

## Hintgen Elementary and Faith Baptist Neighborhood Infrastructure Plan

### Hintgen Elementary (Priority School)

Address	3505 28 <sup>th</sup> St S
Grade Levels	4K – 5
Number of Students	Approximately 300
Number of Students Approved for Free and Reduced Lunch	205 (60%) <sup>a</sup>
Arrival/Dismissal Times	8:05 AM / 2:45 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	7% AM, 9% PM
School Bus	24% AM, 29% PM
Family Vehicle	68% AM, 61% PM

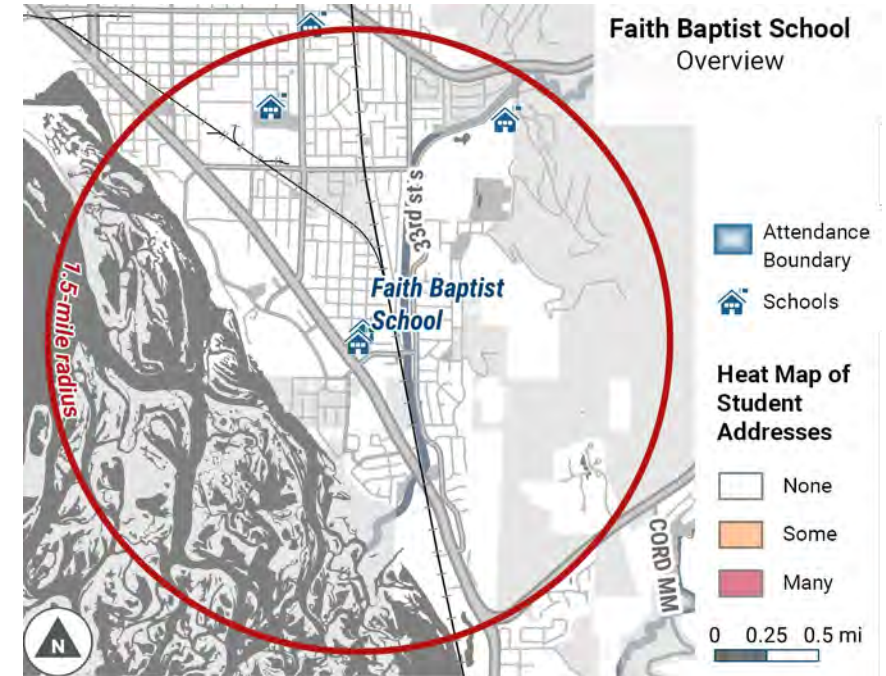
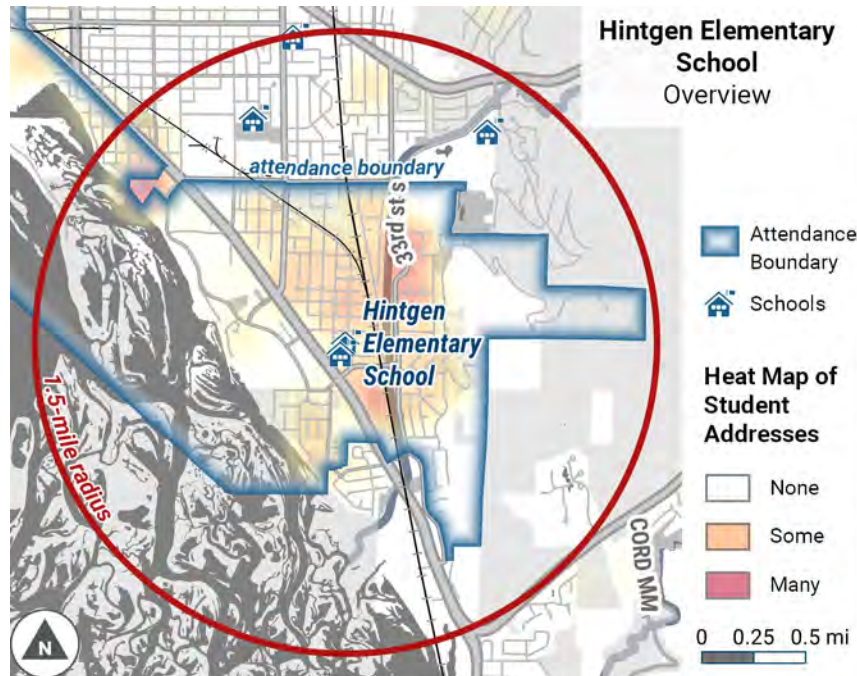
<sup>b</sup>Source: La Crosse County Health Department

### Faith Baptist

Address	3615 28 <sup>th</sup> St S
Grade Levels	Pre-K - 12
Number of Students	Approximately 15 <sup>a</sup>
Number of Students Approved for Free and Reduced Lunch	Not applicable
Arrival/Dismissal Times	8:00 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 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
33 <sup>rd</sup> Street	2,600	2; parking in certain areas	25

