking)	25
7th Street	4,900	2; parking on both sides	25
West Avenue	13,400 (by Powell Park)	4	25

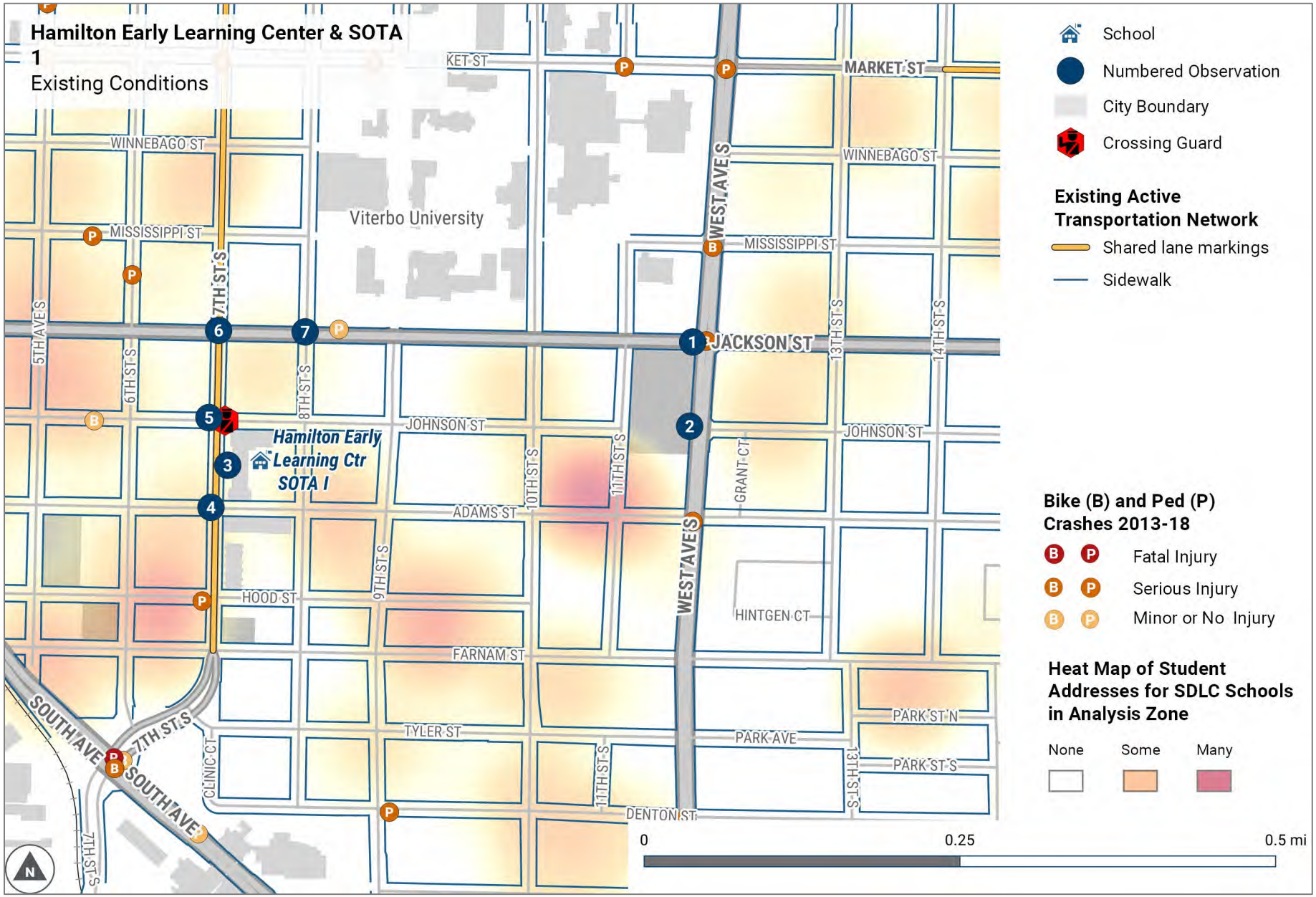
[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns at Hamilton Elementary/SOTA 1

Source of Concern	Safety Concern or Comment
Principal Ben Burns and SRTS Liaison	• Hamilton Early Learning Center dismisses at 2:48, while SOTA dismisses at 3:15. The Boys and Girls Club afterschool program begins right after Hamilton dismisses. The building is insecure while SOTA is still in session between 2:48 and 3:15. Without a separate entrance for the Boys and Girls Club program, it is unclear how to resolve this potential security risk. • Many Hamilton students live east of West Avenue, which has 4 lanes of traffic, and some live north of Jackson Street.
Bicycle and Pedestrian Safety Study 2011-2015	• West Avenue (State Hwy 35) between La Crosse Street and Jackson Street was identified as a "problem corridor" due to the number of bicycle and pedestrian crashes. • West Avenue (State Hwy 35) and Jackson Street had the highest crash index of the intersections in the West Avenue corridor. Children under the age of the 18 were victims in four of the eight crashes involving bicycles and pedestrians at this intersection between 2011-2015.
Parent Surveys	• Parents are concerned about crossing West Avenue, particularly at Jackson Street. Some parents have requested a crossing guard at that intersection.

Dismissal Observations

Observation Details	
Observation Date	• The consultant team observed dismissal on Tuesday, December 3, 2019.
Entrances/Exits	• At dismissal students exit the school through two exits. Bused students exit onto Adams Street; the remaining students exit the front door onto 7th Street.
School Bus Loading	• School buses line up on the side of the school on Adams Street.
Family Drop-off/Pick-up	• Families in vehicles pick up students from the front of the building. There is a pull-out area on 7th Street where 5-6 family vehicles could fit. Most families parked on side streets like Adams Street and Johnson Street and walked into the school to retrieve their student.
School Staff Roles	• School staff loaded students on to the correct buses. School staff was not observed outside the school door.
Adult Crossing Guards	• An adult school crossing guard is posted at the intersection of 7th Street South and Johnson Street.
Student Safety Patrol	• No student safety patrols were observed.


Hamilton Early Learning Center & SOTA 1
Existing Conditions
School
Numbered Observation
City Boundary
Crossing Guard
Existing Active Transportation Network
Shared lane markings
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
Viterbo University
Hamilton Early Learning Ctr SOTA I
KET ST
MARKET ST
WINNEBAGO ST
MISSISSIPPI ST
WEST AVE S
JACKSON ST
JOHNSON ST
ADAMS ST
HOOD ST
FARNAM ST
TYLER ST
DENTON ST
PARK AVE
PARK ST N
PARK ST S
HINTGEN CT
GRANT CT
CLINIC CT
SOUTH AVE
5TH AVE S
6TH ST S
7TH ST S
8TH ST S
9TH ST S
10TH ST S
11TH ST S
13TH ST S
14TH ST S
1
2
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4
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6
7

Recommendations in the Hamilton Early Learning Center Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. Some recommendations are shown **in dark blue bold font**, indicating that in an April/May 2020 online survey, at least three respondents listed it as an important recommendation in the Plan.

#	Location	Observations	Recommendations
1	West Avenue and Jackson Street	• This intersection has the highest crash index of intersections on the West Avenue corridor, according to the 2015 Bicycle and Pedestrian Safety Study. Children under the age of the 18 were victims in four of the eight crashes involving bicycles and pedestrians at this intersection between 2011-2015. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Crossing distances are long, and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • Pedestrian signal heads are present, but require people to push a button to get a pedestrian phase. • Parents say this crossing is dangerous and discourages students from walking or biking. • Jackson Street is identified for bike lanes in the 2012 Bicycle and Pedestrian Master Plan	• Consider designating the area east of West Avenue Boulevard as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • **Add high-visibility crosswalks on all legs of the intersection. (Short Term)** • **Add leading pedestrian interval at signal. Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)** • **Prior to the upcoming resurfacing of the intersection (likely to occur in 2021), explore tightening up the curb radii on all legs of the intersection and the installation of new curb ramps that line up with crosswalks at all corners. (Short Term)** • **Narrow travel lanes on West Avenue to provide pedestrian refuge in the existing median. Wider medians will protect pedestrians by slowing left-turning vehicles. (Medium Term)** • **On Jackson Street, replace outer travel/parking lanes with separated bike lanes to reduce speeding and the likelihood of multiple-threat crashes. Two 11-foot travel lanes will provide sufficient room for separated bike lanes. (Long Term)**

#	Location	Observations	Recommendations
2	West Avenue and Johnson Street adjacent to Powell Park	• West Avenue is a high-speed and high-volume street. • The crossing distance is reduced with a median crossing island for pedestrians. The crossing has pedestrian crossing signs, but the crosswalk does not have high-visibility crosswalk markings. • The roadway has multiple lanes in each direction and as a result, there is the possibility of multiple threat crashes. A multiple threat crash occurs when the motorist in one lane stops for a pedestrian in the crosswalk but the motorist in the other lane does not.	• Consider designating the area east of West Avenue Boulevard as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • **Add high-visibility crosswalks on all legs of the intersection. (Short Term)** • **Add Advance Yield Here to Pedestrians sign and yield line for both approaches of West Avenue. (Short Term)** • **Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term)** • Remove travel lanes on West Avenue south of Jackson Street to provide room for bike lanes and pedestrian islands, and to reduce speeding and the likelihood of multiple-threat crashes. (Medium Term)

