

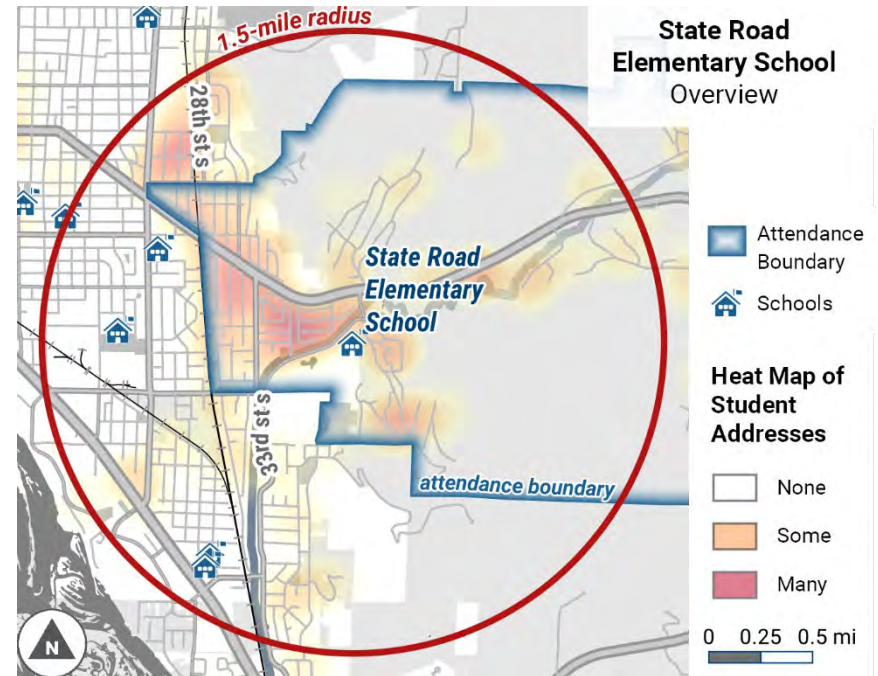
State Road Elementary Neighborhood Infrastructure Plan

About the School	
Address	3900 Pammel Creek Road
Grade Levels	4K – 5
Number of Students	Approximately 310
Number of Students Approved for Free and Reduced Lunch	148 (47%) ^a
Arrival / Dismissal Times	8:05 AM / 2:45 PM

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

School Travel Modes	% of Students Using Mode ^b
Walk and Bike	12% AM, 13% PM
School Bus	22% AM, 32% PM
Family Vehicle	65% AM, 52% PM

^bSource: La Crosse County Health Department, Spring 2019



Major Streets and Highways	Annual Average Daily Traffic (AADT) ^c	Number of Through Lanes	Speed Limit
Pammel Creek Road	2,000	2	25
Hagen Road	2,600	2	25
State Hwy 33	5,500 (west of Hagen Road) to 6,300 (east of Hagen Road)	2; with center turn lane and bike lanes	40 (20 mph school zone)
32 nd Street	5,300	2; bike lane on one side; shared parking/bike line on the other side.	25
Ward Avenue	5,500	2; parking on both sides	25

