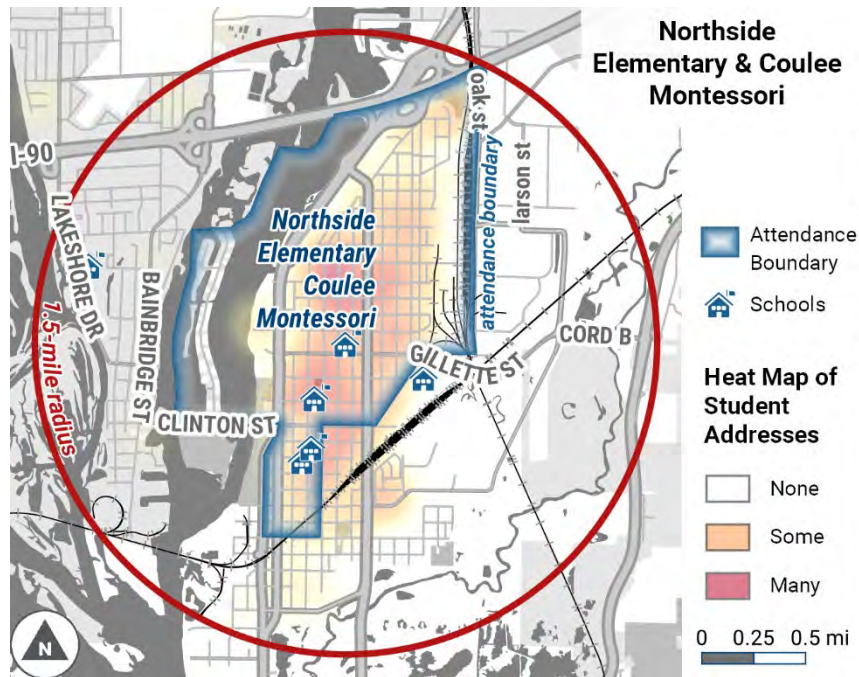


## North Side Neighborhood Infrastructure Plan

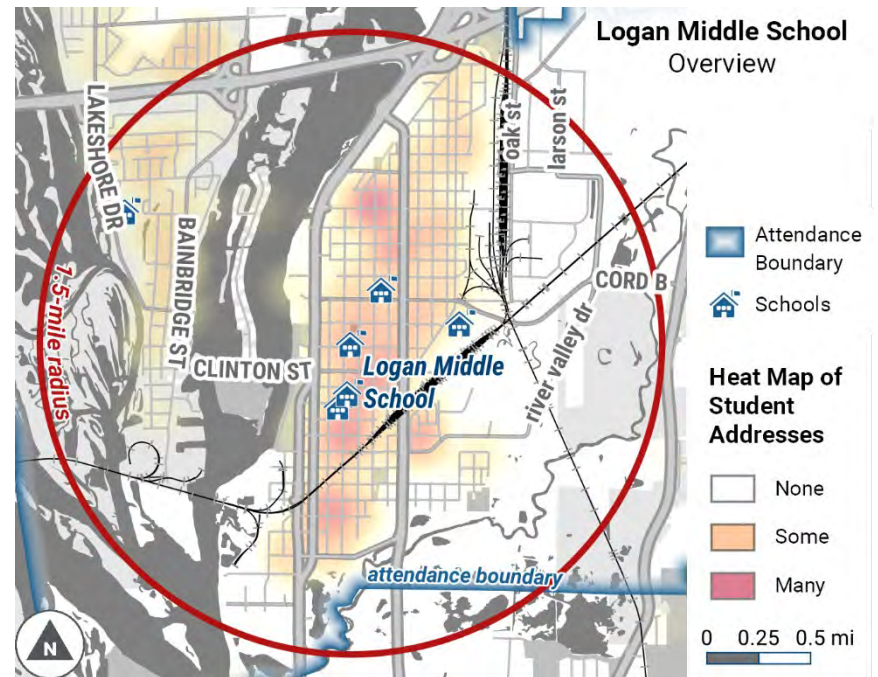
Northside Elementary & Coulee Montessori (Priority School)	
Address	1611 Kane Street
Grade Levels	4K – 5
Number of Students	Approximately 560
Number of Students Approved for Free and Reduced Lunch	433 (78%) <sup>a</sup>
Arrival/Dismissal Times	8:15 AM / 2:55 PM
School Travel Modes	
Walk and Bike	21% AM, 26% PM
School Bus	3% AM, 8% PM
Family Vehicle	70% AM, 60% PM

