

SAFE STREETS FOR ALL

Regional Transportation Safety Plan

LA CROSSE REGIONAL

TRANSPORTATION SAFETY PLAN

La Crosse Area Planning Committee

FINAL PLAN

ADOPTION DATE OCTOBER 21, 2026

ACKNOWLEDGMENTS

The La Crosse Regional Transportation Safety Plan was prepared by the La Crosse Area Planning Committee (LAPC) in partnership with numerous agency partners and other stakeholders.. The development of the Plan was informed by input from numerous community stakeholders, including the Task Force group, who provided guidance, shared insights, and offered valuable feedback throughout the process. The following individuals and groups contributed to the development of the plan:

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LAPC LA CROSSE AREA PLANNING COMMITTEE

IN MEMORIAM

We remember and honor the lives lost to, and forever changed by, traffic crashes in our communities.

Each person represented in these numbers was a loved one, friend, and neighbor whose life mattered.

This plan is dedicated to their memory and is a commitment to continuously work toward a transportation system that is safe for everyone.

EXECUTIVE SUMMARY

The La Crosse Regional Transportation Safety Plan (the plan) establishes a shared vision to eliminate traffic fatalities and serious injuries across the La Crosse Area Planning Committee (LAPC) metropolitan planning area through a coordinated, data-driven, and implementation-focused approach. The plan reflects the Safe System Approach, recognizing that people make mistakes and that transportation systems should be designed to ensure those mistakes do not result in death or life-changing injuries.

The plan serves the bi-state region encompassing communities in Wisconsin and Minnesota and aligns with national, state, and local safety initiatives, including the Safe Streets and Roads for All (SS4A) program, Wisconsin's Zero in Wisconsin initiative, and Minnesota's Toward Zero Deaths program.

VISION

CREATE SAFER ROADWAYS ACROSS THE REGION

CORE OBJECTIVES

TO EVALUATE SAFETY ISSUES AND CONCERNS FOR PEOPLE DRIVING, WALKING, BIKING, ROLLING, AND TAKING TRANSIT.

TO IDENTIFY AND PRIORITIZE PROJECTS, PROGRAMS, AND STRATEGIES TO IMPROVE TRANSPORTATION SAFETY FOR THE PEOPLE WHO LIVE, WORK, AND PLAY IN THE GREATER LA CROSSE REGION.

LAPC COMMITMENT

LAPC is committed to a goal of Vision Zero – a transportation system in which no person is killed or seriously injured while traveling in the LAPC metropolitan planning area. LAPC recognizes that traffic deaths and serious injuries are preventable and that transportation planning, design, operations, and investment decisions play an important role in preventing these outcomes.

To uphold this pledge, LAPC Policy Board establishes a goal of **zero traffic-related fatalities and serious injuries by 2055, with a target of achieving an average annual reduction of 5 percent in fatalities and serious injuries.** Refer to ***Appendix H*** for the adopted ***Resolution 16-2026*** for this goal. This commitment is to be reviewed and recommended by the Technical Advisory Committee and Safety Action Plan's Task Force. Progress towards these goals will be monitored and reported annually to support transparency, accountability, and continued advancement toward Vision Zero.

LAPC recognizes that achieving zero will require sustained collaboration among regional partners and a comprehensive approach to addressing roadway design, speed, human behavior, vehicle safety, emergency response, and other factors that influence transportation safety.

Study Area

Wisconsin and Minnesota
~320 square miles across the greater La Crosse region

120,754 residents

Major roadways: I-90, US 14, US 53, and US 61, WI 16, WI 35, and MN 16

Past Planning and Safety Efforts

The plan builds upon numerous local, regional, and state planning efforts already underway throughout the region. Key themes across plans and efforts are:

- Speed management
- Protection of vulnerable roadway users
- Multimodal connectivity
- Data-driven decision making
- Coordination across jurisdictional boundaries

Safety and Crash Analysis

A comprehensive analysis of ten years of crash data (2015-2024) revealed the following:

26,860 Total Crashes

60 Fatal Crashes

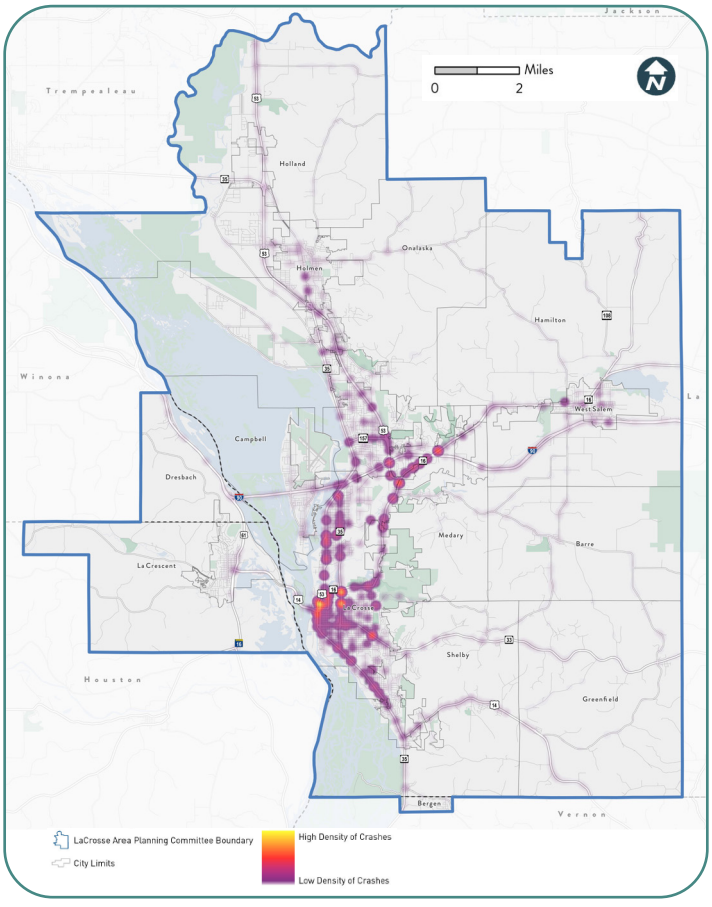
451 Serious Injury Crashes

FATAL AND SERIOUS INJURY CRASHES ACCOUNTED FOR LESS THAN 2% OF ALL CRASHES, AN AVERAGE OF 51 DEATHS AND SERIOUS INJURIES PER YEAR.

CRASH TYPES AND RISK FACTORS:

- **230** pedestrian (3 fatalities) and **208** bicyclist crashes (173 injuries) were recorded.
- Rear end crashes accounted for around **30%** of all crashes while angle crashes were responsible for the most fatal and serious injury crashes.
- Principal arterials comprise just **9%** of roadway mileage but account for nearly half of all fatal and serious crashes.
- Heavy vehicles were involved in nearly **23%** of fatal and serious injury crashes, while aggressive driving, impaired driving, and speeding were over-represented in severe crashes.

CRASH DENSITY MAP (2015-2024)



High Injury Network

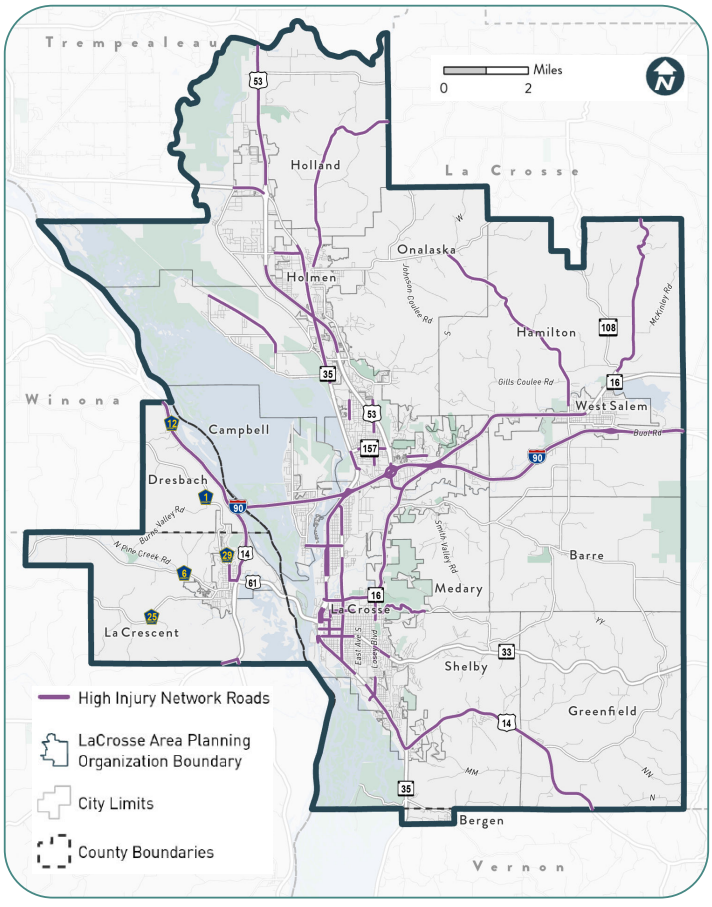
A High Injury Network (HIN) is a data-driven representation of roadway corridors and intersections that experience a disproportionately high share of fatal and serious-injury crashes. The identified locations serve as the foundation for future project prioritization and investment decisions.

HIN CHARACTERISTICS:

Represents **11.5%** of roadway mileage but accounts for:

- **66.9%** of the region's fatal and serious injury crashes
- **65.5%** of the region's combined bike and pedestrian crashes

HIGH INJURY NETWORK MAP



Engagement

Over 1,200 residents contributed through surveys, community events, stakeholder meetings, and an online engagement tool that generated over 90 comments.

A Project Task Force representing local agencies and partners was engaged regularly and helped guide plan development, review findings, and shape recommendations.

KEY THEMES ACROSS ENGAGEMENT:

- SPEEDING/ AGGRESSIVE DRIVING
- PEDESTRIAN INFRASTRUCTURE GAPS
- INTERSECTION SAFETY CONCERNS
- DISTRACTED DRIVING
- INCONSISTENT BICYCLE FACILITIES
- LIMITED CROSSING OPPORTUNITIES ON MAJOR ROADWAYS



Corridor and Intersection Prioritization

A prioritization framework was developed to help identify where investments are likely to have the greatest safety benefit. The prioritization process evaluated crash history, fatal and serious injury crashes, community feedback, social and demographic considerations, multimodal connectivity, and access to destinations.

The highest-priority locations identified through the process included many of the region's most heavily traveled state highways and key intersections. Some of the top-ranked locations include:

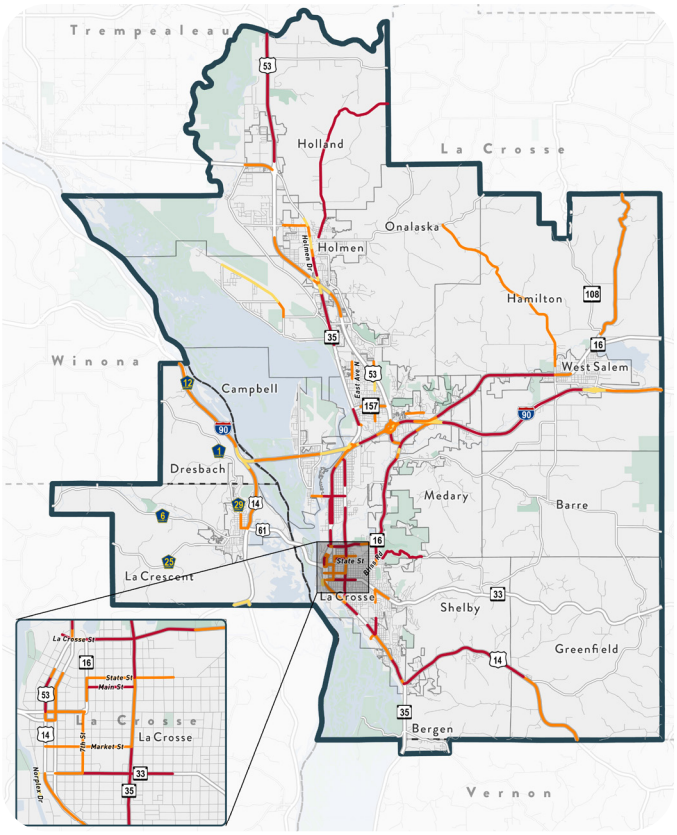
PRIORITY CORRIDORS

- Highway 35 (Palace St to Gillette St)
- Highway 16 (Losey Blvd to Gillette St)
- Highway 14 (33rd St to Marion Rd)
- Highway 16 (La Crosse St/7th St to Hwy 35)
- Highway 53 (Monitor St to Clinton St)

PRIORITY INTERSECTIONS

- Highway 53 and Pearl St
- Highway 14 and Losey Blvd
- Highway 33 and Highway 35
- Highway 14 and 7th St
- Highway 16 & 7th St & Kinney Coulee Rd N

PRIORITIZED HIGH INJURY NETWORK MAP



Safety Design Treatments

The plan provides a toolbox of proven safety countermeasures that regional agencies can use to address crash patterns and risk factors. These treatments have demonstrated significant crash reduction and support the Safe System principle by creating self-enforcing roadways.



IMPLEMENTATION

Concept Designs

Three priority locations were selected for conceptual design development to demonstrate potential future investments. The selection process combined safety data, Task Force input, roadway context, and coordination with local agencies to identify locations where planning-level concepts could provide the greatest impact for near- and long-term safety improvements

1. HIGHWAY 16 & N KINNEY COULEE ROAD/E MAIN ST

What: A roundabout concept was developed to address a location that experienced 188 crashes over the 10-year analysis period. The concept is intended to reduce severe conflict points, improve traffic operations, and create a safer intersection environment.

Cost: Approximately $5.3M

2. CLINTON STREET: ROSE STREET TO GEORGE STREET

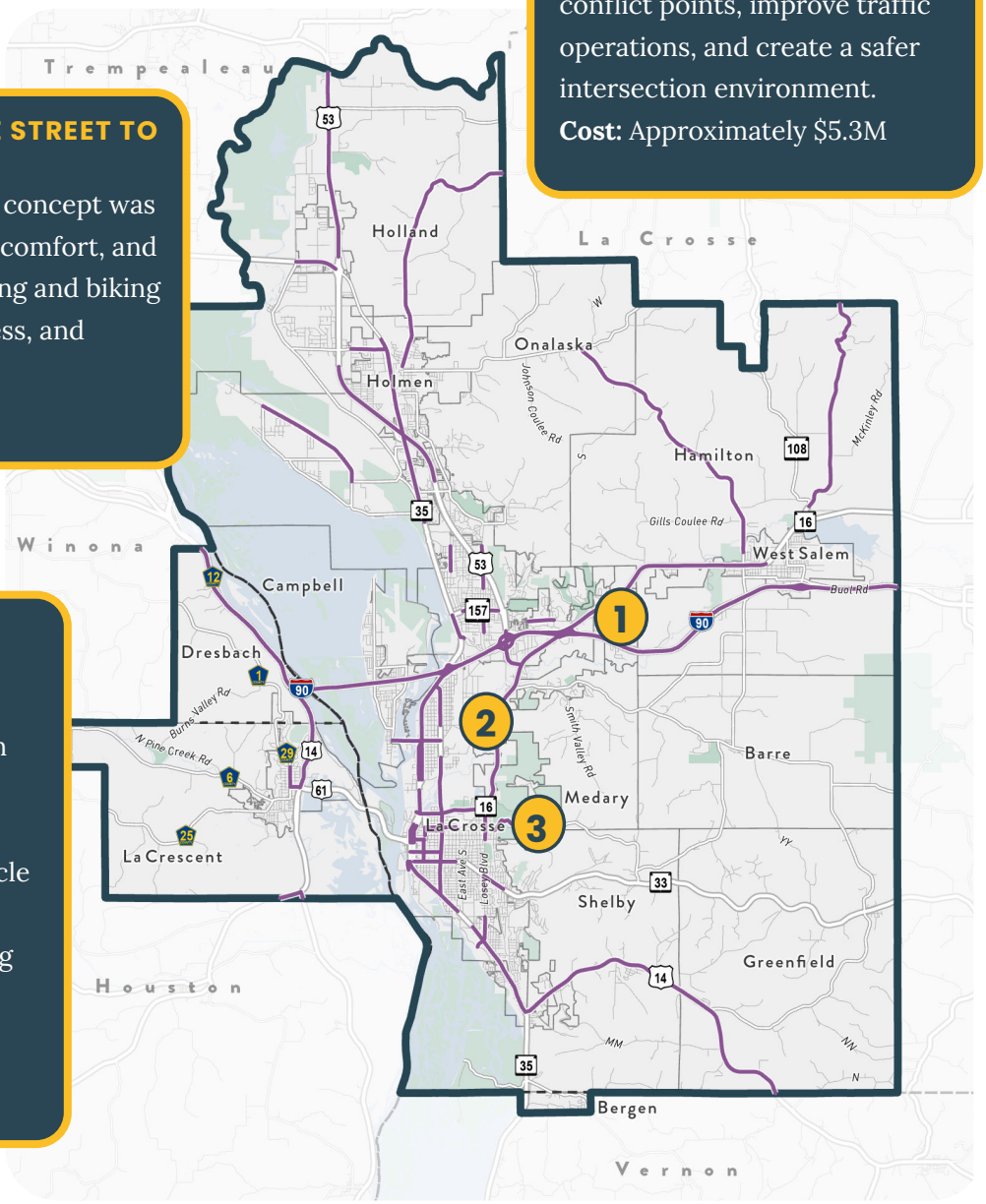
What: A multimodal corridor concept was developed to improve safety, comfort, and connectivity for people walking and biking while balancing parking, access, and traffic operations.

Cost: Approximately $2.7M

3. LOSEY BOULEVARD: LA CROSSE STREET TO CASS STREET

What: A conceptual redesign would maintain five travel lanes while narrowing lane widths, adding separate bicycle facilities, improving crossing opportunities, and addressing longstanding speeding concerns.

Cost: Approximately $6.5M



Demonstration Projects

The plan also identifies demonstration project opportunities in the following locations, allowing communities to test safety improvements using temporary materials before making permanent investments.

1. LOSEY BOULEVARD (LA CROSSE)

Location: Losey Boulevard at the intersections of King Street (right-in/right-out only) and Hackberry Lane.

Proposed Treatments: Temporary medians and crossing islands

2. PEARL STREET & 4TH STREET (LA CROSSE)

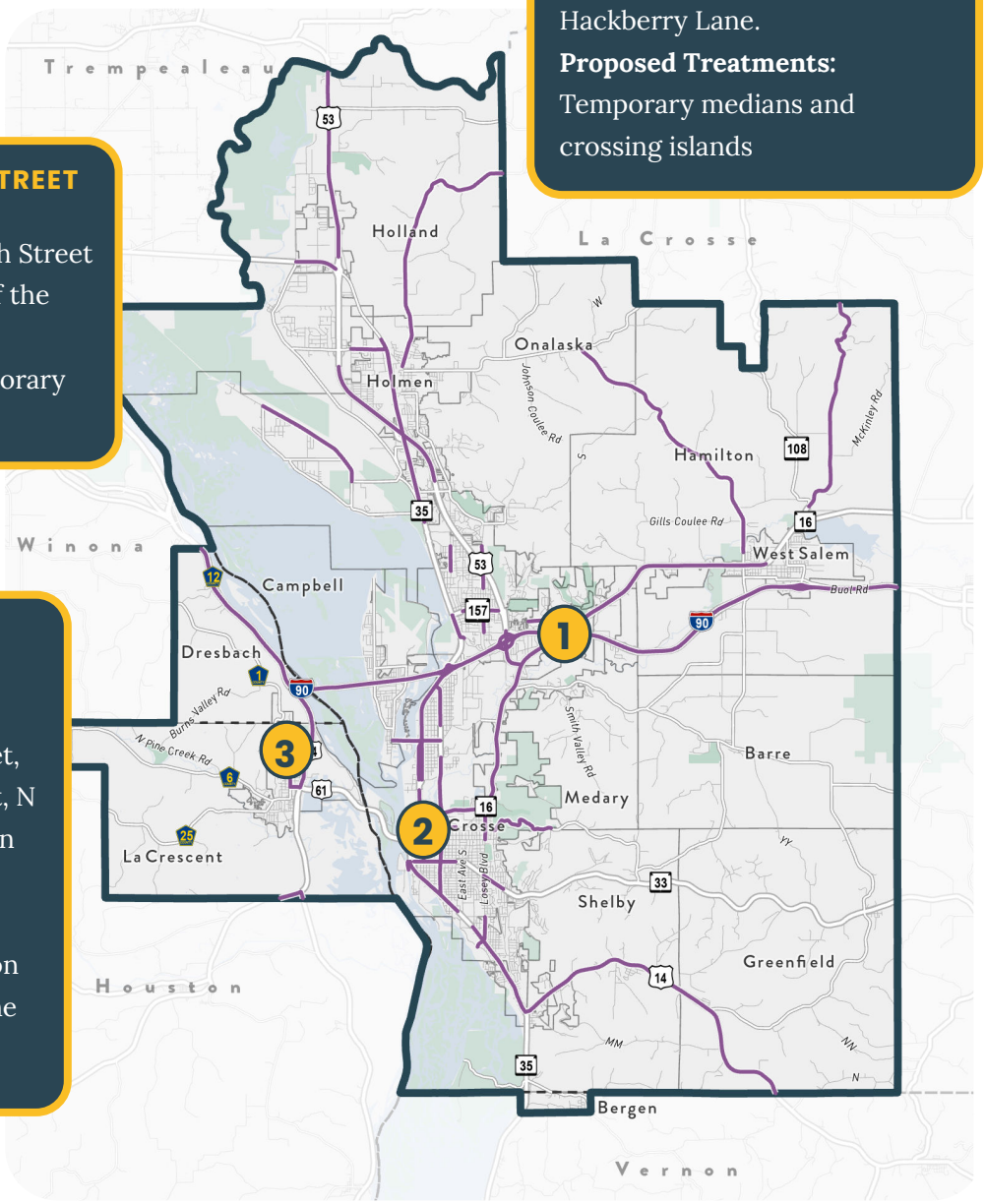
Location: Pearl Street and 4th Street at the NW and SW corners of the intersection.

Proposed Treatments: Temporary curb extensions

3. ELM STREET (LA CRESCENT)

Location: Up to eight intersections along Elm Street, which could include: N 4th St, N 3rd St, N 2nd St, N 1st St, Main St, S 1st St, S 2nd St, S 3rd St.

Proposed Treatments: Temporary curb extensions on the NW and SW corners of the intersections listed



Funding and Implementation

Successful implementation will require sustained coordination amongst local governments, state agencies, community organizations, and regional partners. The plan identifies a variety of potential federal, state, and local funding opportunities, including Safe Streets and Roads for All, Transportation Alternatives Program, Surface Transportation Block Grant, and other state and regional programs. By identifying priority projects and establishing a clear implementation framework, the plan positions the region to compete for future funding opportunities and advance projects from concept through construction. This plan includes a detailed implementation framework, funding sources for the identified priority projects, strategies on project readiness and grant competitiveness along with other funding strategies.

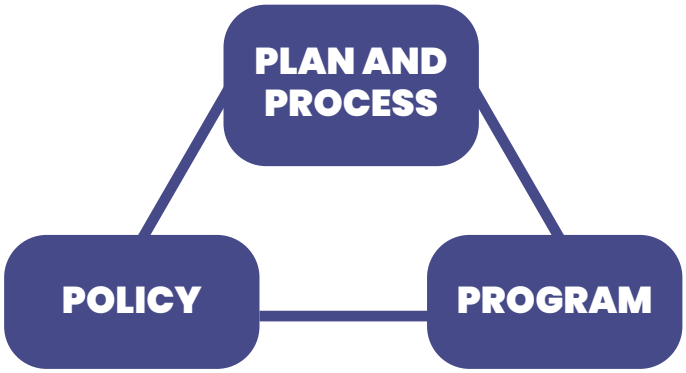
IMPLEMENTATION RESOURCES

- LIST OF FUNDING SOURCES
- RESOURCES FOR PRIORITY PROJECTS
- FUNDING IMPLEMENTATION FRAMEWORK
- PROJECT READINESS AND GRANT COMPETITIVENESS
- FUNDING STRATEGY CONSIDERATIONS

Recommendations

Infrastructure improvements alone will not achieve the region's safety goals. The plan delivered a set of recommendations categorized in plan and process, policy, and program that are complementary to roadway safety design changes. These recommendations focused on education, policy, enforcement, and organizational best practices.

RECOMMENDATION CATEGORIES



KEY RECOMMENDATIONS INCLUDE:

- Developing regional safety education campaigns.
- Expanding Safe Routes to School programming.
- Advancing Vision Zero and Complete Streets policies.
- Implementing targeted speed awareness and enforcement efforts.
- Supporting safer pedestrian, bicycle, transit, and freight travel.
- Improving coordination among jurisdictions and transportation partners.
- Continuing to integrate safety into planning, development, and investment decisions.

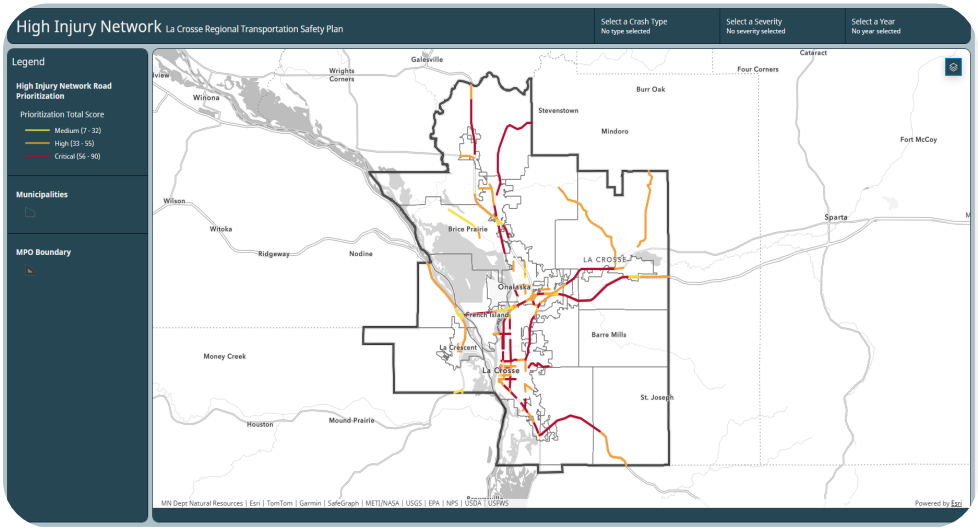
Progress Tracking

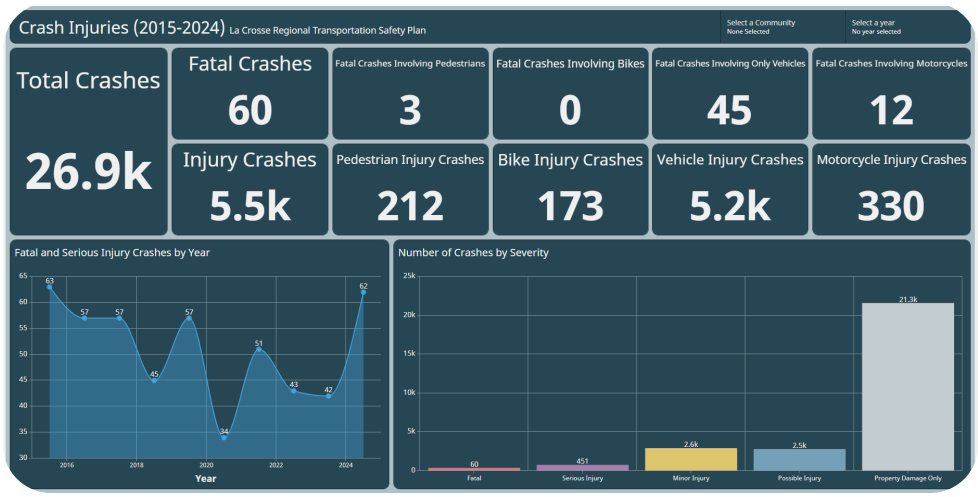
Long-term success will depend on continuous monitoring and accountability. The plan establishes a framework for measuring progress, evaluating safety outcomes, tracking implementation activities, and updating crash data over time through the *Crash Data Dashboard*. Performance measures will allow the LAPC and partner agencies to assess the effectiveness of safety investments, adjust strategies as needed, and maintain transparency with the public as the region works toward eliminating traffic fatalities and serious injuries.

Conclusion

Together, the recommendations contained in this plan provide a coordinated regional roadmap for reducing traffic fatalities and serious injuries. By combining data-driven analysis, community perspectives, proven safety countermeasures, targeted investments, and ongoing collaboration, the La Crosse region is positioned to make meaningful progress toward a future where all people can travel safely regardless of how they choose to move.

ONLINE CRASH DATA DASHBOARD





PLAN COMPONENTS

The La Crosse Regional Transportation Safety Plan is organized to move readers from understanding regional traffic safety conditions to identifying practical, implementable strategies designed to reduce crashes and improve safety for all modes of transportation. The chapters build sequentially, linking data analysis, community input, and prioritization methods to short- and long-term safety actions in the La Crosse metropolitan planning area.