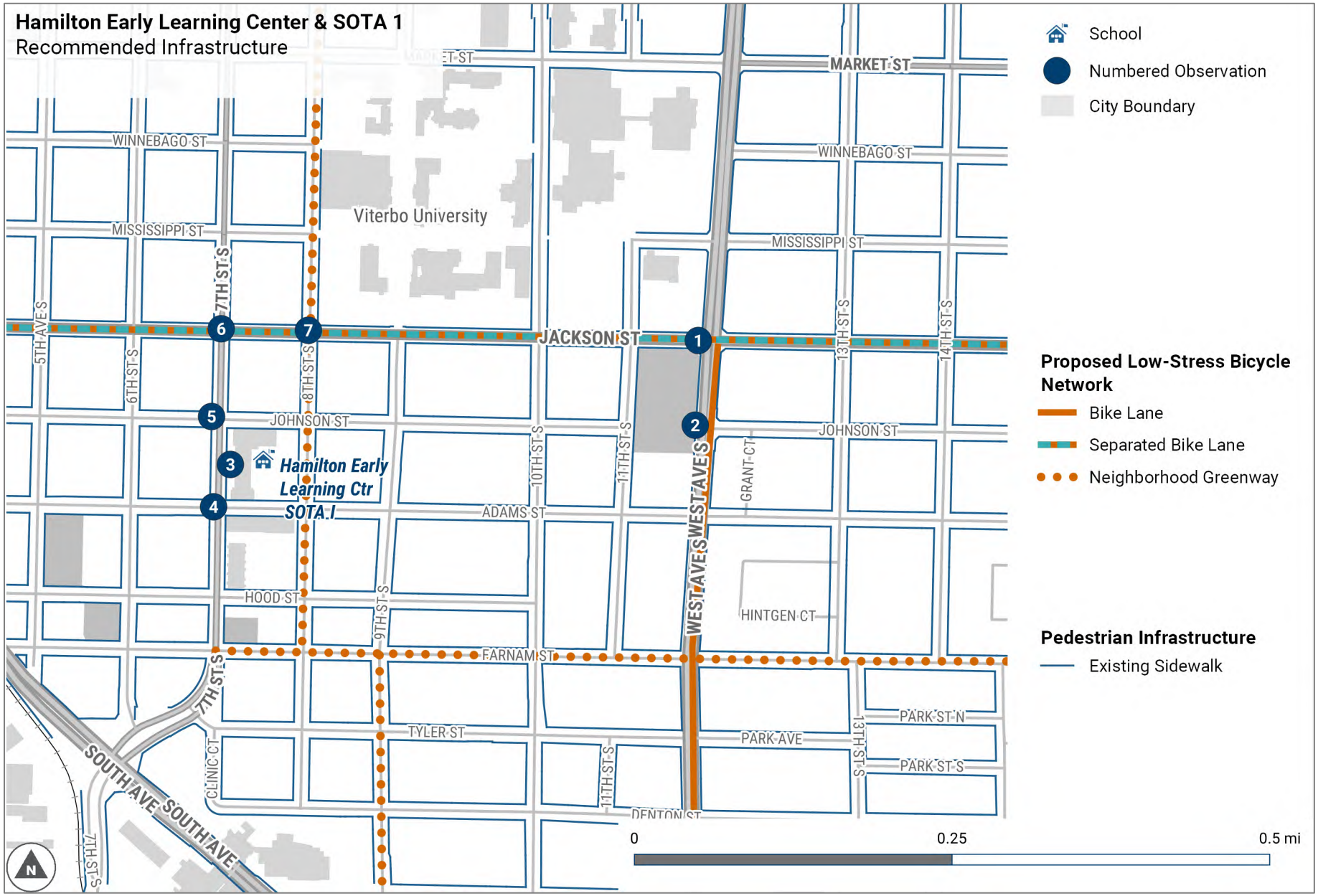
3	7th Street in front of Hamilton Elementary	• Families in the pull out area left their vehicles to pick-up students in front of the school. Because vehicles were not moving forward evenly in the pull-out area, other drivers double-parked next to the vehicles in the pull-out area, creating conflicts between vehicles stopping and leaving.
		• During dismissal, a bus stopped in front of the school at the corner of 7th Street and Adams Street, which also created a conflict with the queue of family vehicles waiting to get into the pull-out area.
		• A driver speed feedback sign is present, but the street environment does not facilitate speeding.
		• The shared-lane markings along 7th Street do not provide a low-stress bicycle route.
			• **Change school dismissal operations so there is not a queue of family vehicles on 7th Street blocking the bus stop and the crosswalk at Adams Street. (Short Term)**
			  ○ **Move the yellow school buses to the front pull-out area on 7th Street.**
			  ○ **Dismiss students via the doors they use for arrival, into the playground behind the school.**
			• **Consider moving bus stop south of Adams Street. (Short Term)**
			• Relocate driver speed feedback sign to a higher-speed location such as West Avenue or Jackson Street. (Short Term)
			• Build a neighborhood greenway on 8th Street to provide a low-stress biking and walking connection parallel to 7th Street. Install treatments including sharrows, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)

#	Location	Observations	Recommendations

4	7th Street and Adams Street	• The queue of family vehicles waiting to enter the pull-out area resulted in some drivers blocking the crosswalk and impeding pedestrians.
		• This intersection is an all-way stop, which reduces speeding on 7th Street.
			• **Change school dismissal operations so there is not a queue of family vehicles on 7th Street blocking the bus stop and the crosswalk at Adams Street. (Short Term)**
			  ○ **Move the yellow school buses to the front pull-out area on 7th Street.**
			  ○ **Dismiss students via the doors they use for arrival, into the playground behind the school.**
			• Add high-visibility crosswalks on all legs of the intersection. (Short Term)
			• Consider using in-street Yield to Pedestrian signs. (Short Term)
			• Install curb extensions to shorten pedestrian crossing distance. (Long Term)

5	7th Street and Johnson Street	• A crossing guard is posted at this intersection. • Curb extensions across Johnson Street and 7th Street shorten crossing distances and increase pedestrian visibility. They also appeared to reduce vehicle speeds and improve driver yielding rates to pedestrians.	• Add high-visibility crosswalks on all legs of the intersection. (Short Term) • Consider using in-street yield to pedestrian signs. (Short Term)
6	7th Street and Jackson Street	• The intersection is controlled with a traffic light. • A group of Hamilton/SOTA students cross this intersection every day with adult chaperones to reach the Boys and Girls Club for after-school programs. • Some Lincoln Middle School students need to cross Jackson Street to walk or bike to and from school. • Parents say this crossing is dangerous and discourages students from walking or biking. • Jackson Street is identified for bike lanes in the 2012 Bicycle and Pedestrian Master Plan	• Add high-visibility crosswalks on all legs of the intersection. (Short Term) • On Jackson Street, replace outer travel/parking lanes with separated bike lanes to reduce speeding and the likelihood of multiple-threat crashes. Two 11-foot travel lanes will provide sufficient room for separated bike lanes. (Long Term) • Install curb extensions across 7th Street to shorten pedestrian crossing distance. (Long Term)

#	Location	Observations	Recommendations
7	8th Street and Jackson Street	• Jackson Street at 8th Street has multiple lanes in each direction, and as a result, there is the possibility of multiple threat crashes. A multiple threat crashes occurs when the motorist in one lane stops for a pedestrian in the crosswalk but the motorist in the other lane does not. • The roadway converts into two lanes with on-street parking near Viterbo University. • Some Lincoln Middle School students need to cross Jackson Street to walk or bike to and from school. • With its low traffic volumes and good connections to Hamilton, the Boys and Girls Club, Lincoln, and Viterbo University, 8th Street might be a good candidate for a north-south neighborhood greenway between 7th Street and West Avenue.	• Add high-visibility crosswalks on all legs of the intersection. (Short Term) • During upcoming resurfacing of Jackson Street (likely to occur in 2021), install curb extensions on all corners to shorten pedestrian crossing distance. (Short Term) • Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term) • On 8th Street, install neighborhood greenway treatments, including shared-lane markings, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term) • On Jackson Street, replace outer travel/parking lanes with separated bike lanes to reduce speeding and the likelihood of multiple-threat crashes. Two 11-foot travel lanes will provide sufficient room for separated bike lanes. (Long Term)


Hamilton Early Learning Center & SOTA 1
Recommended Infrastructure
School
Numbered Observation
City Boundary
Proposed Low-Stress Bicycle Network
Bike Lane
Separated Bike Lane
Neighborhood Greenway
Pedestrian Infrastructure
Existing Sidewalk
Viterbo University
Hamilton Early Learning Ctr SOTA I
MARKET ST
WINNEBAGO ST
MISSISSIPPI ST
JACKSON ST
JOHNSON ST
ADAMS ST
HOOD ST
FARNAM ST
TYLER ST
DENTON ST
PARK AVE
PARK ST N
PARK ST S
HINTGEN CT
GRANT CT
CLINIC CT
WEST AVE S
SOUTH AVE
5TH AVE S
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8TH ST S
9TH ST S
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14TH ST S
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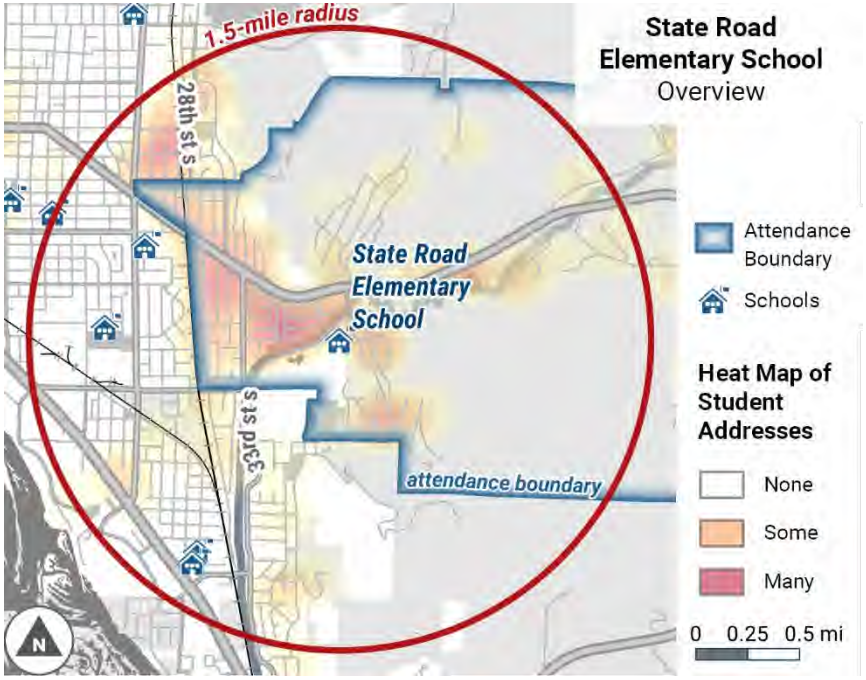
State Road Elementary Neighborhood Infrastructure Plan

About the School	
Address	3900 Pammel Creek Road
Grade Levels	4K – 5
Number of Students	Approximately 310
Number of Students Approved for Free and Reduced Lunch	148 (47%)[a]
Arrival / Dismissal Times	8:05 AM / 2:45 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	12% AM, 13% PM
School Bus	22% AM, 32% PM
Family Vehicle	65% AM, 52% PM

[b]*Source: La Crosse County Health Department, Spring 2019*



Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
Pammel Creek Road	2,000	2	25
Hagen Road	2,600	2	25
State Hwy 33	5,500 (west of Hagen Road) to 6,300 (east of Hagen Road)	2; with center turn lane and bike lanes	40 (20 mph school zone)
32nd Street	5,300	2; bike lane on one side; shared parking/bike line on the other side.	25
Ward Avenue	5,500	2; parking on both sides	25

