

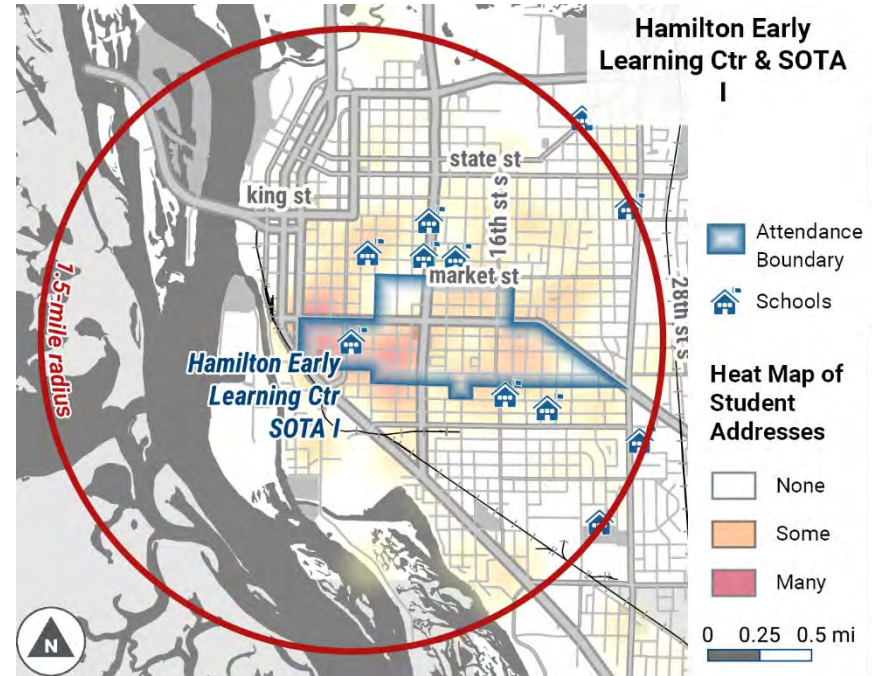
## Hamilton Early Learning Center/SOTA I Neighborhood Infrastructure Plan

About the School	(Priority School)
Address	Hamilton Early Learning Center/SOTA I
Grade Levels	K – 5
Number of Students	Approximately 300
Number of Students Approved for Free and Reduced Lunch	217 (72%) <sup>a</sup>
Arrival/Dismissal Times	8:00 AM / 3:15 PM (SOTA I) 8:15 AM / 2:48 AM (Hamilton)

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

School Travel Modes	% of Students Using Mode <sup>b</sup>
Walk and Bike	23% AM, 24% PM
School Bus	1% AM, 3% PM
Family Vehicle	66% AM, 64% PM

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



Major Streets and Highways	Annual Average Daily Traffic (AADT) <sup>c</sup>	Number of Through Lanes	Speed Limit
Jackson Street (State Hwy 33)	9,300	Varies between 2 (with parking on both sides) and 4 (with no parking)	25
7 <sup>th</sup> Street	4,900	2; parking on both sides	25
West Avenue	13,400 (by Powell Park)	4	25