Chapter 1: Introduction

Provides an overview of the plan's purpose and the Safe Streets and Roads for All (SS4A) program. This chapter also outlines the guiding principles and regional approach that shape the plan.

Chapter 2: Previous Planning and Safety Efforts

Reviews previous plans and safety initiatives within the LAPC region, highlighting their relevance to this planning effort. It also features a section that acknowledges significant projects completed over the past 5–10 years that have improved traffic safety.

Chapter 3: Safety and Crash Analysis

Summarizes regional crash patterns and trends, including crash frequency, severity, and contributing factors across roadway types and jurisdictions. This chapter introduces the High Injury Network, which identifies corridors and intersections where fatal and serious injury crashes are concentrated and can help focus safety investments.

Chapter 4: Engagement

Describes the outreach and engagement activities conducted throughout the planning process, including public events, stakeholder coordination, and online engagement tools. Community input was used to ground the plan in lived experiences and regional priorities.

Chapter 5: Corridor and Intersection Prioritization

Presents the methodology used to prioritize roadway segments and intersections for safety improvements. The framework combines crash history and risk, community feedback, social indicators, and destination connectivity to ensure resources are directed to locations with the greatest safety need and potential benefit.



Chapter 6: Safety Design Treatments

Provides a set of proven, context-sensitive safety strategies and design treatments applicable across the region. The design treatments address common risk factors such as speeding, conflicts at intersections, and pedestrian and bicycle exposure, with information on effectiveness and implementation considerations.

Chapter 7: Conceptual Designs and Demonstration Project Opportunities

Illustrates longer-term conceptual design approaches for priority corridors and intersections. These concepts are intended to guide future planning, project development, and coordination among jurisdictions. Also, outlines potential demonstration project locations, recommended treatments, material needs, and cost estimates.

Chapter 8: Program, Policy, Plan, and Process Recommendations

Outlines a series of non-infrastructure recommendations aimed at improving safety, increasing education and awareness, and reducing crashes. Recommendations include programs, policies, processes, and plans.

Chapter 9: Funding and Implementation Plan

Summarizes potential federal, state, regional, and local funding sources, including SS4A, and discusses strategies for leveraging funding to advance safety projects consistent with regional priorities.

Chapter 10: Safety Evaluation, Progress, and Tracking

Recommends performance measures and tracking methods to support ongoing safety improvements. This chapter outlines how progress will be monitored and reported over time to maintain accountability and transparency. An accompanying safety tracker spreadsheet allows LAPC to update crash data and, if expanded, to monitor both project implementation and outcomes for a comprehensive view of safety trends.

Appendices

Provide supporting technical information, detailed data summaries, engagement documentation, and additional reference materials.

Together, these chapters form a regional roadmap for reducing traffic fatalities and serious injuries across the LAPC planning area. The plan is designed to be flexible, actionable, and supportive of coordinated implementation across jurisdictions.





CHAPTER 1: INTRODUCTION

> The La Crosse Regional Transportation Safety Plan establishes a strategic framework to enhance roadway safety for all users.

01 | INTRODUCTION



PLAN OVERVIEW AND OBJECTIVES

The La Crosse Regional Transportation Safety Plan establishes a strategic framework to enhance roadway safety for all modes of travel. This plan integrates data analysis, community input, and partner agency perspectives to identify and prioritize where and how safety improvements can be most effective for all modes, including pedestrians, bicyclists, transit users, and motorists. This approach aligns with national and state initiatives such as the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) program, Wisconsin Department of Transportation's ZERO in Wisconsin initiative, and the Minnesota Department of Transportation's Towards Zero Deaths initiative.

The primary objectives of this plan are:

- To evaluate safety issues and concerns for people driving, walking, biking, rolling, and taking transit
- To engage the public, stakeholders, cities, counties, and Departments of Transportation (DOTs) staff in understanding safety issues
- To develop strategies and recommendations for future projects and policies to reduce and eliminate fatal and serious injuries
- To identify and prioritize initiatives and programs to improve transportation safety for the people who live, work, and play in the Greater La Crosse region

WHAT IS A SAFETY ACTION PLAN?

The Safe Streets and Roads for All (SS4A) Program is a Federal Highway Administration (FHWA) grant program established through the Bipartisan Infrastructure Law (BIL), allocating $5 billion in appropriated funds over five years (2022-2026). The LAPC was awarded a SS4A planning grant in FY2024, and together with numerous regional partner agencies developed this Regional Transportation Safety Plan. The primary objective of the La Crosse Regional Transportation Safety Plan is to significantly reduce and eliminate roadway fatalities and serious injuries.

The FHWA recommends that safety action plans include the following key components:

- **Leadership Commitment and Goal Setting:** An official public commitment by a governing body to an eventual goal of zero roadway fatalities and serious injuries
- **Planning Structure:** A committee or other group charged with the oversight of the Action Plan's development, implementation, and monitoring
- **Safety Analysis** of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries
- **Engagement and Collaboration:** Robust engagement with the public and relevant stakeholders
- **Policy and Process Changes:** Assessment of current policies, plans, and standards to identify opportunities for improvements
- **Strategy and Project Selections:** Identification of a comprehensive set of projects and strategies, as well as input that will address safety problems
- **Progress and Transparency:** Include a method to measure progress over time and ensure ongoing transparency

Figure 1. Safe System Approach



The plan utilizes the Safe System Approach adopted by the U.S. Department of Transportation as the guiding vision for addressing roadway safety. The Safe System Approach, see Figure 1, acknowledges that people make mistakes and that the transportation system should be designed to prevent those mistakes from resulting in fatal or life altering injuries. The approach emphasizes shared responsibility across five key elements:

- **Safe People:** Encourage responsible behavior and protect vulnerable users
- **Safe Roads:** Design streets that reduce the risk of crashes and minimize harm when crashes occur
- **Safe Speeds:** Manage speeds to match roadway context and human tolerance for crash forces
- **Safe Vehicles:** Promote technologies that prevent crashes and protect occupants
- **Post-Crash Care:** Ensure rapid and effective emergency response when crashes happen

This approach fundamentally shifts the focus from solely preventing crashes to minimizing the severity of injuries when crashes do occur. By integrating the five key elements through six principles (Figure 1), the Safe System Approach seeks to create a holistic, proactive strategy for transportation safety, fostering collaboration between agencies, communities, and stakeholders to protect everyone who uses the La Crosse, WI – La Crescent, MN region's roadways.

STUDY AREA

The study area includes the full regional roadway network within the La Crosse Area Planning Committee (LAPC) metropolitan planning area (Figure 2). The planning area encompasses approximately 320 square miles (205,000 acres) and spans portions of both Wisconsin and Minnesota, reflecting the bi-state nature of daily travel patterns in the region. Specifically, the study area includes 12 communities in western La Crosse County, Wisconsin; two communities in northeastern Houston County, Minnesota; one community in southeastern Winona County, Minnesota; and a small portion of northern Vernon County, Wisconsin.

The LAPC planning area is home to 120,754 residents, according to the 2020 U.S. Census Bureau. The region includes a diverse mix of neighborhood, employment centers, industrial uses, educational institutions, and recreational destinations across rural and urban settings. This diversity creates a wide range of transportation needs and travel behaviors, from short local trips to longer regional travel and freight movement.

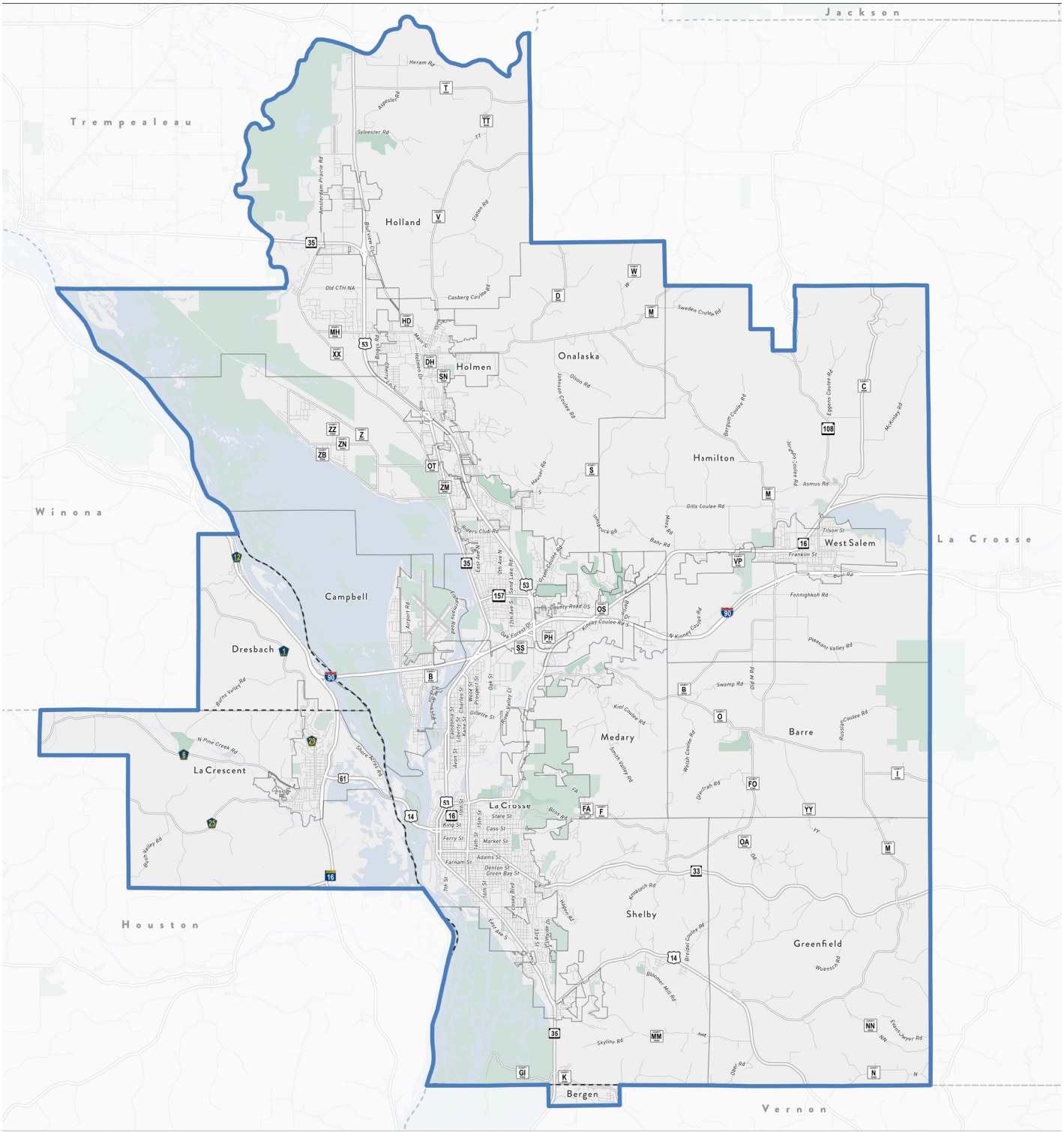
The regional transportation network is anchored by Interstate 90, which provides east–west interstate connectivity through the study area and across the Mississippi River. Major U.S. Highways, including US 14, US 53, and US 61, serve as primary regional corridors connecting communities within the region to state-wide destinations in Wisconsin and Minnesota. The network is supported by Wisconsin and Minnesota state highways (WI 16, WI 35, and MN 16), along with county roads and local streets that provide regional mobility and local access.







Figure 2. Study Area Map





CHAPTER 2: PREVIOUS PLANNING AND SAFETY EFFORTS

> The La Crosse Regional Transportation Safety Plan builds upon and complements existing local, regional, and state plans related to transportation safety, land use, active transportation, and capital investment.

02 | PREVIOUS PLANNING AND SAFETY EFFORTS



ALIGNMENT WITH OTHER PLANS AND INITIATIVES

The La Crosse Regional Transportation Safety Plan (this Plan) advances the region's commitment to transportation safety. It builds upon and complements existing local, regional, and state plans related to transportation safety, land use, active transportation, and capital investment. Aligning with these efforts helps ensure that safety improvements are integrated into planning, design, and maintenance activities rather than as standalone projects. The following pages provide brief descriptions of numerous past planning and safety efforts at the local, regional, and state level.

WISDOT'S ZERO IN WISCONSIN INITIATIVE

Wisconsin's Zero in Wisconsin initiative is a state-wide safety effort led by the Wisconsin Department of Transportation focused on eliminating preventable traffic deaths and serious injuries. The initiative is grounded in the understanding that most crashes result from driver behavior (e.g., speeding, impairment, and distraction) and are therefore largely preventable. It combines public outreach, education, and high-visibility enforcement campaigns to influence safer behaviors across all roadway users, including drivers, cyclists, and pedestrians. The program emphasizes that even one preventable death is unacceptable and promotes simple, everyday actions (e.g., seatbelt use, reduced distraction) to improve safety outcomes.

This Plan advances the Zero in Wisconsin's vision by prioritizing improvements that reduce crash risk and severity for all users, particularly vulnerable road users. The Plan aligns with the initiative as it emphasizes behavior-based safety strategies alongside infrastructure improvements. It further supports the initiative's focus on education and outreach by incorporating community engagement and public awareness efforts into implementation.

MNDOT'S TOWARD ZERO DEATHS INITIATIVE

Minnesota's Toward Zero Deaths (TZD) initiative is the state's cornerstone traffic safety program and serves as the framework for reducing traffic fatalities and serious injuries. TZD advances a comprehensive, data-driven approach that integrates the "4 E's" of safety: education, engineering, enforcement, and emergency medical and trauma services. The program is implemented through partnerships among state agencies, local governments, and community stakeholders, and focuses on creating a culture where traffic-related deaths and serious injuries are no longer acceptable. Through coordinated planning and targeted safety strategies, TZD supports long-term efforts to improve roadway safety across all modes and user groups.

This Plan directly aligns with the TZD framework by advancing a multidisciplinary approach based on the 4 E's. The plan uses data-driven analysis and proven countermeasures to support engineering improvements while complementing education and enforcement efforts. Through coordinated implementation across Wisconsin and Minnesota, it reinforces the TZD goal of eliminating fatalities and serious injuries

WISCONSIN STRATEGIC HIGHWAY SAFETY PLAN (2023–2027)

Wisconsin's SHSP establishes state-wide priorities to reduce traffic fatalities and serious injuries through data-driven emphasis areas. This Plan aligns by addressing these emphasis areas locally and supporting Toward Zero Deaths goals through targeted, evidence-based actions. WisDOT is in the process of updating their plan to establish strategies for the upcoming years.

WISDOT LONG-RANGE MULTIMODAL TRANSPORTATION PLAN (CONNECT 2050)

Connect 2050 provides a state-wide framework for a safe, efficient, and multimodal transportation system. This Plan advances these goals by prioritizing safety improvements for all modes and integrating multimodal safety into regional planning and implementation.

WISDOT WISCONSIN PEDESTRIAN POLICY PLAN (2020)

Provides state-wide policy guidance to improve conditions for walking and increase pedestrian safety across Wisconsin. This Plan aligns by prioritizing pedestrian safety at high injury locations and advancing strategies that support local implementation of state-wide pedestrian goals.

WISDOT WISCONSIN BICYCLE TRANSPORTATION PLAN (2020)

Offers a state-wide framework for improving bicycle safety, connectivity, and accommodation on Wisconsin roadways. This Plan complements this work by identifying high risk bicycle crash locations and prioritizing infrastructure and policy strategies that reduce conflicts and serious injuries.

MINNESOTA STRATEGIC HIGHWAY SYSTEM PLAN (2025–2029).

Guides investment and safety priorities on Minnesota's highway system, including cross-border corridors affecting the La Crosse region. This Plan aligns by coordinating safety priorities across state lines and addressing shared high-risk corridors and behaviors.

MINNESOTA GO: MINNESOTA STATE HIGHWAY INVESTMENT PLAN (MNSHIP) – DRAFT 2024.

MnSHIP guides capital investment priorities for Minnesota's state highway system over a 20 year horizon, emphasizing safety, system stewardship, and community impacts. This Plan aligns by supporting safety-focused investments on cross-border corridors and reinforcing data-driven prioritization of high-risk locations.

MINNESOTA GO: MINNESOTA STATEWIDE MULTIMODAL TRANSPORTATION PLAN (2022)

It is Minnesota's highest level transportation policy document, setting objectives and strategies for all modes and users state-wide. This Plan aligns by advancing multimodal safety, equity, and coordination at the regional and local level.

MINNESOTA VULNERABLE ROAD USER SAFETY ASSESSMENT

Identifies high-risk locations and strategies to reduce crashes involving pedestrians and bicyclists. This Plan complements this assessment by applying similar data-driven methods locally and prioritizing vulnerable road user safety in the region.

LA CROSSE AREA PLANNING COMMITTEE BICYCLE AND PEDESTRIAN SAFETY PLAN (2011–2015)

Identifies early strategies to improve safety for people walking and biking through education, enforcement, and infrastructure. This Plan builds on this foundation by updating crash analysis, expanding the focus to all roadway users, and applying a Safe System approach.

LA CROSSE AREA PLANNING COMMITTEE METROPOLITAN TRANSPORTATION PLAN 2055

The MTP 2055 establishes the long-range vision for the region's multimodal transportation system, guiding investments in safety, mobility, and system performance. This Plan supports this vision by identifying high-injury locations and prioritizing safety-focused strategies that inform project selection and long-term investment decisions.

LA CROSSE COUNTY COMPREHENSIVE PLAN (ENVISION 2050)

Envision 2050 establishes long-term land use, transportation, and community development goals for La Crosse County. This Plan supports these goals by emphasizing safer roadway design, access for all users, and integration of safety into future growth and development decisions.

2035 COULEE REGIONAL BICYCLE PLAN

Guides the development of a connected regional bicycle network to improve access, safety, and mobility. This Plan complements this work by targeting crash reduction and safety improvements along corridors where bicycle crashes and conflicts are most severe.

CITY OF LA CROSSE 2020 SAFE ROUTES TO SCHOOL PLAN

Focuses on improving safety and accessibility for students traveling to and from schools. The Plan reinforces these efforts by prioritizing school-area safety improvements and supporting education and infrastructure strategies identified in SRTS planning.

CITY OF LA CROSSE 2024 BICYCLE AND PEDESTRIAN MASTER PLAN

Outlines a citywide network of bicycle and pedestrian facilities to improve connectivity and safety. This Plan aligns by identifying high-injury locations and prioritizing safety treatments that support implementation of the planned network.

CITY OF LA CRESCENT 2025 ACTIVE TRANSPORTATION ACTION PLAN

Advances walking and biking access and safety in La Crescent through policy and infrastructure improvements. This Plan aligns by supporting cross-jurisdictional coordination, addressing shared safety challenges along regional travel corridors.

TOWN OF HOLLAND 2022 BICYCLE AND PEDESTRIAN PLAN

Identifies local opportunities to improve bicycle and pedestrian safety and connectivity within the Town of Holland. This Plan complements these efforts by providing regional safety analysis and helping prioritize projects that reduce crash risk on local and county roads.

KEY THEMES



Speed Management and Crash Severity: Managing vehicle speeds is consistently identified as a critical strategy to reduce crash severity.



Vulnerable Road Users: Many plans emphasize safety improvements for vulnerable populations like children and people with limited mobility.



Multimodal Connectivity All plans aim to support bicycle, pedestrian, and transit connections for improved access to community destinations.



Cross Jurisdictional Coordination: Regional collaboration is crucial for tackling safety challenges across municipal and state boundaries.



Data Driven Decision Making: Crash data, performance metrics, and evidence-based strategies are foundational elements for all plans.

RECENT PROJECTS AND SAFETY IMPROVEMENTS

Over the past several years, jurisdictions within the La Crosse Area Planning Committee (LAPC) region have advanced a range of roadway and intersection improvement projects aimed at improving safety for people driving, walking, biking, and rolling. These projects represent the ongoing local commitment to reducing crash risk, addressing known safety deficiencies, and implementing system improvements consistent with Safe System principles.

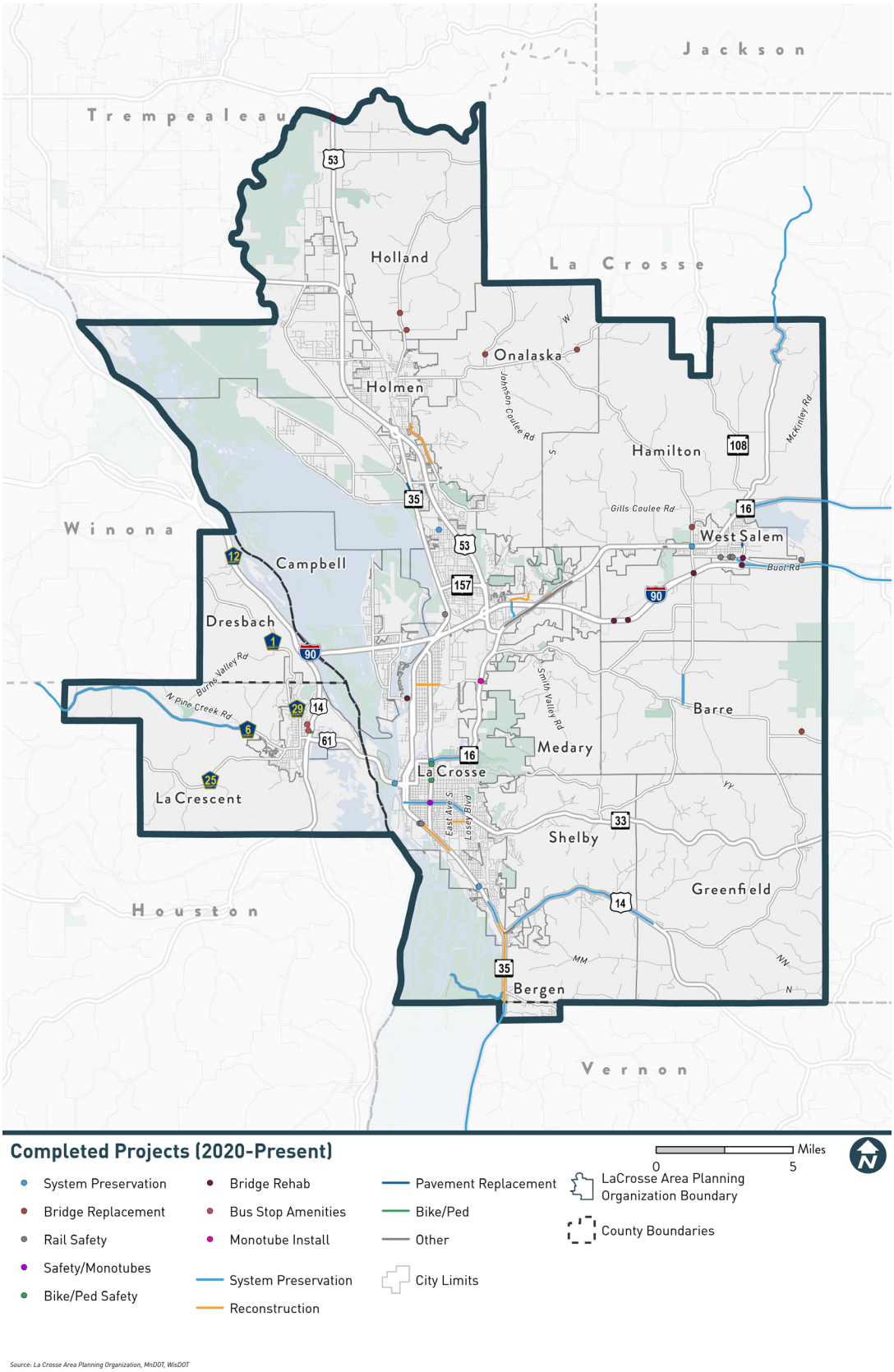
Recent safety improvements have included intersection reconstructions, corridor upgrades, ADA accessibility enhancements, and targeted highway safety projects. Many of these efforts focused on reducing conflict points, improving visibility and access, managing speeds, and enhancing accommodations for vulnerable road users at locations with documented safety concerns.

Several completed projects over the past five years addressed high-crash corridors and intersections through geometric improvements, reconstructed pavements, upgraded intersections, wider shoulders, and enhanced pedestrian facilities. These investments demonstrate how data-informed safety analysis has already been used across the region to guide capital projects and leverage federal and state safety funding.

Collectively, these recent projects provide important context for the Plan. They highlight both progress made to date and opportunities to build on past investments by coordinating future safety improvements with the High Injury Network and the corridor and intersection prioritization framework developed through this plan.

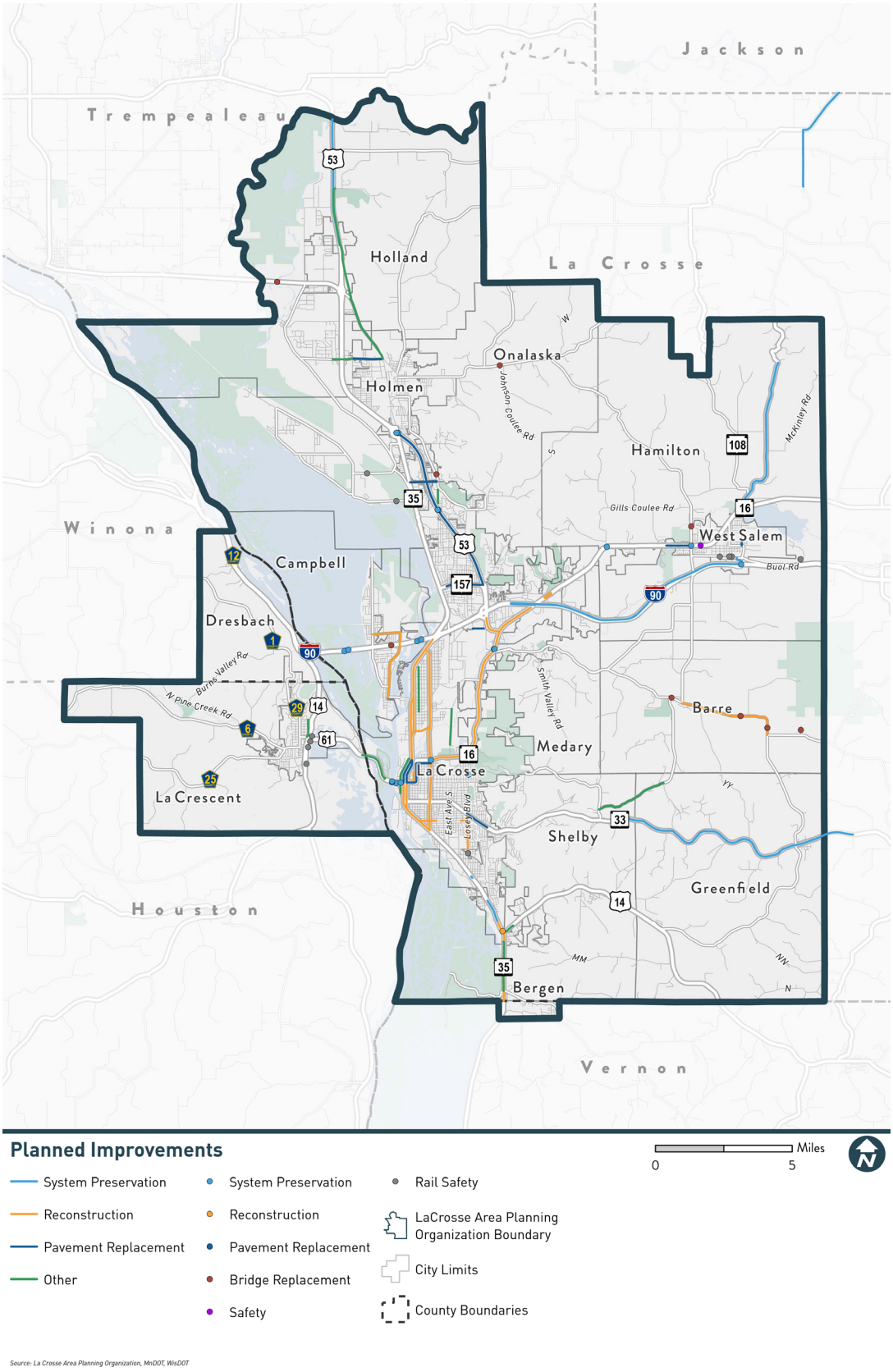
Figure 3 summarizes roadway and intersection safety improvement projects recently completed from 2020 to present date. Figure 4 details a map of planned improvements in the future. Projects were identified through coordination with LAPC staff, review of regional Transportation Improvement Program (TIP) materials, and input from partner jurisdictions including Task Force members. A full table of the recently completed projects and planned improvements are available in ***Appendix D***.