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

**Known Safety Concerns in Neighborhood**

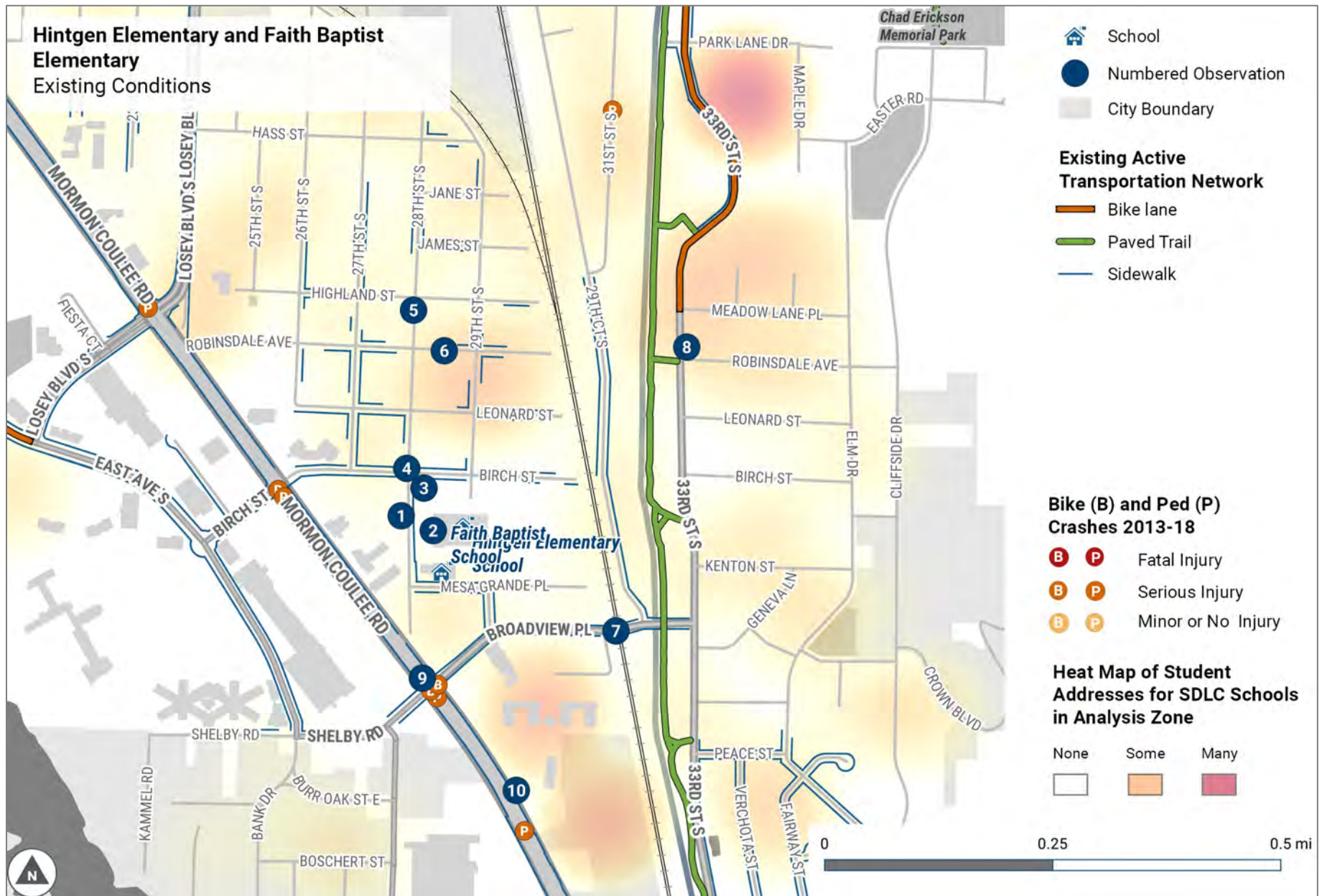
Source of Concern	Safety Concern or Comment
<b>Hintgen Principal Amy Oliver</b>	<ul style="list-style-type: none"> <li>Families are supposed to use the circle in the front of the building for drop off and pick up. The parking circle has been modified to accommodate this traffic flow. Despite this, some families use the 29<sup>th</sup> Street cul-de-sac on the side of the building for parent drop-off because it is faster.</li> </ul>
<b>Hintgen Parent Surveys</b>	<ul style="list-style-type: none"> <li>Parents expressed a desire for more sidewalks near the school.</li> <li>Several parents expressed concern about the lack of stop signs at intersections in the area.</li> <li>One parent said that families dropping students off in 29<sup>th</sup> Street cul-de-sac are a danger to walkers because there are no sidewalks.</li> <li>Hintgen parents expressed concern about crossing Mormon Coulee Road (US Hwy 14).</li> </ul>
<b>School District Transportation Office</b>	<ul style="list-style-type: none"> <li>Many neighborhoods near this school will likely be included in future Unusual Hazardous Transportation areas planned by the School District of La Crosse.</li> <li>Losey Boulevard, Mormon Coulee Road, and the lack of sidewalks in the neighborhood are some of the unusually hazardous transportation concerns.</li> </ul>