<sup>a</sup>Source: Wisconsin Department of Public Instruction, 2018-19  
<sup>b</sup>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%) <sup>a</sup>
Arrival/Dismissal Times	7:45 AM / 2:45 PM
School Travel Modes	
Walk and Bike	25% AM, 42% PM
School Bus	13% AM, 12% PM
Family Vehicle	54% AM, 37% PM

<sup>a</sup>Source: Wisconsin Department of Public Instruction, 2018-19  
<sup>b</sup>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%) <sup>a</sup>
Arrival/Dismissal Times	7:40 AM / 3:20 PM

<sup>a</sup>Source: Wisconsin Department of Public Instruction, 2018-2019

**School Travel Modes**      **% of Students Using Mode**

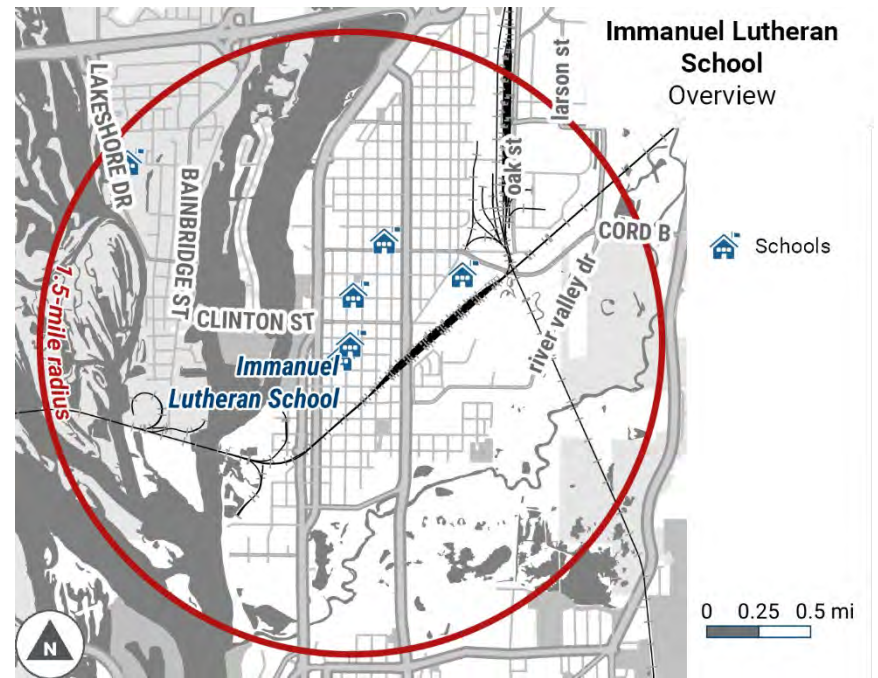
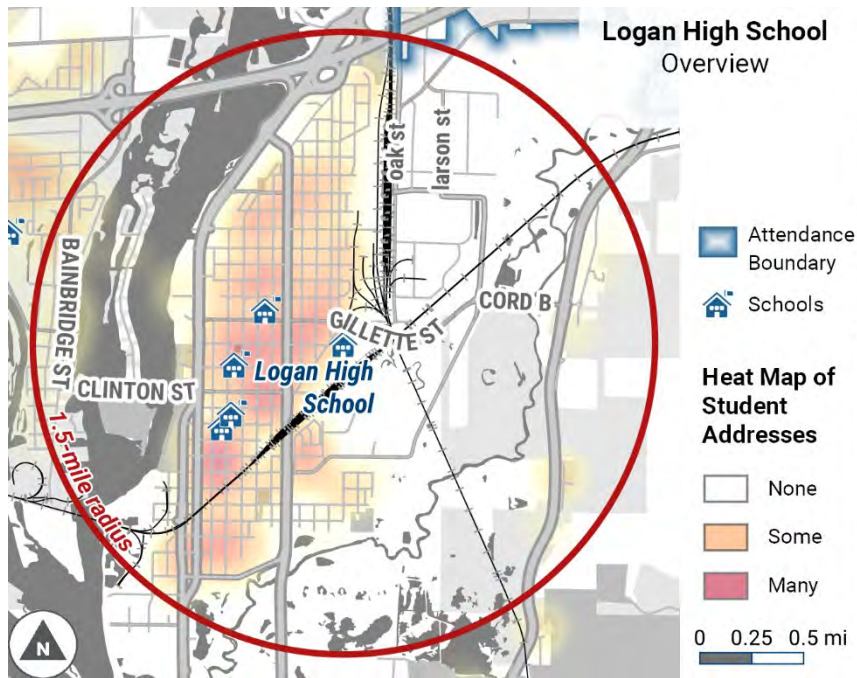
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available