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

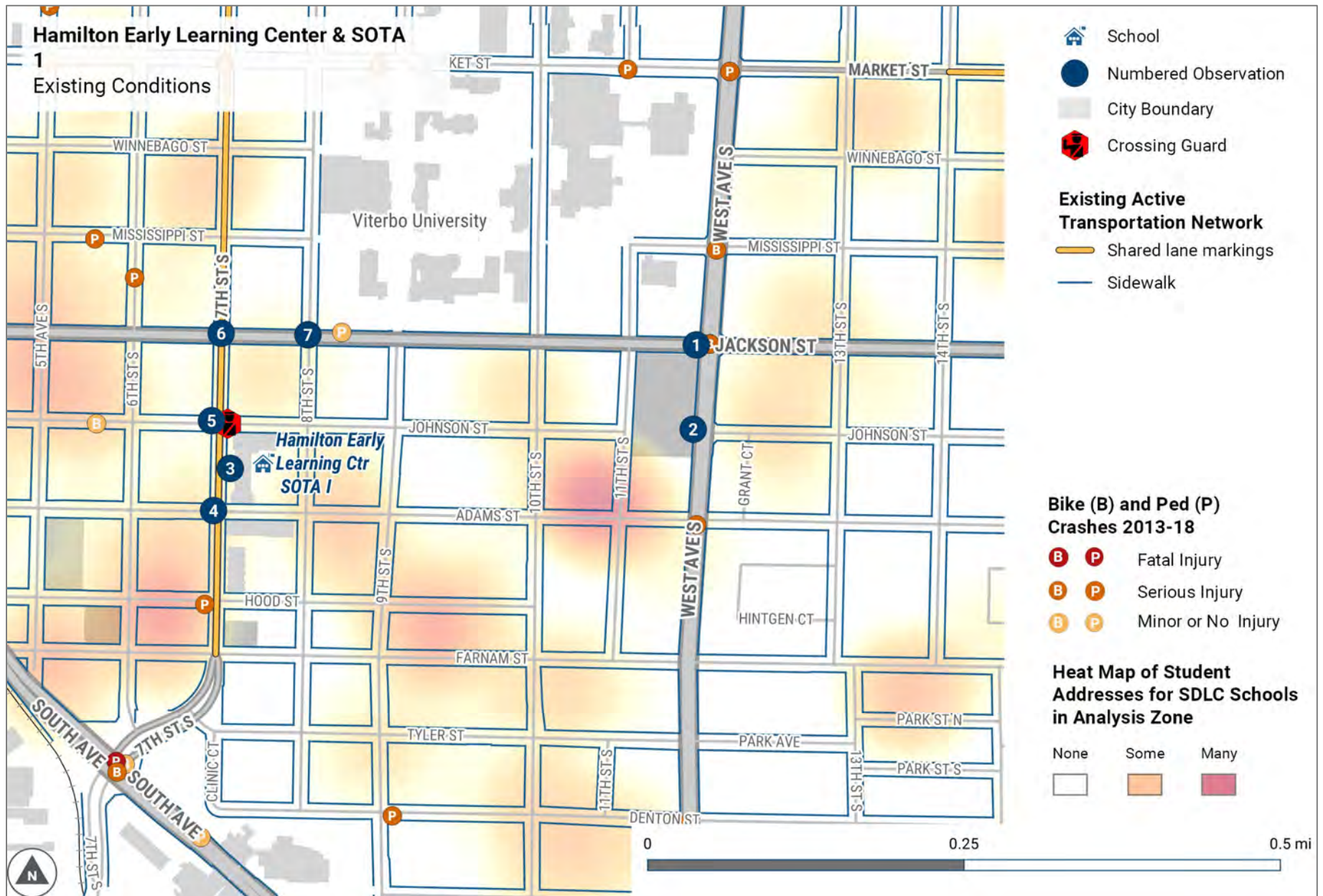
## Known Safety Concerns at Hamilton Elementary/SOTA 1

Source of Concern	Safety Concern or Comment
<b>Principal Ben Burns and SRTS Liaison</b>	<ul style="list-style-type: none"> <li>Hamilton Early Learning Center dismisses at 2:48, while SOTA dismisses at 3:15. The Boys and Girls Club afterschool program begins right after Hamilton dismisses. The building is insecure while SOTA is still in session between 2:48 and 3:15. Without a separate entrance for the Boys and Girls Club program, it is unclear how to resolve this potential security risk.</li> <li>Many Hamilton students live east of West Avenue, which has 4 lanes of traffic, and some live north of Jackson Street.</li> </ul>
<b>Bicycle and Pedestrian Safety Study 2011-2015</b>	<ul style="list-style-type: none"> <li>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.</li> <li>West Avenue (State Hwy 35) and Jackson Street had the highest crash index of the intersections in the West Avenue corridor. Children under the age of the 18 were victims in four of the eight crashes involving bicycles and pedestrians at this intersection between 2011-2015.</li> </ul>
<b>Parent Surveys</b>	<ul style="list-style-type: none"> <li>Parents are concerned about crossing West Avenue, particularly at Jackson Street. Some parents have requested a crossing guard at that intersection.</li> </ul>

## Dismissal Observations

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 students exit the school through two exits. Bused students exit onto Adams Street; the remaining students exit the front door onto 7<sup>th</sup> Street.</li> </ul>
<b>School Bus Loading</b>	<ul style="list-style-type: none"> <li>School buses line up on the side of the school on Adams Street.</li> </ul>
<b>Family Drop-off/Pick-up</b>	<ul style="list-style-type: none"> <li>Families in vehicles pick up students from the front of the building. There is a pull-out area on 7<sup>th</sup> Street where 5-6 family vehicles could fit. Most families parked on side streets like Adams Street and Johnson Street and walked into the school to retrieve their student.</li> </ul>
<b>School Staff Roles</b>	<ul style="list-style-type: none"> <li>School staff loaded students on to the correct buses. School staff was not observed outside the school door.</li> </ul>
<b>Adult Crossing Guards</b>	<ul style="list-style-type: none"> <li>An adult school crossing guard is posted at the intersection of 7<sup>th</sup> Street South and Johnson Street.</li> </ul>
<b>Student Safety Patrol</b>	<ul style="list-style-type: none"> <li>No student safety patrols were observed.</li> </ul>

