

Lincoln Middle and Aquinas Neighborhood Infrastructure Plan

Lincoln Middle School, SOTA II, & Montessori	
Address	510 9 th 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

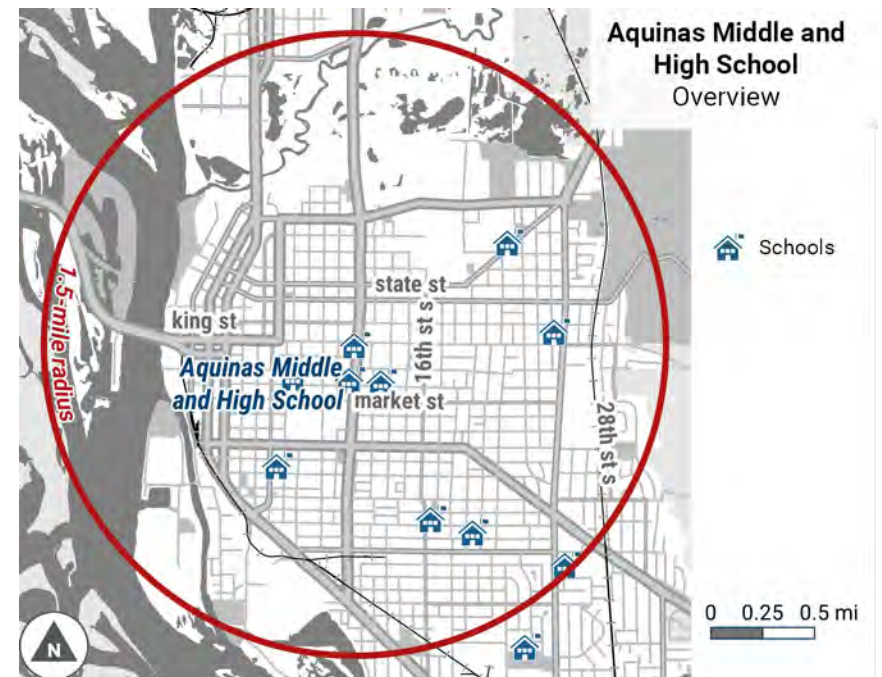
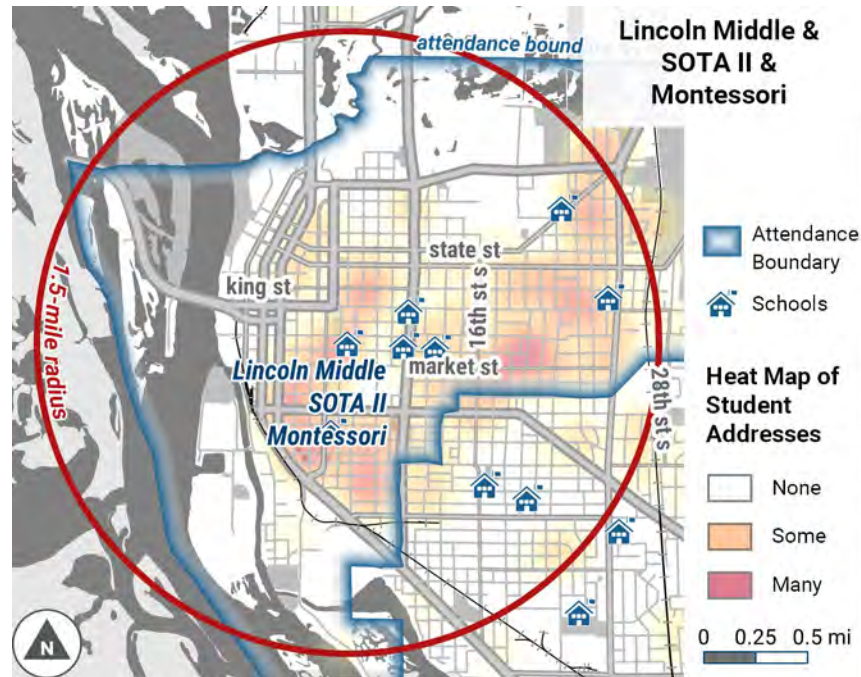
^aSource: Wisconsin Department of Public Instruction, 2018-19