**Immanuel Lutheran**

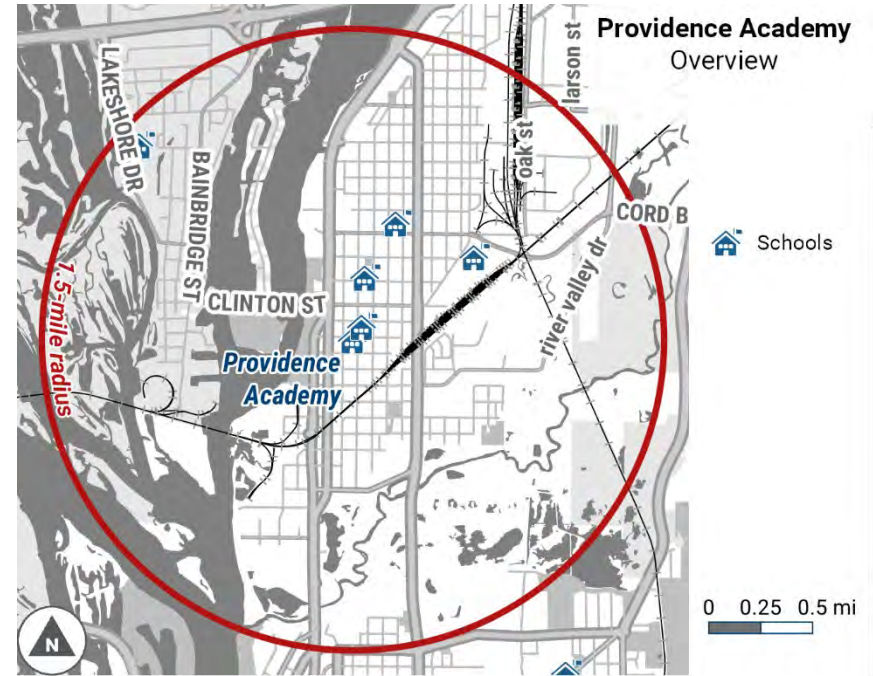
Address	806 St. Paul Street
Grade Levels	Pre-K – 8
Number of Students	Approximately 55
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	8:15 AM / 3:00 PM

**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 <sup>a</sup>
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	7:40 AM / 3:20 PM
<sup>a</sup> 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) <sup>c</sup>	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	

<sup>c</sup>Source: Wisconsin DOT Traffic Count Map

**Known Safety Concerns in Neighborhood**

Source of Concern	Safety Concern or Comment
<b>Northside Elementary Principal and SRTS Liaison</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• There are also concerns about traffic not stopping for the adult school crossing guard at Gillette Street.</li> </ul>
<b>Logan Middle School Parent Surveys</b>	<ul style="list-style-type: none"> <li>• Logan Middle School parents expressed concern about students crossing Clinton Street at Avon and Liberty Streets south of the school.</li> <li>• Logan Middle School parents expressed concern about crossing George Street at intersections that lack traffic signals (for example, Sill Street and Logan Street).</li> <li>• Some areas in the northside area lack sidewalks.</li> </ul>
<b>Logan Student Focus Group</b>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• The railroad tracks pose a barrier to walking and bicycling to school for students living on the other side of the railroad tracks.</li> </ul>
<b>School District Transportation Office</b>	<ul style="list-style-type: none"> <li>• Northside Elementary has so few bused students that many families drive their children to school, leading to chaotic traffic during arrival and dismissal.</li> <li>• 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.</li> <li>• 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.</li> </ul>