Figure 3. Recently Completed Safety Improvements Projects (2020-Present)



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Figure 4. Planned Safety Improvements Projects

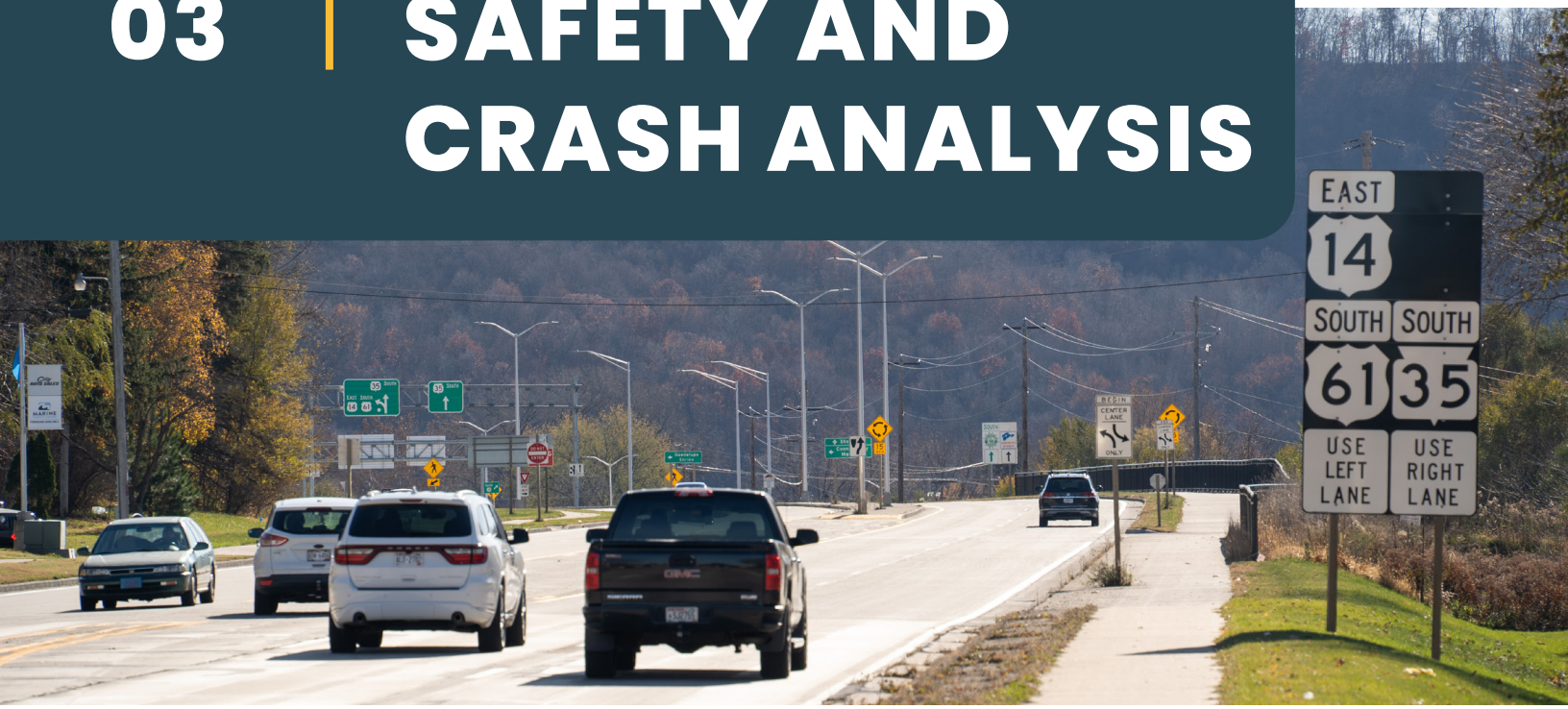




CHAPTER 3: SAFETY AND CRASH ANALYSIS

> Across the study area, a total of **26,845 crashes** were reported during the 10-year period, Over 60% of crashes (16,173) occurred at intersections.

03 | SAFETY AND CRASH ANALYSIS



Overview

An in-depth, multi-dimensional analysis of roadway safety and crash trends was conducted for the LAPC planning area using crash data from 2015 to 2024. The 10-year dataset provides a robust basis for identifying long-term trends, particularly fatal and serious injury crashes. Some crash patterns may have been influenced by safety improvements completed during the analysis period, several of which are highlighted in Figure 3.

The crash data was obtained from both the Wisconsin Department of Transportation (WisDOT) and the Minnesota Department of Transportation (MnDOT). The analysis covers all reported crashes within the La Crosse Region, including WisDOT and MnDOT highways, county roads, and local roads. It examines crash frequency, severity, and contributing factors to highlight where risk is most concentrated. While most crashes result in property damage only, severe crashes, although less frequent, are concentrated on a small share of the roadway network. This reinforces the importance of a Safe System approach that reduces the likelihood and severity of crashes through systemic design and operational strategies. This chapter is organized into two sections:

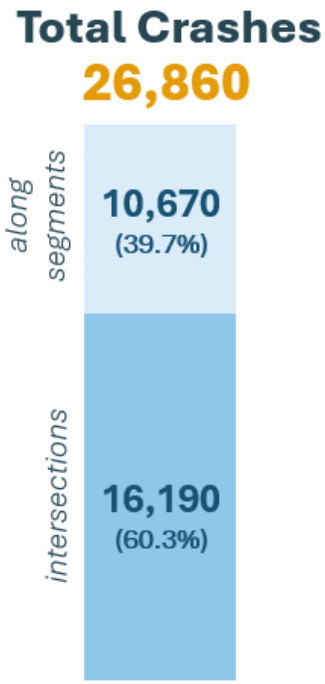
- **Regional Crash Analysis:** A review of crash outcomes, roadway and system characteristics, and temporal patterns across the entire roadway network.
- **High Injury Network (HIN):** Identification of corridors that account for the majority of fatal and severe injury crashes, or crashes involving a bicyclist or pedestrian, helping to guide targeted safety strategies.

These will create a clear picture of the La Crosse Region's current safety challenges and opportunities, help support data-driven decision making, and advance regional commitment to eliminating traffic-related serious injuries and deaths.

CRASH DATA OVERVIEW

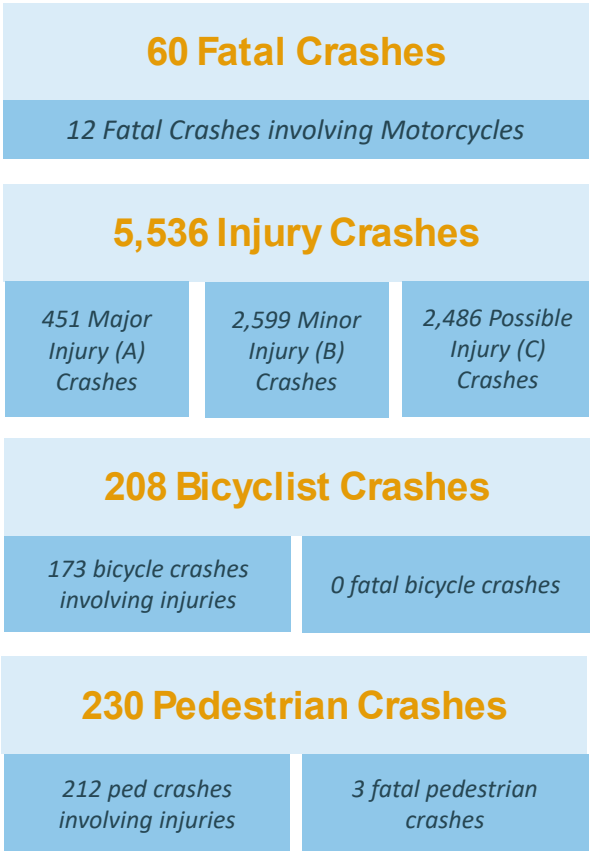
A 10-year crash dataset (2015–2024) was analyzed to understand region-wide crash patterns and support development of the High Injury Network. Across the study area, a total of **26,860 crashes** were reported during the 10-year period (Figure 5). This includes **16,190 intersection crashes** and **10,670 segment crashes,** indicating that over 60% of reported crashes occurred at intersections.

Figure 5. Total Crash



While total crash counts are useful for understanding the overall scale of safety issues, the La Crosse Regional Transportation Safety Plan places particular emphasis on fatal and serious injury crashes and on crashes involving pedestrians and bicyclists. See Figure 6 for overall crash data overview.

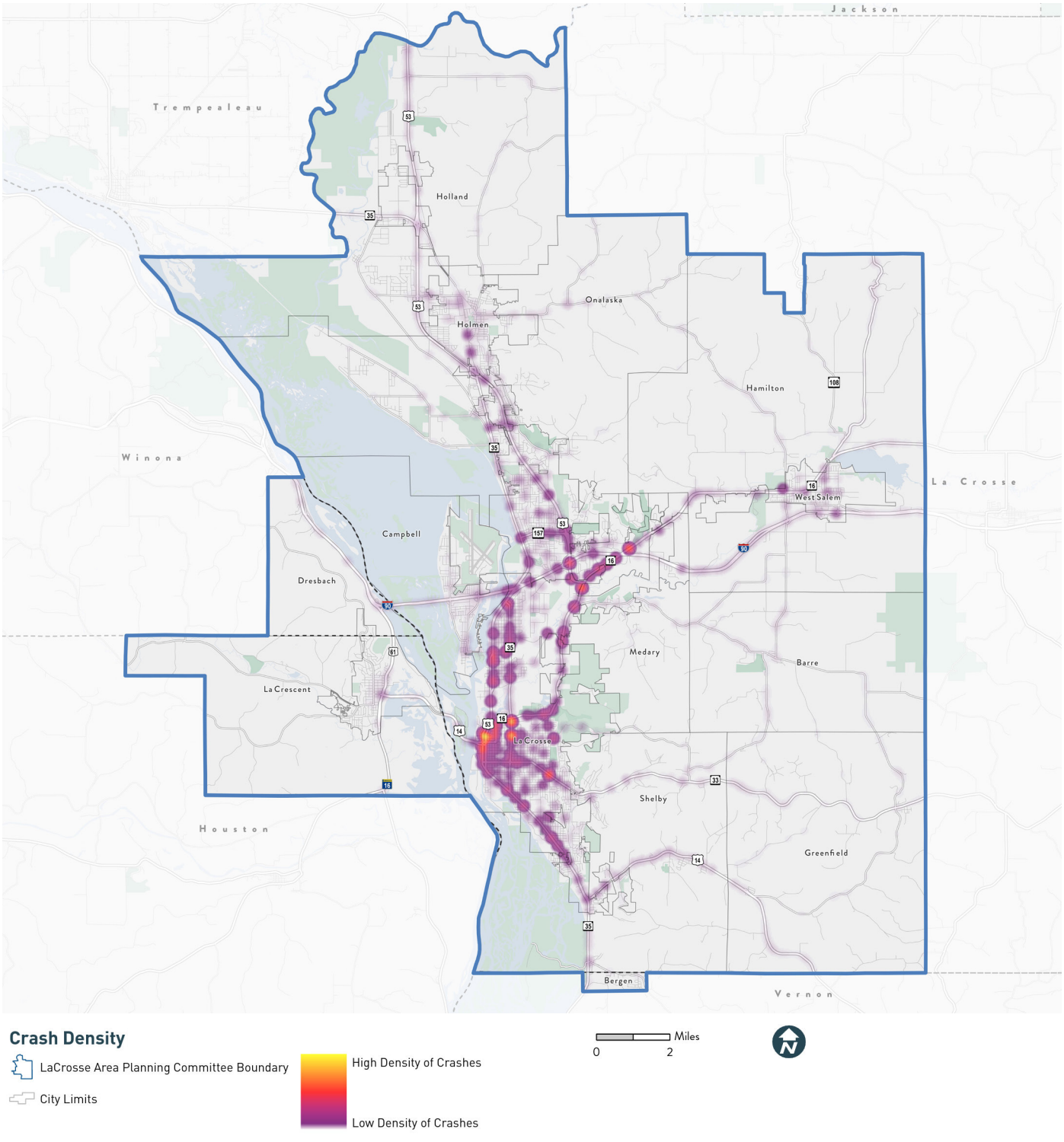
Figure 6. Crash Data Overview



To visualize where crashes are concentrated, crash locations were mapped and reviewed using heat mapping and a location-based approach. Figure 7 shows a heat map of the highest crash densities across the region. This map provides context for certain corridors and intersections for further analysis. More detailed maps of crash history are provided in ***Appendix A***.

60% OF TOTAL CRASHES OCCUR AT INTERSECTIONS. LESS THAN 2% RESULT IN FATAL OR SERIOUS INJURIES, AVERAGING 51 FATAL OR SERIOUS CRASHES PER YEAR, WHICH IS ABOUT 4.25 CRASHES PER MONTH.

Figure 7. Crash Density Map (2015-2024)



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

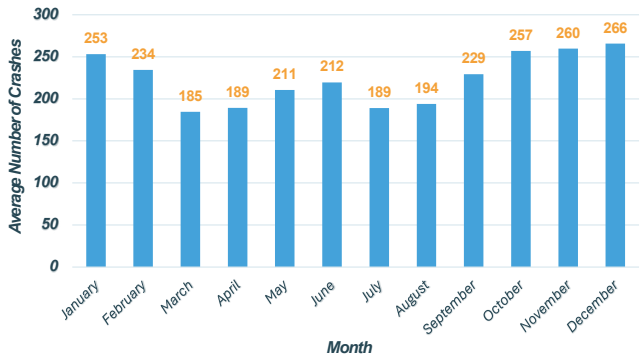
REGIONAL CRASH ANALYSIS

Monthly Crash Distribution

In reviewing the monthly crash distribution, more crashes were reported during the winter months than during the summer months. October, November, December, and January were particularly high crash months, seeing 15% more crashes than the average month, and 37% more than the months of March, April, July and August, the four months with the lowest average number of crashes. There is a spike in the number of crashes in May and June, but that average goes down again for July and August. The 10-year monthly crash average can be seen in Figure 8.

Winter weather plays a big role in the crashes in the region, with the most crashes occurring in November and December. Poor roadway conditions are more common in winter months and more travel is occurring outside of daylight hours and during holiday season.

Figure 8. 10 Year Monthly Crashes (2015-2024)

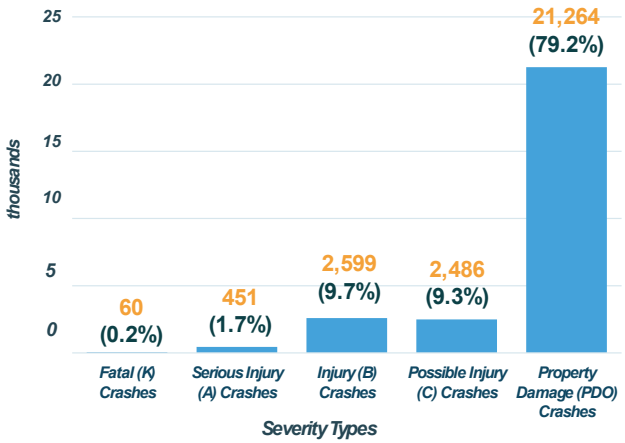


There are a few possible reasons for the spike in crashes in May and June, including better weather and clearer roads leading to an increase in speeding, higher traffic volumes, and higher activity amongst bicyclists and pedestrians.

Crash Severity Distribution

Crashes are not evenly distributed amongst severity types. As seen is Figure 9, most crashes (almost 80%) are non-injury, property damage only (PDO) crashes. Possible injury (injury C) and minor injury (injury B) crashes, each make up about 9% of all crashes, while Major Injury Crashes (injury A) and Fatal crashes make up the remaining 2%, with Fatal crashes representing 0.23% of all reported crashes.

Figure 9. Crashes by Severity (2015-2024)



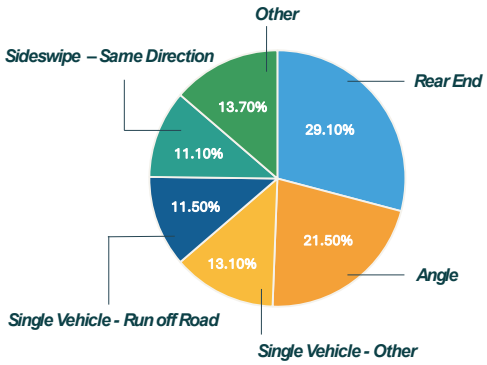
Property damage only crashes represent the vast majority of all crashes in the region (79%), but one out of every five crashes involve an injury or possible injury. It's critical to focus on reducing this number, partially through changes to the roadway system.

Severity A or fatal crashes remain generally rare and comprise less than 2% of all reported crashes. However, over 10 years, this still **averages out to 51 fatal or injury A crash in the region per year, an average of 4.25 per month,** emphasizing the need for systemic safety improvements.

Crash Type Distribution

Across the 10-year dataset, five crash types make up more than 85% of the crashes seen across the entire LAPC region. They are Rear End (29.1%), Angle (21.5%), Single Vehicle – Other (13.1%), Single Vehicle – Run Off Road (11.5%), and Sideswipe – Same Direction (11.1%). Figure 10 below details crashes by type and Table 1 details each crash type and its characteristics.

Figure 10. All Severities Crashes by Type (2015-2024)



KSI (Killed or Seriously Injured) crashes are a subset of crashes that result in a fatality or serious injury. Reviewing KSI crashes separately from total crashes provides insight into the crash types most associated with severe outcomes. While some crash types occur frequently, others represent a relatively small share of total crashes but account for a larger share of fatalities and serious injuries.

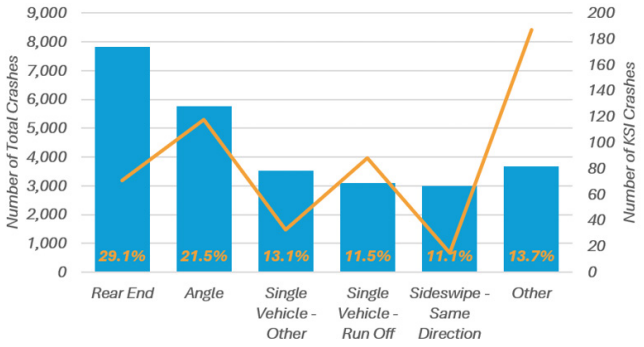
As seen in Figure 11, compared to their overall share, single-vehicle run off and angle crashes account for a disproportionately high percentage of fatal and serious injury crashes. Although less frequent overall, head-on crashes (2% of total crashes, 9% of fatal and serious injury crashes), pedestrian crashes (1% of total crashes, 5% of fatal and serious injury crashes), and bicycle crashes (1% of total crashes, 5% of fatal and serious injury crashes) also represent a higher share of fatal and serious crashes than their overall occurrence suggests.

Table 1. Crash Types and Characteristics

Type of Crashes	What It Looks Like	Typical Speed	General Severity Risk
Rear End 	One vehicle strikes the back of another vehicle. Common near signals, stop signs, and congestion	Low to Moderate	Less severe on urban roadways, but higher on rural or other high speed roadway
Angle 	Perpendicular or near-perpendicular vehicle collision. Typically occur at intersections. Sometimes referred to as "T-Bone" crashes	Moderate to High	High severity risk
Single Vehicle - Other	Single vehicle crashes that don't involve a roadway departure. Often involve vehicles colliding with animals, parked vehicles, debris, or other objects on the roadway	Varies	Moderate severity
Single Vehicle - Run Off Road	Vehicle leaves the roadway and strikes a tree, ditch, pole, or embankment	Moderate to High	High severity risk
Side Swipe - Same Direction 	Vehicles traveling in the same direction make contact while changing lanes or merging	Low to Moderate	Less severe on urban roadways, but higher on rural or other high speed roadway

Head On 	Vehicles traveling in opposite directions collide.	High	Very high severity risk
Pedestrian 	Motor vehicle strikes a person walking or crossing.	Varies	Very high severity risk
Bicycle 	Motor vehicle collides with a person bicycling.	Varies	Very high severity risk

Figure 11. Total and Killed or Seriously Injured (KSI) Crashes by Type (2015-2024)



Other key takeaways are:

- Rear end crashes account for almost 30 percent of all crashes, but their share of fatal and serious injury crashes was much lower.
- Angle crashes resulted in the most fatal and serious injury crashes, emphasizing a need for clear sight lines, appropriate traffic control, and safer vehicle speeds, especially at intersections.
- Single vehicle crashes (of all types) account for one quarter of all crashes in the region.

REAR END CRASHES ACCOUNT FOR ALMOST 30 PERCENT OF ALL CRASHES WHILE ANGLE CRASHES WERE RESPONSIBLE FOR THE MOST FATAL AND SERIOUS INJURY CRASHES.

Crashes by Functional Classification

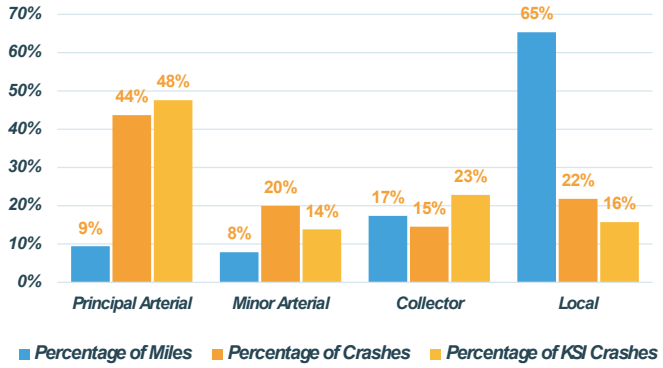
Functional classification is a system that categorizes roads based on their purpose and the type of service they provide, such as mobility or access to property. Table 2 provides a description of different roadway functional classifications. Crashes tend to be concentrated on higher order streets, which is intuitive given the higher traffic volumes on those streets. Figure 12 indicates the following relationship between share of crashes and share of miles on each roadway types:

- **Principal Arterial:** ~9% of system mileage, but account for ~44% of total crashes with ~48% KSI crashes
- **Minor Arterial:** ~8% of mileage, with ~20% of crashes and ~14% of KSI crashes
- **Collector:** ~17% of mileage, carrying ~15% of crashes and 23% of KSI crashes
- **Local:** ~65% of mileage, with ~22% of crashes and 16% of KSI crashes.

Table 2. Roadway Types and Characteristics

Functional Classification	Primary Purpose	What It Feels Like	Typical Urban Speed Range
Principal Arterial	Move large volumes of traffic over longer distances	Major regional corridors with multiple lanes, higher speeds, and higher traffic volumes. Principal Arterial design has historically emphasized vehicle traffic, often creating challenges for non-motorized users.	35-55 mph
Minor Arterial	Move traffic between districts and activity centers	Typically three lane roads (with center left turn lane) or four lane roads that connect major destinations. Typically lower speeds and volumes than Principal Arterials, but still historically designed to prioritize vehicle traffic.	30-45 mph
Collector	Connect neighbor-hoods to larger roads	Typically two lane roads or three lane roads (with center left turn lane) with lower vehicle speeds and volumes than arterial roadways. Mixed comfort levels for non-motorized users.	25-35 mph
Local	Access homes and businesses	Neighborhood street with low traffic volumes. Slow and frequent driveways for drivers. Generally comfortable for non-motorized users.	20-30 mph

Figure 12. Mileage and Crashes by Functional Classifications (2015-2024)



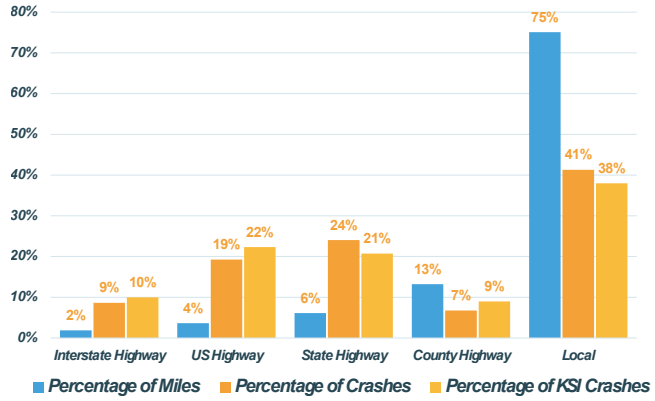
Principal arterials are a small percentage of the overall system mileage but account for almost half of all crashes (and half of all fatal and serious injury crashes). These roads have the highest traffic volumes, speed limits, and crash density in the region, a combination that necessitates safety improvement consideration. Finally, although local roads have the lowest crashes per mile ratio of any functional classification, safety improvements should still be considered in areas where there is a high crash density or a cluster of injury crashes.

US HIGHWAYS HAVE BOTH THE HIGHEST TOTAL CRASH RATE PER MILE PER YEAR (AVERAGING 14.37 CRASHES PER MILE PER YEAR) AND THE HIGHEST KSI CRASH RATE PER MILE PER YEAR (0.317 KSI CRASHES PER MILE PER YEAR)

Crashes by Roadway Jurisdiction

Figure 13 shows the crash distribution organized by road jurisdiction. Local roads saw the greatest share of crashes of any roadway jurisdiction type, with over 41 percent of crashes. State highways had the second largest share of crashes (24 percent), followed by US highways (19 percent), interstate highways (nine percent, and county highways (seven percent).

Figure 13. Mileage and Crashes by Roadway Jurisdiction (2015-2024)



When compared to the total system mileage, US highways have both the highest total crash rate per mile per year (averaging 14.37 crashes per mile per year) and the highest KSI crash rate per mile per year (0.317 KSI crashes per mile per year) over the ten-year study period. County highways and local roads have significantly lower crash rates per mile than the other three jurisdictions. See details in Table 3.

Table 3. Crashes Per Mile Per Year (2015-2024)

Roadway Jurisdiction	Roadway Mileage	Total Crashes Per Mile Per Year	KSI Crashes Per Mile Per Year
Interstate Highway	18.46	12.55	0.28
US Highway	35.97	14.37	0.32
State Highway	60.25	10.72	0.18
County Highway	129.51	1.40	0.04
Local Roads	735.21	1.51	0.03

With State highway, US highway and interstate highway routes under State Department of Transportation (DOT) jurisdiction, more than 50 percent of both total crashes and KSI crashes in the region occurred on routes maintained by state DOTs, despite comprising just 12 percent of the roadway mileage of the region.

State highways have the highest share of crashes resulting in injury, with 24.4 percent of crashes on State highways falling under either injury C, injury B, injury A, or fatal. A combination of higher speed limits, multiple lanes, and frequent access points (as compared to the interstate highway system) increases the severity and likelihood of crashes.

While locally owned roads have the most overall crashes and most fatal crashes, they also comprise a vast majority of the road network. This means local roads have lower crash rates per mile compared to roads under state jurisdiction.

Contributing Factors

Contributing factors are listed in crash reports. Not all crash records include information about contributing factors, and crashes can have multiple factors listed. Table 4 includes the top six contributing factors.

Table 4. Major Contributing Factors

Contributing Factor	Total Crashes	% of Total Crashes	KSI Crashes	% of KSI Crashes
Heavy Vehicle Involved	6,565	24.44%	116	22.70%
Wet/Snow/ Icy Road	6,496	24.18%	80	15.66%
Inclement Weather	3,187	11.87%	36	7.05%
Aggressive Driver	2,151	8.01%	84	16.44%
Impaired Driver	1,067	3.97%	81	15.85%
Speeding Driver	414	1.54%	52	10.18%

Fatal and serious injury (KSI) crashes show a different pattern than crashes overall. While heavy vehicles were involved in nearly 23 percent of KSI crashes, aggressive driving, impaired driving, and speeding were also overrepresented in severe crashes relative to their share of total crashes. For example, speeding accounted for only 1.5 percent of all crashes but more than 10 percent of KSI crashes, while impaired driving represented just 4 percent of all crashes yet nearly 16 percent of KSI crashes. These findings suggest that driver behavior and vehicle characteristics play a significant role in crash severity and should remain a key focus of future safety improvements.

Crashes are heavily impacted by weather conditions, especially during the winter, when snow and ice lower traction for vehicles. A wet/snowy/icy road was listed as a factor for almost a quarter of all crashes, while inclement weather was a factor for 12 percent of all crashes.

Speeding was cited as a contributing factor for just 1.5 percent of all crashes, but was cited as a factor in more than 10 percent of KSI crashes. Similarly, impaired driving was cited as a factor for 4 percent of all crashes.

Heavy vehicles were involved in about 25 percent of crashes. This is a significant number, considering that according to the Federal Highway Administration, in 2023 heavy vehicles accounted for approximately five percent of all registered vehicles nationally, and traveled about 10 percent of the total national vehicle miles traveled (VMT). Heavy vehicles are defined as large, high-mass motor vehicles such as trucks, buses, and other commercial or specialty vehicles with considerations of size, weight, maneuvering limitations, and interaction with other road users as a factor contributed to crash severity, frequency, and injury outcomes. When making future roadway design decisions, additional emphasis should be put on heavy vehicle safety to reduce the number of heavy vehicles involved in crashes. A heat map of heavy vehicle involved crashes is included in ***Appendix A.***

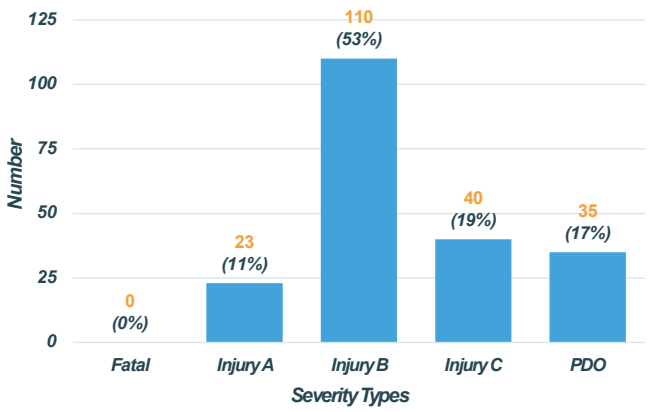
WHILE HEAVY VEHICLES WERE INVOLVED IN NEARLY 23 PERCENT OF KSI CRASHES, AGGRESSIVE DRIVING, IMPAIRED DRIVING, AND SPEEDING WERE ALSO OVERREPRESENTED IN SEVERE CRASHES RELATIVE TO THEIR SHARE OF TOTAL CRASHES.

