

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

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

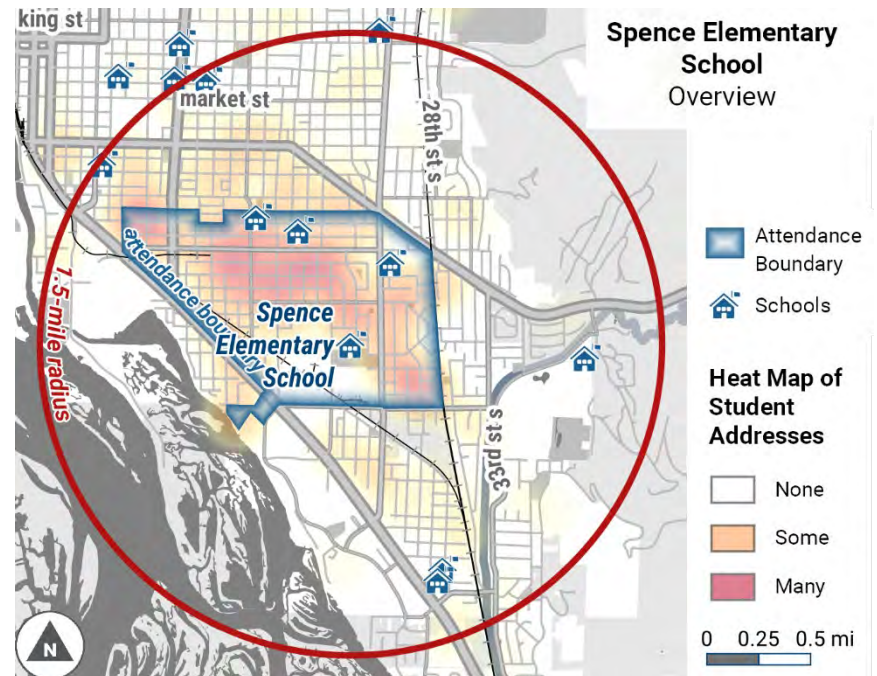
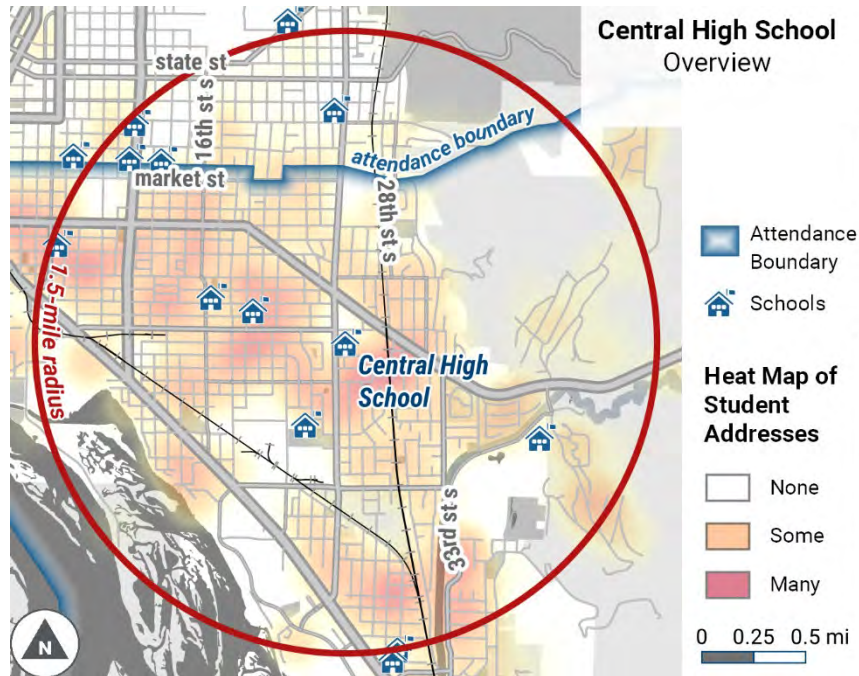
School Travel Modes	% of Students Using Mode
Walk and Bike	Not available
School Bus	Not available
Family Vehicle	Not available