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

^bSource: La Crosse County Health Department, Fall 2013

Aquinas Middle and High School	
Address	315 11 th 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

^aSource: 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

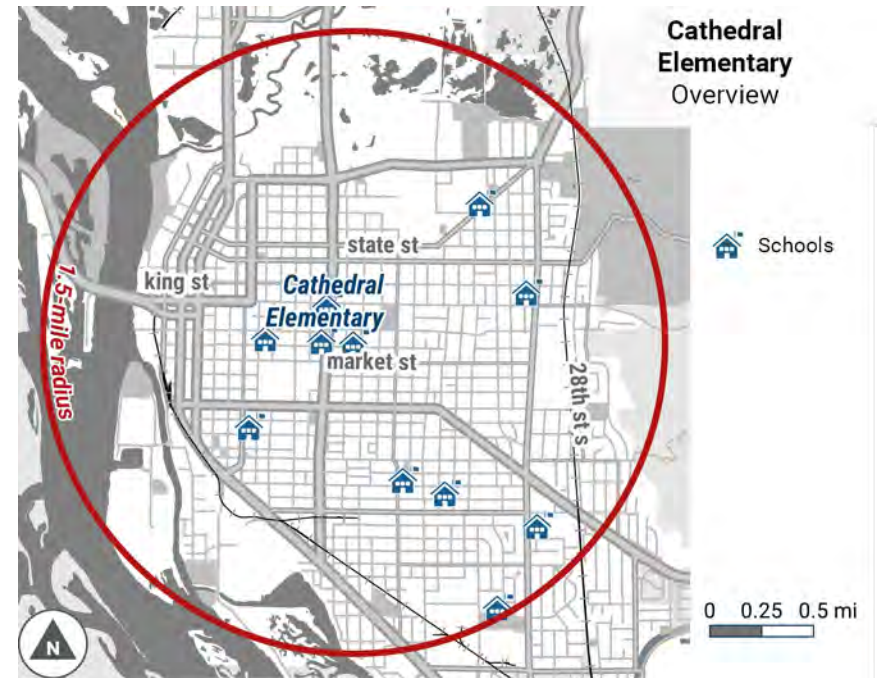
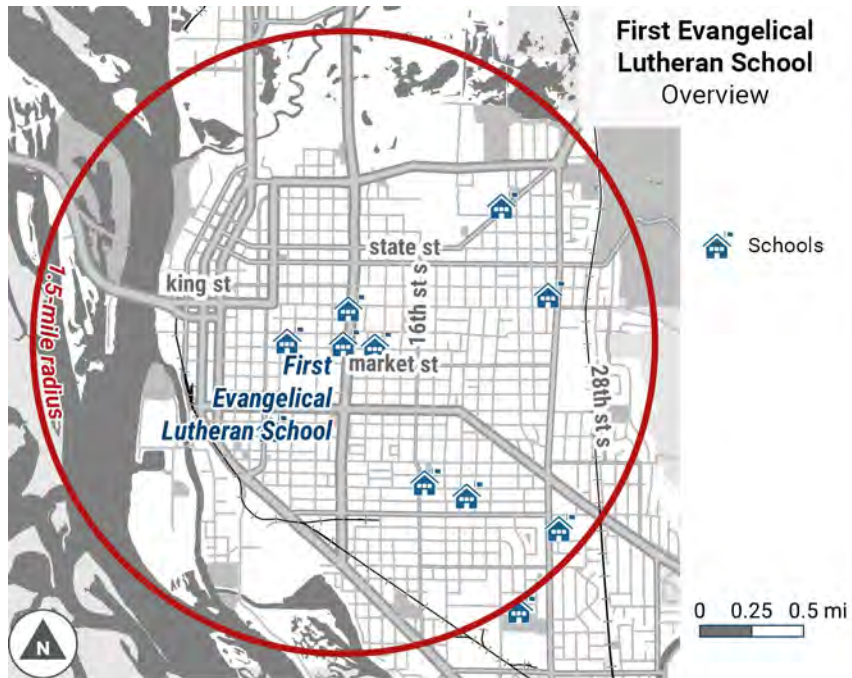
Address	1319 Ferry Street
Grade Levels	Pre-K – 2
Number of Students	Approximately 160
Number of Students Approved for Free and Reduced Lunch	23 (14%) ^a
Arrival/Dismissal Times	7:45 AM / 2:50 PM