Bicycle and Pedestrian Crashes

Bicycle and pedestrian crashes are heavily concentrated in the urban areas of the LAPC region, with the vast majority occurring in La Crosse. In total, there were a combined 438 bicycle and pedestrian crashes in the 10-year period, with 371 (84 percent), occurring within the City of La Crosse, 203 of 230 (88 percent) pedestrian crashes, and 168 of 208 (81 percent) bicycle crashes. There were three pedestrian crashes that resulted in fatalities, but no bicycle crashes resulted in fatalities. Over 88% of bicycle and pedestrian crashes resulted in injuries to the bicyclist or pedestrian.

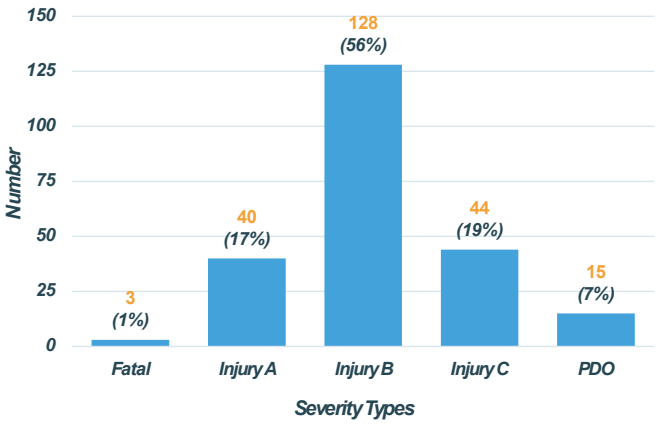
By far the most common crash outcome was minor injuries, as 53 percent of bicycle crashes resulted in injury B. Additionally, over 80 percent of bicycle crashes resulted in injury. Future roadway designs should take safety for bicyclists into consideration to help reduce injury crashes. See Figure 14 for details.

Figure 14. Bicycle Crash Severity (2015-2024)



As seen in Figure 15, Pedestrian crashes caused an injury or possible injury over 90 percent of the time. Very few pedestrian crashes did not involve an injury, however it is possible some pedestrian crashes that do not result in an injury to the pedestrian go unreported due to the low likelihood of damage to a vehicle.

Figure 15. Pedestrian Crash Severity (2015-2024)



Injury B was by far the most common injury designation, and almost one in five pedestrian crashes resulted in a serious injury or fatality, showing the critical need for additional safety measures for pedestrians, and to prioritize the needs of pedestrians when redesigning roads.

HIGH INJURY NETWORK

A High Injury Network (HIN) is a data-driven representation of the roadway corridors and intersections that experience a disproportionate share of fatal and serious injury crashes. Rather than distributing safety investments evenly across the transportation system, an HIN approach focuses attention on the locations where severe crashes are most concentrated, enabling agencies to more effectively target limited resources to achieve the greatest safety benefit.

The HIN was established through an analysis using historical crash data focused on fatal and serious injury outcomes, consistent with Safe System and SS4A guidance. It also includes bicycle and pedestrian crashes of all severity. Bicyclists and Pedestrians are considered Vulnerable Road Users (VRUs), and are important to consider in the HIN due to the high likelihood of a fatality or injury occurring in a crash compared to crashes involving only vehicles.

The first step of identifying the HIN was calculating the frequency of the above crash types and ranking the area road segments on a percentile scale (a higher score means there were more severe crashes). In this analysis, fatal and serious injury crashes received greater emphasis, receiving double the weight of minor injury, possible injury crashes, and minor injury, possible injury, and property damage only bicycle and pedestrian crashes.

The creation and features of the HIN do not have an exact definition, however common guidance suggests that the HIN follow these guidelines:

- Use the most recent 10 years of available crash data.
- Limit the HIN to no more than 25 percent of centerline mileage (5-20 percent is typical).
- Capture at least 55 percent of fatal and serious injury crashes in the region.

After assigning scores to all road segments in the study area, roads were added to the HIN, starting from the highest scores, until the network had met the above guidelines.

The identified HIN for the LAPC region includes:

- 11.5% of the region's centerline mileage
- 57.7% of all the crashes in the region
- 73.3% of all fatal crashes
- 66.1% of all serious injury crashes
- 66.9% of all combined fatal and serious injury crashes
- 64.1% all minor injury crashes
- 65.5% of Bike and pedestrian crashes

Figure 16 illustrates how severe crashes are concentrated along key corridors and nodes, particularly in areas with higher traffic volumes and multimodal activity. Refer to ***Appendix A*** for detailed maps of the HIN in the region.

HIN: BY THE NUMBERS
the high injury network accounts for:



66.9% of the region's Fatal (K) & Serious Injury (A) crashes

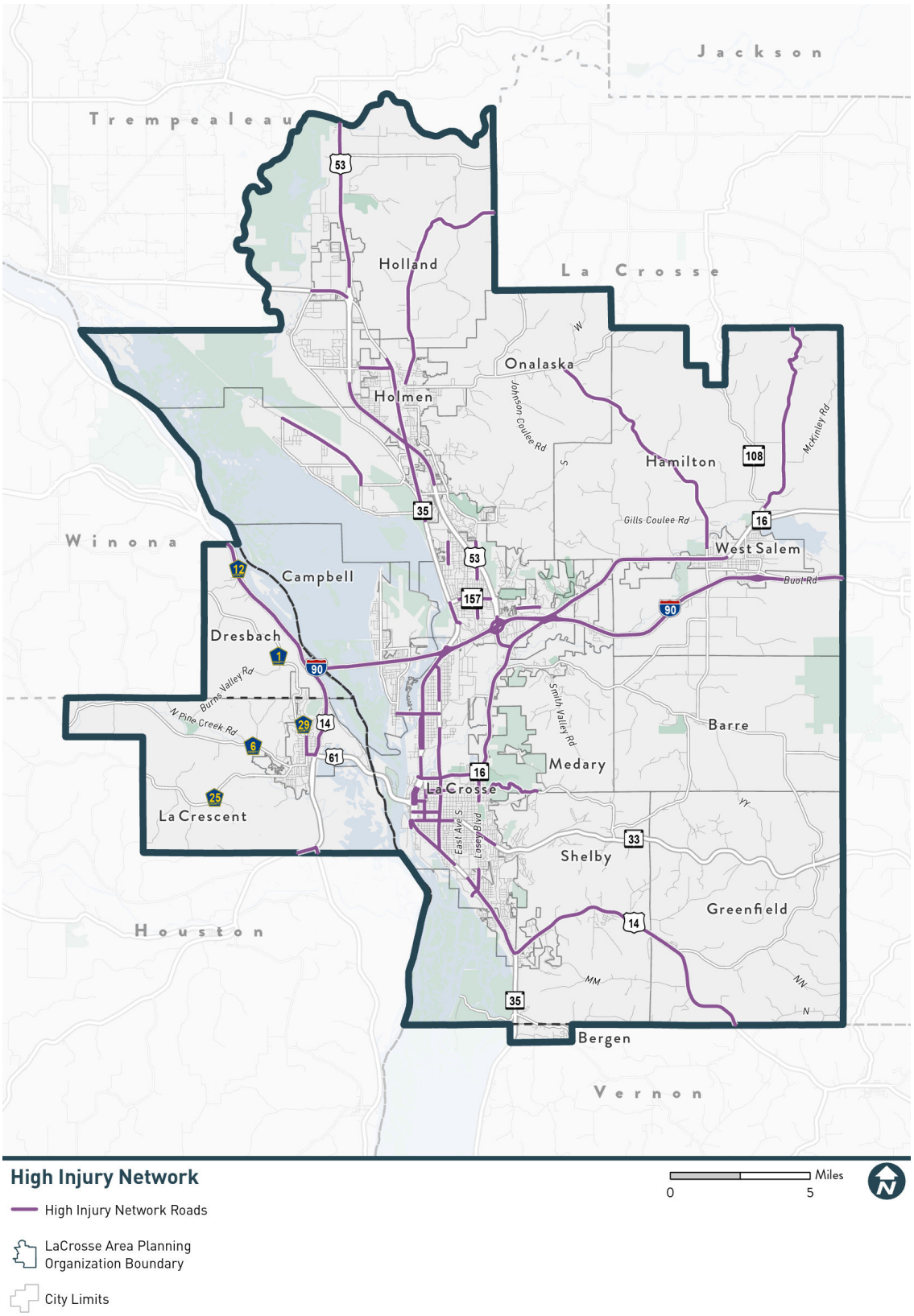


65.5% of the region's combined Bike and Pedestrian crashes



11.5 % of the total mileage in the region

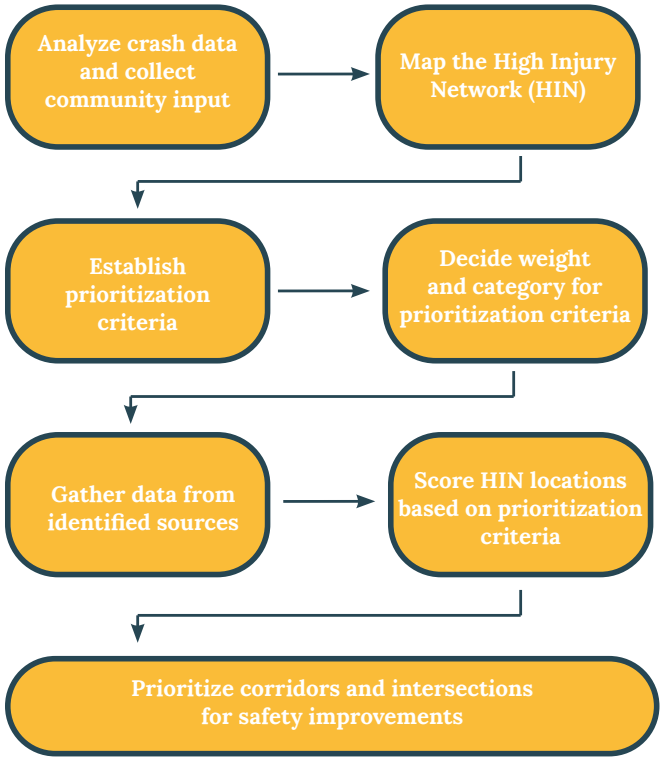
Figure 16. High Injury Network Overview



The HIN was developed and informed through coordination with the Task Force group, which includes representatives from local jurisdictions, transportation agencies, public safety partners, and other regional stakeholders. Task Force members provided input on the interpretation of crash patterns, the resulting network, and how the HIN should be used to support safety decision-making across the region. This collaborative approach ensured that the HIN reflects both quantitative data and local knowledge, strengthening its credibility.

The HIN represents the critical link between system-wide safety analysis and location-specific action. By clearly identifying corridors and intersections with the highest concentrations of fatal and serious injury crashes, the HIN establishes a list of locations that are eligible for further evaluation and prioritization. Figure 17 illustrates this progression from network screening to location-specific action.

Figure 17. Prioritization Framework



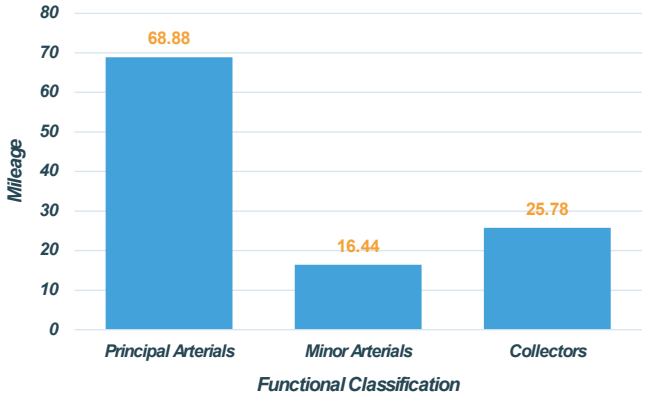
The HIN serves as the starting point for the corridor and intersection prioritization process in ***Chapter 5*** to ensure that recommended projects and strategies are focused on locations with the greatest demonstrated safety need and supports transparent, data-driven decision-making.

HIN by Functional Classification

The High Injury Network is made up of the following:

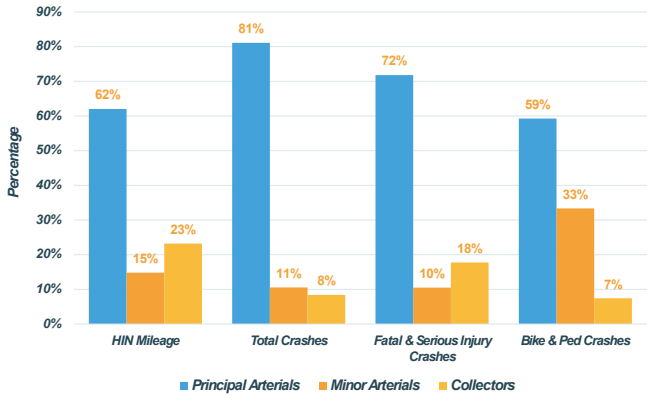
- **Principal Arterials:** 68.88 Miles (62 percent of HIN network)
- **Minor Arterials:** 16.44 Miles (15 percent of HIN network)
- **Collectors:** 25.78 Miles (23 percent of HIN Network)
- **Local Roads:** 0 Miles

Figure 18. HIN Mileage by Functional Classification



While accounting for 77 percent of the HIN mileage, principal arterials and minor arterials account for 92 percent of the total crashes on the HIN, including 82 percent of fatal and serious injury crashes along segments (Figure 18 and 19). When combined, principal and minor arterial routes account for 93 percent of bicycle and pedestrian crashes. Minor arterials account for 33 percent of the bicycle and pedestrian crashes, despite comprising only 15 percent of the HIN mileage.

Figure 19. HIN Mileage and Crash Distribution

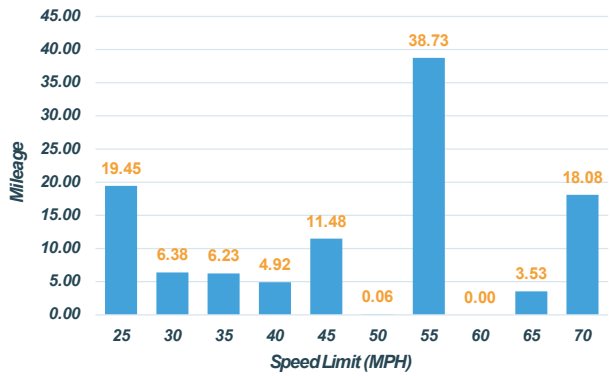


THE HIGH INJURY NETWORK ACCOUNTS FOR JUST 11.5% OF TOTAL MILEAGE, YET IT ENCOMPASSES NEARLY 67% OF FATAL AND SERIOUS INJURY CRASHES.

HIN Mileage by Speed Limit

As seen in Figure 20, the most common speed limit for roads on the HIN was 55 mph, with almost 39 miles of the 111 miles (35 percent) having that speed limit. Additionally, approximately 60 miles of the HIN have speed limits of 55 MPH or higher. Over the entire HIN, the average speed limit was 48 miles per hour.

Figure 20. HIN Mileage by Speed Limit



HIN Characteristics and Risk Factors

The High Injury Network analysis reveals several characteristics that lead to higher crash risk.

HIGH TRAFFIC VOLUMES



HIN Segments have, on average, higher traffic volumes than the region as a whole. This can be attributed to 62 percent of the HIN being functionally classified as principal arterial roadways.

HIGHER SPEED LIMITS



HIN segments have, on average, higher speed limits than the region as a whole, with an average speed limit of 48 miles per hour. The most common speed limit by mileage is 55 miles per hour.

The general characteristics seen on HIN corridors show that **safety improvements should be prioritized on many of the region's high-speed, high-volume corridors.** This does not mean that other roadway safety issues on other roadways should be ignored, but only that increased focus should be paid to locations on the High Injury Network.



CHAPTER 4: ENGAGEMENT

> Add a pedestrian push button light or stop signs. Many secondary school students cross S 11th St and walk on Redwood St E before and after school when traffic is high. The corner to the west is a little blind at the speed some cars travel.

04 | ENGAGEMENT



Overview

Community and stakeholder engagement was a foundational element of the La Crosse Regional Transportation Safety Plan. Throughout the planning process, engagement efforts were designed to be inclusive, accessible, and representative of the diverse communities that live, work, and travel throughout the region. Residents, local governments, advocacy groups, and institutional partners were invited to share their experiences, safety concerns, and priorities to help shape the plan's vision and direction. A mix of in-person and virtual strategies, including pop-up meetings at community events, task force meetings, online public surveys, and interactive mapping tools were used to reach people across the region.

Input gathered through this process highlighted key safety challenges such as high-risk corridors, unsafe crossings, and gaps in pedestrian, bicycle, and transit infrastructure. This feedback directly informed the identification of the High Injury Network, the development of safety strategies, and the prioritization of projects and policies. This chapter summarizes the engagement activities undertaken, key themes that emerged from public input, and how community feedback was incorporated into the plan's final recommendations.

Additionally, this chapter is built on recent outreach completed for the 2024 Bicycle and Pedestrian Plan and Metropolitan Transportation Plan (MTP). Survey results, interactive mapping data, and community feedback from those efforts were reviewed and incorporated into this planning process to identify safety concerns, validate crash analysis findings, and help target additional outreach to underrepresented and key stakeholder groups. This approach reduced engagement fatigue while ensuring community input continued to inform transportation safety priorities across the region.

TASK FORCE GROUP

The Project Task Force was established at the start of the project to guide the overall process and ensure input from local agencies and partners was well represented in the process. In addition, the Task Force members advised on public engagement opportunities, reviewed safety analysis results, assessed project recommendations and safety project locations, and advised on next steps for implementation and conceptual design. The Task Force met roughly every quarter, convening four times over the course of the project. Their primary responsibilities were to:

- Assist the project team in understanding current transportation safety needs and community priorities
- Take part in conversations about local safety challenges
- Offer insights into problem areas, near-misses, or other specific concerns
- Suggest ideas for improving safety,
- Review and comment on proposed safety recommendations

COMMUNITY EVENTS

A series of pop-up engagement activities were conducted across the region to connect with residents in familiar, accessible settings and gather informal feedback on transportation safety concerns. These events allowed project staff to meet people where they were already gathering, provide project information, and encourage participation through conversation and interactive tools. Across events, participants shared location-specific safety concerns related to walking, biking, driving, and accessibility.

Pop-Up #1 *(University of Wisconsin-La Crosse)*

On October 1, 2025, the project team hosted a pop-up event at the University of Wisconsin–La Crosse Student Union, engaging approximately 20 students. The setup included a project information board, a map of the study area, and handouts with a QR code linking to the project website. Students shared feedback directly with staff, with several noting safety and mobility challenges in the downtown area, particularly at pedestrian crossings and along campus routes. Concerns about bike theft around campus were also raised. In coordination with university staff, project posters were displayed throughout campus to increase awareness of the plan.



Engagement at the University of Wisconsin-La Crosse inside the Student Union building.

Pop-Up #2 *(Western Technical College)*

Another pop-up event was held on the same day at Western Technical College outside the Kumm building, attracting approximately 50 participants, including students and faculty. Participants raised questions about pedestrian access, the accessibility of campus pathways, and how future safety improvements could affect daily travel patterns. Feedback emphasized the importance of inclusive, accessible infrastructure and clear communication about potential changes.



Project staff spoke to a community member on the campus of Western Technical College.

Pop-Up #3 (Bingo Night Event with Beer by Bike Brigade)

In the evening of October 1, 2025, the project team collaborated with Beer By Bike Brigade at a popular Bingo Night event in the Onalaska Omni Center. The event generated strong interest and discussion, with approximately 20 comments submitted through the interactive online map and more than 10 written comments collected onsite. The project team was able to engage with more than 120 community members. Some of the key concerns raised were about roundabout safety, limited sightlines in downtown areas, pedestrian safety at unsignalized intersections, and speeding at busy intersections throughout the region.



Residents gathered at the pop-up booth at the Onalaska Omni Center during a popular Bingo Night event.

Pop-Up #4 (Week Without Driving Bike Tour)

During the Week Without Driving event organized by the City of La Crosse and LAPC, project staff joined approximately 35 participants, including elected officials, WisDOT representatives, and community members, for a guided bike tour. The event provided opportunities for participants to discuss safety concerns and mobility challenges directly with local and state officials. The project team introduced the plan to attendees and directed them to provide additional input on the project website.



The plan was shared with the Week Without Driving Bike Tour attendees.

Pop-Up #5 (Holmen Area Community Center)

On November 11, 2025, the project team engaged approximately 30 residents in a Family Fun Night event at the Holmen Area Community Center. Parents highlighted concerns about walking and biking routes to schools, while children shared their perspectives on safer crossings. Several participants raised safety concerns at the intersection of WIS 35 and Schaller Boulevard, particularly for pedestrians crossing WIS 35 to travel to Kwik Trip and other nearby businesses and the adjacent senior living facility. Feedback emphasized the importance of family-friendly and age-inclusive safety improvements.



Project staff spoke with residents at the Holmen Area Community Center.

STAKEHOLDER MEETINGS

In addition to public engagement activities, the project team participated in several stakeholder meetings to review technical findings, validate regional safety concerns, and gather feedback from project partners. These meetings focused on crash data analysis, high-risk locations, and coordination across jurisdictions to support effective implementation of safety strategies.

Project Team Site Tour

On November 11, 2025, an in-person tour was held to review high-crash locations identified from the preliminary crash data analysis. The tour provided an opportunity to observe roadway conditions firsthand and discuss safety challenges in context, including roadway geometry, surrounding land uses, and user behavior. During the tour, team members visited five high-crash locations to discuss contributing factors to serious and fatal crashes, such as intersection design, speed, sightlines, pedestrian and bicycle accommodations, and multimodal conflicts. The tour helped ground the data-driven analysis in real-world conditions and informed refinement of priority corridors and intersections. Feedback from the tour was incorporated into subsequent plan development and recommended prioritization efforts.



Project team members at the intersection of Mormon Coulee Road (Hwy 14) and Losey Boulevard.

Wisconsin Department of Transportation

The project team met with representatives from the Wisconsin Department of Transportation (WisDOT) to introduce the La Crosse Regional Transportation Safety Plan and review key technical elements. The meeting included an overview of the project purpose and scope, a summary of regional crash data trends, and a review of the draft High Injury Network. WisDOT staff provided feedback on the analysis approach and discussed opportunities for coordination between state and regional safety initiatives. Input from this meeting helped ensure alignment with state safety priorities and informed the refinement of the plan. The discussion also acknowledged ongoing WisDOT studies of major regional corridors, coordinating this plan with concurrent state safety efforts.

Municipality Meetings

LAPC staff delivered a presentation to municipal boards across the region, introducing the Safe Streets For All program and outlining the project's objectives. The meetings included time for attendees to ask questions. Informational handouts were distributed to provide further context and audience members were encouraged to participate in the online surveys. Individual meetings were held with the following municipalities:

- Village of Holmen Plan Commission
- Town of Shelby Board
- Village of West Salem Board
- Town of Greenfield Board
- Town of Onalaska Board
- Town of Hamilton Board
- Town of Holland Board
- Town of La Crescent Board
- Town of Campbell Board
- City of La Crosse Board of Public Works
- City of La Crescent Council

La Crosse Library Engagement

LAPC staff and the City of La Crosse staff presented on the topic of designing safe streets to a group of around 30-40 people of 55+ year olds as part of La Crosse Public Library's 'Monday Mornings at Main' program in February 2026. At the end of the presentation, around 10 physical surveys were provided and the staff directed audience to engage with the online survey as an alternative option.

ADDITIONAL ENGAGEMENT INITIATIVES

Several additional engagement tools and strategies were used to supplement the in-person engagement efforts previously described. Additional engagement efforts included a dedicated project website, social media, project flyers, and regional coordination.

PROJECT WEBSITE

A dedicated project webpage served as the primary source of information for the La Crosse Regional Transportation Safety Plan. The webpage provided an overview of the plan's purpose, schedule, and key milestones, and was updated throughout the planning process. It also included an online crash data dashboard, highlighted upcoming engagement opportunities, and provided direct access to the interactive online comment map, allowing community members to share location specific safety concerns.

SOCIAL MEDIA AND PUBLIC MESSAGING

LAPC and partner communities used digital communication channels to share project updates, promote engagement opportunities, and encourage use of the interactive comment map. Messaging focused on raising awareness of the plan, explaining how public input would be used, and reminding residents of opportunities to participate. These efforts helped extend the reach of engagement activities beyond in person events and supported consistent communication throughout the region.

FLYER DISTRIBUTION

To reach residents who may have limited access to online engagement tools, printed outreach materials were distributed at community events, campuses, libraries, and public gathering spaces throughout the region. Flyers and handouts included project information, upcoming engagement opportunities, and QR codes linking to the project website. This approach helped broaden awareness of the plan and encouraged participation from a diverse range of community members.

REGIONAL COORDINATION

As a bi-state Metropolitan Planning Organization, LAPC worked with local and state transportation agencies during planning. LAPC staff provided social media materials to the La Crosse Chamber of Commerce for distribution through newsletters. This ongoing coordination helped align with wider transportation and safety efforts, ensured consistency across jurisdictions, and strengthened the regional strategy to reduce crashes.

INTERACTIVE ONLINE COMMENT MAP

A custom-built interactive map tool was designed for the plan to collect location-specific input from residents between October 2025 and May 2026. Residents could drop pins and describe issues or concerns by travel mode; walking, biking, driving, transit, and rolling/mobility devices (Figure 21). The

map received 91 comments and generated 685 page views, including 480 unique visitors. The comments provided valuable insight into community safety concerns and recurring transportation challenges throughout the region. While specific issues varied by location, several themes emerged consistently across travel modes.

COMMUNITY MEMBER CONCERNS

- Speeding and aggressive driving, particularly on major corridors such as Highway 35, Highway 53, and La Crosse Street.
- Safety challenges at intersections, including limited visibility, inadequate traffic control, and difficult turning movements.
- Gaps in pedestrian infrastructure, including missing crossings, incomplete sidewalk networks, and driver yielding concerns.
- Inconsistent bicycle facilities and conflicts between bicyclists and turning vehicles.
- Major roadways that create barriers to safe pedestrian and bicycle travel and limit crossing opportunities.

Community members also identified a range of improvements they would like to see implemented to address these concerns and improve safety.

COMMUNITY MEMBER DESIRES

- Safer pedestrian crossings, including RRFBs, median refuges, and signal enhancements.
- Upgraded traffic control, such as new or improved signals, stop control, and roundabouts.
- Traffic calming measures to reduce vehicle speeds and improve safety.
- Protected and connected bicycle infrastructure to improve network continuity and rider comfort.
- Improved visibility and maintenance, including lighting, pavement condition upgrades, and winter maintenance operations.

The interactive map comments were used to inform the development of the High Injury Network, safety emphasis areas, and recommended strategies included in this plan. A complete summary of the comments, mapped locations, and public input findings is provided in ***Appendix B***.

COMMUNITY INSIGHTS

"It's become acceptable to speed, use phone while driving, not use turn signals until you begin to turn or change lanes, shave 2 minutes off your commute at the risk of everyone's safety."

"...cars will not move over. I've been honked at, splashed, yelled out, swerved at by drivers on the their phones.."