### Arrival Observations at Northside Elementary & Coulee Montessori

Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"> <li>The consultant team observed arrival on Wednesday, December 4, 2019.</li> </ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>School buses dropped students off in the parking lot on the north side of the school.</li> </ul>
<b>Family Drop-off/Pick-up</b>	<ul style="list-style-type: none"> <li>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.</li> <li>Many students and families walked to school.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>School staff assisted with drop-off and helped students cross the street near the school entrances.</li> </ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"> <li>Adult school crossing guards are posted at the intersection of Gillette and Kane Streets, and at the intersection of Gillette and George Streets.</li> </ul>
<b>Student Safety Patrols</b>	<ul style="list-style-type: none"> <li>Student safety patrols assisted students crossing Kane Street and Charles Streets at Gillette Street, and crossing Rublee Street at Kane Street.</li> </ul>

### Arrival Observations at Logan Middle School

Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"> <li>The consultant team observed arrival on Wednesday, December 4, 2019.</li> </ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"> <li>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. 8<sup>th</sup> grade students enter through the western door by Avon Street, 7<sup>th</sup> grade students enter through the middle door in the schoolyard, and 6<sup>th</sup> grade students enter through the easternmost door by Liberty Street.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>School buses dropped students off on Avon Street north of the school entrance.</li> </ul>
<b>Family Drop-off/Pick-up</b>	<ul style="list-style-type: none"> <li>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.</li> <li>Many students were observed walking to school.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>School staff supervised students inside the fenced schoolyard.</li> </ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"> <li>An adult school crossing guards is posted at the intersection of Gillette and George Streets.</li> </ul>
<b>Student Safety Patrols</b>	<ul style="list-style-type: none"> <li>There are no student safety patrols at the middle school.</li> </ul>

## Dismissal Observations at Logan High School

Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"> <li>The consultant team observed dismissal on Tuesday, December 3, 2019.</li> </ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>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.</li> </ul>
<b>Family Drop-off/Pick-up</b>	<ul style="list-style-type: none"> <li>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.</li> <li>Many students were observed walking at school dismissal (with many heading north and northwest).</li> <li>Dismissal seemed relatively orderly.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>A small number of school staff assisted special education students at dismissal.</li> </ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"> <li>No adult school crossing guards are posted near the school.</li> </ul>
<b>Student Safety Patrols</b>	<ul style="list-style-type: none"> <li>There are no student safety patrols at the high school.</li> </ul>