^cSource: Wisconsin DOT Traffic Count Map

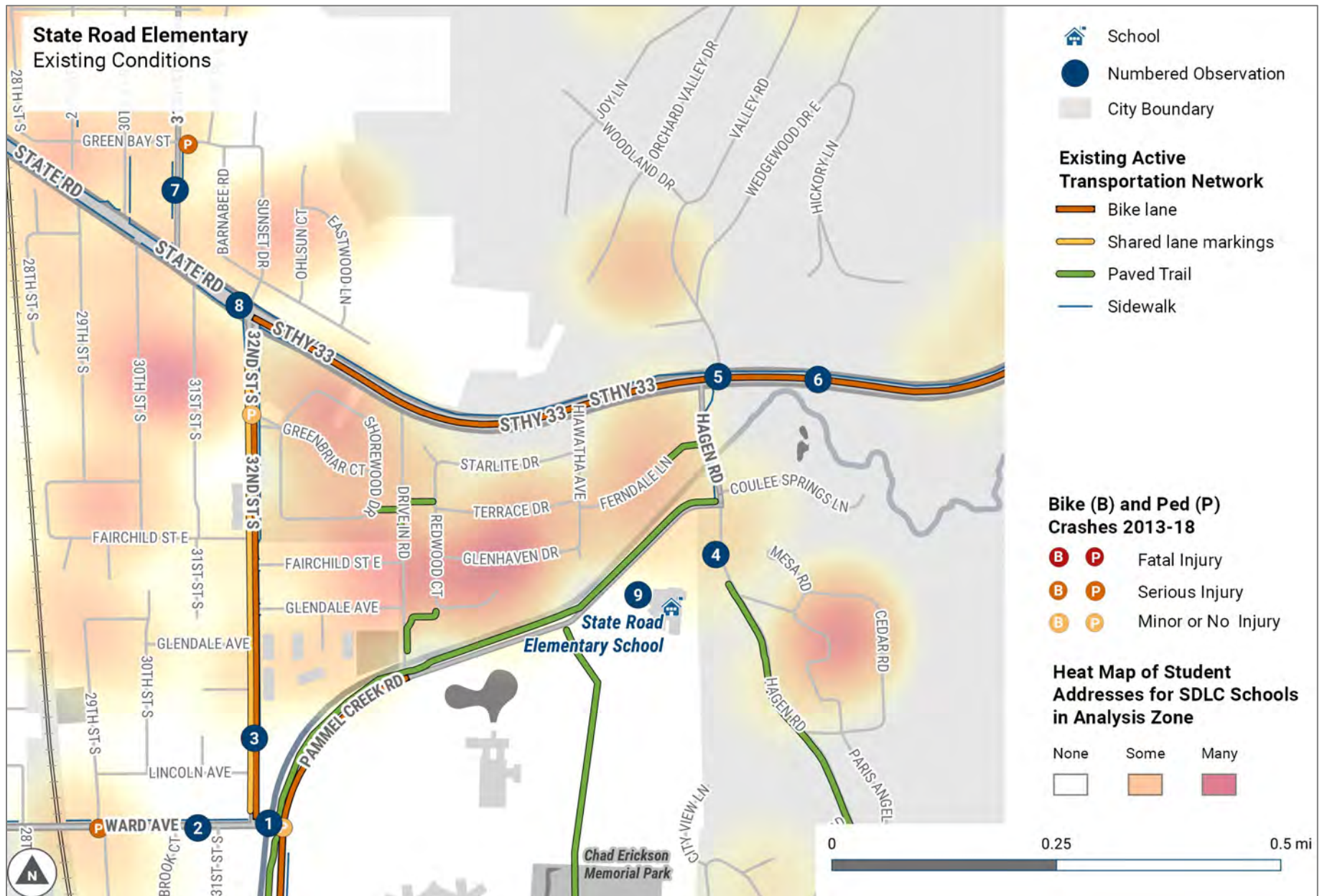
Known Safety Concerns at State Road Elementary

Source of Concern	Safety Concern or Comment
SRTS Liaison	<ul style="list-style-type: none"> The intersection of State Hwy 33 and Hagen Road has a traffic light, but it is a safety concern. Many students live west of 32nd Street, which is a high-traffic street. One of the walking school bus crosses 32nd Street. The leader has safety concerns about crossing 32nd Street at Fairchild Street, even though there is a high-visibility crosswalk marked at that intersection.
Parent Surveys	<ul style="list-style-type: none"> Many parents are concerned about crossing State Hwy 33 at both 32nd Street and Hagen Street.
School District Transportation Office	<ul style="list-style-type: none"> Many neighborhoods within two miles this school will likely be included in future Unusual Hazardous Transportation areas planned by the School District of La Crosse. Many students would have to cross State Hwy 33, a very busy and high-speed road with no crossing guards.