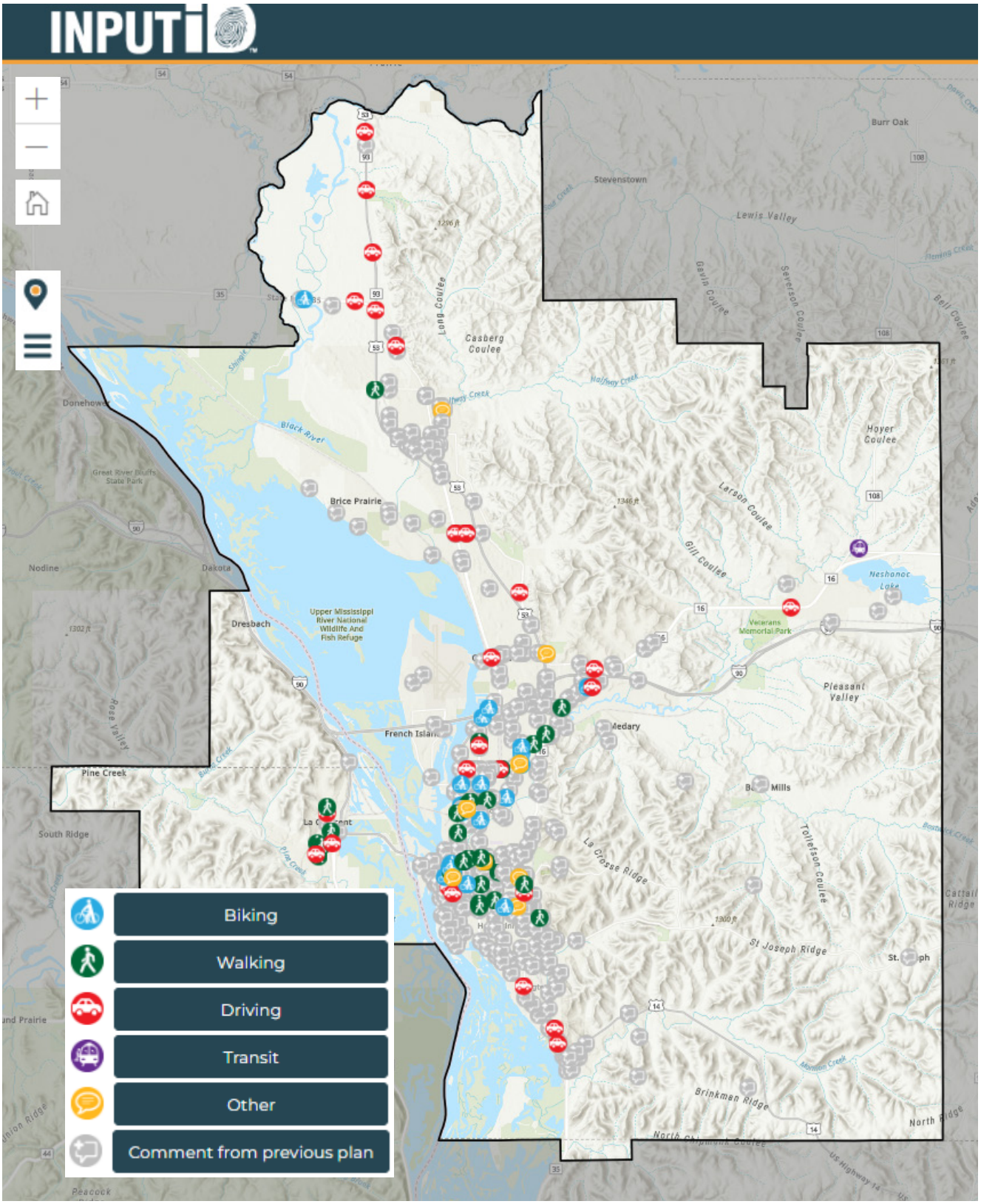
"...this is a 30mph road, but people drive 50mph and there is a blind hill. It is incredibly dangerous. We need enforcement."

"...for wheelchair/handicapped citizens, many of the sidewalks are too narrow. They took away sidewalk space for trees planting enclosed in a cement heightened area... it is a trip hazard, a raised part of the cement making it dangerous for us."

"Bike lane needed in the Town of Holland on McHugh Road. No shoulders, 35-45 mph traffic and lots of kids trying to get into town and bike to school."

"...cyclists on county roads. As a driver, it is challenging to navigate the multiple turns and hills while ensuring the safety of cyclists sharing those roads.."

Figure 21. Interactive Map with Community Member Comments



ONLINE SURVEYS

Three online surveys provided valuable input for the La Crosse Regional Transportation Safety Plan:

- The Regional Transportation Safety Plan gathered 142 responses, primarily from older adults.
- The University of Wisconsin-La Crosse (UWL) Safety Survey collected 834 responses from participants.
- The Western Technical College (WTC) Safety Survey received input from 206 WTC participants.

Together these results highlight consistent themes while revealing differences across respondent groups.

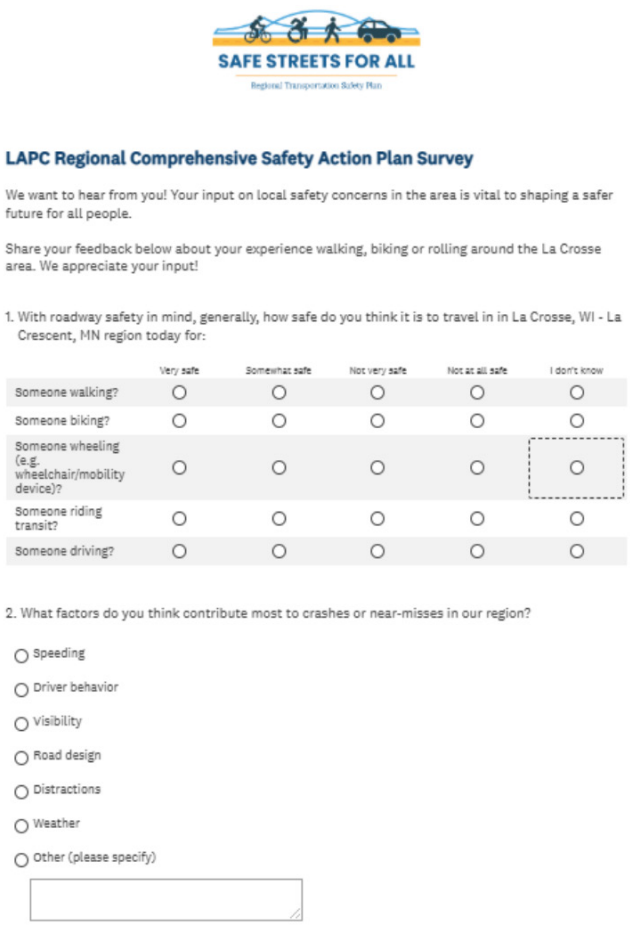
Regional Transportation Safety Plan Survey

A project-specific online survey was launched through the project website and promoted through various outreach channels between December 2025 to May 2026. The survey consisted of five questions designed to better understand residents' perceptions of transportation safety, identify key concerns, and gather feedback on potential safety improvements. Figure 22 shows the survey interface. The complete survey results are provided in ***Appendix B***.

Survey responses indicated that participants generally viewed driving and walking as somewhat safe, while bicycling and wheeling/mobility device travel were perceived as less safe. Driver behavior was identified as the leading contributor to crashes, followed by distracted driving and roadway design concerns. Many respondents reported avoiding certain roads, intersections, or travel times because of safety concerns.

When asked about potential safety strategies, respondents showed the strongest support for increased traffic law enforcement and street designs that prioritize safety over vehicle speed. Lower speed limits and media-based safety campaigns received comparatively less support. Open-ended responses frequently referenced speeding, aggressive driving, distracted driving, and gaps in bicycle infrastructure. Comments revealed mixed opinions regarding bike lanes, with some participants requesting additional protected facilities while others expressed concerns about their implementation. Frequently cited locations included Highway 16, Highway 53, 2nd Street, Cass Street, and the South Avenue roundabouts.

Figure 22. Regional Transportation Safety Plan Survey



UWL Safety Survey

The survey consisted of five questions, and was shared as part of a broader campus-wide safety survey to gather input from university students, faculty, and staff. Roughly 30 percent of respondents said they avoid certain roadways. Speeding and driver behavior topped the list of contributing factors to crashes or near-misses, followed closely by distractions. Safety perceptions followed a pattern similar to the Regional Transportation Safety Plan survey, with driving rated highest and wheeling lowest. Numerous specific locations were flagged, including West Avenue, Losey Boulevard, State Street, and downtown corridors. Additional comments pointed to poor winter maintenance, narrow streets with on-street parking, and limited lighting as ongoing challenges. A full summary is provided in ***Appendix B***.

WTC Safety Survey

The survey consisted of four questions and focused on student travel experiences and safety perceptions. Only 18 percent of student respondents reported avoiding roadways, suggesting a somewhat higher baseline comfort level with local travel. Driver behavior and distractions again ranked as the top crash contributors, with weather also frequently cited. Driving was perceived as the safest mode, while wheeling was viewed as the least safe. Transit scored highly on perceived safety. Roundabouts and specific corridors such as Highway 16, Highway 53, Cass Street, and West Avenue appeared repeatedly in open-ended responses. Students also noted concerns about pedestrian awareness and cell-phone use. A full summary is provided in ***Appendix B***.

Online Survey Takeaways

All three surveys underscore that driver behavior and distractions are dominant safety concerns in the region.

- Rolling or mobility device travel consistently receives the lowest safety ratings, while transit is viewed favorably where available.
- Enforcement of existing traffic laws and improved street design rank among the most supported strategies.
- Geographic hotspots such as West Avenue, Losey Boulevard, Highway 16, and downtown La Crosse appear across multiple respondent groups.

These findings complement the interactive online comment map by adding quantitative context and demographic breadth to the qualitative locations already identified.

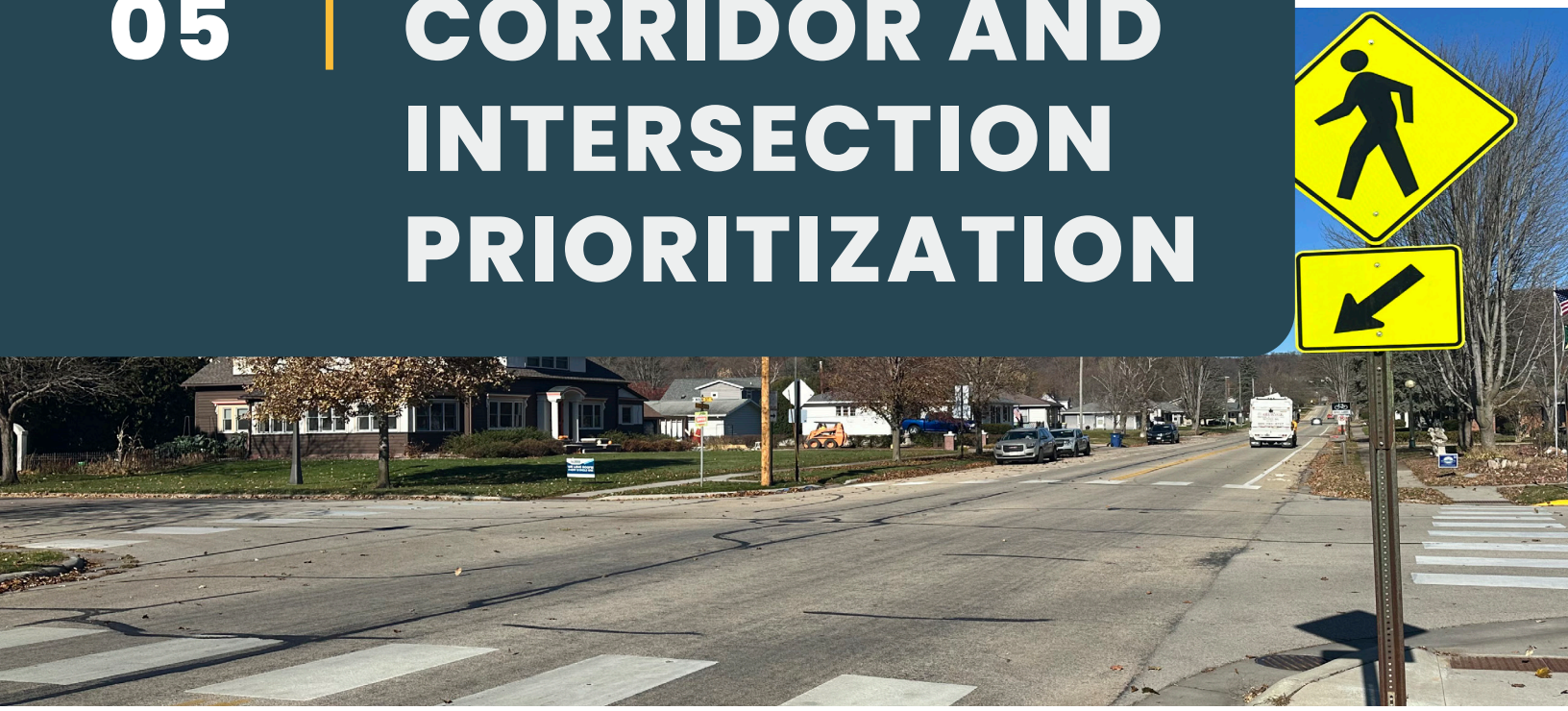
SPEEDING, DRIVER BEHAVIOR, AND DISTRACTIONS ARE CONSISTENTLY IDENTIFIED AS THE LEADING CONTRIBUTORS TO CRASHES, FOLLOWED BY ROADWAY DESIGN CONCERNS.



CHAPTER 5: CORRIDOR AND INTERSECTION PRIORITIZATION

> The prioritization framework allows the project team to compare locations consistently across the region and to identify a short list of high-priority corridors and intersections for further study, investment, and implementation.

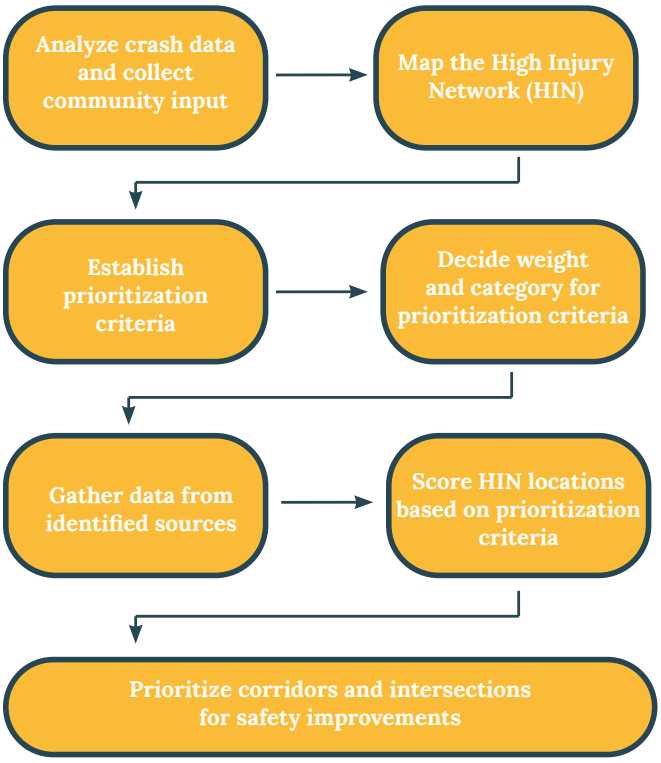
05 CORRIDOR AND INTERSECTION PRIORITIZATION



PRIORITIZATION PROCESS

Following development of the High Injury Network (HIN), the project team conducted a data-driven prioritization process to identify corridors and intersections on the HIN with the greatest relative safety needs. This process was designed to balance crash history with contextual, social, and community considerations, recognizing that severe crash risk is influenced by both historical outcomes and the surrounding built and social environment. The prioritization framework, see Figure 23, allowed the project team to compare locations consistently across the region and to identify a short list of high-priority corridors and intersections for further study, design, and implementation.

Figure 23. Prioritization Framework



Scoring Criteria

The HIN was evaluated using a weighted scoring system consisting of four categories and a total of 16 individual criteria. Each category (Figure 24) reflects a distinct dimension of safety need and contributes to a total possible score of 100 points. The four categories and their individual criteria are described below:

Figure 24. Prioritization Criteria Weight



CRASH HISTORY AND RISK (WEIGHT: 50%)

Crash history and risk is the most heavily weighted category, reflecting the primary goal of reducing fatal and serious injury crashes. This category includes six criteria (50 points total) that capture both crash severity and exposure-related factors:

- Number of fatal and serious injury crashes
- Number of pedestrian- and bicycle-involved crashes
- Total crash frequency
- Traffic volume
- Posted speed limit
- Number of travel lanes

Together, these criteria identify locations where severe crashes are most frequent and where roadway characteristics may increase crash risk.

DESTINATION CONNECTIVITY (WEIGHT: 20%)

The destination connectivity category evaluates how closely a corridor or intersection is connected to key community destinations and facilities. Five criteria (20 points total) were used to assess proximity to:

- Transit stops
- Activity generators such as schools, parks, and commercial areas
- Residential areas
- Existing bicycle facilities
- Existing pedestrian facilities

This category helps prioritize locations where safety improvements may benefit a larger number of users, particularly people walking, biking, or using transit.

COMMUNITY FEEDBACK (WEIGHT: 20%)

Community feedback reflects direct input from the public regarding perceived safety concerns. This category includes one criterion (20 points total) based on the number of community comments identifying a corridor or intersection as a safety concern through public engagement activities.

Elevating community feedback to a standalone category underscores the importance of lived experience and ensures that locations identified by residents receive meaningful consideration.

SOCIAL INDICATORS (WEIGHT: 10%)

The social indicators category incorporates four criteria (10 points total) related to population characteristics, including:

- Minority population
- Low-income population
- Populations with disabilities
- Households without access to a vehicle

These criteria help identify locations where safety investments may address broader access equity challenges.

Task Force Review and Refinement

The Task Force group played a key role in refining the prioritization framework. Members were provided with a draft version of the scoring criteria and preliminary prioritization results and were surveyed to gather feedback. The survey included six questions addressing category weights, initial scoring outcomes, and potential additions or removals of criteria. Based on Task Force input, small adjustments were made to the framework, including increasing the weight of community feedback from 10 percent to 20 percent and reducing the social indicators category from 20 percent to 10 percent following the removal of select indicators. These refinements improved alignment with project goals while maintaining a balanced and defensible scoring approach. Table 5 details the breakdown of the scoring methodology.

Prioritization Results

The final prioritization results identify a ranked list of Top 30 corridors and intersections within the High Injury Network based on total composite scores. Results are presented in Table 6 and 7, which summarizes scores by category and overall ranking for each evaluated location. See Figure 25 for the prioritized High Injury Network map. ***Appendix C*** provides more detailed maps of the prioritization results in the region.

Table 5. Prioritized High Injury Network Scoring Methodology

Category Score Weight %	Category	Criteria	Description	Scoring Method	Max Possible Score
50	**Crash History and Risk**	Fatal/serious crashes	Number of fatal and serious injury crashes attributed to a segment or intersections	0 points: 0 crashes 8 points: 1-2 crashes 16 point: >=3 crashes	16
		Pedestrian and bicycle crashes	Number of crashes involving pedestrians or bicyclists	0 points: 0 crashes 7 points: <3 crashes 14 point: >=3 crashes	14
		Total crashes	Number of total crashes attributed to a segment or intersection	0 points: <5 Crashes 4 Points: 5 - 20 Crashes 8 Points >20 Crashes	8
		Traffic volume	Traffic Volume	0 points: <7,500 vehicles 2 points: 7,500-15,000 4 point: >15,000 vehicles	4
		Speed limit	The corridor speed limit in the project area is greater than 35 miles per hour.	True: 4 points False: 0 points	4
		Travel lane number	Number of travel lanes (>2) on one or more approaches	True: 4 points False: 0 points	4
20	**Destination Connectivity**	Bus stop proximity	Within 500 ft of existing MTU or SMRT Transit Stops	True: 4 points False: 0 points	4
		Activity generators	Within 500 ft of a commercial area, public school, park, library, community center, or grocery store	True: 4 points False: 0 points	5
		Residential area	Within 500 ft of residential areas (land zoned as residential or mixed use)	True: 4 points False: 0 points	5
		Existing bicycle facilities	The project area has existing bicycle facilities.	True: 4 points False: 0 points	3
		Existing pedestrian facilities	The project area has existing pedestrian facilities.	True: 4 points False: 0 points	3
20	**Community Feedback**	Number of responses on comment map	Identified as a safety threat or an area in need of improvement through the public engagement process (e.g. Number of community comments within 250 feet, is in a “hot spot area," etc.) and/or has been previously noted by the public as an issue.	Range: 0 points: 0 comments 10 points: 1 comment 20 points: >=2 comments	20
10	**Social Indicators**	Minority population	Census Block Groups with a high population of minority persons relative to the planning area.	True: 2.5 points False: 0 points	2.5
		Low income population	Census Block Groups with a high population of Low Income persons relative to the planning area.	True: 2.5 points False: 0 points	2.5
		Serve people with disability	Located within an area where population reporting having a disability is greater than the planning area average	True: 2.5 points False: 0 points	2.5
		Serves populations without motor vehicle access	Located within an area where population reporting not having motor vehicle access is greater than the planning area average	True: 2.5 points False: 0 points	2.5
				TOTAL POINTS	**100**

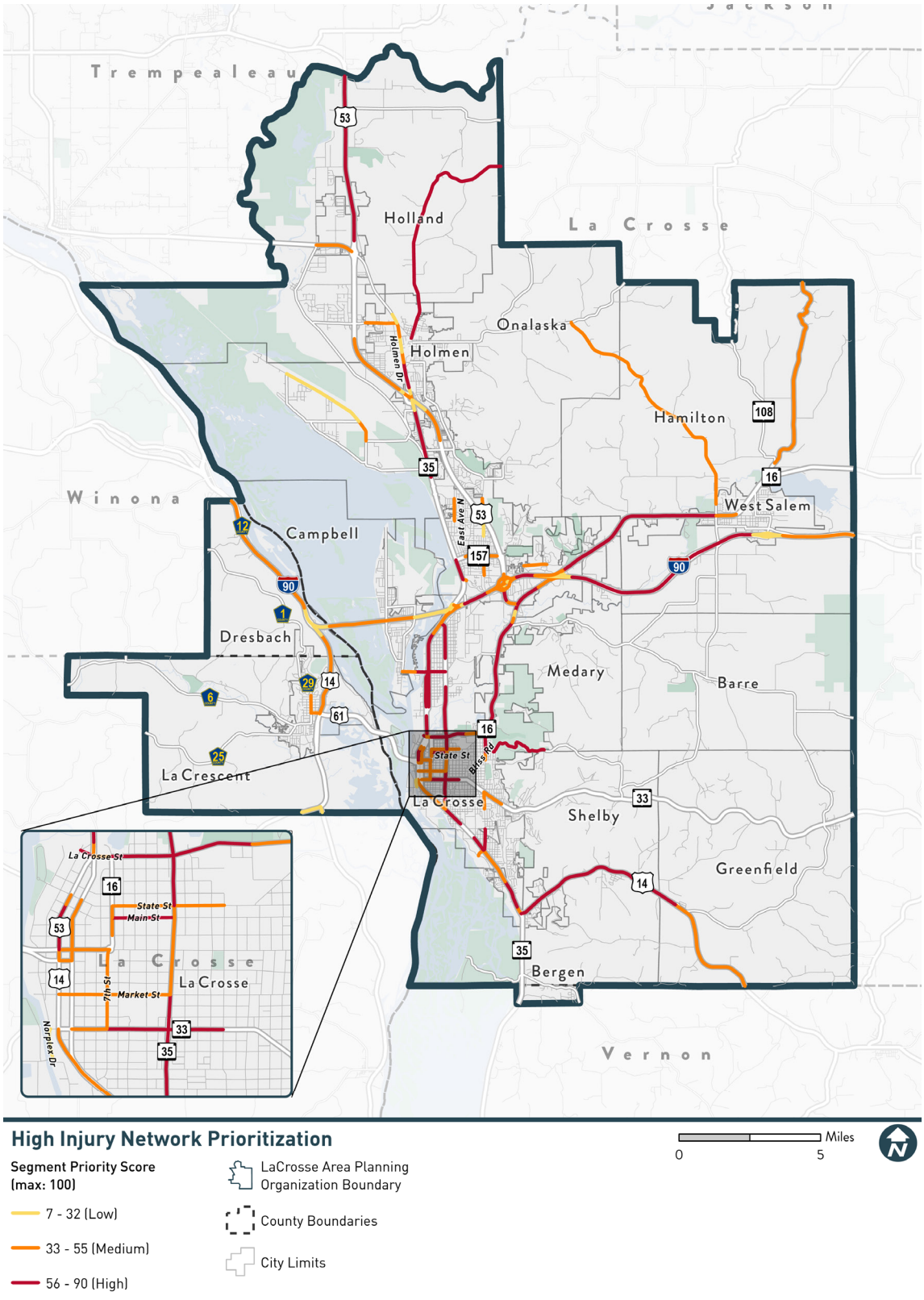
Table 6. Top 30 Highest-Scoring Road Segments on the High Injury Network

Ranking	Roadway	Extents	Priority Score
1	Hwy 35	Palace St to Gillette St	90
2	Hwy 16	Losey Blvd/Edgewood PL to B/Gillette St	79
3	Hwy 14	33Rd St to Marion Rd N	78
4	Hwy 16	La Crosse St/7th St to Hwy 35	75
5	Hwy 53	Monitor St to Clinton St	75
6	Hwy 16	B/Gillette St to B/Conoco Rd	74
7	Hwy 16	Emerald Dr S/Emerald Dr E to M	73
8	Hwy 53	Clinton St to Monitor St	72
9	Hwy 14	M to Hwy 35	71
10	V	Main St to Amundson Coulee Rd	70.5
11	Hwy 53	Causeway Blvd to 2nd St	70
12	Hwy 35	Monitor St to Hwy 16	70
13	Clinton St	Hwy 53 to Hwy 35/Ranger Dr	69
14	Hwy 53	Ramp to T	68
15	Hwy 14	16th St /Thompson St to Hwy 35/West Ave S/Weston St	67
16	Hwy 53	Palace St to Gillette St	66.5
17	Hwy 53	Gillette St to Clinton St	66
18	Hwy 16	Hwy 157 to Braund St	66
19	Hwy 16	Hwy 35 to East Ave N	65.5
20	Hwy 90	12th Ave S to Hwy 53	65.5
21	Losey Blvd	Ward Ave to Hwy 14	65
22	Hwy 90	Ramp IH 90 TO STH 16 (1)/Ramp STH 16 TO IH 90 (2) to Ramp STH 157 TO IH 90 (1)/Ramp IH 90 TO US 53	65
23	Hwy 90	Ramp CTH C TO IH 90 (2) to Ramp STH 16 TO IH 90 (1)/Ramp IH 90 TO STH 16 (2)	65
24	Hwy 33	Hwy 35 to 7th St	63
25	Bliss Rd	F/Briarwood Ave to Main St/28th St	62
26	Hwy 35	Saint Cloud St to Monitor St	62
27	Hwy 16	X to Hwy 157	62
28	Hwy 35	Oak Forest Dr to Hwy 157	61.5
29	Hwy 35	Z/Hilltop Dr to OT	61
30	Hwy 33	16TH ST to Hwy 35	60

Table 7. Top 30 Highest-Scoring Intersections on the High Injury Network

Ranking	Intersection	Priority Score
1	Hwy 53 & Pearl St	87
2	Hwy 14 & Losey Blvd	86
3	Hwy 33 & Hwy 35	84
4	Hwy 14 & 7th St	82
5	Hwy 16 & 7th St & Cass St	82
6	Hwy 35 & Market St	81
7	Hwy 14 & Hwy 16 & Hwy 53	81
8	Hwy 14 & Hwy 53	81
9	Hwy 53 & Clinton St	81
10	Hwy 16 & County Road OS & Kinney Coulee Rd N	81
11	Hwy 35 & OT	80
12	Hwy 53 & King St	79
13	Hwy 53 (4th Street) & Jay St	79
14	Hwy 53 (3rd Street) & Jay St	79
15	Hwy 16 & Main St	79
16	Hwy 53 & Main St	79
17	Hwy 53 & State St	79
18	Hwy Hwy 14 & Hwy 33	78.5
19	Hwy 35 & Cass St	78.5
20	Hwy 35 & King St	78.5
21	Hwy 35 & Main St	78.5
22	Hwy 35 & State St	78.5
23	Hwy 16 & Hwy 35	78.5
24	Hwy 14 & 33rd St	78
25	Hwy 14 & 21st Pl & Victory St	78
26	Hwy 16 & King St	77
27	Hwy 16 & State St	77
28	Hwy 5 & Clinton St & Ranger Dr	77
29	Caledonia St & Clinton St	77
30	Hwy 35 & Pine St	76

Figure 25. Prioritized High Injury Network





CHAPTER 6: SAFETY DESIGN TREATMENTS

> Design treatments that support the concept of 'self-enforcing roads'—roadways that are intentionally designed to encourage safe speeds, improve driver awareness, reduce conflict points, and create a more forgiving environment when mistakes occur.

06 | SAFETY DESIGN TREATMENTS



Overview

This chapter provides a list of safety design treatments that can be considered to address a range of roadway safety issues in the La Crosse area. The table on the pages below outlines an evidence-based set of infrastructure and operational strategies that have been demonstrated to reduce crashes and improve safety for all modes of travel. Many of these design treatments support the Safe System Approach by promoting the concept of 'self-enforcing roads'—roadways that are intentionally designed to encourage safe speeds, improve driver awareness, reduce conflict points, and create a more forgiving environment when mistakes occur. Rather than relying on enforcement or education, self-enforcing roads use physical design elements and operational strategies to make safe behavior the natural and intuitive choice.

Table 8 provides a broad toolbox of safety-focused treatments that are applicable across a variety of roadways, including rural and urban contexts. The treatments are also categorized by safety focus areas to clarify the general context or intent of each. Safety focus areas include:

- Intersections
- Roadway segments
- Speed management
- Pedestrian and bicycle safety
- Roadway departure

Collectively, these treatments represent a range of strategies that local agencies can consider when designing roadway improvements, developing capital improvement programs, and advancing projects through local, state, and federal funding opportunities.