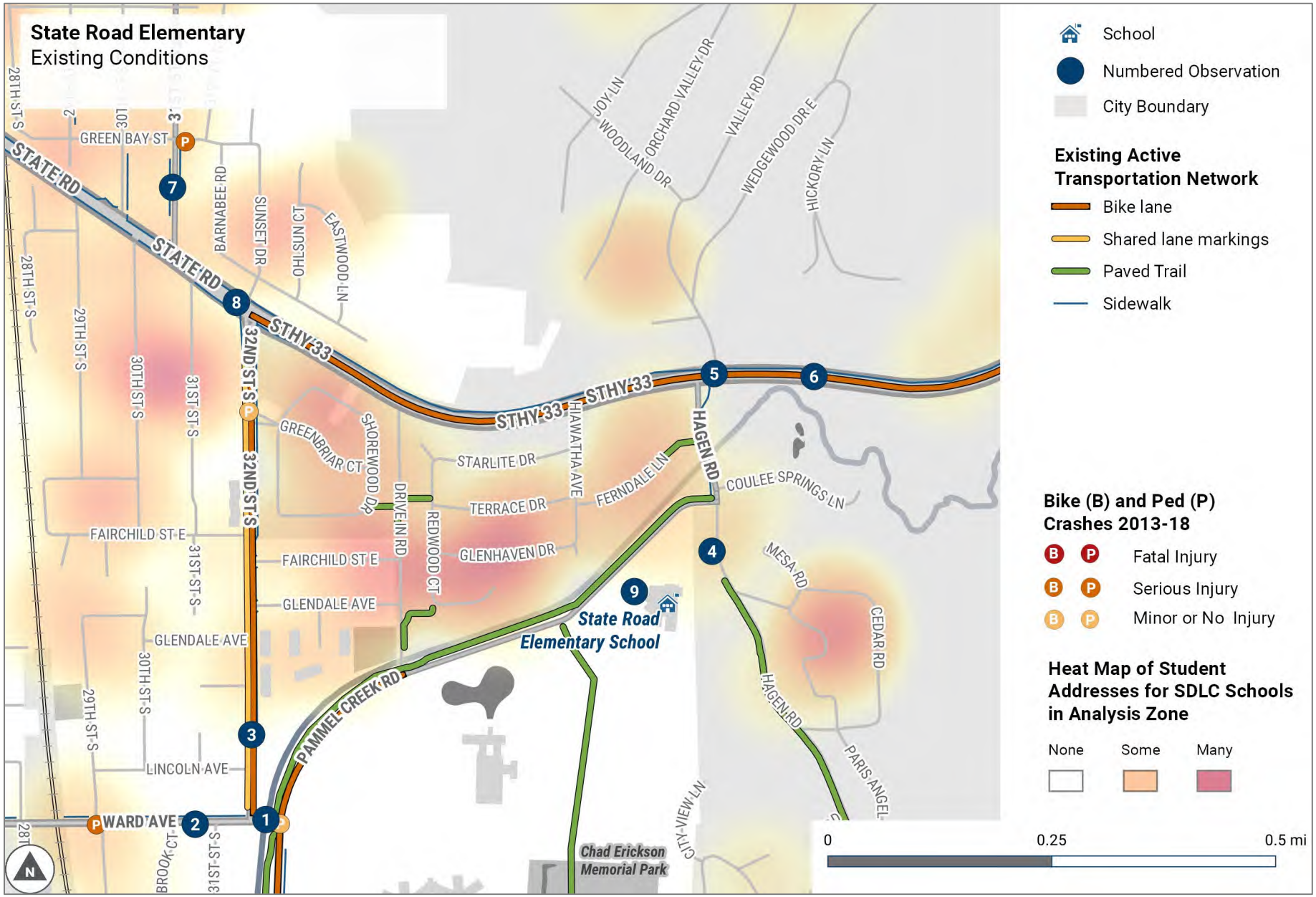
[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns at State Road Elementary

Source of Concern	Safety Concern or Comment
SRTS Liaison	• The intersection of State Hwy 33 and Hagen Road has a traffic light, but it is a safety concern. • Many students live west of 32nd Street, which is a high-traffic street. One of the walking school bus crosses 32nd Street. The leader has safety concerns about crossing 32nd Street at Fairchild Street, even though there is a high-visibility crosswalk marked at that intersection.
Parent Surveys	• Many parents are concerned about crossing State Hwy 33 at both 32nd Street and Hagen Street.
School District Transportation Office	• Many neighborhoods within two miles this school will likely be included in future Unusual Hazardous Transportation areas planned by the School District of La Crosse. • Many students would have to cross State Hwy 33, a very busy and high-speed road with no crossing guards.

Dismissal Observations

Observation Details	
Observation Date	• The consultant team observed dismissal on Monday, December 2.
Entrances/Exits	• At dismissal younger students (in grades K-1) exited the east door. Older students (in grades 2-5) exited the front door.
School Bus Loading	• School buses lined up along the middle sidewalk in the parking lot.
Family Drop-off/Pick-up	• Families in vehicles picked up students from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park in the parking lot and walk to the school entrance. Some students were observed walking or biking home.
School Staff Roles	• School staff loaded students onto the correct buses; they were also present supervising students on the playground and outside the front door.
Adult Crossing Guards	• No adult crossing guards are posted near the school.
Student Safety Patrol	• Student Safety patrols were stationed at several places in the school parking lot, and assisted students crossing Pammel Creek Road in two locations.


State Road Elementary
Existing Conditions
School
Numbered Observation
City Boundary
Existing Active Transportation Network
Bike lane
Shared lane markings
Paved Trail
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
State Road Elementary School
Chad Erickson Memorial Park
STATE RD
STHY 33
GREEN BAY ST
WARD AVE
32ND ST S
PAMMEL CREEK RD
HAGEN RD
FAIRCHILD ST E
GLENDALE AVE
LINCOLN AVE
GREENBRIAR CT
STARLITE DR
TERRACE DR
GLENHAVEN DR
COULEE SPRINGS LN
MESA RD
CEDAR RD
PARIS ANGEL
BARNABEE RD
SUNSET DR
EASTWOOD LN
JOY LN
WOODLAND DR
ORCHARD VALLEY DR
VALLEY RD
WEDGEWOOD DR E
HICKORY LN
HIAWATHA AVE
FERNDALE LN
SHOREWOOD DR
DRIVE-IN RD
REDWOOD CT
CITY VIEW LN
28TH ST S
29TH ST S
30TH ST S
31ST ST S

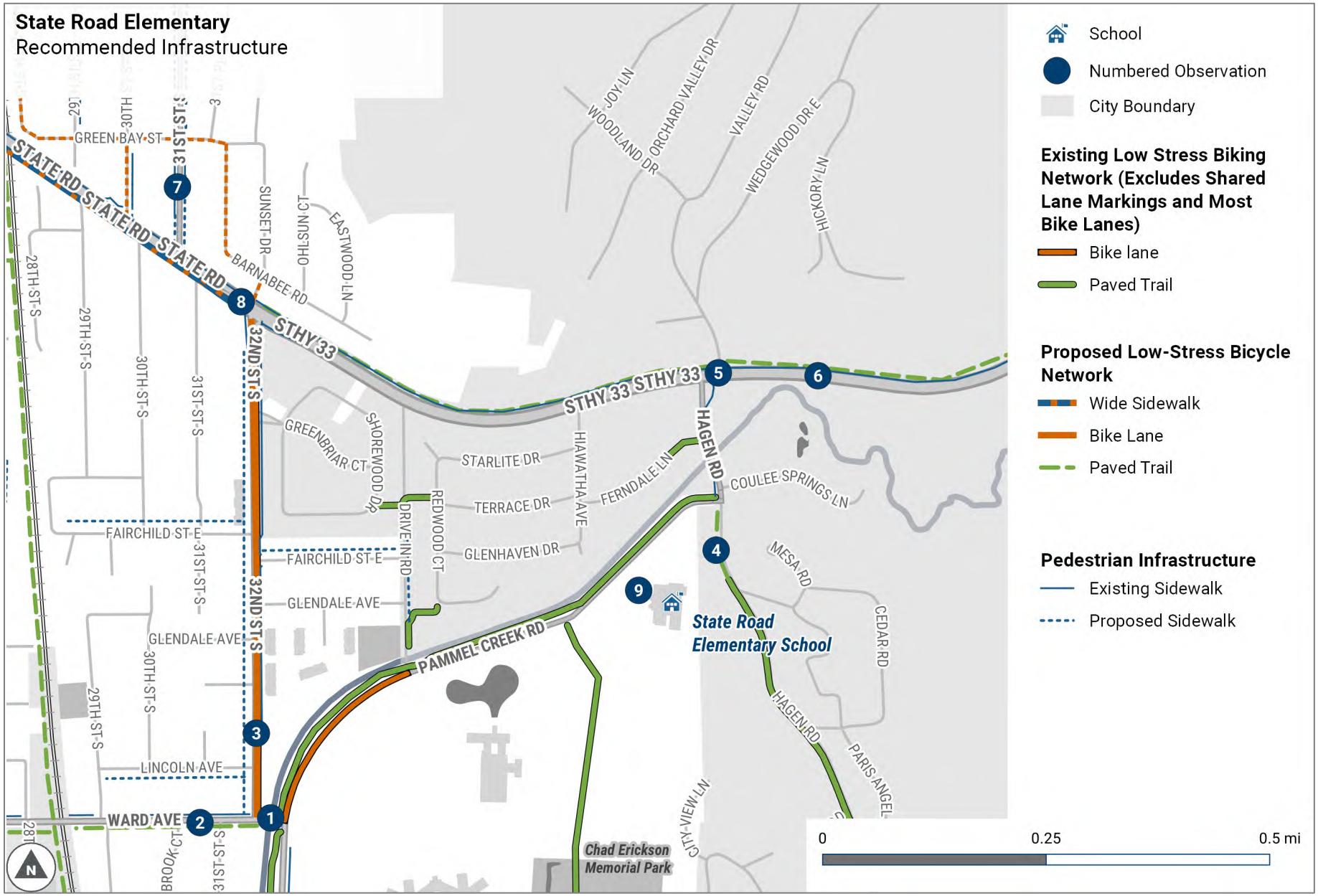
Recommendations in the State Road Elementary Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. There were not enough responses to the April/May 2020 online survey to determine which recommendations were favored by at least three respondents.