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## Recommendations in the Hamilton Early Learning Center 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	West Avenue and Jackson Street	<ul style="list-style-type: none"> <li>This intersection has the highest crash index of intersections on the West Avenue corridor, according to the 2015 Bicycle and Pedestrian Safety Study. Children under the age of the 18 were victims in four of the eight crashes involving bicycles and pedestrians at this intersection between 2011-2015.</li> <li>Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns.</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> <li>Pedestrian signal heads are present, but require people to push a button to get a pedestrian phase.</li> <li>Parents say this crossing is dangerous and discourages students from walking or biking.</li> <li>Jackson Street is identified for bike lanes in the 2012 Bicycle and Pedestrian Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>Consider designating the area east of West Avenue Boulevard as an “Unusually Hazardous Transportation Area” that qualifies for free yellow school busing. (Short Term)</li> <li><b>Add high-visibility crosswalks on all legs of the intersection. (Short Term)</b></li> <li><b>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)</b></li> <li><b>Prior to the upcoming resurfacing of the intersection (likely to occur in 2021), explore tightening up the curb radii on all legs of the intersection and the installation of new curb ramps that line up with crosswalks at all corners. (Short Term)</b></li> <li><b>Narrow travel lanes on West Avenue to provide pedestrian refuge in the existing median. Wider medians will protect pedestrians by slowing left-turning vehicles. (Medium Term)</b></li> <li><b>On Jackson Street, replace outer travel/parking lanes with separated bike lanes to reduce speeding and the likelihood of multiple-threat crashes. Two 11-foot travel lanes will provide sufficient room for separated bike lanes. (Long Term)</b></li> </ul>

#	Location	Observations	Recommendations
2	West Avenue and Johnson Street adjacent to Powell Park	<ul style="list-style-type: none"> <li>West Avenue is a high-speed and high-volume street.</li> <li>The crossing distance is reduced with a median crossing island for pedestrians. The crossing has pedestrian crossing signs, but the crosswalk does not have high-visibility crosswalk markings.</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> </ul>	<ul style="list-style-type: none"> <li>Consider designating the area east of West Avenue Boulevard as an “Unusually Hazardous Transportation Area” that qualifies for free yellow school busing. (Short Term)</li> <li><b>Add high-visibility crosswalks on all legs of the intersection. (Short Term)</b></li> <li><b>Add Advance Yield Here to Pedestrians sign and yield line for both approaches of West Avenue. (Short Term)</b></li> <li><b>Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term)</b></li> <li>Remove travel lanes on West Avenue south of Jackson Street to provide room for bike lanes and pedestrian islands, and to reduce speeding and the likelihood of multiple-threat crashes. (Medium Term)</li> </ul>
3	7 <sup>th</sup> Street in front of Hamilton Elementary	<ul style="list-style-type: none"> <li>Families in the pull out area left their vehicles to pick-up students in front of the school. Because vehicles were not moving forward evenly in the pull-out area, other drivers double-parked next to the vehicles in the pull-out area, creating conflicts between vehicles stopping and leaving.</li> <li>During dismissal, a bus stopped in front of the school at the corner of 7<sup>th</sup> Street and Adams Street, which also created a conflict with the queue of family vehicles waiting to get into the pull-out area.</li> <li>A driver speed feedback sign is present, but the street environment does not facilitate speeding.</li> <li>The shared-lane markings along 7<sup>th</sup> Street do not provide a low-stress bicycle route.</li> </ul>	<ul style="list-style-type: none"> <li><b>Change school dismissal operations so there is not a queue of family vehicles on 7<sup>th</sup> Street blocking the bus stop and the crosswalk at Adams Street. (Short Term)</b> <ul style="list-style-type: none"> <li><b>Move the yellow school buses to the front pull-out area on 7<sup>th</sup> Street.</b></li> <li><b>Dismiss students via the doors they use for arrival, into the playground behind the school.</b></li> </ul> </li> <li><b>Consider moving bus stop south of Adams Street. (Short Term)</b></li> <li>Relocate driver speed feedback sign to a higher-speed location such as West Avenue or Jackson Street. (Short Term)</li> <li>Build a neighborhood greenway on 8<sup>th</sup> Street to provide a low-stress biking and walking connection parallel to 7<sup>th</sup> Street. Install treatments including sharrows, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)</li> </ul>