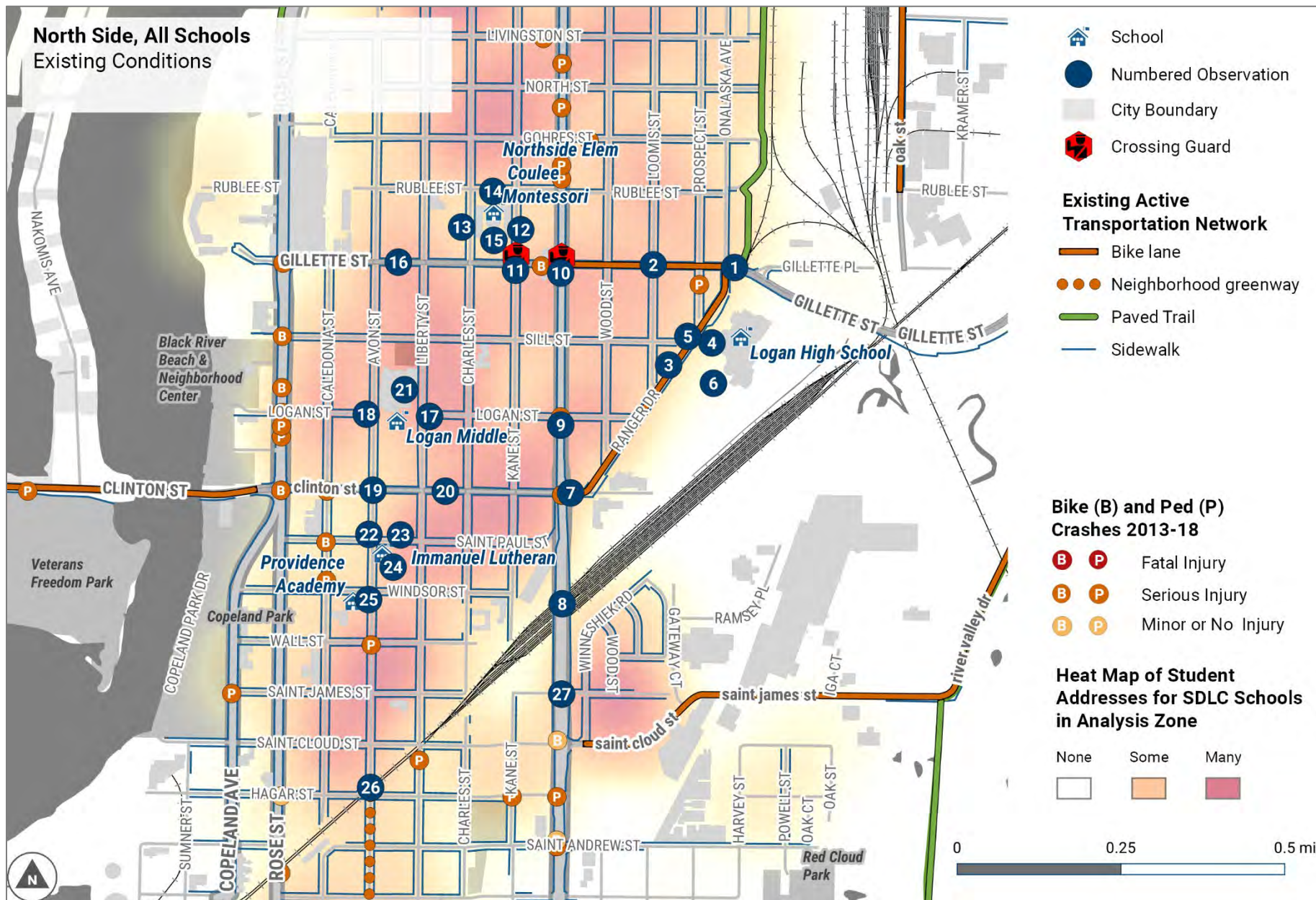
## Arrival Observations at Immanuel Lutheran School

Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"> <li>The consultant team observed arrival on Wednesday, December 4, 2019.</li> </ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"> <li>At arrival most students entered the school through the front door leading to the parking lot.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>School buses dropped students off on Saint Paul Street.</li> </ul>
<b>Family Drop-off/Pick-up</b>	<ul style="list-style-type: none"> <li>Families in vehicles dropped off students using the school parking lot. Most families parked and walked their children inside.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>No school staff were observed.</li> </ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"> <li>No adult school crossing guards are posted near the school.</li> </ul>
<b>Student Safety Patrols</b>	<ul style="list-style-type: none"> <li>No student safety patrols were observed.</li> </ul>

## Arrival Observations at Providence Academy

Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"> <li>The consultant team observed arrival on Wednesday, December 4, 2019.</li> </ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"> <li>At arrival most students entered the school either through the entrance on Windsor Street or through the alley doors.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>School buses dropped students off on Windsor Street.</li> </ul>
<b>Family Drop-off/Pick-up</b>	<ul style="list-style-type: none"> <li>Families in vehicles dropped off students using the alley.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>School staff monitored student drop off in the alley.</li> </ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"> <li>No adult school crossing guards are posted near the school.</li> </ul>
<b>Student Safety Patrols</b>	<ul style="list-style-type: none"> <li>No student safety patrols were observed.</li> </ul>