While Table 8 provides a high-level overview of each treatment, additional information is available in ***Appendix E,*** which contains a one-page summary for each safety design treatment in the toolbox.

These summaries are intended to serve as a practical resource for local agencies and transportation practitioners by providing information on each treatment's purpose, key design considerations, expected safety benefits, and candidate locations. Together, Table 8 and the accompanying safety treatment summaries provide choices for selecting context-sensitive solutions that support the region's goal of creating safer, more self-enforcing roadways and eliminating fatal and serious injury crashes.

Table 8. Safety Design Treatments Matrix

Safety Strategy	Description	Context	Focus Areas					Proven Safety Strategy	Research-Supported Safety Data
			Intersections	Roadway Segments	Speed Management	Pedestrian and Bicycle Safety	Roadway Departure		
Accessible Pedestrian Signals (APS)	Audibly communicates information about "walk/ don't walk" intervals for blind or low vision pedestrians.	Urban	☑			☑			
Bicycle Boxes	Designated area painted ahead of the vehicle stop line at a signalized intersection that allows bicyclists to position themselves in front of queued traffic during the red phase, improving visibility and facilitating safer turns and crossings	Urban	☑			☑			
Bicycle Signals	Dedicated bicycle signal heads/phases to reduce conflicts and assign right-of-way for cyclists.	Urban	☑			☑			
Bike Lanes	Unidirectional bike lanes adjacent to traffic to provide dedicated space for cyclists.	Urban / Rural		☑		☑		☑	30% total crash reduction on 2 lane undivided roads 49% total crash reduction on 4 lane undivided roads Emerging research suggests traffic calming benefits

Safety Strategy	Description	Context	Focus Areas					Proven Safety Strategy	Research-Supported Safety Data
			Intersections	Roadway Segments	Speed Management	Pedestrian and Bicycle Safety	Roadway Departure		
Chicanes	Horizontal displacement within the roadway to reduce vehicle speeds.	Urban		☑	☑	☑			Vehicle speed reduction of 8 to 12 mph
Corridor Access Management	Reduce conflict points by restricting midblock left turns and consolidating driveways.	Urban / Rural	☑	☑	☑	☑		☑	Around 2.5% crash reduction per removed access point
Curb Extensions	Extend curb into parking lane to shorten pedestrian crossing distance and improve sightlines. Curb extensions also can provide a traffic calming benefit.	Urban	☑		☑	☑			1.5 mph to 4 mph vehicle speed reducion
Cycle Track/ Separated Bike Lane	Physically separated bikeways (e.g., parking-protected or curb-separated).	Urban		☑		☑			53% reduction in bike crashes compared to standard bike lanes Emerging research suggests traffic calming benefits
Driveway Improvements	Tighten radii, maintain sidewalk level, continuous materials, and clear sightlines to reduce conflicts.	Urban	☑			☑			
Dynamic Speed Signs	Digital signs that show drivers what speed they are driving and if they are speeding. Can be temporary or permanent devices.	Urban / Rural		☑	☑	☑			Most effective at reducing speeds in school zones or speed transition areas. 5% total crash reduction at rural curves.

Safety Strategy	Description	Context	Focus Areas					Proven Safety Strategy	Research-Supported Safety Data
			Intersections	Roadway Segments	Speed Management	Pedestrian and Bicycle Safety	Roadway Departure		
Grade Separated Crossings	Crossing of two roadways by a physical separation so that neither roadway interferes with the other interchange. It reduces pedestrian and cyclist interactions with motor vehicle traffic.	Urban / Rural				☑			
High Visibility Crosswalk Enhancements	Marked crosswalk patterns (continental/ladder) to increase visibility of pedestrian crossings.	Urban	☑	☑		☑		☑	40% reduction in pedestrian injury crashes
In-Road Pedestrian Crossing Signs	Vertical signs installed within the roadway at marked crosswalks to remind drivers to yield to pedestrians, increase awareness of crossing activity, and slow vehicles	Urban	☑		☑	☑			
Intersection Daylighting	Removing on-street parking and other visual obstructions near intersections to improve sight lines	Urban	☑			☑			47% reduction in injury crashes 11% reduction in total crashes
J-Turn (Reduced Conflict Intersection)	Modify how left-turns occur at intersections. A variety of reduced conflict intersection designs exist to accommodate a variety of situations.	Urban / Rural	☑					☑	54% reduction in fatal/serious injury crashes
Lane Diets	Narrow travel lanes to lower speeds and reallocate space to bike lanes, buffers, or wider sidewalks.	Urban / Rural		☑	☑	☑			Narrow 12 ft to 11 ft: Around 1.5 mph speed reduction Narrow 12 ft to 10 ft: Around 5 mph speed reduction

Safety Strategy	Description	Context	Focus Areas					Proven Safety Strategy	Research-Supported Safety Data
			Intersections	Roadway Segments	Speed Management	Pedestrian and Bicycle Safety	Roadway Departure		
Leading Pedestrian Interval (LPI)	Signal timing gives pedestrians a 3–7 second head start before parallel vehicle green.	Urban	☑			☑		☑	13% reduction in pedestrian crashes
Left Turn Phasing (Permissive/ Protected)	Provide dedicated phases for left turn movements at traffic signals.	Urban / Rural	☑						
Lighting	Install/upgrade roadway and crosswalk lighting to improve nighttime visibility.	Urban / Rural	☑	☑		☑		☑	33% to 38% reduction in total nighttime crashes 28% reduction in nighttime injury crashes 42% reduction in night time pedestrian crashes
Median Barriers	Barriers that run parallel to the roadway that separate traffic on divided highways. Barriers help to reduce cross-median crashes.	Urban / Rural		☑			☑	☑	43% reduction in fatal crashes on rural divided highways 30% reduction in injury crashes on rural divided highways
Median Refuge and Crossing Islands	Provide a protected space in the median for two-stage crossings. Especially beneficial on multi-lane roads.	Urban		☑	☑	☑		☑	46% to 56% reduction in pedestrian crashes
No Right Turn on Red (RTOR) Signage	Dynamic or static signs that show when RTOR movements are prohibited. RTOR prohibitions are often intended to reduce conflicts between pedestrians and vehicles making RTOR movements.	Urban	☑			☑			MnDOT research found driver compliance was around 90%

Safety Strategy	Description	Context	Focus Areas					Proven Safety Strategy	Research-Supported Safety Data
			Intersections	Roadway Segments	Speed Management	Pedestrian and Bicycle Safety	Roadway Departure		
Pedestrian Countdown Signal Heads	Pedestrian signal heads that display the amount of time a pedestrian has left to cross the roadway.	Urban	☑			☑			9% reduction in total crashes
Pedestrian Hybrid Beacon (PHB)	Pedestrian-activated beacon with red indication sequence to assign right-of-way for safe crossing.	Urban / Rural	☑			☑		☑	55% reduction in pedestrian crashes 29% reduction in total crashes
Raised Crosswalk	Crosswalk elevated to the sidewalk level to calm traffic at crossings.	Urban	☑		☑	☑			45% reduction in pedestrian crashes
Rectangular Rapid Flashing Beacon (RRFB)	Pedestrian-activated flashing beacons to improve yielding at uncontrolled crossings.	Urban / Rural	☑			☑		☑	47% reduction in pedestrian crashes Vehicle yielding rates often exceed 90%
Retroreflective Backplates	Backplates with retroreflective borders improve the visibility of traffic signals by creating a controlled-contrast background.	Urban / Rural	☑					☑	15% reduction in total crashes
Revise/Remove Channelized Right Turns	Remove channelized right turns or convert to low-angle design to reduce turning speeds and improve sight lines	Urban / Rural	☑		☑	☑			44% reduction in total crashes

Safety Strategy	Description	Context	Focus Areas					Proven Safety Strategy	Research-Supported Safety Data
			Intersections	Roadway Segments	Speed Management	Pedestrian and Bicycle Safety	Roadway Departure		
Road Diet	Reconfigure four-lane undivided roadway to two through lanes + center turn lane; frees space for bike lanes/refuges.	Urban	☑	☑	☑	☑		☑	47% reduction in total crashes
Roadside Barriers	Barriers that run parallel to the roadway on the outside edge that redirect run-off vehicles away from slopes or roadside objects.	Urban / Rural		☑			☑		51% reduction in run-off-road crashes
Roundabout	Convert stop-controlled intersection to roundabout to reduce speed and conflict points.	Urban / Rural	☑		☑	☑		☑	82% reduction in fatal/serious injury crashes
Shared Use Paths / Trails	Off-street, two-way paths for bicyclists and pedestrians.	Urban / Rural		☑		☑			25% reduction in bicycle crashes
Sidewalks	ADA-compliant sidewalks or walkways to separate pedestrians from motor traffic and provide connected routes.	Urban		☑		☑		☑	40% reduction in pedestrian crashes
Signal Retiming / Traffic Signal Coordination	Implement timed and coordinated traffic signals with adequate clearance intervals to improve traffic flow, reduce red-light running, and manage speeds.	Urban	☑		☑			☑	8% to 14% reduction in total crashes 12% reduction in injury crashes

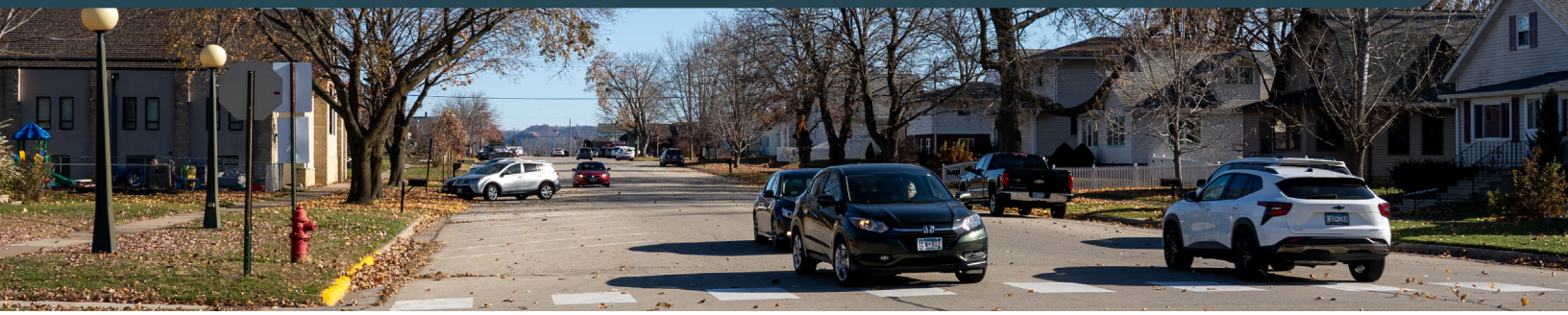
Safety Strategy	Description	Context	Focus Areas					Proven Safety Strategy	Research-Supported Safety Data
			Intersections	Roadway Segments	Speed Management	Pedestrian and Bicycle Safety	Roadway Departure		
Speed Tables	Vertical deflection devices to slow vehicles on local/ collector streets.	Urban		☑	☑	☑			Vehicle speed reduction of 4 mph to 11 mph (speed reduction most significant near the speed table)
Turn Lanes	Separated turn lanes provide dedicated space for slowing or stopped traffic while keep throughlanes clear.	Urban / Rural	☑					☑	28% to 48% reduction in total crashes (important to avoid negative left turn lane offset) Right turn lanes: 14% to 26% reduction in total crashes (important to consider impacts to ped crossing distance)



CHAPTER 7: CONCEPTUAL DESIGNS AND DEMONSTRATION PROJECT OPPORTUNITIES

The following pages summarize existing safety issues at three locations around the region and provide an overview of conceptual design options at each location.

07 CONCEPTUAL DESIGNS AND DEMONSTRATION PROJECT OPPORTUNITIES



Overview

Three locations in the La Crosse region were selected for further study as part of the Regional Transportation Safety Plan. Figure 27 details the three locations that were moved forward for high level analysis and design:

- Intersection of Highway 16 & N. Kinney Coulee Rd. / E Main Street in Onalaska
- Clinton Street, from Rose Street to George Street in La Crosse
- Losey Boulevard, from La Crosse Street to Cass Street in La Crosse

The selection process combined safety data, Task Force input, roadway context, and coordination with local agencies to identify locations where planning-level concepts could provide the greatest impact for near- and long-term safety improvements (Figure 26).

The following pages summarize the existing safety issues at each location and provide an overview of the conceptual design options. The conceptual designs presented are intended solely as preliminary options for discussion and do not represent final design recommendations. Further study is required to confirm the feasibility of these concepts, including traffic operations, environmental review, community and stakeholder engagement, and constructibility before any design alternative can advance.

While a range of alternatives were considered during the planning process, the concepts included in this plan were identified as the most feasible based on the limited level of analysis completed at this planning stage. At the time of this plan development (Fall 2026), there are no construction funds identified for improvements at these three locations.

Figure 26. Project Location Selection Flowchart

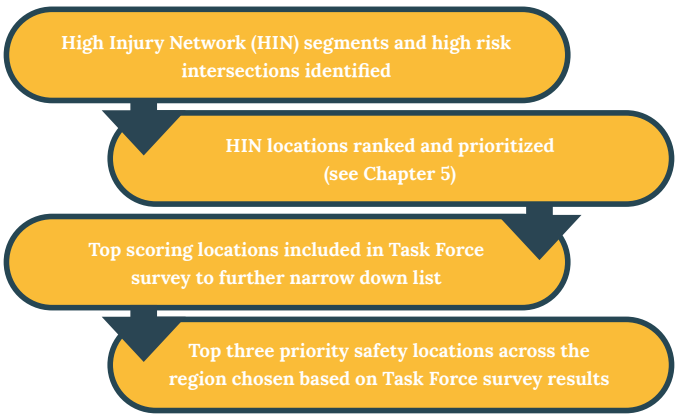
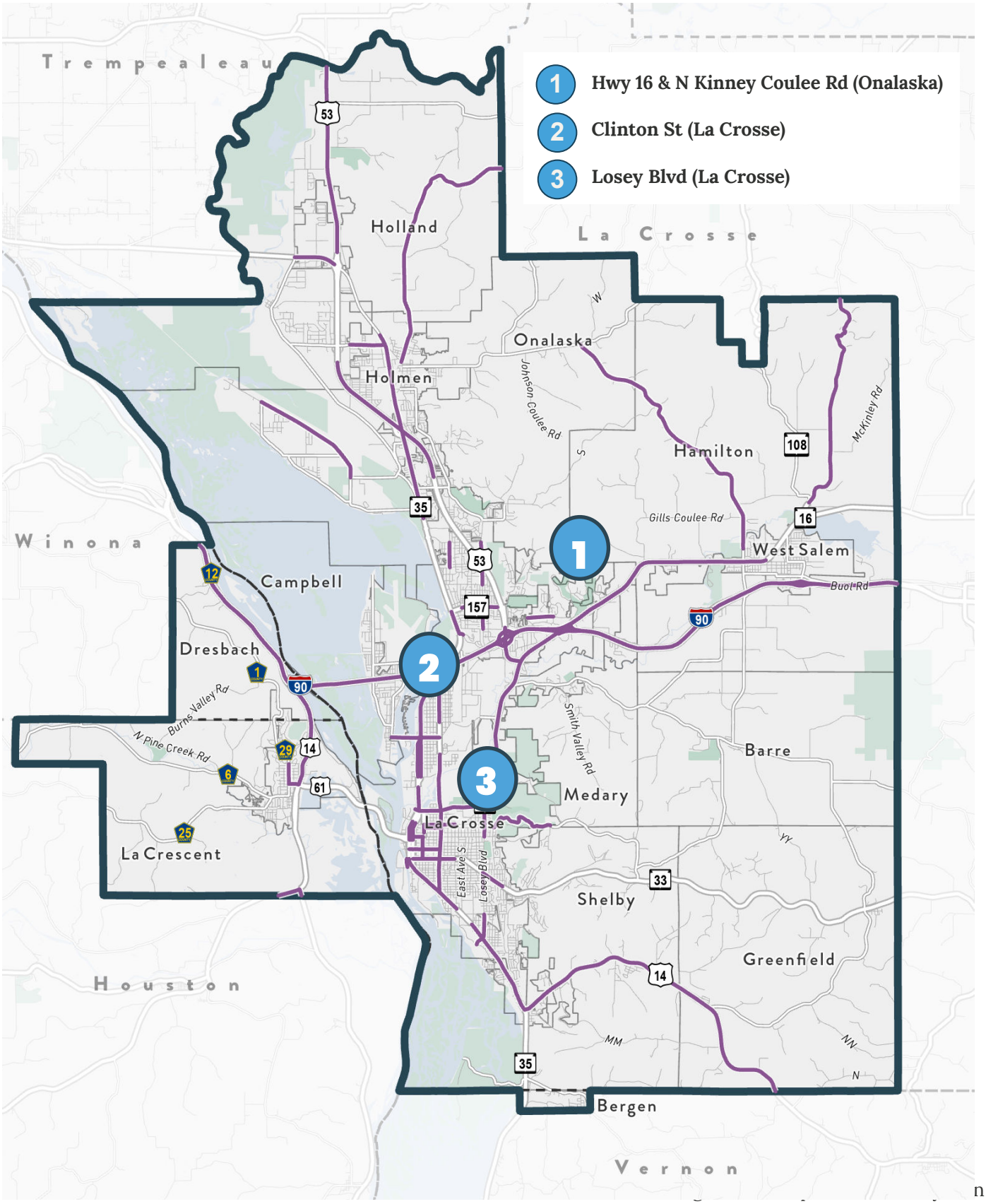


Figure 27. Locations Selected for Conceptual Design



HIGHWAY 16: N KINNEY COULEE RD/ E MAIN STREET

Highway 16 at N Kinney Coulee Road / E Main Street (Onalaska, WI) is a major regional intersection located just east of I-90. Highway 16, a Principal Arterial, carries approximately 32,000 vehicles per day and operates as a four-lane divided roadway with left-turn lanes on each intersection leg. The intersection is located within a major commercial area, providing access to regional retail and service destinations including Woodman's Food Market, ALDI, Walmart Supercenter, Home Depot, and the La Crosse DMV

Safety and Design Considerations

- The intersection experienced 188 crashes between 2015 and 2024, including 99 rear-end crashes and 54 angle crashes.
- Three fatal or serious injury crashes occurred at the intersection during the 2015–2024 period.
- The existing configuration creates exposure to severe right-angle crashes and contributes to rear-end crash patterns where queues and speed changes occur.

Figure 28. Highway 16 & N Kinney Coulee Rd/E Main St Existing Conditions



" Cars pile up in the rightmost, left-hand turn lane. Other cars cannot into the leftmost left-hand turn lane. When the green left turn arrow is active, all the traffic does not clear, because they are all in one lane."

Figure 29. Highway 16 & N Kinney Coulee Rd/E Main St Location



Conceptual Design Option

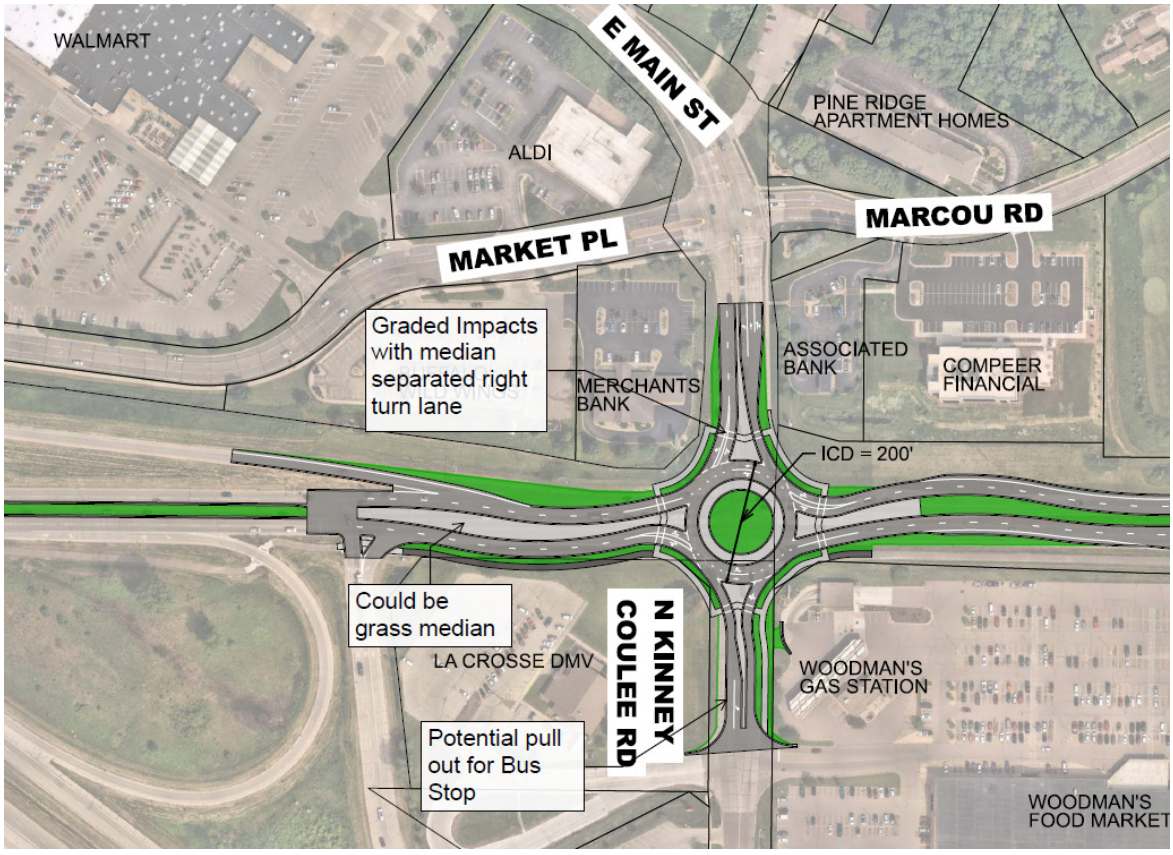
The conceptual design converts the existing intersection to a 2x1 roundabout. The roundabout concept is intended to reduce severe conflict points, prevent right-angle crashes, and create a lower-speed intersection environment while continuing to accommodate the large vehicles that use the corridor. The proposed design includes:

- Large, mountable center island designed to be maneuverable for large trucks.
- Highway 16 approaches have slight curvature to gradually slow vehicles and help reduce rear-end crash potential.
- Interstate ramp access shifted approximately 200 feet back from the roundabout.
- Space preserved for a bus pull-out at the N . Kinney Coulee Rd. bus stop.
- All N. Kinney Coulee Rd. traffic consolidated into one lane, eliminating uneven stacking conditions noted in the existing intersection.
- Driveway closure at Woodman's Gas Station off N. Kinney Coulee Rd. to simplify access and reduce conflict points.

Preliminary Cost Estimate

The preliminary cost estimate for the roundabout project is **$5,320,000** (2027 dollars). A detailed preliminary cost estimate is provided in ***Appendix G***.

Figure 30. Highway 16/N Kinney Coulee Rd: Conceptual Intersection Design



The full conceptual design layout is provided in ***Appendix G***.

CLINTON STREET: ROSE STREET TO GEORGE STREET

Clinton Street from Rose Street to George Street is a major collector with 4,500 vehicles per day. The land use along this segment is primarily commercial on the west end and primarily residential on the east end. Logan Middle School is located one block north of Clinton Street, and Logan High School is located just to the east of the segment.

Figure 31. Clinton St: Rose St to George St Existing Conditions



Safety and Design Considerations

- The constrained right-of-way (~60 feet) requires balancing turn lanes, sidewalks, parking, bicycle facilities, and intersection safety needs.
- Parking is permitted on both sides of the street, with higher demand near businesses on the west end and underutilized parking along much of the corridor.
- Existing bicycle accommodations vary between on-street bike lanes and shared lanes, affecting continuity and user comfort.
- The corridor connects to on-street bike lanes to the west and east
- The City of La Crosse's Bicycle and Pedestrian Master Plan identifies future separated bike lanes on the corridor

"Need school crosswalks, dangerous intersection for pedestrians, especially during middle school start/end times."

Figure 32. Clinton St: Rose St to George St Location



Conceptual Design Option

The Clinton Street concept uses a segment-by-segment approach to respond to available right-of-way, parking demand, intersection needs, and planned bicycle network recommendations. The concept prioritizes safer and more continuous multimodal travel while recognizing that the corridor cannot accommodate every desired element in each segment. The overall concept moves bicyclists off the street into dedicated or shared-use facilities and improves safety and visibility at intersection corners. Further, the concept improves pedestrian crossing safety over Clinton St, including a raised intersection at Avon St.

- **Rose Street to Caledonia Street**: maintain left-turn lanes and provide shared use paths on both sides of the roadway because the corridor is too narrow to accommodate separated bike lanes, turn lanes, and sidewalks in this segment.
- **Caledonia Street to Avon Street**: maintain on-street parking on the north side, add separated bike lanes on both sides, use narrow buffers, and include a raised crossing at Avon Street to support the future greenway connection and middle school walking routes.
- **Avon Street to George Street**: remove parking on both sides to provide separated bike lanes with wider buffer space and opportunities for street trees on both sides of the corridor.

Preliminary Cost Estimate

The preliminary cost estimate for the Clinton Street corridor project is **$2,650,000** (2027 dollars). A detailed preliminary cost estimate is provided in ***Appendix G***.

Figure 33. Clinton St Proposed: Rose to Caledonia

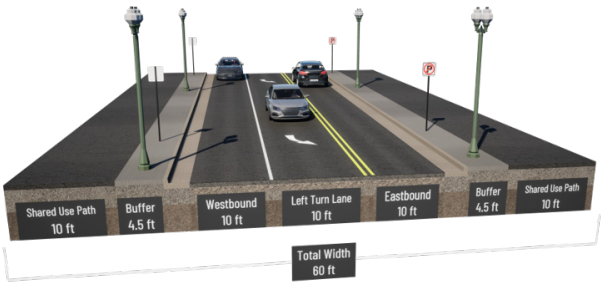


Figure 34. Clinton St Proposed: Caledonia to Avon

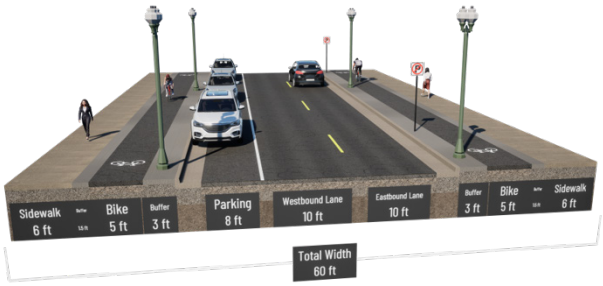


Figure 35. Clinton St Proposed: Avon to George



The full conceptual design layout is provided in ***Appendix G***.

LOSEY BOULEVARD: LA CROSSE STREET TO CASS STREET

Losey Boulevard from La Crosse St to Cass St is a principal arterial with 26,000 vehicles daily. Running north-south, Losey Blvd is a major thoroughfare in eastern La Crosse, connecting Highway 14 in the south to Highway 16 in the north. Although it has a posted speed limit of 25 mph, speeding is frequently observed and has been a common theme of community feedback received from multiple studies the City of La Crosse and LAPC have completed.

Figure 36. Losey Blvd (Looking North near Hackberry Ln) Existing Conditions

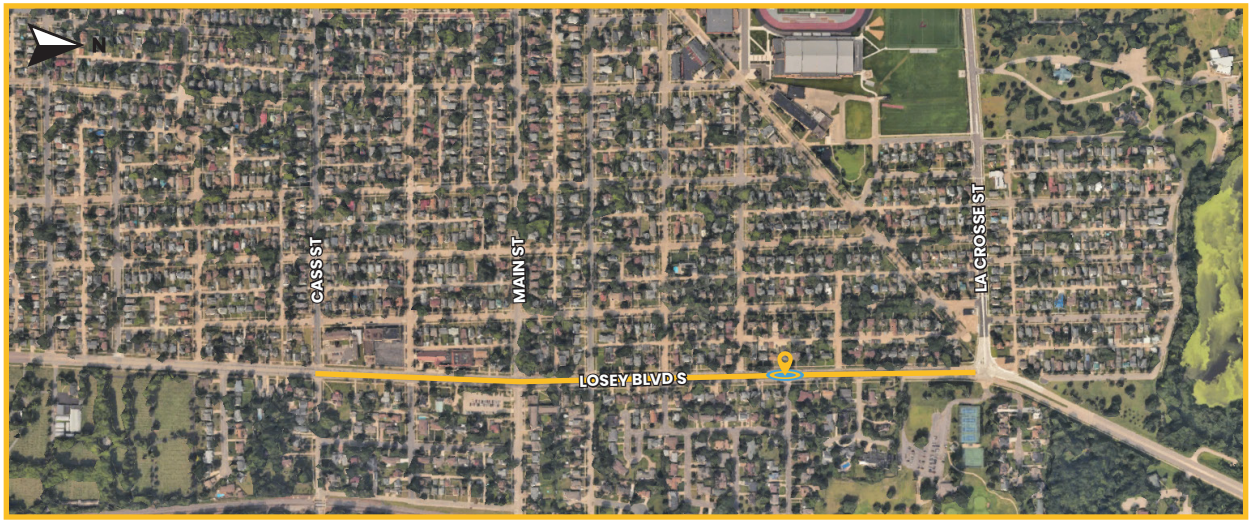


Safety and Design Considerations

- The corridor has a right-of-way of around 104 feet and carries around 25,000 to 26,000 vehicles per day.
- Many driveways create a need to maintain the center turn lane and the corridor currently has no parking.
- High traffic volumes make a 3-lane road diet infeasible. A 4-lane divided cross section is not recommended due to the high number of residential driveways along the corridor and frequent left turns to access driveways.
- Community feedback identified speeding concerns on the corridor, despite having posted 25 mph speed limit.
- Sidewalks are present on both sides of the street.
- The City of La Crosse's Bicycle and Pedestrian Master Plan identifies further evaluation for separated bike lanes on the corridor

"As a pedestrian, I've seen and been involved in several near-misses at this intersection. Cars turning left from Main onto Losey often fail to yield to pedestrians."