#	Location	Observations	Recommendations
1	Ward Avenue and 32nd Street/Pammel Creek Road at Pammel Creek Trail	• Pammel Creek Trail crosses Ward Avenue at this intersection. Single curb ramps at corners do not orient trail users directly into the crosswalk. The existing Pammel Creek Trail crossing is not highly visible to drivers (no high-visibility crosswalk markings). • Ward Avenue and Pammel Creek Road are high-volume streets with substantial truck traffic. Traffic on Ward Avenue does not stop when turning onto Pammel Creek Road. • Crossings of 32nd Street and Ward Avenue are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Existing Pammel Creek trail measures less than 7 feet wide.	• Add high-visibility crosswalks on all legs of both intersections. Ensure crossings from trail to bike lanes are marked. (Short Term) • If warranted, convert the intersection to a 3-way stop to improve safety. (Short Term) • If a 3-way stop is not warranted, add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term) • Tighten curb radii and install new curb ramps that line up with crosswalks on all legs of the intersection. (Long Term) • Widen Pammel Creek trail to at least 10 feet (preferably 12 feet) to allow safe passing of people walking and biking and meet standard guidance for trails. (Long Term)
2	Ward Avenue west of 32nd Street	• Missing sidewalks on the south side of Ward Avenue present a barrier to walking and biking to school for State Road Elementary students, and also for Longfellow Middle School and Central High School students.	• Construct a path or wide sidewalk on the south side of the street to provide a low-stress connection for both bicyclists and walkers. (Medium Term)
3	32nd Street	• 32nd Street is a high-volume street with wide lanes that facilitate speeding. • The combination of shared-lane markings (southbound) and bicycle lanes (northbound) do not provide a low-stress bicycle route. • Missing sidewalks on the west side of 32nd Street, and on the streets west of 32nd Street, present a barrier to walking and biking to school.	• Remove parking on west side of 32nd Street and stripe buffered bike lanes to improve bicycling conditions and reduce likelihood of speeding. (Medium Term) • Construct new sidewalks on the west side of 32nd Street. (Medium Term) • Construct new sidewalks on one side of Fairchild Street and Lincoln Avenue. (Long Term)

#	Location	Observations	Recommendations
4	Hagen Road south of Pammel Creek Road	• A short stretch of missing path between Pammel Creek Road and the school presents a barrier to walking and biking to school, and does not connect to the Pammel Creek Trail.	• Construct a path on the west side of Hagen Road to connect it to the Pammel Creek Trail. (Medium Term)
5	State Hwy 33 and Hagen Road/ Wedgewood Drive	• State Hwy 33 is a very high speed and high-volume street. • Pedestrian signal heads are present, but are not mounted on the poles closest to the crosswalk and require people to push a button to get a pedestrian phase. • Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. • Crossing distances are long, and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • Parents say this crossing is dangerous and discourages students from walking or biking.	• Designate the area north of State Hwy 33 as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • Add high-visibility crosswalks on all legs of intersection. (Short Term) • Add leading pedestrian interval at signal. Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term) • Rebuild the existing median to pedestrian refuge island standards, and continue bike lanes through the intersection. (Medium Term) • Reinstall pedestrian signal heads so that they are mounted on poles closest to the crosswalk. (Medium Term) • Explore tightening up curb radii and the installation of new curb ramps that line up with crosswalks on all legs of the intersection. (Long Term)
6	State Hwy 33 between mobile home park and 32nd Street	• The bike lanes on State Hwy 33 do not provide a low-stress bicycle route. • The north side of State Hwy 33 has a 6' sidewalk with minimal buffer next to a high-speed road. Posts and mailboxes in the sidewalk further impede users. On Bike to School Day, a bike train uses this sidewalk to travel between the manufactured homes and school. • The day of observation, there was substantial debris (leaves, branches) in some areas.	• Designate the area west of Hagen Road as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • Regularly maintain sidewalk and bike lane to keep them free from debris. (Short Term) • Widen sidewalk to trail standards (at least 10 feet) and provide a wider buffer between the roadway and the sidewalk to meet standard guidance for trails. (Long Term)

#	Location	Observations	Recommendations
7	31st Street and Farnam Street (north of State Hwy 33)	• Many State Road Elementary students live northeast of the intersection of State Hwy 33 and 32nd Street and would need to use this street to get to and from school. • Missing sidewalks on 31st Street and Farnam Street present a barrier to walking and biking to school.	• Construct new sidewalks where there are gaps. (Medium Term)
8	State Hwy 33 and 32nd Street	• State Hwy 33 is a very high speed and high-volume street. • Crossings are uncomfortable because of wide corner radii. A right-turn bypass lane on the south leg of the intersection facilitates fast vehicular turns. • Crossing distances are long, and though there are medians, they do not extend through crosswalks and are not wide enough to be used as median crossing islands for pedestrians. • Pedestrian signal heads are present, but require people to push a button to get a pedestrian phase. • Parents say this crossing is dangerous and discourages students from walking or biking. • Some Central High School students need to cross this intersection to walk or bike to and from school.	• Install driver speed feedback signs on both approaches of State Hwy 33 to the intersection. (Short Term) • Add leading pedestrian interval at signal. Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing (Short Term) • Add high-visibility crosswalks on all legs of the intersection. (Short Term) • Narrow travel lanes to provide pedestrian refuge in the existing median. Wider medians will protect pedestrians from slowing left-turning vehicles. (Medium Term) • Tighten the curb radii on all legs of the intersection and install new curb ramps that line up with crosswalks at all corners. (Long Term) • Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Long Term)
9	Bicycle Racks at State Road Elementary	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles. • Racks were well used on the day of observation, despite normal December conditions.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)


State Road Elementary
Recommended Infrastructure
School
Numbered Observation
City Boundary
Existing Low Stress Biking Network (Excludes Shared Lane Markings and Most Bike Lanes)
Bike lane
Paved Trail
Proposed Low-Stress Bicycle Network
Wide Sidewalk
Bike Lane
Paved Trail
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
0
0.25
0.5 mi
State Road Elementary School
Chad Erickson Memorial Park
GREEN BAY ST
STATE RD
STHY 33
BARNABEE RD
SUNSET DR
OHLSUN CT
EASTWOOD LN
JOY LN
WOODLAND DR
ORCHARD VALLEY DR
VALLEY RD
WEDGEWOOD DR E
HICKORY LN
28TH ST S
29TH ST S
30TH ST S
31ST ST S
32ND ST S
GREENBRIAR CT
SHOREWOOD DR
STARLITE DR
HIAWATHA AVE
FERNDALE LN
HAGEN RD
COULEE SPRINGS LN
TERRACE DR
REDWOOD CT
DRIVE-IN RD
GLENHAVEN DR
FAIRCHILD ST E
GLENDALE AVE
PAMMEL CREEK RD
MESA RD
CEDAR RD
PARIS ANGEL
LINCOLN AVE
WARD AVE
BROOK CT
CITY VIEW LN
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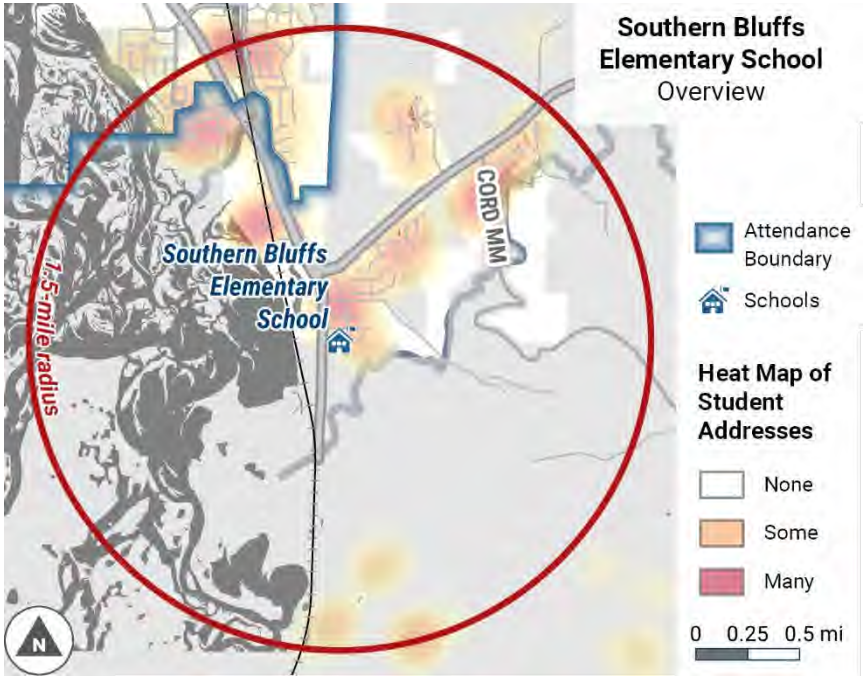
Southern Bluffs Elementary Neighborhood Infrastructure Plan

Southern Bluffs Elementary School	
Address	4010 Sunnyside Drive
Grade Levels	4K – 5
Number of Students	Approximately 330
Number of Students Approved for Free and Reduced Lunch	121 (37%)[a]
Arrival/Dismissal Times	8:00 AM/3:00 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	7% AM, 7% PM
School Bus	54% AM, 56% PM
Family Vehicle	37% AM, 35% PM

[b]*Source: La Crosse County Health Department, Fall 2018*



Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
State Hwy 35	10,400	2-3 lanes	40 (25 mph in school zone)
US Hwy 14/61	8,000	4	55