La Crosse Safe Routes to School Plan



## 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	<ul style="list-style-type: none"> <li>• Many Logan High School students cross Gillette Street and Ranger Drive at this intersection.</li> <li>• There are no crosswalk markings on the west or north sides of the intersection. The existing crossings lack high-visibility crosswalk markings.</li> <li>• At some corners, existing single curb ramps at corners do not orient users directly into the crosswalk.</li> <li>• Vehicles appear to exceed the posted speed limit during school arrival and dismissal times, especially those heading west.</li> <li>• Near this intersection sidewalks need repairs for heaving and settling to provide a safe pedestrian facility for all users.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Add high-visibility crosswalk markings on all legs of the intersection. (Short Term)</li> <li>• Install driver speed feedback sign on Gillette Street on both approaches to the intersection. (Short Term)</li> <li>• Install wayfinding to direct users between the trail and the bike lanes. (Short Term)</li> <li>• Perform sidewalk maintenance. (Short Term)</li> <li>• Add leading pedestrian interval at signal. (Short Term)</li> <li>• Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)</li> <li>• 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 Gillette Street. (Medium Term)</li> </ul>
2	Gillette Street between George Street and Ranger Drive	<ul style="list-style-type: none"> <li>• This corridor was repaved with new bike lanes in 2019.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
3	Ranger Drive across from Logan High School	<ul style="list-style-type: none"> <li>While sidewalks exist along much of this street, there are gaps in the network, presenting a barrier to walking and bicycling to school.</li> <li>Ranger Drive has bike lanes. The relatively wide street encourages speeding. Average daily traffic counts are not available for the street.</li> </ul>	<ul style="list-style-type: none"> <li>Construct sidewalks where there are gaps on the west side of Ranger Drive. (Medium Term)</li> <li>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)</li> </ul>
4	Ranger Drive at Logan High parking lot	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Narrow the driveway entrance and the corner radii. (Long Term)</li> </ul>
5	Ranger Drive at Sill Street	<ul style="list-style-type: none"> <li>Many high school students cross the street at this intersection and the existing crossing is not highly visible to drivers.</li> </ul>	<ul style="list-style-type: none"> <li>Add high-visibility crosswalk markings and school crossing signs at the current crossing just north of Sill Street. (Short Term)</li> <li>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)</li> </ul>
6	Bicycle Parking at Logan High School	<ul style="list-style-type: none"> <li>Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> </ul>

#	Location	Observations	Recommendations
7	George Street and Clinton Street	<ul style="list-style-type: none"> <li>• Crossing distances are long and there are no median crossing islands for pedestrians.</li> <li>• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.</li> <li>• The existing crossing is not highly visible to drivers (no high-visibility crosswalk markings and school crossing signs are present).</li> <li>• Families and staff report that this crossing is dangerous and discourages students from walking and biking.</li> <li>• Some Logan Middle School students need to cross this intersection to reach the Boys and Girls Club for after-school programs.</li> </ul>	<ul style="list-style-type: none"> <li>• Add leading pedestrian interval at signal. (Short Term)</li> <li>• Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)</li> <li>• Add high-visibility crosswalk markings and adequate nighttime lighting for the north, east, and south legs. (Short Term)</li> <li>• Extend the existing median on the south leg to provide a raised pedestrian refuge. (Medium Term)</li> <li>• 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)</li> </ul>
8	George Street viaduct over the railroad tracks	<ul style="list-style-type: none"> <li>• Narrow sidewalks with minimal buffer next to a busy, 4-lane arterial creates an uncomfortable walking/bicycling environment.</li> <li>• Because of obstructions such as telephone poles, sidewalks measure less than the recommended width of 5'.</li> </ul>	<ul style="list-style-type: none"> <li>• 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).</li> </ul>
9	George Street and Logan Street	<ul style="list-style-type: none"> <li>• The City has installed a pedestrian median island at this intersection to slow traffic speeds and allow two-stage crossing.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• 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)</li> </ul>

#	Location	Observations	Recommendations
10	George Street and Gillette Street	<ul style="list-style-type: none"> <li>• A crossing guard is posted at this intersection.</li> <li>• Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.</li> <li>• 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.</li> <li>• No crosswalk is marked on the east leg (this may be temporary because of the recent repaving of Gillette Street).</li> <li>• Existing single curb ramps at corners do not orient users directly into the crosswalk.</li> <li>• The crossing guard at George Street said that vehicles appear to exceed the posted speed limit during school arrival and dismissal times.</li> </ul>	<ul style="list-style-type: none"> <li>• Add leading pedestrian interval at signal. (Short Term)</li> <li>• Consider automatic pedestrian signal recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)</li> <li>• Add high-visibility crosswalk markings on all legs and school crossing signs on the approaches to the intersection. (Short Term)</li> <li>• Install driver speed feedback signs on George Street on the approach to the intersection. (Short Term)</li> <li>• 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)</li> <li>• Consider installing a flashing yellow left turn signal and prohibit permissive left turns during school crossing times of day. (Medium Term)</li> <li>• Install new curb ramps that line up with crosswalks on all corners of the intersection. (Long Term)</li> </ul>