### Dismissal Observations at Hintgen Elementary

Observation Details	
<b>Observation Date</b>	<ul style="list-style-type: none"> <li>The consultant team observed dismissal on Wednesday, December 4.</li> </ul>
<b>Entrances/Exits</b>	<ul style="list-style-type: none"> <li>At dismissal students exited the school through multiple entrances on 28<sup>th</sup> Street and through the back doors near the playground.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>School buses picked up students in the playground behind the school. Students lined up in an organized manner and boarded their designated buses.</li> </ul>
<b>Family Drop-off/Pick-up</b>	<ul style="list-style-type: none"> <li>Families in vehicles picked up students mostly from the front of the school along 28<sup>th</sup> 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 28<sup>th</sup> Street, and some were observed parking and leaving their vehicles in the pick-up/drop-off circle on school grounds.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>School staff served as crossing helpers on 28<sup>th</sup> Street. School staff were also present supervising students outside the rear school door to facilitate bus loading on the playground.</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>Student safety patrols assisted students crossing the parking lot driveway by the entrance.</li> </ul>

### 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.



## 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	28 <sup>th</sup> Street in front of school	<ul style="list-style-type: none"> <li>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.</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>Add high-visibility crosswalks and school crossing signs and use existing yield to pedestrian sign daily. (Short Term)</li> </ul>
2	Circle driveway in front of school	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Construct curb to separate pedestrians and bicyclists from people driving. (Medium Term)</li> </ul>
3	Bicycle Parking at Hintgen	<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>
4	28 <sup>th</sup> Street and Birch Street	<ul style="list-style-type: none"> <li>No crosswalk is marked on the north or west leg of the intersection.</li> </ul>	<ul style="list-style-type: none"> <li>Add high-visibility crosswalk markings, parking restrictions on the crosswalk approach, and adequate nighttime lighting. (Short Term)</li> <li>Consider using in-street yield to pedestrian signs. (Short Term)</li> <li>Install curb extensions to shorten pedestrian crossing distance (Long Term)</li> </ul>
5	28 <sup>th</sup> Street and 29 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>Missing sidewalks along much of 28<sup>th</sup> Street and 29<sup>th</sup> Street present a barrier to walking and bicycling to school.</li> </ul>	<ul style="list-style-type: none"> <li>Construct new sidewalks to form a continuous sidewalk on one side. (Medium Term)</li> </ul>

La Crosse Safe Routes to School Plan

#	Location	Observations	Recommendations
6	Robinsdale Avenue and Hass Street	<ul style="list-style-type: none"> <li>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).</li> <li>Missing sidewalks along much of Robinsdale Avenue present a barrier to walking and bicycling to school.</li> </ul>	<ul style="list-style-type: none"> <li>Add stop signs at intersections where there currently are none. (Short Term)</li> <li>Construct new sidewalks to form a continuous sidewalk on one side. (Medium Term)</li> </ul>
7	Broadview Place	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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)</li> </ul>
8	33 <sup>rd</sup> Street and Elm Drive neighborhood	<ul style="list-style-type: none"> <li>Missing sidewalks along much of 33<sup>rd</sup> Street present a barrier to walking and bicycling to school.</li> </ul>	<ul style="list-style-type: none"> <li>Construct new sidewalks where there are gaps. Sidewalk on the east side of the street is higher-priority. (Medium Term)</li> <li>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)</li> </ul>

#	Location	Observations	Recommendations
9	Mormon Coulee Road and Shelby Road	<ul style="list-style-type: none"> <li>Some Hintgen students live across Mormon Coulee Road in the Shelby Road area.</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Designate the area across Mormon Coulee Road as an “Unusually Hazardous Transportation Area” that qualifies for free yellow school busing. (Short Term)</li> <li>Add high-visibility crosswalk markings and 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>Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Long Term)</li> <li>Narrow travel lanes on Mormon 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)</li> </ul>
10	Mormon Coulee Road (US Hwy 14) south of Broadview Place	<ul style="list-style-type: none"> <li>Mormon Coulee Road is a high-speed and high-volume street.</li> <li>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.</li> <li>No bicycle facilities are present.</li> </ul>	<ul style="list-style-type: none"> <li>Install driver speed feedback signs in problem locations near school. (Short Term)</li> <li>Reconstruct sidewalks to provide a wider surface that could be used as a multi-use path for people biking and walking. (Medium Term)</li> </ul>

