

## 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%) <sup>a</sup>
Arrival/Dismissal Times	8:30 AM / 3:10 PM

<sup>a</sup>Source: Wisconsin Department of Public Instruction, 2018-19

### School Travel Modes % of Students Using Mode<sup>b</sup>

Walk and Bike	16% AM, 13% PM
School Bus	10% AM, 13% PM
Family Vehicle	72% AM, 70% PM

<sup>b</sup>Source: La Crosse County Health Department, Fall 2018

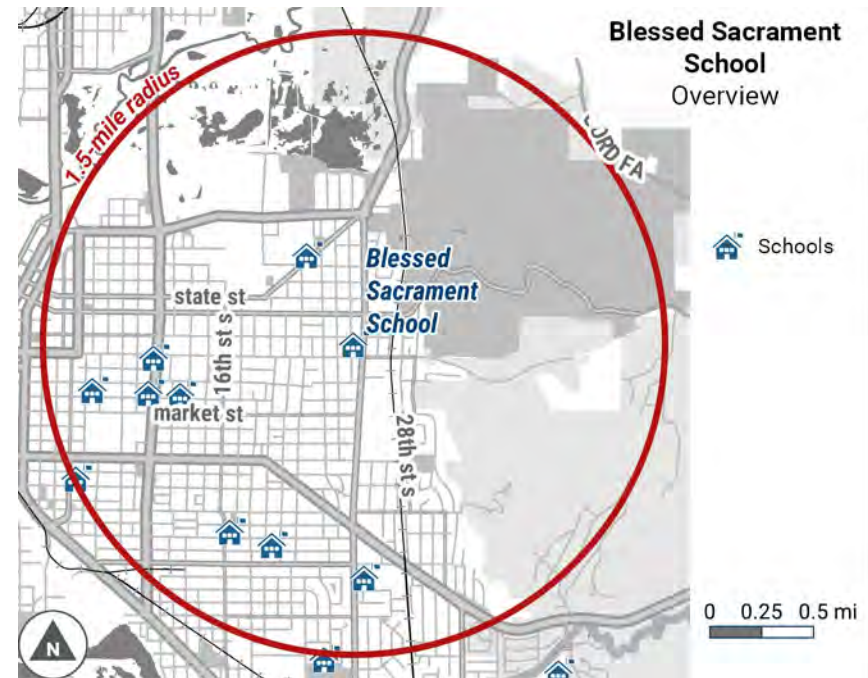
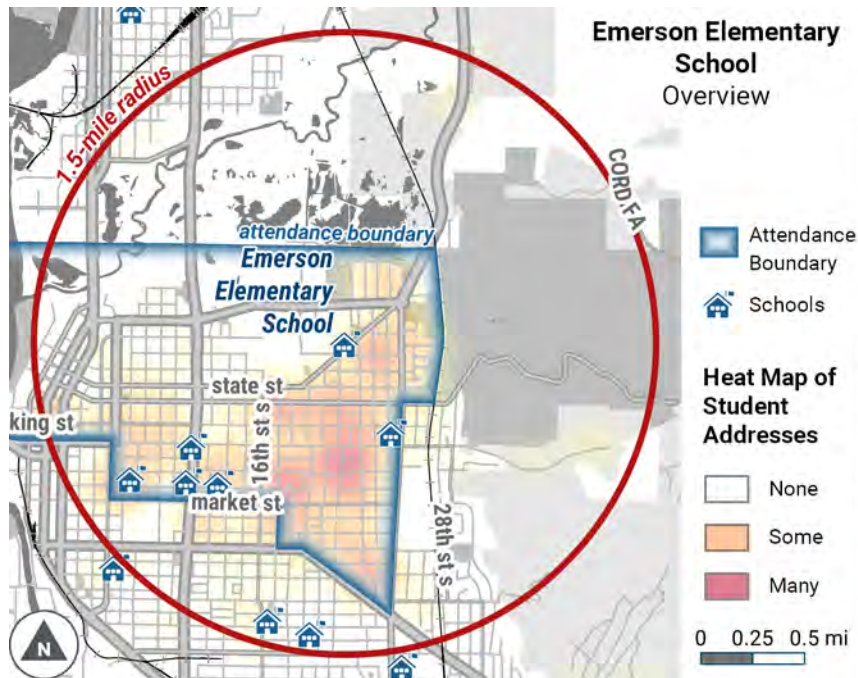
### Blessed Sacrament School