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

^aSource: 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

^bLa 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

^cSource: Wisconsin DOT Traffic Count Map

Known Safety Concerns in Neighborhood

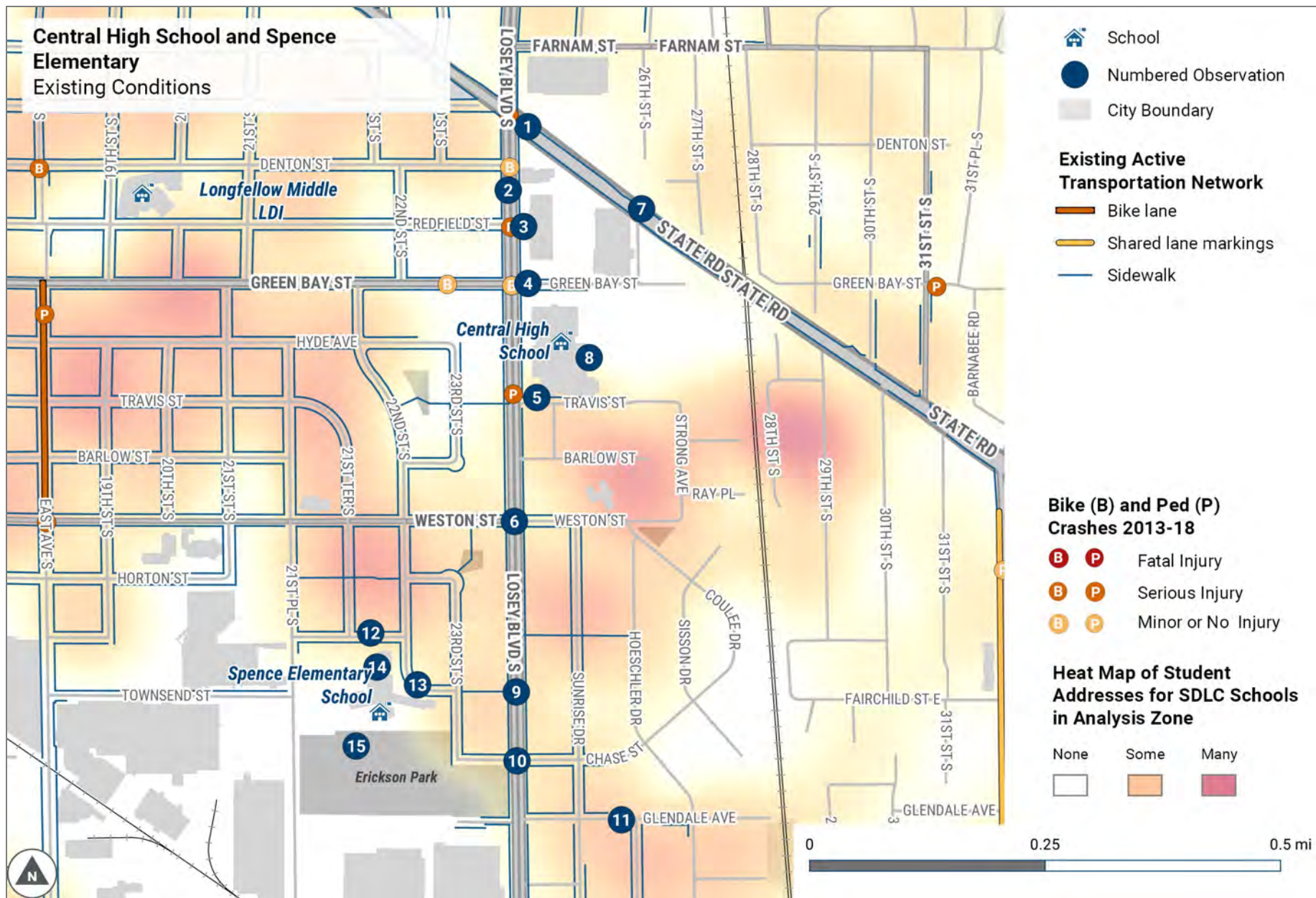
Source of Concern	Safety Concern or Comment
Spence Principal Moll and SRTS Liaison	<ul style="list-style-type: none"> There are many family vehicles during arrival and dismissal. Families double-park and drop off students on the opposite side of the street. The volume of vehicles makes it hard to see students crossing the street.
Bicycle and Pedestrian Safety Study 2011-2015	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> The consultant team observed dismissal on Monday, December 2.
Entrances/Exits	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> School buses line up in the front of the school on Losey Boulevard in a designated bus area.
Family Drop-off/Pick-up	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No school staff were observed.
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"> There are no student safety patrols at the high school.

Dismissal Observations at Spence Elementary

Observation Details	
Observation Date	<ul style="list-style-type: none"> The consultant team observed dismissal on Friday, December 6.
Entrances/Exits	<ul style="list-style-type: none"> At dismissal students are released at the same time through multiple exits on 22nd Street and Bennett Street.
School Bus Loading	<ul style="list-style-type: none"> School buses line up in the back of the school on Bennett Street. School staff supervise bus loading.
Family Drop-off/Pick-up	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<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"> 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.



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

#	Location	Observations	Recommendations
9	Losey Boulevard at Pedestrian Traffic Signal	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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). 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	22 nd Street in front of Spence Elementary	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Existing “wave” style bicycle racks at Spence Elementary 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)
15	Erickson Park south of Spence Elementary	<ul style="list-style-type: none"> Potential for a possible trail connection behind Spence Elementary School connecting Chase Street and 21st Place. 	<ul style="list-style-type: none"> Build a trail connection behind Spence Elementary to connect Chase Street and 21st Place. (Long Term)