Figure 37. Losey Blvd: La Crosse St (Hwy 16) to Cass St Location



Conceptual Design Option

The Losey Boulevard concept maintains the five-lane roadway configuration while reallocating space within the wide public right-of-way to better manage speeds and improve bicyclist comfort. The concept narrows travel lanes, adds separated bicycle facilities, and uses targeted median crossing islands and side-street curb extension treatments to calm traffic and improve crossing safety at key locations.

- Maintain the five-lane design because traffic volumes make a road diet infeasible.
- Narrow travel lanes to 10 feet to support lower operating speeds within the existing roadway footprint.
- Add one-way separated bike lanes to close a major bicycle facility gap along the corridor.
- Install side-street curb extensions to reduce crossing distance and improve visibility at intersections.
- Add medians in selected locations, including King Street as right-in/right-out only; medians on both sides of Main Street; between Pine Street and Hackberry Lane; and between Losey Court and Crowley Place.

Preliminary Cost Estimate

The preliminary cost estimate for the proposed design at Losey Boulevard is **$6,500,000** (2027 dollars). A detailed preliminary cost estimate is provided in ***Appendix G***.

Figure 39. Losey Blvd Concept Cross Section

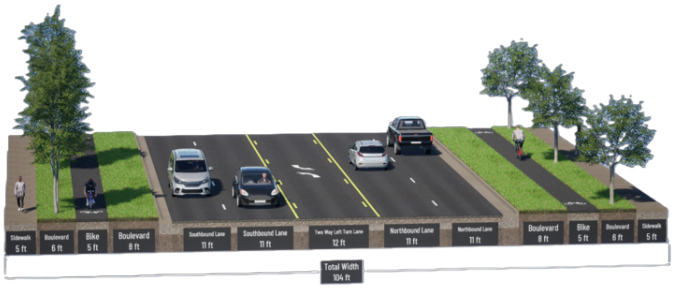
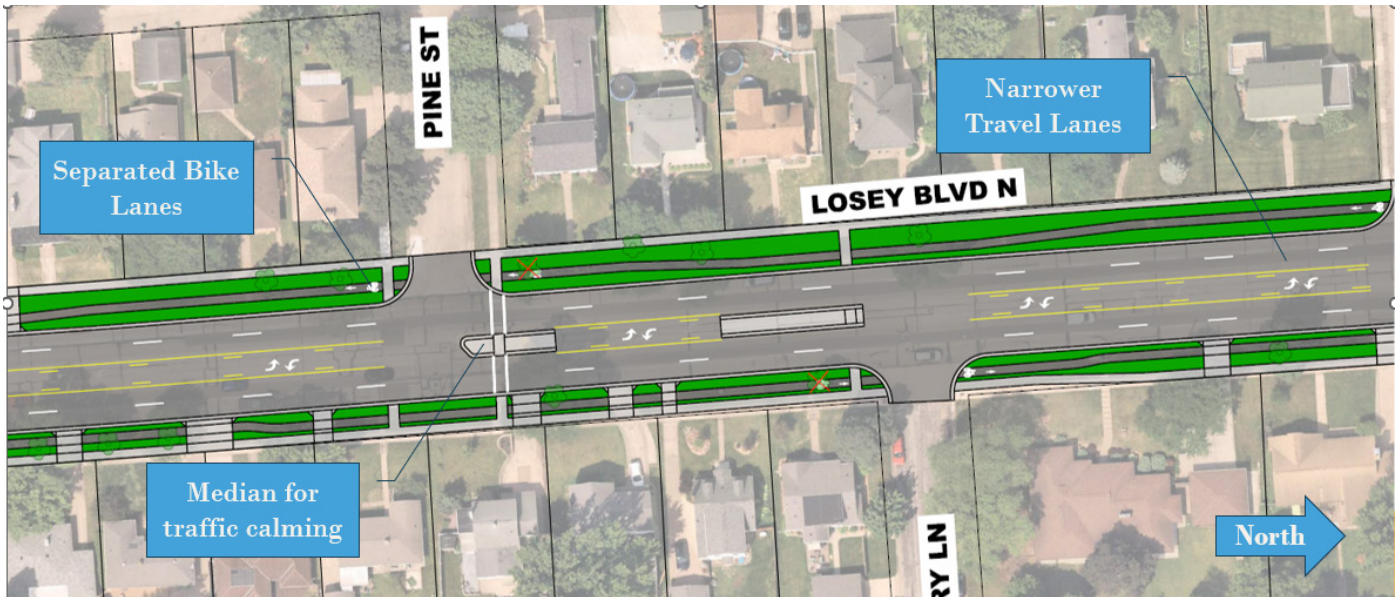


Figure 38. Losey Blvd Proposed Concept



The full conceptual design layout is provided in ***Appendix G***.

DEMONSTRATION PROJECT OPPORTUNITIES

As part of the La Crosse Area Planning Committee's commitment to improving roadway safety and reducing the risk of serious and fatal crashes, this plan identifies a series of potential demonstration projects that could be deployed to test safety treatments on a temporary basis. These projects align with the goals of the Safe Streets and Roads for All (SS4A) program.

Each project emphasizes low-cost, quick-build interventions that can be evaluated in real-world conditions before permanent, expensive infrastructure is considered. The primary objective is to enhance pedestrian and bicyclist safety, particularly near schools, parks, civic destinations, and key corridors, while gathering data, engaging the community, and refining future design decisions based on observed outcomes.

Key Elements for Success

TEMPORARY MATERIALS

Projects will use low-cost, flexible materials such as paint, plastic delineators, planters, and cones to simulate improvements like curb extensions, refuge islands, and shared-use paths.

STAKEHOLDER COORDINATION

Successful implementation will require coordination with MnDOT, WisDOT, La Crosse County, Houston County, Winona County, and other local partners to ensure alignment with broader transportation and safety goals.

COMMUNITY INVOLVEMENT

Public engagement is essential. Outreach efforts such as surveys, meetings, and informational materials will help ensure that community voices are reflected in both the design and evaluation of each project.

DATA COLLECTION & EVALUATION

Each project should be monitored to assess its impact on safety and mobility. Key metrics may include:

- Vehicle speeds
- Vehicle yielding rates (at crossings)
- Pedestrian behavior
- Crash data
- Usage observations
- Feedback from residents, community members, businesses, and other stakeholders.

Additional Guidance

For additional guidance on temporary safety projects including best practices on materials and design, see:

- MnDOT's Demonstration Project Implementation Guide (2019)
- Street Plan's Tactical Urbanist's Guide to Materials and Design (2016)

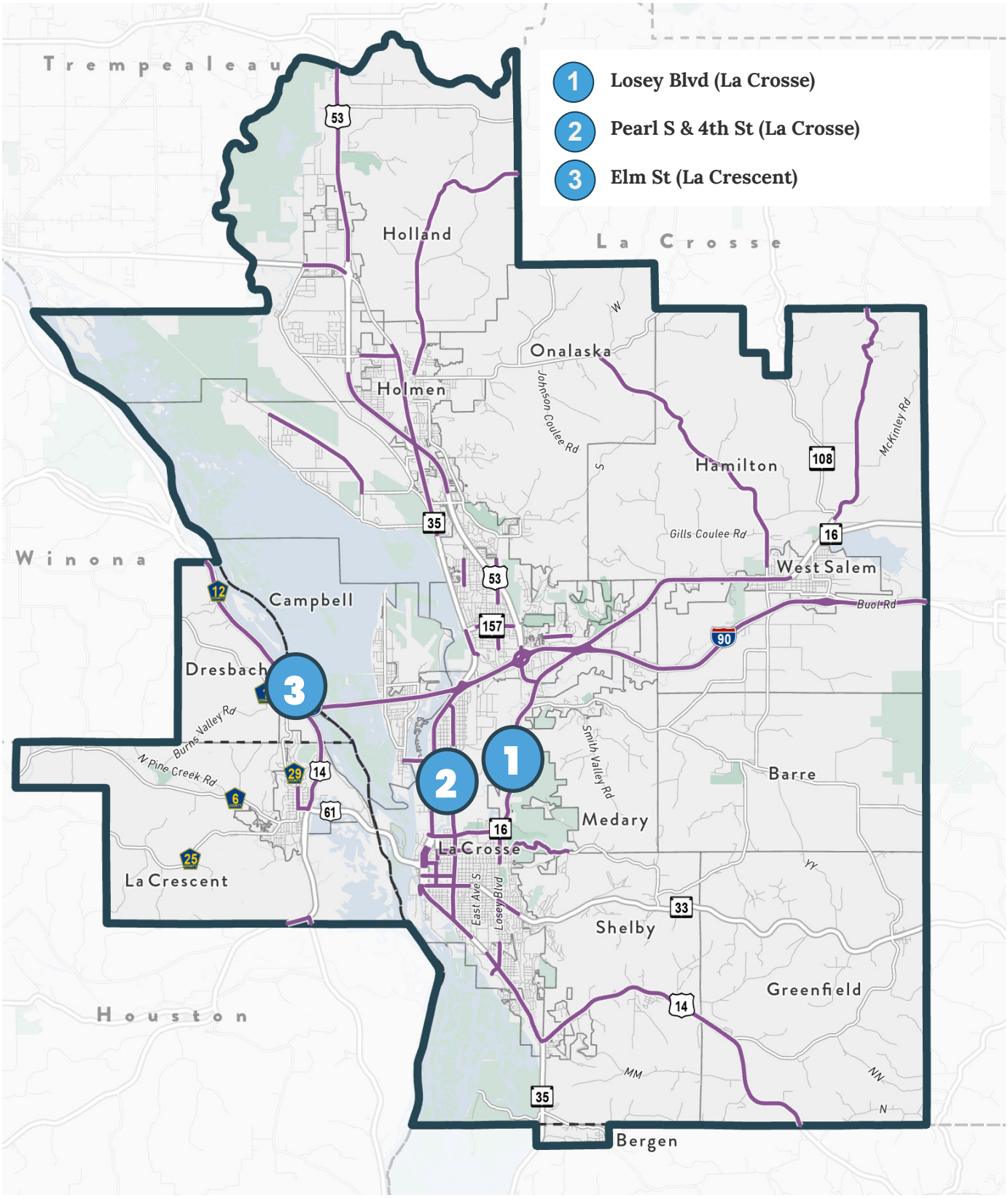
Potential Demonstration Project Locations

This chapter outlines three potential demonstration projects across the greater La Crosse area, including:

- **Project #1: Losey Blvd**
- **Project #2: Pearl St and 4th St**
- **Project #3: Elm St**

The following pages provide an overview of each potential project followed by a summary table that outlines location, treatment type, and key considerations. Figure 40 shows the locations of each potential demonstration project.

Figure 40. Potential Locations for Demonstration Projects



PROJECT #1: LOSEY BLVD (LA CROSSE)

LOCATION

Losey Boulevard at the intersections of King Street (right-in/right-out only) and Hackberry Lane.

PROPOSED TREATMENTS

- Temporary medians and crossing islands

RATIONALE

- High crash history along Losey Boulevard (part of high injury network)
- Many community members expressed concerns about speeding on Losey Blvd during planning process
- Students walking across Losey Blvd at King St to access Blessed Sacrament Elementary School
- Wide, five-lane road design combines long crossing distances with speeding concerns
- King Street median was also a recommendation in the City of La Crosse Bicycle and Pedestrian Master Plan Update (2024)

POTENTIAL CHALLENGES

- Reduced access on King Street (right turns only)
- Aesthetic concerns with flexible delineators
- Snow and ice removal if project is continued during winter months
- Flexible delineator maintenance / replacement if struck by vehicle

Figure 42. Potential Demonstration Project at King St and Losey Blvd



Figure 43. Potential Demonstration Project at Hackberry St and Losey Blvd



Figure 41. Potential Demonstration Project along Losey Blvd



PROJECT #2: PEARL ST AND 4TH ST (LA CROSSE)

LOCATION

Pearl Street and 4th Street at the NW and SW corners of the intersection.

PROPOSED TREATMENTS

- Temporary curb extensions

RATIONALE

- Popular pedestrian crossing in commercial area
- Increase pedestrian visibility and reduce crossing distance, with no reduction to on-street parking spots
- Unnecessarily wide pedestrian crossing with unused pavement space
- The intersection of two one-way streets provides an opportunity to have a much tighter curb radius at the northwest corner of the intersection because there are never any vehicles making that turning movement at that corner
- Opportunity to reduce the skew in the crosswalk on west side of 4th (crossing Pearl St)

POTENTIAL CHALLENGES

- Flexible delineator maintenance / replacement if struck by vehicle
- Aesthetic concerns with flexible delineators
- Snow and ice removal if project is continued during winter months

Figure 44. Potential Demonstration at Pearl St and 4th St



PROJECT #3: ELM ST (LA CRESCENT)

LOCATION

Up to eight intersections along Elm Street, which could include:

- N 4th St, N 3rd St, N 2nd St, N 1st St, Main St, S 1st St, S 2nd St, S 3rd St

PROPOSED TREATMENTS

- Temporary curb extensions on the NW and SW corners of intersections listed above.

RATIONALE

- High crash history along Elm Street (part of high injury network)
- Aligns with La Crescent Active Transportation Plan:
  - Elm Street identified as a high priority corridor;
  - Elm Street identified as the top road for walking, biking, or rolling improvements by community members
- Opportunity to reduce travel speeds along the corridor, increase pedestrian visibility, and shorten crossing distances for pedestrians

POTENTIAL CHALLENGES

- Turning radius impacts at intersections that have trucks or large vehicle movements
- Flexible delineator maintenance / replacement if struck by vehicle
- Resident aesthetic concerns over flexible delineators

Figure 45. Potential Demonstration Project at King St and Losey Blvd



La Crosse Regional Transportation Safety Plan



CHAPTER 8: PROGRAM, POLICY, PLAN, AND PROCESS RECOMMENDATIONS

> Safe System principles recognize that long-term safety outcomes are also influenced by policies, programs, organizational practices, public education, enforcement, funding, and inter-agency coordination.

08 PROGRAM, POLICY, PLAN, AND PROCESS RECOMMENDATIONS



Overview

The preceding chapters established the foundation for understanding transportation safety challenges across the La Crosse region. Through analysis of ten-years of crash data, development of the High Injury Network (HIN), extensive public and stakeholder engagement, and a data-driven prioritization process, the Plan identified both the locations and factors that contribute most significantly to fatal and serious injury crashes. Chapter 6 and Chapter 7 translated those findings into infrastructure-focused safety strategies and conceptual design options intended to address risks at priority corridors and intersections.

However, reducing traffic fatalities and serious injuries requires more than physical roadway improvements alone. Safe System principles recognize that long-term safety outcomes are also influenced by policies, programs, organizational practices, public education, enforcement, funding, and inter-agency coordination. This chapter builds on the analysis, engagement findings, and project recommendations developed throughout the Plan by identifying a series of complementary non-infrastructure actions that support a safer transportation system for all modes of travel. These recommendations focus on strengthening regional partnerships, integrating safety into decision-making processes, expanding education and awareness efforts, and creating the organizational framework necessary to sustain safety improvements over time.

The recommendations are intended to help local jurisdictions, transportation agencies, schools, law enforcement partners, community organizations, and regional stakeholders incorporate safety into everyday planning, investment, operations, and maintenance activities. Together with the infrastructure strategies presented in Chapter 6 and Chapter 7, these recommendations form a comprehensive, coordinated approach to advancing the region's goal of reducing, and ultimately eliminating, traffic fatalities and serious injuries.

Program Recommendations

- Develop a regional safety education campaign.
- Continue to hold Highway Safety Meetings to review fatal crashes in La Crosse County, and consider expanding to include remainder of LAPC region (La Crescent),
- Provide pedestrian education programs highlighting importance of visibility.
- Use demonstration projects to test safety ideas in a pilot capacity.
- Support a motorcycle awareness campaign.
- Expand the Safe Routes to School Program.
- Implement a targeted speed awareness and enforcement campaign.
- Support mobility programs for seniors and people with disabilities across the region.
- Encourage implementation of Place of Last Drink (POLD) Program.
- Encourage use of Wisconsin's Safe Ride Program.

Policy Recommendations

- Encourage local agencies to adopt Vision Zero resolutions that support the goals and recommendations of the Regional Safety Action Plan.
- Incorporate safety considerations into local land use, zoning, and development decisions.
- Support adoption of actionable Complete Streets policies by member jurisdictions.
- Monitor Wisconsin state legislature discussion around red light & speed enforcement cameras.
- Support high visibility enforcement policies adopt a speed management policy.
- Support stronger maintenance policies that contribute to improved pedestrian safety.

Plan and Process Recommendations

- Increase awareness and use of federal and state safety funding.
- Ensure local jurisdictions and partners are positioned to identify and pursue transportation safety funding opportunities.
- Ongoing education for officials and staff.
- Leverage regional law enforcement partnerships for equitable traffic safety enforcement.
- Increase speeding enforcement along HIN corridors.
- Develop a Multimodal Level of Service (MMLOS) evaluation process to identify biking and walking gaps.
- Continue to evaluate and implement speed management techniques.
- Launch a Freight / Truck Route Safety Study.
- Support adoption of actionable Complete Streets policies by member jurisdictions.
- Identify highly used bus stops and evaluate and plan for first/last mile safety improvements.
- Monitor and evaluate the results of recent or future individual safety improvement projects.
- Update the Crash Data Dashboard annually to continuously measure and monitor progress towards regional safety goals.

PROGRAM RECOMMENDATIONS DETAILS

DEVELOP A REGIONAL SAFETY EDUCATION CAMPAIGN WITH LOCALLY RELEVANT, MEMORABLE MESSAGES THAT ADDRESS BEHAVIORS CONTRIBUTING TO SERIOUS CRASHES

Ideas include:

- » “Every dot is a death” campaign –Billboard/ poster/bus stop signage, etc.
- » "Phone down, eyes up" distracted driving awareness campaign
- » Campaign focused on reducing drunk driving

Actions for Implementation

- » Identify the target audience and budget source.
- » Identify existing state and local education campaigns.
- » Develop locally branded messaging focused on the leading contributors to serious crashes (e.g., speed, impaired driving, distraction, vulnerable road user safety).
- » Develop a communications plan that identifies outreach methods (social media, billboards, transit ads, schools, events, employers, healthcare providers) and the funding sources for implementation.
- » Establish performance measures to evaluate reach and effectiveness.

Who will be Involved?

- » Partner agencies, cities, counties, SRTS, WisDOT, Highway Safety Commission (HSC), public health agencies, local media partners, universities, employers.

CONTINUE TO HOLD HIGHWAY SAFETY MEETINGS TO REVIEW FATAL CRASHES IN LA CROSSE COUNTY, AND CONSIDER EXPANDING TO INCLUDE REMAINDER OF LAPC REGION (LA CRESCENT)

Actions for Implementation

- » Invite Houston and Winona Counties to become participating members.

Who will be Involved?

- » HSC, municipalities, law enforcement, public works departments, emergency responders

PROVIDE PEDESTRIAN EDUCATION PROGRAMS HIGHLIGHTING IMPORTANCE OF VISIBILITY

Actions for Implementation

- » Partner with schools, libraries, and community organizations to distribute safety materials and high-visibility items like bike lights, high-vis vests, etc.
- » Offer education in public/private schools about pedestrian crossing.
- » Develop pedestrian safety education materials emphasizing visibility, safe crossing practices, and driver awareness.
- » Integrate pedestrian safety programming into existing transportation and public health initiatives.
- » **Who will be Involved?**
  - » School districts, colleges/universities, public health agencies, SRTS partners, municipalities, libraries, and community organizations

USE DEMONSTRATION PROJECTS TO TEST SAFETY IDEAS IN A PILOT CAPACITY

Examples include:

- » Traffic calming demo
- » Bike lane/trail demo
- » Midblock crossing installation demo

Actions for Implementation

- Provide high-visibility crosswalks in downtown areas/urban areas.
- Implement temporary installations of the recommended demonstration projects (i.e: traffic calming, bike lanes, crossings) and collect before/after data to evaluate effectiveness. Use lessons learned to inform permanent improvements.

Who will be Involved?

- School districts, municipal staff, community organizations, neighborhood groups, law enforcement

SUPPORT A MOTORCYCLE AWARENESS CAMPAIGN TO PROMOTE AWARENESS AND SAFETY OF MOTORCYCLISTS

Actions for Implementation

- As local jurisdictions create them, raise awareness of policies/ordinances related to e-bikes.
- Develop public awareness materials focused on motorcycle visibility, driver awareness, and safe interactions among all roadway users.
- Expand messaging to include e-bikes, e-scooters, and other emerging mobility devices.
- Coordinate messaging with statewide campaigns and local ordinances as they are adopted.

Who will be Involved?

- Wisconsin DOT, law enforcement agencies, motorcycle advocacy groups, municipalities, universities, and public health agencies

EXPAND THE SAFE ROUTES TO SCHOOL PROGRAM

Actions for Implementation

- Prioritize funding, coordination, and implementation across all school districts
- Partner with area schools to deliver transportation safety education curriculum
- Support youth transportation safety initiatives, including driver education and school-based programming
- Identify and engage school champions across all districts.
- Expand participation by providing technical assistance, safety education resources, and implementation support.
- Coordinate transportation safety education for students of all ages, including high school programs and driver education.

Who will be Involved?

- School districts, SRTS coordinators, LAPC, municipalities, parents, law enforcement, public health agencies, community organizations

IMPLEMENT A TARGETED SPEED AWARENESS AND ENFORCEMENT CAMPAIGN: IMPROVE DRIVER COMPLIANCE WITH SPEED LIMITS THROUGH VISIBLE, DATA-DRIVEN, AND COMMUNITY-SUPPORTED STRATEGIES.

Actions for Implementation

- Install speed radars displays.
- Identify funding sources to implement demand (speed trailer).
- Coordinate enforcement efforts with public education campaigns and deployment of speed signs.
- Upon installation, monitor speed reductions and community feedback to inform future deployments.

Who will be Involved

- Municipal partners, police, WisDOT, schools, neighborhood organizations.

SUPPORT MOBILITY PROGRAMS FOR SENIORS AND PEOPLE WITH DISABILITIES ACROSS THE REGION BY BUILDING ON AND INCREASING AWARENESS OF THE AGING AND DISABILITY RESOURCE CENTER SERVICES

Actions for Implementation

- Identify community partners.
- Identify a list of transportation gaps affecting older adults and people with disabilities.
- Coordinate with service providers to improve access to travel options and training.

Who will be Involved?

- Aging and Disability Resource Center (ADRC), transit providers, human service agencies, disability advocacy groups, senior organizations, municipalities, public health partners

ENCOURAGE IMPLEMENTATION OF PLACE OF LAST DRINK (POLD) PROGRAM TO HELP IDENTIFY ESTABLISHMENTS THAT HAVE A PATTERN OF OVERSERVING.

Actions for Implementation

- Identify program champions from each partner community.
- Encourage and train law enforcement officers to identify establishments during OWI incidents.

Who will be Involved?

- Law Enforcement, City/Town Councils, Village Boards

ENCOURAGE USE OF WISCONSIN'S SAFE RIDE PROGRAM

Actions for Implementation

- Identify agencies to support and fund remaining 20% of program cost.
- Advertise Safe Ride program at establishments identified through POLD program (see above).

Who will be Involved?

- Sponsoring organization to be determined

POLICY RECOMMENDATIONS DETAILS

ENCOURAGE LOCAL AGENCIES TO ADOPT VISION ZERO RESOLUTIONS THAT SUPPORT THE GOALS AND RECOMMENDATIONS OF THE REGIONAL SAFETY ACTION PLAN

Actions for Implementation

- Develop model Vision Zero resolution language and implementation guidance for member communities.
- Present recommendations to MPO and local policy boards.
- Investigate the discretionary funding benefit.

Who will be Involved?

- Municipalities, policy board members, local members

INCORPORATE SAFETY CONSIDERATIONS INTO LOCAL LAND USE, ZONING, AND DEVELOPMENT DECISIONS

Actions for Implementation

- Provide language for comp plans, distribute to partners
- Develop a safety-focused development review toolkit that can be incorporated into comprehensive planning, zoning updates, and development review processes.
- Provide best practices for multimodal access, connectivity, speed management, and access management.

Who will be Involved?

- Municipal planning departments, planning commissions, developers, counties, LAPC

SUPPORT ADOPTION OF ACTIONABLE COMPLETE STREETS POLICIES BY MEMBER JURISDICTIONS

Action for Implementation

- Inventory of which municipalities already has the policy.
- Identify actionable policies, branding, and terminology.
- Coordinate with vision zero efforts and use language that considers all road users.
- Provide basic resolution language and best practices.
- Develop model ordinance/policy language.

Who will be Involved?

- Municipalities, policy board, counties, LAPC, elected officials, public works and engineering departments

MONITOR WISCONSIN STATE LEGISLATURE DISCUSSION AROUND RED LIGHT & SPEED ENFORCEMENT CAMERAS

Actions for Implementation

- Share data on effectiveness.
- Document regional safety concerns and review emerging technologies and practices (speed cameras/trailers).
- Compile and share information regarding effectiveness, benefits, limitations, and privacy considerations.
- Coordinate with statewide partners to communicate recommendations to policymakers.

Who will be Involved?

- WisDOT, MPOs, municipalities, counties, law enforcement agencies, state legislators

SUPPORT HIGH VISIBILITY ENFORCEMENT POLICIES THAT SPECIFICALLY TARGET SPEEDING, UNBELTED OCCUPANTS, DISTRACTED DRIVING, AND SUBSTANCE IMPAIRED DRIVING

Actions for Implementation

- Identify specific grants to support targeted campaigns.
- Coordinate periodic high-visibility enforcement campaigns paired with public education and awareness activities.
- Evaluate outcomes to improve future policies.

Who will be Involved?

- Universities, school districts, law enforcement agencies, City/Town Councils, Village Boards.

ADOPT A SPEED MANAGEMENT POLICY: COMMIT TO A SAFE SYSTEM–BASED APPROACH TO SPEED THAT EMPHASIZES PREVENTION THROUGH DESIGN, POLICY, EDUCATION, AND TARGETED ENFORCEMENT

Actions for Implementation

- Develop a regional Safe System-based speed management policy that incorporates roadway design, education, enforcement, and context-sensitive speed setting.
- Encourage adoption by local jurisdictions and integration into project development, roadway design standards, and funding prioritization.

Who will be Involved?

- LAPC, municipalities, counties, WisDOT, elected officials, transportation engineers

SUPPORT STRONGER MAINTENANCE POLICIES THAT CONTRIBUTE TO IMPROVED PEDESTRIAN SAFETY, INCLUDING PROACTIVE SIDEWALK MAINTENANCE AND STREET LIGHTING MAINTENANCE

Actions for Implementation

- Provide actionable framework for snow removal maintenance process.
- Establish maintenance performance expectations and identify funding strategies to support implementation.

Who will be Involved?

- Municipalities

PLAN AND PROCESS RECOMMENDATIONS DETAILS

INCREASE AWARENESS AND USE OF FEDERAL AND STATE SAFETY FUNDING: ENSURE LOCAL JURISDICTIONS AND PARTNERS ARE POSITIONED TO IDENTIFY AND PURSUE TRANSPORTATION SAFETY FUNDING OPPORTUNITIES.

Actions For Implementation

- Create and maintain a shared repository with boilerplate funding application templates, past winning narratives, budget templates, and compliance checklists.
- Document and regularly update a list of 'shovel ready' projects to make grant applications simpler to develop.
- Conduct periodic funding workshops and training sessions.

Who will be Involved?

- Local municipality, LAPC, MRRPC, WisDOT, transit agencies

ONGOING EDUCATION FOR OFFICIALS AND STAFF

Actions for Implementation

- Establish an ongoing, structured education program to ensure elected officials, local staff, and partner agencies understand the Comprehensive Safety Action Plan, the rationale behind safety recommendations, and how those recommendations translate into real-world projects. Launch a quarterly briefing series focused on one of the Safe System elements: speed management, roadway design, equitable enforcement, freight safety, Complete Streets, etc.
- Have routine outreaches to officials/staff that include meetings and a minimum of two other "touches" ex. a one-page document with key points, brief emails, newsletter. social media, etc.
- Ramp up education leading up to SS4A NOFO releases.
- In conjunction with other educational policies from above recommendations, use as opportunity to educate about the plan.