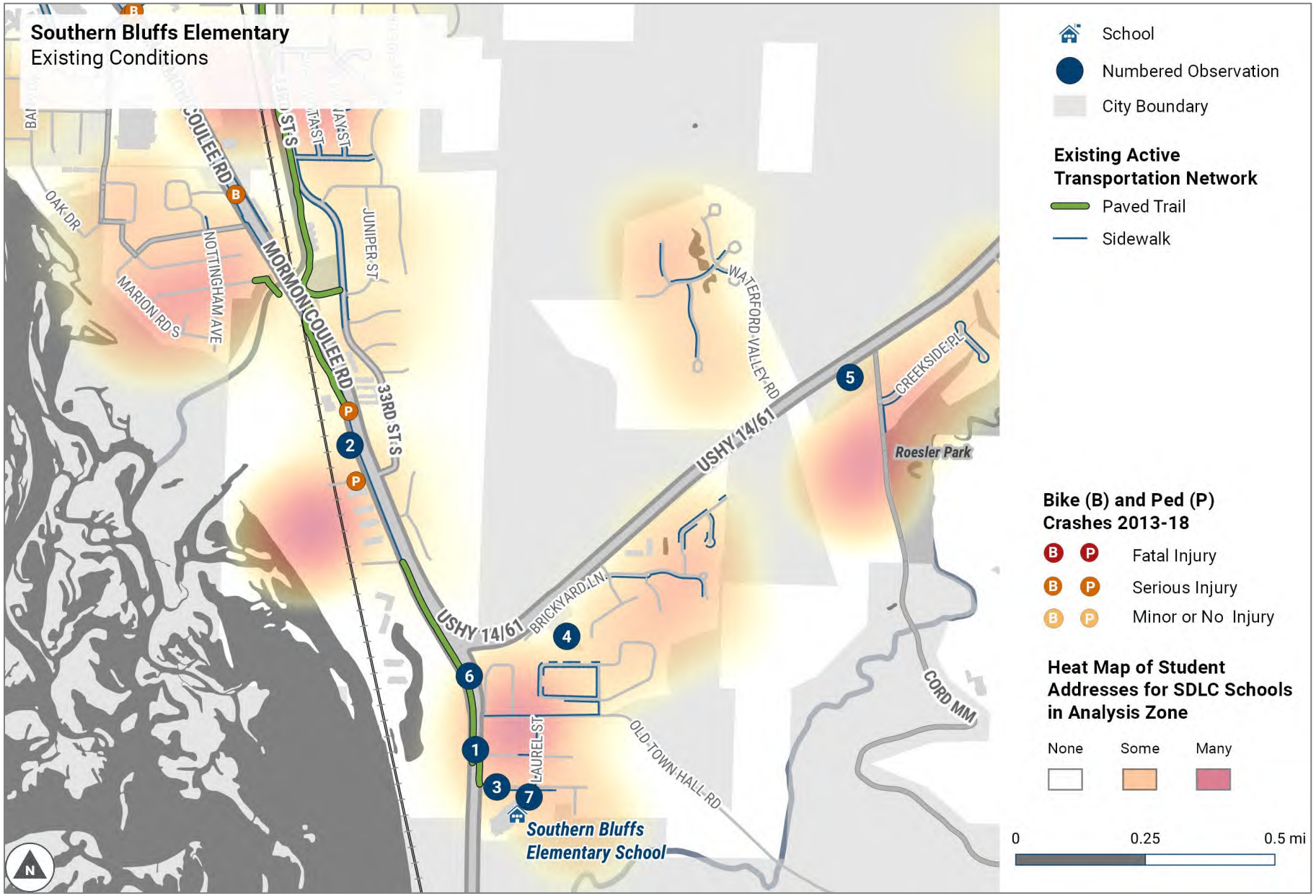
[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns at Southern Bluffs Elementary School

Source of Concern	Safety Concern or Comment
Principal Lisa Schreiner and SRTS Liaison	• Students walk through parking lot with adults. • Students need to stay on the sidewalk and should not cross the bus lane. • State Hwy 35 has high speeds, and increased traffic as a result of the recently-built apartments across the street.
Parent Surveys	• Many parents expressed a desire for paths along highways and between disconnected neighborhoods, such as between the Southern Bluffs neighborhood and the Brickworks, and along Hwy 14/61 to connect to Waterford Valley Road, the manufactured homes neighborhood, and Justin Road. • There are few sidewalks on Hwy 14/61and on other streets in the area. • Fast traffic on Hwy 14/61.
School District Transportation Office	• Many neighborhoods near this school will likely be included in future Unusual Hazardous Transportation areas planned by the School District of La Crosse. • The school district already buses many students within the 2-mile radius, but parents pay for the busing.

Arrival Observations

Observation Details	
Observation Date	• The consultant team observed arrival on Thursday, December 5.
Entrances/Exits	• At arrival students entered the school through a single entrance at the front of the school.
School Bus Loading	• School buses lined up on the north side of the building, in the one-way driveway off of Sunnyside Drive.
Family Drop-off/Pick-up	• Parents in vehicles dropped off students in the driveway in the front of the school.
School Staff Roles	• School staff were present supervising students outside the school door.
Adult Crossing Guards	• No adult crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed.

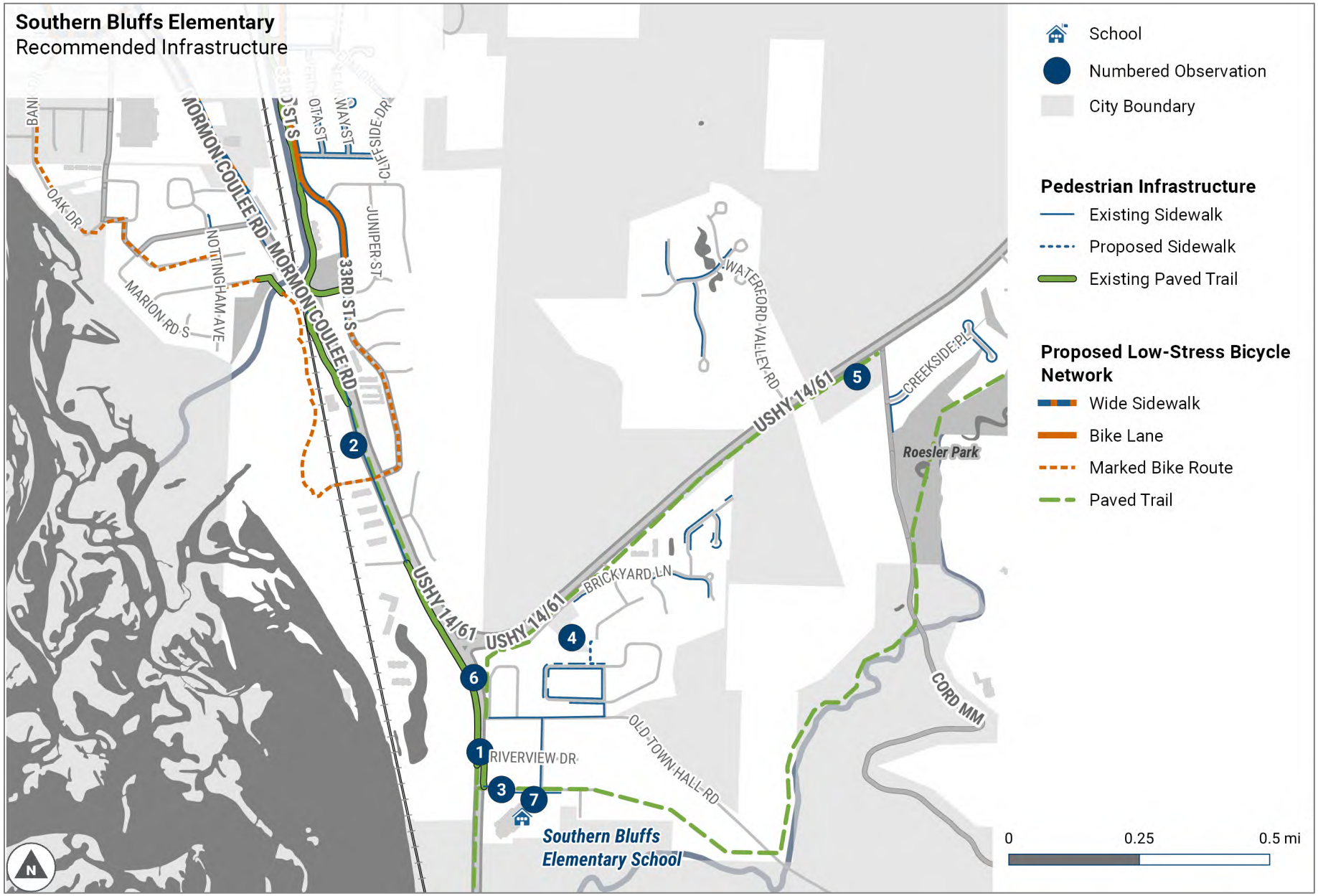

Southern Bluffs Elementary
Existing Conditions
School
Numbered Observation
City Boundary
Existing Active Transportation Network
Paved Trail
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
MORMON COULEE RD
33RD ST S
USHY 14/61
BRICKYARD LN
WATERFORD VALLEY RD
CREEKSIDE PL
Roesler Park
CORD MM
OLD TOWN HALL RD
LAUREL ST
JUNIPER ST
NOTTINGHAM AVE
MARION RD S
OAK DR
Southern Bluffs Elementary School

Recommendations in the Southern Bluffs Elementary Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. Some recommendations are shown **in dark blue bold font**, indicating that in an April/May 2020 online survey, more than three respondents listed it as an important recommendation in the Plan.

#	Location	Observations	Recommendations
1	Great River Road (State Hwy 35) and Riverview Drive	• Driver speed feedback signs face traffic on Great River Road (State Hwy 35) on both approaches to the intersection at Sunnyside Drive. • Great River Road (State Hwy 35) is a high speed and high volume street. Vehicles appear to exceed the posted speed limit (25 mph) during school arrival and dismissal times. • Continental crosswalk markings are faded. • An existing RRFB at the intersection provides increased pedestrian visibility across Great River Road. However, families report that drivers often do not yield to pedestrians in the crosswalk. • Parents and staff report that this crossing is dangerous and discourages students from walking and biking.	• Add high-visibility crosswalk across Great River Road and Riverview Drive, and ensure adequate nightime lighting. (Short Term) • Partner with Police Department to conduct enforcement and education activities at this location. (Short Term) • Consider assigning a crossing guard at this location *or* designating the area west of Great River Road as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term)
2	Mormon Coulee Road north of Calvert Road	• Connections between the Pammel Creek Trail and the Southern Bluff Trail along Mormon Coulee Road are missing. Staff mentioned that Walk to School Day events start near Fiesta Mexicana.	• Designate all the area east of Mormon Coulee Road, and possibly all the area to the west of Mormon Coulee Road, as an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • Construct multi-use path connecting Pammel Creek Trail and Southern Bluff Trail along Mormon Coulee Road. (Long Term)
3	Sunnyside Drive east of the vehicular driveway	• Curb extensions across Sunnyside Drive shorten crossing distances. • The existing crossing has school crossing signs and curb ramps but is not highly visible to drivers (no crosswalks markings are present).	• Add high-visibility crosswalks on all legs of the intersection. (Short Term) • Consider using in-street yield to pedestrian signs. (Short Term)