^aSource: 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

^bSource: La Crosse County Health Department, Fall 2018



La Crosse Safe Routes to School Plan

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 5 th Avenue) to 11,000 (near 15 th Street)	Varies between 2 (with parking on both sides) and 4 (with no parking)	25

^cSource: Wisconsin DOT Traffic Count Map

Known Safety Concerns in Neighborhood

Source of Concern	Safety Concern or Comment
School Resource Officers and School Principals	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The consultant team observed arrival on Tuesday, December 3, 2019 and dismissal on Thursday, December 5, 2019
Entrances/Exits	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 4-5 school buses were observed on the school side of Ferry Street.
Family Drop-off/Pick-up	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No adult school crossing guards are posted near the school.
Student Safety Patrols	<ul style="list-style-type: none"> No student safety patrols were observed

Observations at Aquinas Middle and High School

Observation Details	
Observation Date	<ul style="list-style-type: none"> The consultant team observed arrival on Tuesday, December 3 and dismissal on Thursday, December 5.
Entrances/Exits	<ul style="list-style-type: none"> At arrival students entered the school using doors on Cass Street and Cameron Avenue. At dismissal, students exited using any door.
School Bus Loading	<ul style="list-style-type: none"> One school bus was observed on the school side of 11th Street.
Family Drop-off/Pick-up	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> School staff were present supervising students outside the school door and helped with boarding the bus.
Adult Crossing Guards	<ul style="list-style-type: none"> No adult school crossing guards are posted near the school.
Student Safety Patrols	<ul style="list-style-type: none"> No student safety patrols were observed.

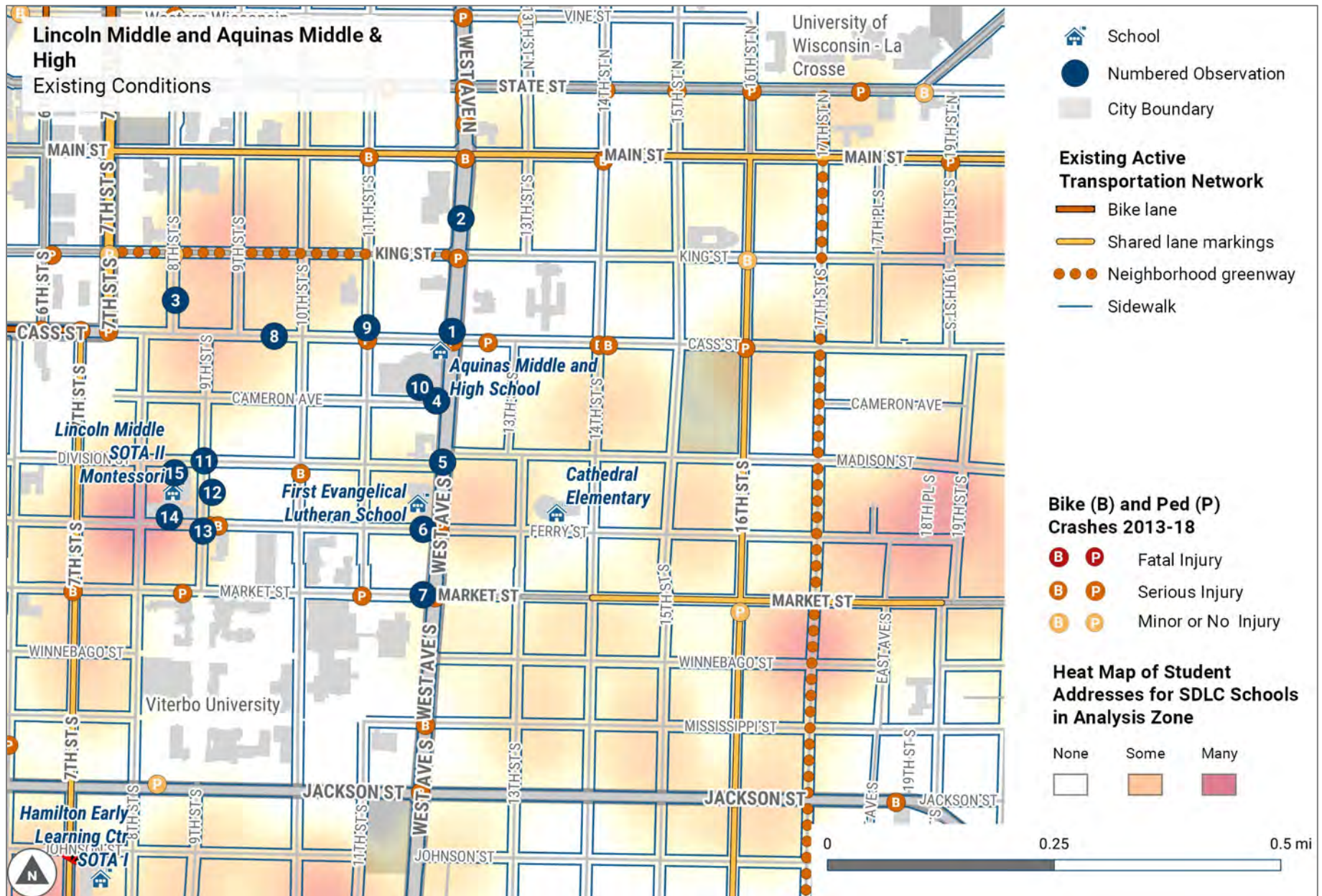
Arrival Observations at First Evangelical Lutheran School