Address	2404 King St
Grade Levels	3 – 6
Number of Students	Approximately 210
Number of Students Approved for Free and Reduced Lunch	30 (14%) <sup>a</sup>
Arrival/Dismissal Times	7:35 AM / 3:00 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



La Crosse Safe Routes to School Plan

Major Streets and Highways	Annual Average Daily Traffic (AADT) <sup>c</sup>	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

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

**Known Safety Concerns in Neighborhood**

Source of Concern	Safety Concern or Comment
<b>SRTS Liaisons and School Principals</b>	<ul style="list-style-type: none"> <li>• Losey Boulevard, La Crosse Street, Cass Street, and Main Street have high traffic volumes.</li> <li>• 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.</li> <li>• Near Emerson Elementary School, Campbell Road at 21<sup>st</sup> Street has a crossing guard but has visibility concerns due to the angle of the intersection and parked cars.</li> </ul>
<b>Parent Surveys</b>	<ul style="list-style-type: none"> <li>• Emerson parents said they appreciate the crossing guards in the area, especially at Losey Boulevard.</li> <li>• 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.</li> </ul>

**Dismissal Observations at Emerson Elementary**

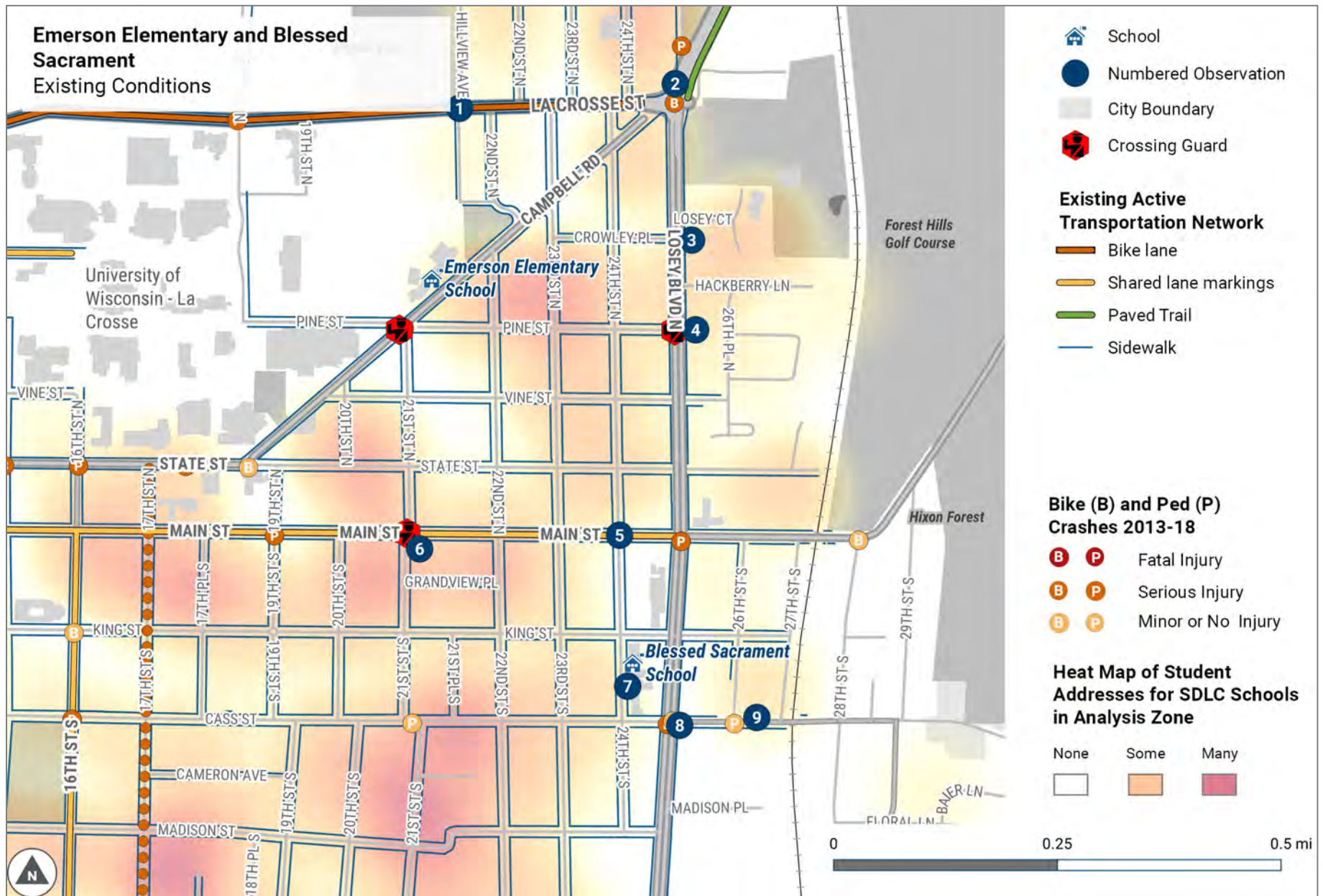
Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"> <li>• The consultant team observed arrival on Friday, December 6, 2019.</li> </ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"> <li>• At arrival students entered the school through multiple entrances on Campbell 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.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>Family Drop-Off/Pick-Up</b>	<ul style="list-style-type: none"> <li>• 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.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>• School staff were present supervising students outside the school door nearest the playground.</li> </ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"> <li>• Adult school crossing guards are posted at the crosswalk on Campbell Road, at Losey Boulevard and Pine Street, and at Main Street and 21<sup>st</sup> Street North.</li> </ul>
<b>Student Safety Patrols</b>	<ul style="list-style-type: none"> <li>• A student safety patrol is stationed at Campbell Road and Pine Street.</li> </ul>