#	Location	Observations	Recommendations
4	Brickyard Neighborhood (northeast of the school and south of US Hwy 14/61)	• Missing or discontinuous sidewalks present a barrier to walking and bicycling to school. • A curving and discontinuous street network between Old Town Hall Road and US Hwy 14/61 discourages walking and biking. For example, there are no connections between Fireclay Court and Mariah Drive North.	• Consider designating the Brickyard Neighborhood an "Unusually Hazardous Transportation Area" that qualifies for free yellow school busing. (Short Term) • **Construct pathways that connect dead-end streets and increase neighborhood connectivity. Remove Unusually Hazardous Transportation designation when there are no longer gaps. (Medium Term)**
5	US Hwy 14/61 west of Roesler Park	• No walking or bicycle facilities are present on or along US Hwy 14/61 to connect a large manufactured home community with Southern Bluffs Elementary School.	• **Designate the area along US Hwy 14/61 west of the Brickyard neighborhood as "Unusually Hazardous Transportation Area" to qualify for free yellow school busing. (Short Term)** • **Construct multi-use path connection along US Hwy 14/61 to connect to existing trail along Great River Road. (Long Term)**
6	Great River Road (State Hwy 35) US Hwy 14/61 interchange	• The high-speed interchange presents a barrier to walking or biking between the proposed sidepath on US Hwy 14/61 and the current Southern Bluff Trail. • The City anticipates significant growth in this area of La Crosse, as open space is converted into residential and commercial developments.	• When State Hwy 35 and US Hwy 14/61 interchange is reconstructed, build underpass connecting the Southern Bluff Trail and the planned US Hwy 14/61 sidepath. (Long Term)
7	Bicycle Parking	• Existing "wave" bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)


Southern Bluffs Elementary
Recommended Infrastructure
School
Numbered Observation
City Boundary
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
Existing Paved Trail
Proposed Low-Stress Bicycle Network
Wide Sidewalk
Bike Lane
Marked Bike Route
Paved Trail
MORMON COULEE RD
33RD ST S
USHY 14/61
WATERFORD VALLEY RD
CREEKSIDE PL
BRICKYARD LN
RIVERVIEW DR
OLD TOWN HALL RD
CORD MM
Roesler Park
Southern Bluffs Elementary School
JUNIPER ST
NOTTINGHAM AVE
MARION RD S
OAK DR
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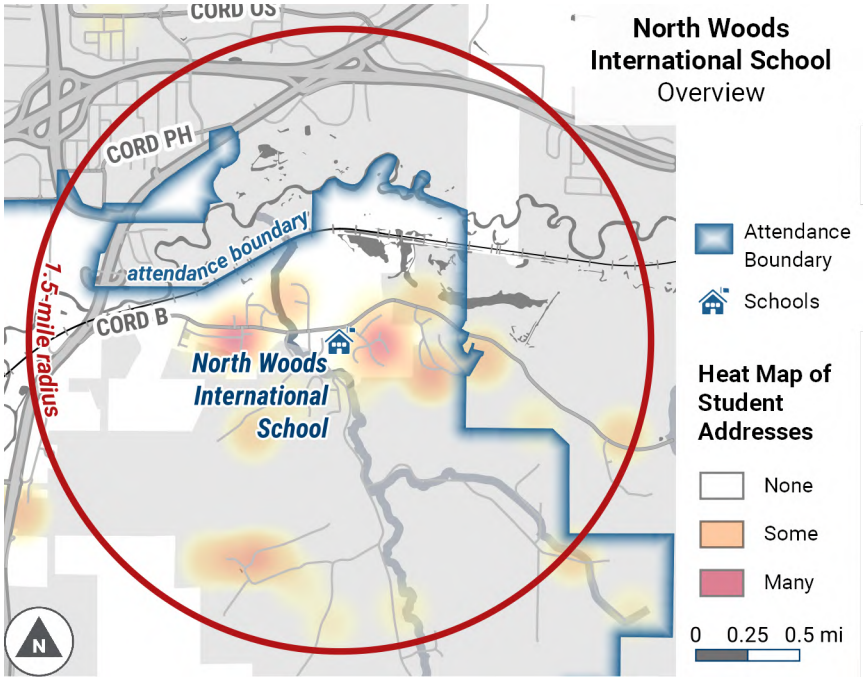
North Woods International School Neighborhood Infrastructure Plan

About the School	
Address	2541 Sablewood Road
Grade Levels	4K – 5
Number of Students	Approximately 360
Number of Students Approved for Free and Reduced Lunch	187 (53%)[a]
Arrival/Dismissal Times	8:35 AM / 3:15 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available



Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Through Lanes	Speed Limit
County Hwy B	4,700	2 plus center turn lane.	35 (15 in school zone)

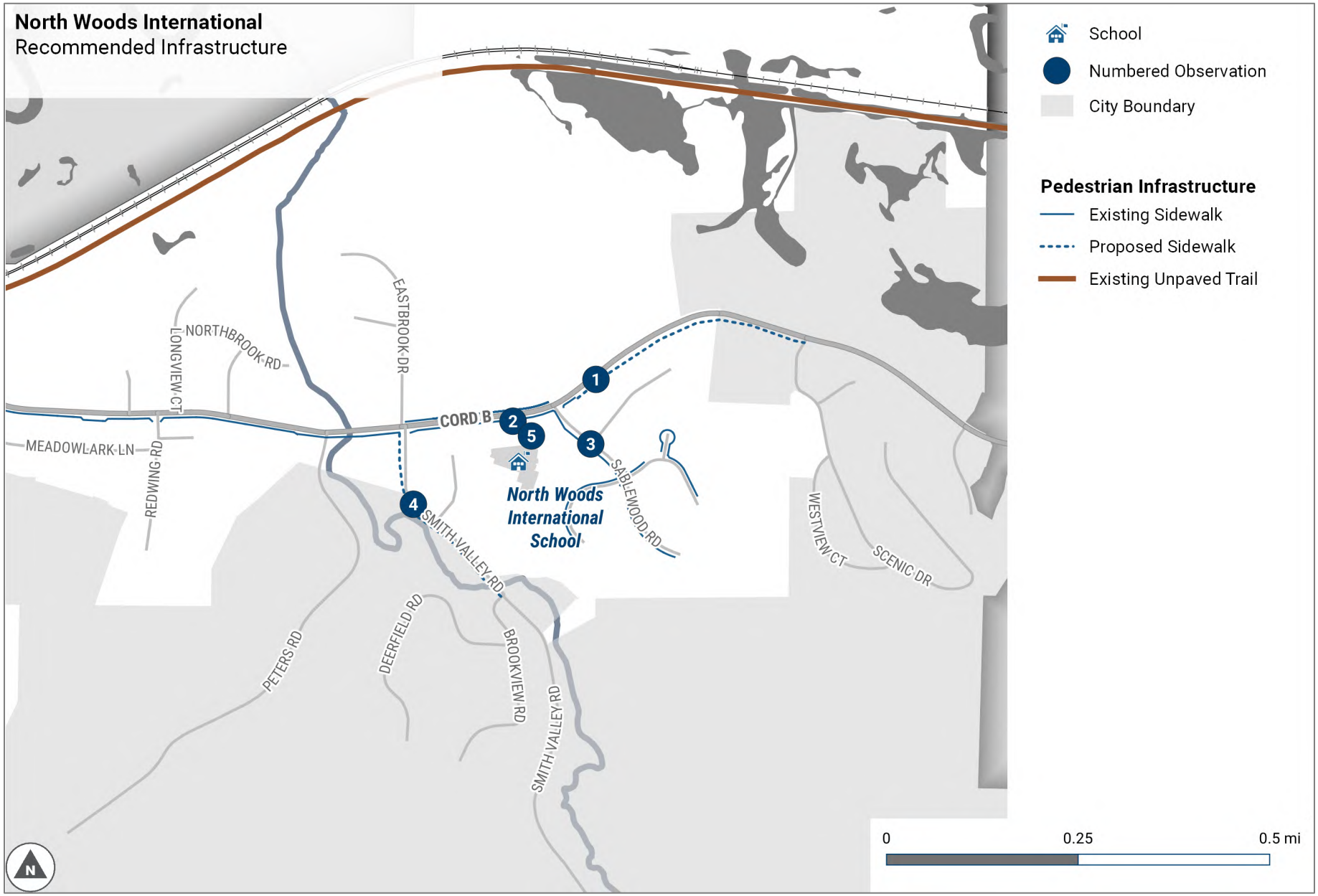
[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns at North Woods International School

Source of Concern	Safety Concern or Comment
Principal Sandy Brauer	• Many families drive to pick up and drop off children at the school, and the school had an arrival dismissal procedure in place for the front parking area. Families need to follow the pick-up procedures.
School District Transportation Office	• Most of the students live more than 2 miles away from the school, so are bused to school. • The City installed a Rectangular Rapid Flashing Beacon (RRFB) crosswalk in front of the school across County Hwy B in 2019.

Arrival Observations

Observation Details	
Observation Date	• The consultant team observed arrival on Friday, December 6.
Entrances/Exits	• At arrival all students entered the school through the main entrance in the front of the school.
School Bus Loading	• School buses lined up in a bus-only driveway north of the school accessed from County Hwy B.
Family Drop-off/Pick-up	• Families in vehicles dropped off students from a single driveway accessed from Sablewood Road. Family drivers stayed in the vehicle and queued to drop off students directly in front of the school entrance. Only two students were observed walking to school from across County Hwy B.
School Staff Roles	• One staff member was present facilitating drop off and guiding students into the front door.
Adult Crossing Guards	• No adult school crossing guards are posted near the school.
Student Safety Patrols	• No student safety patrols were observed. A fifth grader places a cone and a student crossing figurine at the crosswalk in the school parking lot prior to arrival and dismissal.