#	Location	Observations	Recommendations
4	7 <sup>th</sup> Street and Adams Street	<ul style="list-style-type: none"> <li>The queue of family vehicles waiting to enter the pull-out area resulted in some drivers blocking the crosswalk and impeding pedestrians.</li> <li>This intersection is an all-way stop, which reduces speeding on 7<sup>th</sup> Street.</li> </ul>	<ul style="list-style-type: none"> <li><b>Change school dismissal operations so there is not a queue of family vehicles on 7<sup>th</sup> Street blocking the bus stop and the crosswalk at Adams Street. (Short Term)</b> <ul style="list-style-type: none"> <li>Move the yellow school buses to the front pull-out area on 7<sup>th</sup> Street.</li> <li>Dismiss students via the doors they use for arrival, into the playground behind the school.</li> </ul> </li> <li>Add high-visibility crosswalks on all legs of the intersection. (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	7 <sup>th</sup> Street and Johnson Street	<ul style="list-style-type: none"> <li>A crossing guard is posted at this intersection.</li> <li>Curb extensions across Johnson Street and 7<sup>th</sup> Street shorten crossing distances and increase pedestrian visibility. They also appeared to reduce vehicle speeds and improve driver yielding rates to pedestrians.</li> </ul>	<ul style="list-style-type: none"> <li>Add high-visibility crosswalks on all legs of the intersection. (Short Term)</li> <li>Consider using in-street yield to pedestrian signs. (Short Term)</li> </ul>
6	7 <sup>th</sup> Street and Jackson Street	<ul style="list-style-type: none"> <li>The intersection is controlled with a traffic light.</li> <li>A group of Hamilton/SOTA students cross this intersection every day with adult chaperones to reach the Boys and Girls Club for after-school programs.</li> <li>Some Lincoln Middle School students need to cross Jackson Street to walk or bike to and from school.</li> <li>Parents say this crossing is dangerous and discourages students from walking or biking.</li> <li>Jackson Street is identified for bike lanes in the 2012 Bicycle and Pedestrian Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>Add high-visibility crosswalks on all legs of the intersection. (Short Term)</li> <li>On Jackson Street, replace outer travel/parking lanes with separated bike lanes to reduce speeding and the likelihood of multiple-threat crashes. Two 11-foot travel lanes will provide sufficient room for separated bike lanes. (Long Term)</li> <li>Install curb extensions across 7<sup>th</sup> Street to shorten pedestrian crossing distance. (Long Term)</li> </ul>

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#	Location	Observations	Recommendations
7	8 <sup>th</sup> Street and Jackson Street	<ul style="list-style-type: none"> <li>Jackson Street at 8<sup>th</sup> Street has multiple lanes in each direction, and as a result, there is the possibility of multiple threat crashes. A multiple threat crashes 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 roadway converts into two lanes with on-street parking near Viterbo University.</li> <li>Some Lincoln Middle School students need to cross Jackson Street to walk or bike to and from school.</li> <li>With its low traffic volumes and good connections to Hamilton, the Boys and Girls Club, Lincoln, and Viterbo University, 8<sup>th</sup> Street might be a good candidate for a north-south neighborhood greenway between 7<sup>th</sup> Street and West Avenue.</li> </ul>	<ul style="list-style-type: none"> <li>Add high-visibility crosswalks on all legs of the intersection. (Short Term)</li> <li>During upcoming resurfacing of Jackson Street (likely to occur in 2021), install curb extensions on all corners to shorten pedestrian crossing distance. (Short Term)</li> <li>Add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term)</li> <li>On 8<sup>th</sup> Street, install neighborhood greenway treatments, including shared-lane markings, traffic calming and diversion, curb extensions, and bicycle wayfinding signage. (Medium Term)</li> <li>On Jackson Street, replace outer travel/parking lanes with separated bike lanes to reduce speeding and the likelihood of multiple-threat crashes. Two 11-foot travel lanes will provide sufficient room for separated bike lanes. (Long Term)</li> </ul>