Observation Details	
Observation Date	<ul style="list-style-type: none"> The consultant team observed arrival on Tuesday, December 3.
Entrances/Exits	<ul style="list-style-type: none"> At arrival students entered the school through a rear entrance accessed from Division Street.
School Bus Loading	<ul style="list-style-type: none"> No school buses were observed.
Family Drop-off/Pick-up	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No school staff were present supervising students outside the school door.
Adult Crossing Guards	<ul style="list-style-type: none"> No adult school crossing guards are posted near the school.
Student Safety Patrols	<ul style="list-style-type: none"> No student safety patrols were observed.

Dismissal Observations at Cathedral Elementary School

Observation Details	
Observation Date	<ul style="list-style-type: none"> The consultant team observed dismissal on Thursday, December 5.
Entrances/Exits	<ul style="list-style-type: none"> At dismissal parents enter the building from both Ferry Street and the parking lot entrances to pick up their children.
School Bus Loading	<ul style="list-style-type: none"> One school bus picked up students on Ferry Street to take them to Blessed Sacrament for after-school programming.
Family Drop-off/Pick-up	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> School staff remained in the building with the students during dismissal.
Adult Crossing Guards	<ul style="list-style-type: none"> No adult school crossing guards are posted near the school.
Student Safety Patrols	<ul style="list-style-type: none"> No student safety patrols were observed.

La Crosse Safe Routes to School Plan



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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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)

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#	Location	Observations	Recommendations
2	West Avenue (State Hwy 35)	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Reconstruct sidewalks to provide a wider surface that could be used for biking and walking. (Medium Term)
3	8 th Street	<ul style="list-style-type: none"> There is a need for a safe and comfortable low-stress bicycling route parallel to West Avenue (State Hwy 35). 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 sharrows, 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. Add high-visibility crosswalks on all legs of the intersection. (Medium Term)

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
7	West Avenue and Market Street	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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)

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
9	Cass Street and 11 th Street	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	9 th Street and Division Street	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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	9 th Street in front of Lincoln Middle	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	9 th Street and Ferry Street	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none">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.	<ul style="list-style-type: none">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)

La Crosse Safe Routes to School Plan