North Woods International
Recommended Infrastructure
School
Numbered Observation
City Boundary
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
Existing Unpaved Trail
NORTHBROOK RD
LONGVIEW CT
EASTBROOK DR
CORD B
MEADOWLARK LN
REDWING RD
SABLEWOOD RD
North Woods International School
SMITH VALLEY RD
WESTVIEW CT
SCENIC DR
PETERS RD
DEERFIELD RD
BROOKVIEW RD
SMITH VALLEY RD
1
2
3
4
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0
0.25
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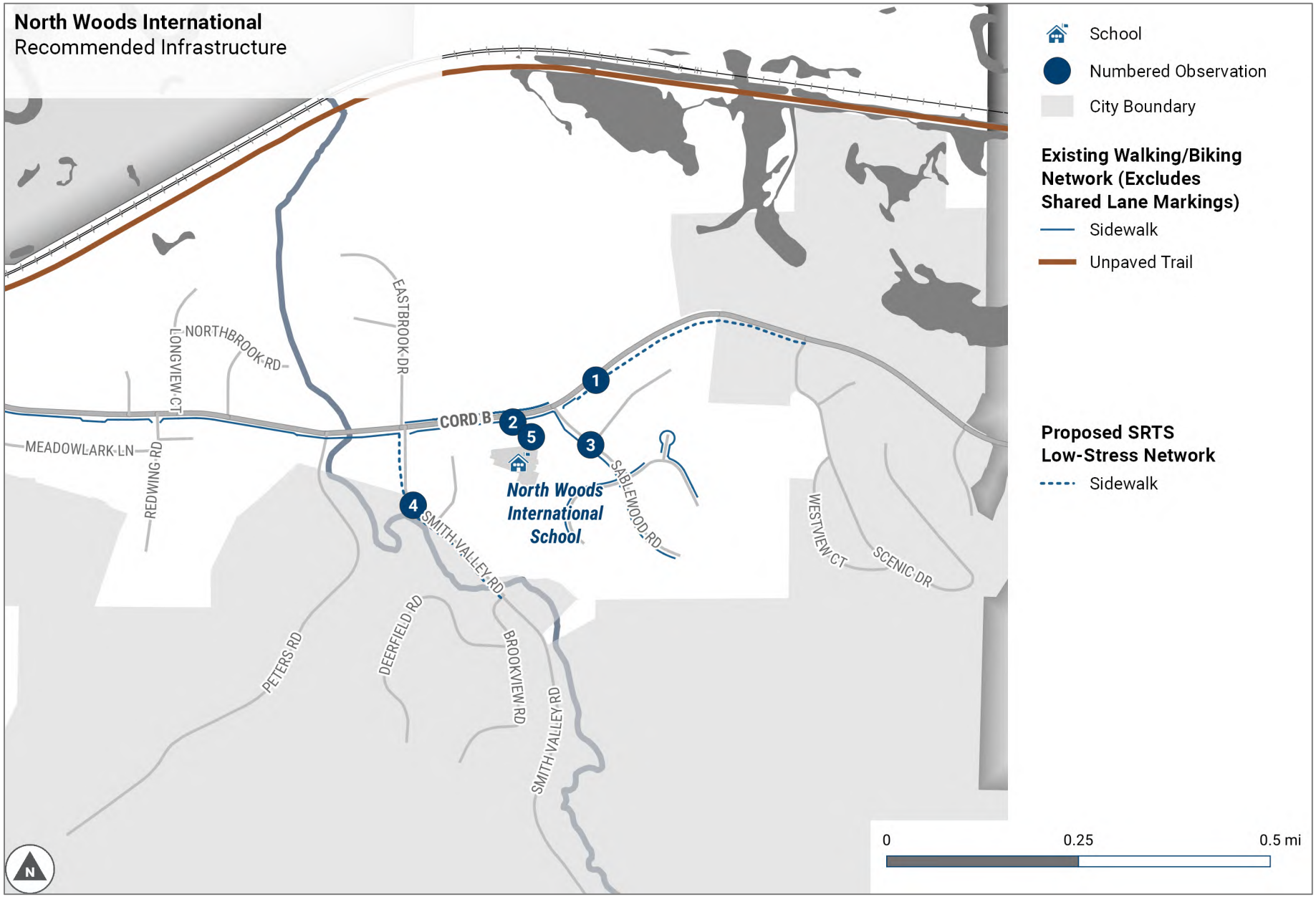
Recommendations in the North Woods International School Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. There were not enough responses to the April/May 2020 online survey to determine which recommendations were favored by respondents.

#	Location	Observations	Recommendations
1	County Road B east of the school	• Missing sidewalks on the south side of County Road B present a barrier to students walking from the east. • On the short existing section of sidewalk east of the school, sidewalks need repairs for heaving and settling to provide a trip-free and accessible route for all users.	• Construct new sidewalks where there are gaps and repair existing sidewalks to provide accessible route for all users. (Medium Term)
2	Bus driveway off of County Road B	• There is no signage to designate the bus circle is a BUS ONLY driveway.	• Add signage to indicate that the bus circle is a BUS ONLY driveway. (Short Term)
3	Brackenwood Court and Sablewood Drive	• There are no curb cuts on the school side of Sablewoood Road even though there are sidewalks on that street.	• Install ADA-compliant curb ramps. (Long Term)
4	Smith Valley Road	• Missing sidewalks on Smith Valley Road present a barrier to students walking from the south. Few students would use this road to get to and from school; however, the road is curvy and the sight lines are not good.	• Construct sidewalk on one side. (Long Term)
5	Bicycle Racks	• Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	• Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (Short Term)


North Woods International
Recommended Infrastructure
School
Numbered Observation
City Boundary
Existing Walking/Biking Network (Excludes Shared Lane Markings)
Sidewalk
Unpaved Trail
Proposed SRTS Low-Stress Network
Sidewalk
NORTHBROOK RD
LONGVIEW CT
EASTBROOK DR
CORD B
MEADOWLARK LN
REDWING RD
SABLEWOOD RD
North Woods International School
SMITH VALLEY RD
WESTVIEW CT
SCENIC DR
DEERFIELD RD
BROOKVIEW RD
PETERS RD
SMITH VALLEY RD
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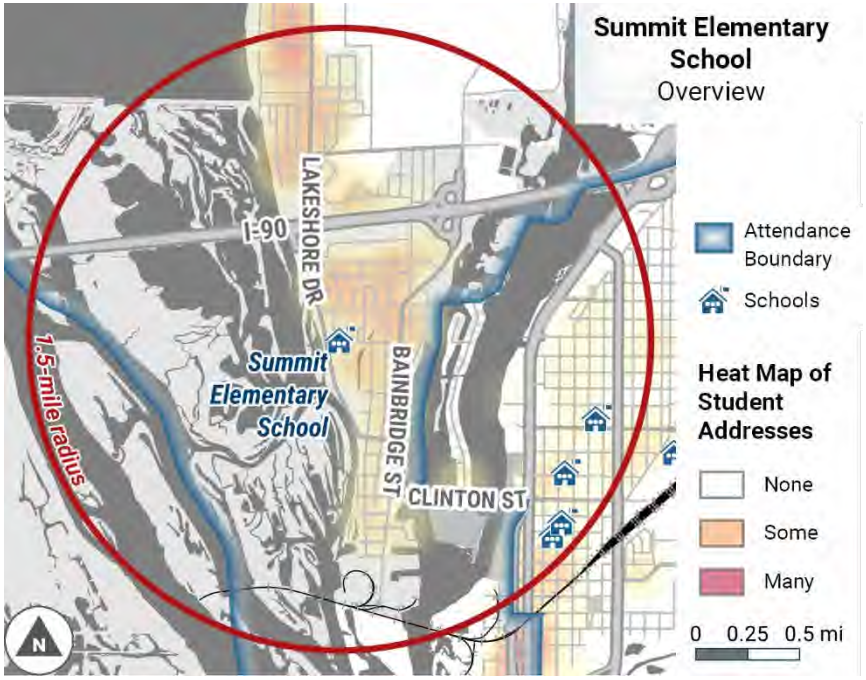
Summit Elementary School Neighborhood Infrastructure Plan

About the School	
Address	1800 Lakeshore Drive
Grade Levels	4K – 5
Number of Students	Approximately 340
Number of Students Approved for Free and Reduced Lunch	34 (10%)[a]
Arrival/Dismissal Times	8:00 AM / 2:40 PM

[a]*Source: Wisconsin Department of Public Instruction, 2018-19*

School Travel Modes	% of Students Using Mode[b]
Walk and Bike	6% AM, 6% PM
School Bus	32% AM, 54% PM
Family Vehicle	60% AM, 39% PM

[b]*Source: La Crosse County Health Department, Fall 2019*



Major Streets and Highways	Annual Average Daily Traffic (AADT)[c]	Number of Lanes	Speed Limit
Lakeshore Drive	3,400	2	25 (15 mph in school zone)
Bainbridge Street	9,000	2; parking on both sides	25

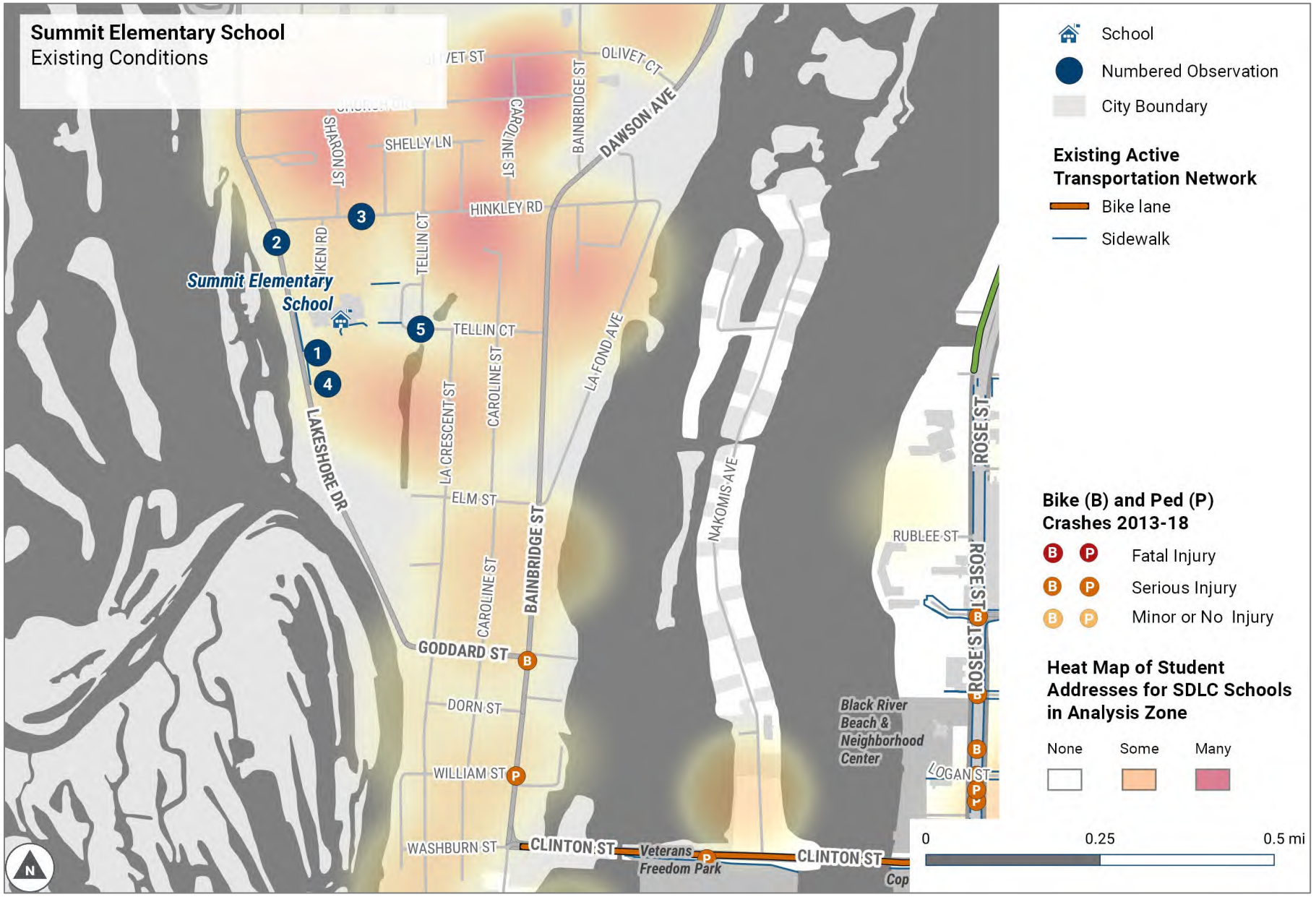
[c]*Source: Wisconsin DOT Traffic Count Map*