Dismissal Observations

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 younger students (in grades K-1) exited the east door. Older students (in grades 2-5) exited the front door.
School Bus Loading	<ul style="list-style-type: none"> School buses lined up along the middle sidewalk in the parking lot.
Family Drop-off/Pick-up	<ul style="list-style-type: none"> Families in vehicles picked up students from the front of the building. Family drivers either stay in the vehicle and queue to pick up directly at the school entrance, or park in the parking lot and walk to the school entrance. Some students were observed walking or biking home.
School Staff Roles	<ul style="list-style-type: none"> School staff loaded students onto the correct buses; they were also present supervising students on the playground and outside the front door.
Adult Crossing Guards	<ul style="list-style-type: none"> No adult crossing guards are posted near the school.
Student Safety Patrol	<ul style="list-style-type: none"> Student Safety patrols were stationed at several places in the school parking lot, and assisted students crossing Pammel Creek Road in two locations.

La Crosse Safe Routes to School Plan



Recommendations in the State Road 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. There were not enough responses to the April/May 2020 online survey to determine which recommendations were favored by at least three respondents.

#	Location	Observations	Recommendations
1	Ward Avenue and 32 nd Street/Pammel Creek Road at Pammel Creek Trail	<ul style="list-style-type: none"> Pammel Creek Trail crosses Ward Avenue at this intersection. Single curb ramps at corners do not orient trail users directly into the crosswalk. The existing Pammel Creek Trail crossing is not highly visible to drivers (no high-visibility crosswalk markings). Ward Avenue and Pammel Creek Road are high-volume streets with substantial truck traffic. Traffic on Ward Avenue does not stop when turning onto Pammel Creek Road. Crossings of 32nd Street and Ward Avenue are uncomfortable because of wide corner radii, which encourages fast vehicular turns. Existing Pammel Creek trail measures less than 7 feet wide. 	<ul style="list-style-type: none"> Add high-visibility crosswalks on all legs of both intersections. Ensure crossings from trail to bike lanes are marked. (Short Term) If warranted, convert the intersection to a 3-way stop to improve safety. (Short Term) If a 3-way stop is not warranted, add a Rectangular Rapid Flashing Beacon to improve pedestrian visibility. (Medium Term) Tighten curb radii and install new curb ramps that line up with crosswalks on all legs of the intersection. (Long Term) Widen Pammel Creek trail to at least 10 feet (preferably 12 feet) to allow safe passing of people walking and biking and meet standard guidance for trails. (Long Term)
2	Ward Avenue west of 32 nd Street	<ul style="list-style-type: none"> Missing sidewalks on the south side of Ward Avenue present a barrier to walking and biking to school for State Road Elementary students, and also for Longfellow Middle School and Central High School students. 	<ul style="list-style-type: none"> Construct a path or wide sidewalk on the south side of the street to provide a low-stress connection for both bicyclists and walkers. (Medium Term)
3	32 nd Street	<ul style="list-style-type: none"> 32nd Street is a high-volume street with wide lanes that facilitate speeding. The combination of shared-lane markings (southbound) and bicycle lanes (northbound) do not provide a low-stress bicycle route. Missing sidewalks on the west side of 32nd Street, and on the streets west of 32nd Street, present a barrier to walking and biking to school. 	<ul style="list-style-type: none"> Remove parking on west side of 32nd Street and stripe buffered bike lanes to improve bicycling conditions and reduce likelihood of speeding. (Medium Term) Construct new sidewalks on the west side of 32nd Street. (Medium Term) Construct new sidewalks on one side of Fairchild Street and Lincoln Avenue. (Long Term)