## Dismissal Observations at Blessed Sacrament School

Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"><li>The consultant team observed arrival on Friday, December 6, 2019.</li></ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"><li>At arrival students entered the school through all doors, but families primarily dropped off students on 24<sup>th</sup> Street and in the school parking lot nearest the playground.</li></ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"><li>Buses dropped students off at the doors on 24<sup>th</sup> Street.</li></ul>
<b>Family Drop-Off/Pick-Up</b>	<ul style="list-style-type: none"><li>Families in vehicles dropped students on 24<sup>th</sup> Street and in school parking lot nearest the playground.</li></ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"><li>School staff served as crossing guards at the intersections of 24<sup>th</sup> 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.</li></ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"><li>No adult school crossing guards are posted near the school, although several crossing guards are posted in the Emerson School area.</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 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	<ul style="list-style-type: none"> <li>Vehicles appear to exceed the posted speed limit during school arrival and dismissal times.</li> <li>La Crosse Street is a high speed and high volume street.</li> <li>The crosswalk is marked with high-visibility markings, signs, and an in-street yield-to-pedestrian sign.</li> </ul>	<ul style="list-style-type: none"> <li><b>Install driver speed feedback signs on both approaches to the intersection. (Short Term)</b></li> <li><b>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)</b></li> <li>Add buffers and vertical protection to existing bike lanes by narrowing vehicle travel lanes. (Long Term)</li> </ul>
2	La Crosse Street (Hwy 16) and Losey Boulevard	<ul style="list-style-type: none"> <li>Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li><b>Add high-visibility crosswalk markings on all legs of the intersection. (Short Term)</b></li> <li><b>Add leading pedestrian interval at signal (Short Term)</b></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><b>Tighten the curb radii on all legs of the intersection by removing right-turn bypass lanes. (Long Term)</b></li> </ul>
3	Losey Boulevard and Losey Court	<ul style="list-style-type: none"> <li>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).</li> </ul>	<ul style="list-style-type: none"> <li>Install advance Yield Here To Pedestrians sign and yield line. (Short Term)</li> <li>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)</li> </ul>