Known Safety Concerns at Summit Elementary School

Source of Concern	Safety Concern or Comment
Parent Surveys	• There are few sidewalks in the area around the school, and on French Island in general. • Clinton Street and Nakomis Avenue Intersection does not have a stop light, and there is no sidewalk on the north side of Clinton Street. • General traffic concerns, such as fast traffic on Clinton Street, Bainbridge Street, and inattentive drivers on Hinkley Road near the school.
School District Transportation Office	• Summit Elementary has the only Unusually Hazardous Transportation Area in the School District of La Crosse: the area north of I-90. • Students have to walk along Lakeshore Drive, a fairly busy road without sidewalks.

Dismissal Observations

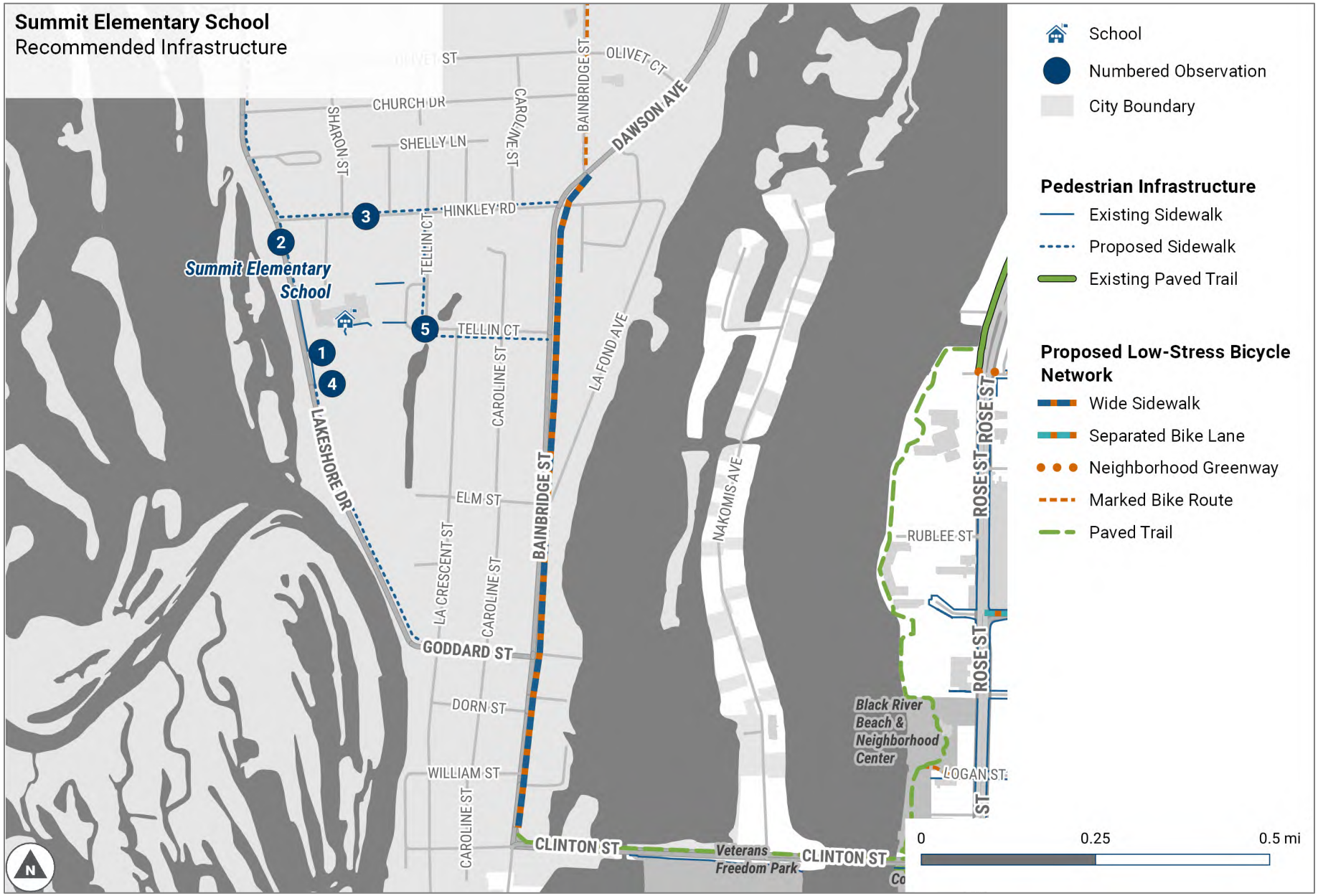
Observation Details	
Observation Date	• The consultant team observed dismissal on Tuesday, December 3.
Entrances/Exits	• At dismissal students are released at the same time through two exits. Bused students exit the back, and the remaining students exit the front door.
School Bus Loading	• School buses line up in the back of the school. Students line up behind colored dots that correspond to the bus they are boarding.
Family Drop-off/Pick-up	• Families in vehicles picked up their students from the front of the building. Many parents parked in the lot, walked to the door, and walked their students back to the cars. There are two parking lots where parents can park and walk their children back to their vehicles. The overflow lot traffic intersects with the pick-up/drop-off loop. One of the staff crossing guards noted it may be a good idea to stripe a crosswalk between the sidewalk and parking lot.
School Staff Roles	• Two staff escorted students to buses after school.
Adult Crossing Guards	• There are no school crossing guards present.
Student Safety Patrols	• There are no student safety patrols here.


Summit Elementary School
Existing Conditions
School
Numbered Observation
City Boundary
Existing Active Transportation Network
Bike lane
Sidewalk
Bike (B) and Ped (P) Crashes 2013-18
Fatal Injury
Serious Injury
Minor or No Injury
Heat Map of Student Addresses for SDLC Schools in Analysis Zone
None
Some
Many
0
0.25
0.5 mi
Summit Elementary School
OLIVET CT
SHELLY LN
HINKLEY RD
TELLIN CT
TELLIN CT
ELM ST
DORN ST
WILLIAM ST
WASHBURN ST
GODDARD ST
CLINTON ST
CLINTON ST
DAWSON AVE
BAINBRIDGE ST
BAINBRIDGE ST
LAKESHORE DR
LA CROSCENT ST
CAROLINE ST
CAROLINE ST
LA FOND AVE
NAKOMIS AVE
ROSE ST
ROSE ST
ROSE ST
RUBLEE ST
LOGAN ST
SHARON ST
TELLIN CT
Black River Beach & Neighborhood Center
Veterans Freedom Park
Cop
N

Recommendations in the Summit Elementary Neighborhood

The numbered observations and recommendations in the table below correspond to the points in the Existing Conditions Map (shown on previous page) and the Recommended Infrastructure Map (at the end of this document). Recommendations are flagged as Short Term (1-3 years), Medium Term (2-5 years) and Long Term (5-20 years) projects. There were not enough responses to the April/May 2020 online survey to determine which recommendations were favored by respondents.

#	Location	Observations	Recommendation
1	Driveway entrance to school (off of Lakeshore Drive)	• Missing sidewalks between Lakeshore Drive and school parking lot/entrance present a barrier to walking and bicycling to school. • There is no stop sign at the bottom of the driveway where it intersects with Lakeshore Drive.	• Install stop sign at the bottom of the driveway. (Short Term) • Construct new sidewalks where there are gaps. (Medium Term)
2	Lakeshore Drive	• There are missing sidewalks along Lakeshore Drive, which is a high-speed and high-volume street.	• Construct sidewalk on east side of Lakeshore Drive where there are gaps. (Medium Term)
3	Hinkley Road	• Missing sidewalks along Hinkley Road present a barrier to walking and bicycling to school. • Many students living in the area need to walk along Hinkley Road.	• Construct new sidewalk on one side of Hinkley Road. (Medium Term)
4	Leland Estates Mobile Homes	• The private drive in manufactured homes community (Jackie Lane) is missing sidewalks. A 10 mph speed limit and low traffic volumes create a shared environment and opportunity for walking and biking.	• No recommendation
5	Tellin Court	• Tellin Court is missing sidewalks. Low speeds and low traffic volumes, along with stair and path connections to the school property, present a relatively safe route for walking to school.	• Construct new sidewalks on one side of Tellin Court. (Medium Term)


Summit Elementary School
Recommended Infrastructure
School
Numbered Observation
City Boundary
Pedestrian Infrastructure
Existing Sidewalk
Proposed Sidewalk
Existing Paved Trail
Proposed Low-Stress Bicycle Network
Wide Sidewalk
Separated Bike Lane
Neighborhood Greenway
Marked Bike Route
Paved Trail
Summit Elementary School
1
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5
LAKESHORE DR
SHARON ST
CHURCH DR
SHELLY LN
CAROLINE ST
BAINBRIDGE ST
OLIVET CT
DAWSON AVE
HINKLEY RD
TELLIN CT
TELLIN CT
CAROLINE ST
LA FOND AVE
ELM ST
LA CRESCENT ST
CAROLINE ST
BAINBRIDGE ST
NAKOMIS AVE
GODDARD ST
DORN ST
WILLIAM ST
CAROLINE ST
CLINTON ST
Veterans Freedom Park
CLINTON ST
RUBLEE ST
ROSE ST
ROSE ST
ROSE ST
Black River Beach & Neighborhood Center
LOGAN ST
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