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#	Location	Observations	Recommendations
4	Hagen Road south of Pammel Creek Road	<ul style="list-style-type: none"> A short stretch of missing path between Pammel Creek Road and the school presents a barrier to walking and biking to school, and does not connect to the Pammel Creek Trail. 	<ul style="list-style-type: none"> Construct a path on the west side of Hagen Road to connect it to the Pammel Creek Trail. (Medium Term)
5	State Hwy 33 and Hagen Road/ Wedgewood Drive	<ul style="list-style-type: none"> State Hwy 33 is a very high speed and high-volume street. Pedestrian signal heads are present, but are not mounted on the poles closest to the crosswalk and require people to push a button to get a pedestrian phase. Crossings are uncomfortable because of wide corner radii, which encourages fast vehicular turns. 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. Parents say this crossing is dangerous and discourages students from walking or biking. 	<ul style="list-style-type: none"> Designate the area north of State Hwy 33 as an “Unusually Hazardous Transportation Area” that qualifies for free yellow school busing. (Short Term) Add high-visibility crosswalks on all legs of 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) Rebuild the existing median to pedestrian refuge island standards, and continue bike lanes through the intersection. (Medium Term) Reinstall pedestrian signal heads so that they are mounted on poles closest to the crosswalk. (Medium Term) Explore tightening up curb radii and the installation of new curb ramps that line up with crosswalks on all legs of the intersection. (Long Term)
6	State Hwy 33 between mobile home park and 32 nd Street	<ul style="list-style-type: none"> The bike lanes on State Hwy 33 do not provide a low-stress bicycle route. The north side of State Hwy 33 has a 6’ sidewalk with minimal buffer next to a high-speed road. Posts and mailboxes in the sidewalk further impede users. On Bike to School Day, a bike train uses this sidewalk to travel between the manufactured homes and school. The day of observation, there was substantial debris (leaves, branches) in some areas. 	<ul style="list-style-type: none"> Designate the area west of Hagen Road as an “Unusually Hazardous Transportation Area” that qualifies for free yellow school busing. (Short Term) Regularly maintain sidewalk and bike lane to keep them free from debris. (Short Term) Widen sidewalk to trail standards (at least 10 feet) and provide a wider buffer between the roadway and the sidewalk to meet standard guidance for trails. (Long Term)

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#	Location	Observations	Recommendations
7	31 st Street and Farnam Street (north of State Hwy 33)	<ul style="list-style-type: none"> • Many State Road Elementary students live northeast of the intersection of State Hwy 33 and 32nd Street and would need to use this street to get to and from school. • Missing sidewalks on 31st Street and Farnam Street present a barrier to walking and biking to school. 	<ul style="list-style-type: none"> • Construct new sidewalks where there are gaps. (Medium Term)
8	State Hwy 33 and 32 nd Street	<ul style="list-style-type: none"> • State Hwy 33 is a very high speed and high-volume street. • Crossings are uncomfortable because of wide corner radii. A right-turn bypass lane on the south leg of the intersection facilitates fast vehicular turns. • 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. • Pedestrian signal heads are present, but require people to push a button to get a pedestrian phase. • Parents say this crossing is dangerous and discourages students from walking or biking. • Some Central High School students need to cross this intersection to walk or bike to and from school. 	<ul style="list-style-type: none"> • Install driver speed feedback signs on both approaches of State Hwy 33 to 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) • Add high-visibility crosswalks on all legs of the intersection. (Short Term) • Narrow travel lanes to provide pedestrian refuge in the existing median. Wider medians will protect pedestrians from slowing left-turning vehicles. (Medium Term) • Tighten the curb radii on all legs of the intersection and install new curb ramps that line up with crosswalks at all corners. (Long Term) • Convert to flashing yellow arrow for left turns on all approaches. Restrict permissive left turns during school commute times. (Long Term)
9	Bicycle Racks at State Road Elementary	<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. • Racks were well used on the day of observation, despite normal December conditions. 	<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)