#	Location	Observations	Recommendations
11	Gillette Street and Kane Street	<ul style="list-style-type: none"> <li>• A crossing guard is posted at this intersection.</li> <li>• Driver speed feedback signs face traffic on Gillette Street on both approaches to the intersection.</li> <li>• Many students cross the street at this intersection and drivers don't always yield to pedestrians in the crosswalk, according to the crossing guard.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Add high-visibility crosswalk markings on all legs, parking restrictions on crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term)</li> <li>• Continue using in-street Yield to Pedestrian crossing signs. (Short Term)</li> <li>• Add curb extensions on all corners, ensuring the curb extensions do not interfere with future separated bike lanes on Gillette Street. (Long Term)</li> </ul>
12	Kane Street in front of Northside Elementary entrance	<ul style="list-style-type: none"> <li>• 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").</li> <li>• 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.</li> <li>• The relatively wide street, and the fact that few vehicles are parked on the non-school side, encourages speeding and double parking.</li> <li>• Some families were observed parking on the non-school side and using the crosswalk to enter the school.</li> <li>• The crossing has faded transverse crosswalk markings and school crossing signs. The crossing area is often blocked by idling vehicles.</li> <li>• There is no reduced speed school zone along Kane Street in front of the school.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue staff monitoring of arrival and dismissal. (Short Term)</li> <li>• Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term)</li> <li>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term)</li> <li>• 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)</li> <li>• Refresh crosswalk markings and consider using in-street Yield to Pedestrian signs. (Short Term)</li> <li>• Extend the reduced speed school zone so that it includes Kane Street. (Short Term)</li> <li>• Add curb extensions. (Medium Term)</li> </ul>

#	Location	Observations	Recommendations
13	Charles Street in front of the Coulee Montessori entrance	<ul style="list-style-type: none"> <li>• Most families dropped off students on the school side, where they were guided by a staff member.</li> <li>• The relatively wide street encourages speeding and double parking.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Continue staff monitoring of arrival and dismissal. (Short Term)</li> <li>• Continue communicating expectations for family vehicles at arrival and dismissal. (Short Term)</li> <li>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term)</li> <li>• 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 so that those parking spots are not available during arrival and dismissal. (Short Term)</li> <li>• Add crosswalk markings. (Short Term)</li> <li>• Continue using in-street Yield to Pedestrian signs. (Short Term)</li> <li>• Add curb extensions. (Medium Term)</li> </ul>
14	Ruble Street	<ul style="list-style-type: none"> <li>• Missing sidewalks on Rublee Street present a barrier to walking and bicycling to school.</li> </ul>	<ul style="list-style-type: none"> <li>• Construct sidewalks on south side of street. (Medium Term)</li> </ul>
15	Bicycle Parking at Northside Elementary	<ul style="list-style-type: none"> <li>• Existing bicycle racks can make it difficult to securely lock a variety of different types of bicycles.</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>
16	Gillette Street between Rose Street and George Street	<ul style="list-style-type: none"> <li>• No bike lanes are present, but the City of La Crosse has plans to install them on this section in 2020.</li> <li>• There are no marked crossings between Rose Street and Charles Street, a distance of approximately 1,500 feet.</li> <li>• Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> <li>• Install bicycle wayfinding signage along Gillette Street. (Short Term)</li> <li>• Install separated bike lanes on Gillette Street. (Long Term)</li> <li>• Add curb extensions on all corners, ensuring they do not interfere with future separated bike lanes on Gillette Street. (Long Term)</li> </ul>