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#	Location	Observations	Recommendations
4	Losey Boulevard and Pine Street	<ul style="list-style-type: none"> <li>• A crossing guard is posted at this intersection.</li> <li>• There is a marked crosswalk, pedestrian crossing island, and RRFB at this intersection, presenting a relatively safe place for students to cross Losey Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>• 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)</li> </ul>
5	24 <sup>th</sup> Street and Main Street	<ul style="list-style-type: none"> <li>• Main Street has high traffic volumes and sparsely-parked cars, which facilitate high speeds.</li> <li>• A crosswalk is marked on one leg of intersection with transverse lines.</li> </ul>	<ul style="list-style-type: none"> <li>• Install driver speed feedback sign on both approaches to the intersection. (Short Term)</li> <li>• Remove parking to install buffered bike lanes on Main Street. (Short Term)</li> <li>• Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term)</li> <li>• Consider curb extensions across 24<sup>th</sup> Street. (Long Term)</li> </ul>
6	21 <sup>st</sup> Street and Main Street	<ul style="list-style-type: none"> <li>• Main Street has high traffic volumes and sparsely-parked cars, which facilitate high speeds.</li> <li>• A crossing guard is stationed at this intersection. A crosswalk is marked on one leg with transverse lines.</li> <li>• A bus stop is located at this intersection.</li> </ul>	<ul style="list-style-type: none"> <li>• Install driver speed feedback signs on both approaches to the intersection. (Short Term)</li> <li>• Remove parking to install buffered bike lanes on Main Street. (Short Term)</li> <li>• Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approach, and ensure adequate nighttime lighting. (Short Term)</li> <li>• Consider curb extensions across 21<sup>st</sup> Street. (Long Term)</li> </ul>
7	24 <sup>th</sup> Street between King Street and Cass Street	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Family members were observed double parking to drop off students.</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>• Extend existing curb in front of school property. (Medium Term)</li> </ul>

#	Location	Observations	Recommendations
8	Losey Boulevard and Cass Street	<ul style="list-style-type: none"> <li>• Losey Boulevard is a high speed and high-volume street.</li> <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 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.</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Install driver speed feedback signs on both approaches to the intersection. (Short Term)</b></li> <li>• <b>Add high-visibility crosswalk markings on all approaches, parking restrictions on the crosswalk approaches on Cass Street, and ensure adequate nighttime lighting. (Short Term)</b></li> <li>• <b>Add leading pedestrian interval at signal. (Short Term)</b></li> <li>• <b>Consider automatic pedestrian recall, especially if motor vehicle signal phase is already long enough to accommodate a pedestrian crossing. (Short Term)</b></li> <li>• <b>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)</b></li> <li>• <b>Narrow travel lanes to 10–11 feet to provide space for a median refuge island at the intersection on Losey. (Long Term)</b></li> </ul>
9	Cass Street and 28 <sup>th</sup> Street east of Losey Boulevard	<ul style="list-style-type: none"> <li>• Missing sidewalks present a barrier to walking and bicycling to school.</li> <li>• The railroad crossing presents a barrier to walking and bicycling to school.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Construct sidewalks on entirety of Cass Street, beyond railroad tracks. (Long Term)</b></li> <li>• <b>Construct sidewalks on one side of 28<sup>th</sup> Street. (Long Term)</b></li> </ul>