#	Location	Observations	Recommendations
17	Liberty Street and Logan Street by Logan Middle playground entrance	<ul style="list-style-type: none"> <li>• Many students cross Liberty Street at this intersection.</li> <li>• 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.</li> <li>• The existing crossings of Liberty Street are not highly visible to drivers (no high-visibility crosswalk markings or school crossing signs are present).</li> <li>• The intersection is not within a reduced speed school zone.</li> <li>• Liberty Street is a wide street with long blocks, which facilitates speeding.</li> </ul>	<ul style="list-style-type: none"> <li>• Communicate expectations for family vehicles at arrival and dismissal. (Short Term)</li> <li>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term)</li> <li>• Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term)</li> <li>• Consider using in-street Yield to Pedestrian signs. (Short Term)</li> <li>• Create a reduced speed school zone that includes streets surrounding the school property. (Short Term)</li> </ul>
18	Avon Street and Logan Street by Logan Middle playground entrance	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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).</li> <li>• Avon Street is a wide street with long blocks, which facilitates speeding.</li> <li>• Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Communicate expectations for family vehicles at arrival and dismissal. (Short Term)</li> <li>• Encourage more families to walk or bicycle to school to reduce the number of vehicles during arrival and dismissal. (Short Term)</li> <li>• Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term)</li> <li>• Consider using in-street Yield to Pedestrian signs. (Short Term)</li> <li>• Create a reduced speed school zone that includes streets surrounding the school property. (Short Term)</li> <li>• Install neighborhood greenway treatments, including shared-lane markings, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)</li> </ul>

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
19	Avon Street at Clinton Street	<ul style="list-style-type: none"> <li>Families and staff report that crossing Clinton Street is dangerous and discourages students from walking and biking.</li> <li>There are no marked crossings between Caledonia Street and George Street, a distance of more than 1,800 feet.</li> <li>Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and ensure there is adequate nighttime lighting. (Short Term)</li> <li>As part of neighborhood greenway, install curb extensions, ensuring they do not interfere with future separated bike lanes on Clinton Street. (Medium Term)</li> <li>Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term)</li> </ul>
20	Clinton Street between Rose Street and George Street	<ul style="list-style-type: none"> <li>Clinton Street is a high speed and volume street.</li> <li>The shared-lane markings on Clinton Street do not provide a low-stress bicycle route.</li> <li>Clinton Street is recommended to have bike lanes in the 2012 Bicycle and Pedestrian Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Build separated bike lanes on Clinton Street. (Medium Term)</li> </ul>
21	Bicycle Parking at Logan Middle School	<ul style="list-style-type: none"> <li>Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> </ul>
22	St. Paul Street and Avon Street	<ul style="list-style-type: none"> <li>Staff of Immanuel Lutheran School reported drivers fail to stop at the stop signs at this intersection and requested a 4-way stop.</li> <li>No crosswalk is marked on the north and west legs.</li> </ul>	<ul style="list-style-type: none"> <li>Consider 4-way stop at this intersection, if the intersection meets 4-way stop warrants (Short Term)</li> <li>Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approaches, and adequate nighttime lighting. (Short Term)</li> <li>Consider using in-street Yield to Pedestrian signs. (Short Term)</li> <li>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)</li> </ul>

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
23	St. Paul Street in front of Immanuel Lutheran School	<ul style="list-style-type: none"> <li>The school closes this street for the block adjacent to school property during recess.</li> </ul>	<ul style="list-style-type: none"> <li>Continue closing street as needed for recess, add folding signs for staff to easily and consistently deploy closures.</li> </ul>
24	Bicycle Parking at Immanuel Lutheran	<ul style="list-style-type: none"> <li>Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> </ul>
25	Bicycle Parking at Providence Academy	<ul style="list-style-type: none"> <li>Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> </ul>
26	Avon Street at Railroad	<ul style="list-style-type: none"> <li>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.</li> <li>Avon Street is recommended to be a neighborhood greenway in the 2012 Bicycle and Pedestrian Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>Install bicycle wayfinding signage along Avon Street. (Short Term)</li> <li>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)</li> </ul>
27	George Street underpass at St. James Street	<ul style="list-style-type: none"> <li>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.</li> <li>There is a tunnel under the Viaduct at St. James Street, but it is dark and unpleasant to walk through.</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> <li>Improve lighting and maintenance inside tunnel. (Medium Term)</li> </ul>