Who will be Involved?

- LAPC, City of La Crosse staff, public works staff from municipal partners

LEVERAGE REGIONAL LAW ENFORCEMENT PARTNERSHIPS FOR EQUITABLE TRAFFIC SAFETY ENFORCEMENT

Actions for Implementation

- Share High Injury Network corridors with law enforcement to evaluate safety and driver behavior.
- Invite a member of each involved law enforcement agency to sit on a panel that can coordinate these efforts.
- In conjunction with other equity training local law enforcement agencies receive.

Who will be Involved?

- Local police, county sheriff's offices, Highway Safety Commission, Wisconsin State Patrol, LAPC

INCREASE SPEEDING ENFORCEMENT ALONG HIGH INJURY NETWORK CORRIDORS

Actions for Implementation

- Install speed cameras.
- Prioritize enforcement and education efforts along identified HIN corridors using speed and crash data.
- Coordinate deployment of speed feedback

devices, targeted enforcement, and community outreach.
- » Monitor results and adjust strategies as needed.

Who will be involved?
- » Law enforcement agencies, municipalities, counties, WisDOT

DEVELOP A MULTIMODAL LEVEL OF SERVICE (MMLOS) EVALUATION PROCESS TO IDENTIFY BIKING AND WALKING GAPS

Actions for Implementation
- » Develop a regional MMLOS methodology and evaluation framework.
- » Conduct assessments of pedestrian and bicycle facilities and prioritize gaps for improvement.
- » Integrate findings into future planning, programming, and project development activities.

Who will be Involved?
- » LAPC, municipalities, counties, transit providers, bicycle and pedestrian advocates

CONTINUE TO EVALUATE AND IMPLEMENT SPEED MANAGEMENT TECHNIQUES RELATED TO ROADWAY DESIGN, ROADWAY SURFACE, TRAFFIC CONTROL, COMMUNITY EDUCATION AND SPEED ENFORCEMENT

Actions for Implementation
- » Establish a process to routinely review roadway conditions, speed-related crash trends, and opportunities for speed management improvements.
- » Identify and implement context-sensitive design, operational, educational, and enforcement strategies.

Who will be Involved?
- » Municipalities, counties, WisDOT, law enforcement agencies, LAPC

LAUNCH A FREIGHT / TRUCK ROUTE SAFETY STUDY TO INVESTIGATE AND PROVIDE MITIGATION MEASURES FOR THE HIGH RATE OF TRUCK CRASHES IN THE REGION

Actions for Implementation
- » Identify priority freight corridors and analyze truck crash patterns.
- » Engage freight stakeholders to understand operational challenges and safety concerns.
- » Develop recommendations addressing infrastructure, routing, operations, signage, and education.

Who will be Involved?
- » LAPC, Wisconsin DOT, counties, municipalities, freight carriers, trucking associations, major employers

SUPPORT ADOPTION OF ACTIONABLE COMPLETE STREETS POLICIES BY MEMBER JURISDICTIONS

Actions for Implementation
- » Identify staff member from municipalities to be a liaison - continue work with task force.
- » Identify local champions including council members/mayors.
- » Provide peer exchange opportunities, technical assistance, and implementation resources.
- » Track policy adoption and progress across the region.

Who will be Involved?
- » Municipalities, counties, elected officials, LAPC, Complete Streets task force members

IDENTIFY HIGHLY USED BUS STOPS AND EVALUATE AND PLAN FOR FIRST/LAST MILE SAFETY IMPROVEMENTS AROUND THOSE LOCATIONS

Actions for Implementation
- » Create better walking and biking networks

around highly used bus stops.
- » Identify new areas for Drift Cycle stations.
- » Develop/prioritize improvements that support safe access to transit and multimodal connectivity.

Who will be Involved?

- » CTAT (Committee on Transit and Active Transportation), MTU, LAPC, partner municipalities, transit riders, bicycle and pedestrian advocates/ organizations.

MONITOR AND EVALUATE THE RESULTS OF RECENT OR FUTURE INDIVIDUAL SAFETY IMPROVEMENT PROJECTS

Actions for Implementation

- » Work with municipalities to track crashes when road improvements are completed.
- » Develop a consistent pre-and-post evaluation process for implemented safety projects.
- » Track relevant safety performance measures and document lessons learned to inform future project selection and design decisions

Who will be Involved?

- » LAPC, municipalities partner, WisDOT

UPDATE THE "SAFETY DATA TRACKER" SPREADSHEET TOOL EVERY TWO YEARS TO CONTINUOUSLY MEASURE AND MONITOR PROGRESS TOWARDS REGIONAL SAFETY GOALS

Actions for Implementation

- » LAPC staff to maintain the tool, update data sources, and report results.
- » Prepare biennial progress reports highlighting trends, performance, implementation, and priorities.

Who will be Involved?

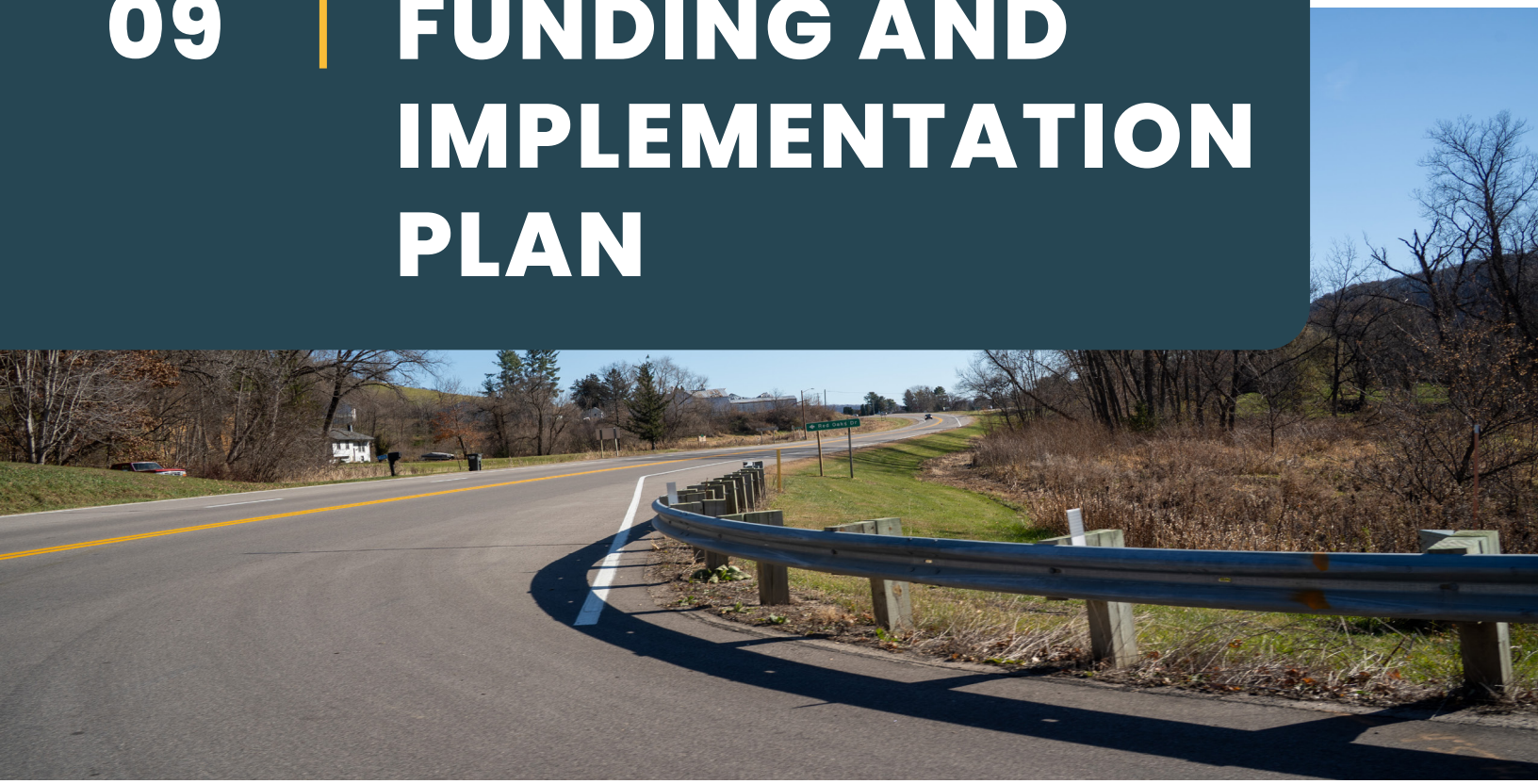
- » Lead: LAPC
- » Support: Wisconsin DOT, municipalities, counties, regional partners



CHAPTER 9: FUNDING AND IMPLEMENTATION PLAN

> Implementing the recommendations of the La Crosse Regional Transportation Safety Plan will require a coordinated, long-term commitment among local jurisdictions, transportation agencies, community organizations, and regional partners.

09 FUNDING AND IMPLEMENTATION PLAN



Overview

Implementing the recommendations of the La Crosse Regional Transportation Safety Plan will require a coordinated, long-term commitment among local jurisdictions, transportation agencies, community organizations, and regional partners. While the preceding chapters identified priority safety locations, recommended infrastructure improvements, and non-infrastructure strategies, successful implementation will depend on securing funding, advancing projects through planning and design, and maintaining momentum over time.

No single funding source will be sufficient to implement all recommendations contained within this Plan. Instead, agencies will need to leverage a combination of federal, state, regional, local, and discretionary funding programs to advance projects that address the region's most pressing safety needs.

The recommendations within this Plan position the region to compete for available funding opportunities by aligning proposed projects with documented safety needs, community priorities, and Safe System principles.

This chapter summarizes available funding opportunities, highlights implementation considerations for priority projects, and establishes a framework for advancing recommendations from concept to construction. Together, these strategies provide a roadmap for achieving the region's goal of reducing and ultimately eliminating traffic fatalities and serious injuries.

FUNDING OPPORTUNITIES

Table 9 summarizes major federal, state, and regional funding programs that may support implementation of safety recommendations identified in this Plan. Program requirements may change over time; therefore, agencies should verify eligibility, application requirements, and funding availability prior to pursuing opportunities. This table is created using the best available information as of July 2026.

Table 9. Funding Resources

Type	Program Name	Purpose	Awards	Eligible Uses	Example Improvements
Federal	Safe Streets and Roads for All (SS4A) – Planning and Demonstration	Reduce roadway fatalities	Up to $10M (20% local match)	Support supplemental planning activities, and safety demonstration activities	Road safety audits, follow-up data collection and safety analysis, demonstration projects, and pilot programs
Federal	Safe Streets and Roads for All (SS4A) – Implementation	Reduce roadway fatalities, support implementation of the safety action plan	Up to $25M (20% local match)	Project-level planning, design, and construction activities for identified projects or strategies (infrastructure, behavioral, and operational safety) in a safety action plan	Low-cost safety treatments, RRFP, refuge islands, traffic calming and design changes, speed safety cameras, signal improvements, education campaigns
Federal	Surface Transportation Block Grant (STBG) – WisDOT Urban, Rural, and Local	Flexible roadway/bike/ped funding	$250k–$5M+ (varies by allocation)	Design/ Engineering; Right-of-Way; Construction	Reconstruction, sidewalks, bike lanes
Federal	Transportation Alternatives Program (TAP)	Bike/ped facilities (20% local match)	$100k–$1M	Planning; Design/ Engineering; Construction	Shared-use paths, ADA upgrades, SRTS projects, recreation trails

Type	Program Name	Purpose	Awards	Eligible Uses	Example Improvements
Federal	Federal Recreational Trails Program (RTP) – WisDNR and MnDNR	Trail development & safety	$2.5k–$200k (25% match)	Planning; Design/ Engineering; Construction; Maintenance	Trail construction, signage, and maintenance
Federal	Congressionally Directed Spending (CDS)/ Community Designated Funding (CDF)	Flexible roadway/bike/ ped funding	Varies	All project activities (planning, design, ROW, construction)	Corridor reconstruction, pedestrian/ bicycle facilities, trail links
WisDOT - (Supplemental & Discretionary)	Local Road Improvement Program (LRIP)	Safety upgrades on seriously deteriorating local roads	$5k–$1M+ (reimburse up to 50%-90% total cost)	Planning; Design/ Engineering; Right-of-Way; Construction	Feasibility studies or design engineering, culverts, traffic control (signs, drums, lights),curb/gutter, pavement marking, paving, landscaping
WisDOT – Bureau of Transportation Safety (BOTS)	Traffic Safety Grants and Media Campaigns	Support organization to services/ projects that minimize road fatalities and injuries	$5k–$150k (20% local match)	Projects to help distracted and impaired driving, traffic records, police traffic services, etc.	Overtime enforcement for targeting non-compliance, program to educate public about distracted or impaired driving, etc
WisDOT	Signal and ITS Standalone Program (SISP)	Traffic signals and intelligent transportation systems (ITS) project	$50k–$2M+ (reimburse up to 50%-90% total cost)	Signal installation/ replacement/ rehabilitation, crosswalk technology improvements	Geometric improvements and upgrades for signal replacement, RRFP/ APS/ pedestrian hybrid beacons, ITS device installation, etc
WisDOT	Highway Safety Improvement Program (HSIP)	Reduce the number and severity on all public roads	Varies (10% local match)	Intersection safety improvements, installing/ modifying traffic signals,	Roundabouts, straightening curves/hills, improving sight distance, traffic calming features, bike/ped timers and signals, etc

Type	Program Name	Purpose	Awards	Eligible Uses	Example Improvements
WisDOT	Local Bridge Improvement Assistance	Rehabilitate or replace eligible local bridges to improve safety and preserve local connections	$250k–$10M (up to 80% of eligible costs)	Planning/ engineering, bridge rehabilitation or replacement, approach roadway work necessary for the bridge project	Bridge deck replacement or superstructure rehab; replacement structures; improved railings/ approaches
WisDOT and MnDOT	Safe Routes to School (SRTS)	Improve safety and increase walking and bicycling to school	$25k–$1M (20% local match)	School-area planning and infrastructure; education and encouragement; safety-related enforcement and evaluation	Sidewalk and crossing upgrades near schools, traffic calming, bike parking, walking/biking safety education programs
MnDOT	Greater Minnesota Transportation Alternatives	Fund community-based transportation improvements (primarily walking/biking) in Greater Minnesota	$200k–$2M (20% local match)	Pedestrian and bicycle facilities; Safe Routes to School projects; trail and active transportation connections; related planning/design and construction	Sidewalk gaps and crossings, shared-use paths, bike lanes, ADA curb ramps, school-zone walking/biking improvements
MnDOT	Active Transportation Program	Support active transportation planning and implementation to make walking, biking, and rolling safer and more convenient	up to $50k–$1M per community	Active transportation plans & studies; implementation projects and supportive programs (varies by year/ solicitation)	Citywide walk/bike plan, equity-focused engagement, quick-build improvements, wayfinding, education and encouragement programs

Potential Funding Sources for Priority Projects

The following page describes prioritized projects identified through the Regional Transportation Safety Plan and the potential funding opportunities. These are implementation pathways examples for municipalities to begin thinking on funding strategies in relation to safety projects. Actual funding strategies will depend on project scope, timing, eligibility requirements, and agency priorities.

1.HIGHWAY 16 & N KINNEY COULEE ROAD (ONALASKA)

This intersection serves as a key gateway to the City of Onalaska and provides access to nearby commercial destinations and Interstate 90 connections. Existing conditions include a four-lane divided roadway carrying approximately 32,000 vehicles per day and a history of 188 crashes between 2015 and 2024, including 99 rear-end crashes, 54 angle crashes, and three fatal or serious injury crashes. The proposed concept replaces the existing signalized intersection with a multi-lane roundabout designed to accommodate large trucks, reduce severe crash types, improve traffic flow, and calm vehicle speeds approaching the intersection.

Type of Improvements: Modern roundabout, intersection reconstruction, access management improvements, ramp modifications, transit stop enhancements, pedestrian crossing improvements

Funding Program Opportunities:

- **Primary:** Highway Safety Improvement Program (HSIP), Safe Streets and Roads for All (SS4A) Implementation Grant.
- **Secondary:** Surface Transportation Block Grant (STBG) Urban, Congressionally Directed Spending (CDS/CDF), WisDOT Signal and ITS Standalone Program (if phased improvements are pursued)

Funding Assessment

- Effort Required: 5/5
- Competitiveness: 4/5
- Grant Award Potential: 3/3

The project directly addresses documented crash history and converts a high-crash signalized intersection into a proven safety countermeasure. Roundabouts are specifically listed as eligible improvements under HSIP, and the project aligns well with SS4A's focus on reducing fatal and serious injury crashes through infrastructure improvements. The relatively large construction footprint and regional significance also make it a strong candidate for STBG or congressional funding support.

2. CLINTON STREET CORRIDOR (LA CROSSE)

The Clinton Street concept addresses a critical east-west bicycle and pedestrian connection through La Crosse while balancing parking demands, business access, and school safety. Existing conditions include a constrained 60-foot right-of-way, inconsistent bicycle accommodations, and underutilized parking along portions of the corridor. The concept introduces shared-use paths, separated bicycle facilities, improved crossings, a raised intersection, and streetscape improvements while maintaining access and targeted parking where needed. Particular emphasis is placed on improving safety for students walking and biking to school and creating a continuous active transportation corridor.

Type of Improvements: Shared-use paths, separated bicycle lanes, raised intersection, sidewalk improvements, accessibility upgrades, school-area safety improvements, streetscape enhancements

Funding Program Opportunities:

- **Primary:** Transportation Alternatives Program (TAP), Safe Routes to School (SRTS), SS4A Implementation Grant
- **Secondary:** STBG Urban, Recreational Trails Program (RTP) (where shared-use path components qualify), WisDOT Signal and ITS Standalone Program (crossing treatments)

Funding Assessment:

- Effort Required: 3/5
- Competitiveness: 5/5
- Grant Award Potential: 2/3

This corridor strongly matches TAP and SRTS eligibility because of its focus on pedestrian and bicycle safety, school access, ADA accessibility, and multimodal connectivity. The project also advances many priorities identified through engagement efforts, including safer crossings, protected bicycle infrastructure, and improved active transportation facilities. Because many elements could be phased, multiple funding sources may be combined over time.

3. LOSEY BOULEVARD (LA CROSSE)

Losey Boulevard is a major north-south corridor carrying approximately 25,000 to 26,000 vehicles daily. Community feedback identified concerns related to speeding, while the corridor currently lacks dedicated bicycle facilities despite being identified in the City's Bicycle and Pedestrian Plan. The conceptual design maintains the existing five-lane roadway while repurposing excess roadway width to add one-way separated bike lanes, curb extensions, and targeted median treatments to calm traffic, improve multimodal safety, and better manage turning movements.

Types of Improvements: Separated bicycle lanes, traffic calming medians, lane narrowing, access management, curb extensions, multimodal corridor improvements, pedestrian crossing enhancements

Funding Program Opportunities:

- **Primary:** SS4A Implementation Grant, Transportation Alternatives Program (TAP), Highway Safety Improvement Program (HSIP)
- **Secondary:** Surface Transportation Block Grant (STBG) Urban, Congressionally Directed Spending (CDS/CDF)

Funding Assessment:

- Effort Required: 4/5
- Competitiveness: 4/5
- Grant Award Potential: 3/3

The project combines speed management, active transportation improvements, and corridor safety enhancements, making it highly competitive for SS4A implementation funding. The bicycle infrastructure and crossing improvements also align well with TAP objectives, while the documented speeding concerns and safety benefits support HSIP eligibility. Because construction could potentially be phased block-by-block, multiple funding awards could be strategically combined.

Implementation Framework

Implementing the recommendations of this Plan will require a phased approach that balances available funding, staff capacity, project readiness, and community priorities. While some recommendations can be advanced in the near term through policy changes, education, and low-cost improvements, others will require significant design, coordination, and capital investment over multiple years. Figure 46 organizes recommendations into short-, medium-, and long-term actions to help agencies prioritize efforts and establish realistic implementation timelines.

Figure 46. Implementation Framework



Project Readiness and Grant Competitiveness

Successfully securing competitive transportation funding often depends not only on identifying a safety need, but also on demonstrating that a project is well-developed, supported by data, and ready for implementation. The project readiness framework in Table 10 provides a consistent method for evaluating how prepared a project is for pursuing funding opportunities and helps local agencies identify the steps needed to improve grant competitiveness and advance projects toward implementation. A project that meets most of these criteria is generally better positioned to compete for discretionary funding.

Table 10. Project Readiness Framework

Factor	Key Question
Safety Need	Is the project located on the HIN or a priority corridor?
Community Support	Is public support documented?
Plan	Is the project identified in this Plan or another adopted plan?
Concept	Has a concept or preliminary design been developed?
Cost Estimate	Is an estimated cost available?
Local Match	Has a local funding source been identified?
Agency Support	Are implementation partners identified and supportive of the proposed project?

GRANT APPLICATIONS ARE MOST COMPETITIVE WHEN PROJECTS ARE SUPPORTED BY DOCUMENTED SAFETY NEEDS, IDENTIFIED IN ADOPTED PLANS, ALIGNED WITH COMMUNITY PRIORITIES, AND HAVE A CLEARLY DEFINED IMPLEMENTATION STRATEGY.

The crash analysis, High Injury Network (HIN), community engagement findings, and project prioritization process developed as part of this Safety Action Plan provide valuable supporting documentation that can strengthen future grant applications.

Funding Strategy Considerations

Different funding programs are designed to support different types and scales of transportation safety improvements. Understanding how project scope, cost, complexity, and implementation timelines align with available funding sources can help local agencies identify the most appropriate funding opportunities, prioritize implementation efforts, and develop realistic strategies for advancing projects. Organizing projects by scale and complexity, as shown in Table 11, provides a useful framework for matching recommendations to funding programs and available local resources, allowing communities to advance both short-term improvements and long-term capital investments over time.

Table 11. Types of Projects

Small Projects <$500,000	Medium Projects $500,000-$5 Million	Large Projects >$5 Million
Typical Examples: Crosswalk improvements, RRFBs, sidewalk connections, bike parking, demonstration projects, education campaigns	**Typical Examples:** Corridor bike lanes, signal upgrades, traffic calming projects, corridor design geometric improvements	**Typical Examples:** Roundabouts, Corridor reconstruction, Major multimodal improvements, Interchange-related projects
Potential Funding: TAP, Safe Routes to School (SRTS), SS4A Demonstration Activities	**Potential Funding:** HSIP, STBG Urban and/or Rural, TAP, SS4A Implementation	**Potential Funding:** SS4A Implementation, STBG, HSIP, Congressional Directed Spending

Most safety projects require a combination of funding sources rather than reliance on a single program. Table 12 illustrates how common transportation safety improvements may align with several available federal and state funding opportunities, helping communities identify potential implementation pathways and develop funding strategies tailored to project size, scope, and complexity.

Table 12. Common Funding Packages by Improvement Types

Project Type	Most Likely Funding Programs
Shared-use paths	TAP, RTP, STBG, SS4A
Protected bike lanes	TAP, STBG, SS4A
School-area improvements	SRTS, TAP, SS4A
Traffic signals	SISP, HSIP, STBG
Roundabouts	HSIP, STBG, SS4A, CDS
Pedestrian crossings	TAP, HSIP, SISP, SS4A
Demonstration projects	SS4A Planning & Demonstration
Education campaigns	BOTS, SRTS, SS4A
Speed management projects	HSIP, SS4A, BOTS
Corridor reconstruction	STBG, HSIP, CDS, SS4A



CHAPTER 10: SAFETY EVALUATION, PROGRESS, AND TRACKING

> This section outlines the recommended practices for monitoring transportation safety outcomes, engaging with the public, and maintaining accountability over time.

10 | SAFETY EVALUATION, PROGRESS, AND TRACKING



Overview

The LAPC is committed to fully eliminating severe injuries and traffic deaths on the region's roads by 2055. This goal is intended to reduce fatal and severe injury crashes by *5 percent per year* and a 100% reduction by 2025. The full leadership commitment of the La Crosse Transportation Regional Safety Plan can be found in ***Appendix H***. This document includes the Vision Zero guiding principles and safety policy guidance.

Progress Evaluation and Tracking

To support the successful implementation of the recommendations outlined in this plan, the LAPC is encouraged to adopt a transparent, incremental, and community centered approach to tracking progress. This section outlines the recommended practices for monitoring transportation safety outcomes, engaging with the public, and maintaining accountability over time. The following is a list of strategies that is designed to measure and track progress towards achieving the ultimate goal of eliminating severe injuries and traffic deaths on the roads of the LAPC Region:

- Track total number of serious injury and fatal crashes (Using 2015-2024 crash data as a baseline, track and report annual trends)
- Implement improvements to HIN Network from the Safety Design Treatments found in Chapter 6 of this plan
- Conduct post-project evaluations to assess the outcomes of safety improvements
- Provide periodic public updates on plan progress and fatal and serious injury crash trends
- Monitor perceptions of safety using existing public feedback channels
- Update the SS4A Safety Action Plan every 5 years or as required to maintain eligibility for Safe Streets and Roads for All Implementation Grants
- Update and utilize the Crash Data Dashboard

Crash Data Dashboard

The LAPC will use the *online safety data dashboard* (Figure 47) as a tool to track the progress of safety metrics throughout the region. This dashboard includes all crash data from the region from 2015 to 2024, and will continually be updated with new crash data each year as it becomes available. The dashboard consists of seven pages:

- Conditions
- Crash Injuries
- Crash Types
- Roadway Type
- Crash Timing
- High Injury Network
- Crash Rates Map

CONDITIONS

The conditions page includes information about road conditions, weather conditions, and lighting conditions at the time of each crash. Like other data available in the dashboard, crashes can be viewed by specific crash severity and year.

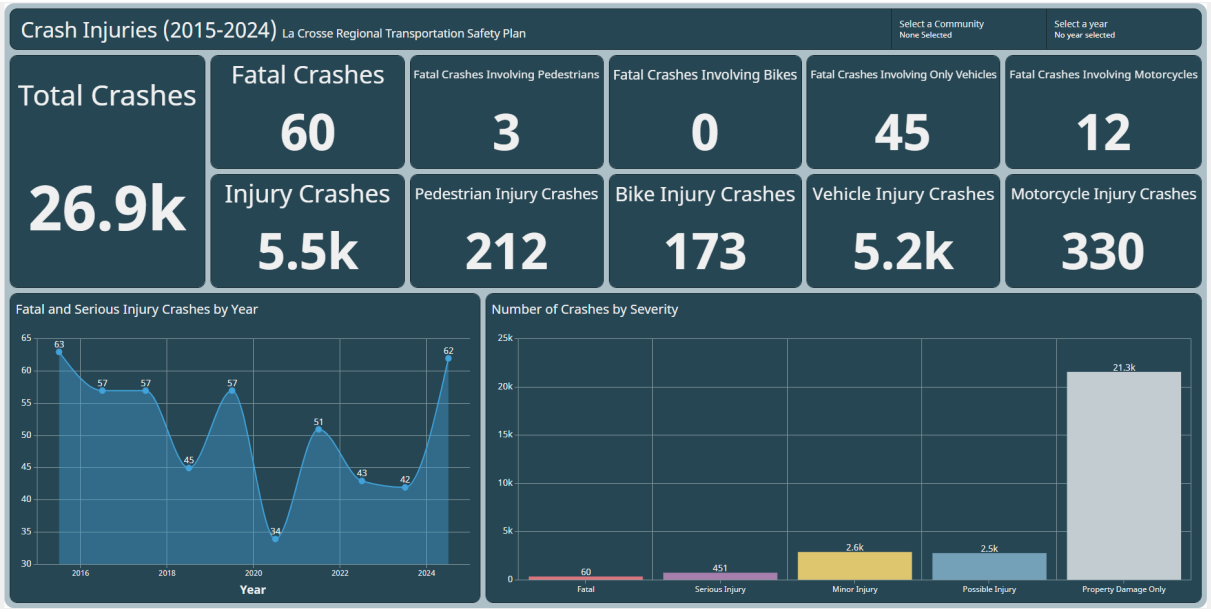
CRASH INJURIES

The crash injuries page is the main landing page of the dashboard when users access the site. This page includes statistics about all the reported crashes in the region, and currently represents all data between 2015 and 2024. Crash data is broken out by injury type and by year, and stats on the number of fatal and injury crashes broken out by mode are included at the top of the page. In addition, crash data can be broken down by each community and each year, allowing users to take a closer look at the crash issues affecting their community.

CRASH TYPES

The crash types page shows information about crash types and crash conditions that contributed to the crash. Data can be broken down by crash severity, allowing for a deeper dive into specific crash severities. In addition, crash types are broken out by year, allowing users to see any changes in crash patterns over time.

Figure 47. Crash Data Dashboard



CRASH TIMING

The crash timing page has multiple tables showing the number of crashes by month of the year, time and day of the week. These tables help illustrate how crash patterns vary by time of the day, day of the week, and month of the year.

ROADWAY TYPE

The roadway type page shows many stats about the roadway characteristics of the regions crashes. Crashes are broken down by functional classification, jurisdiction, and roadway type, with the first two also including graphs showing crash severity.

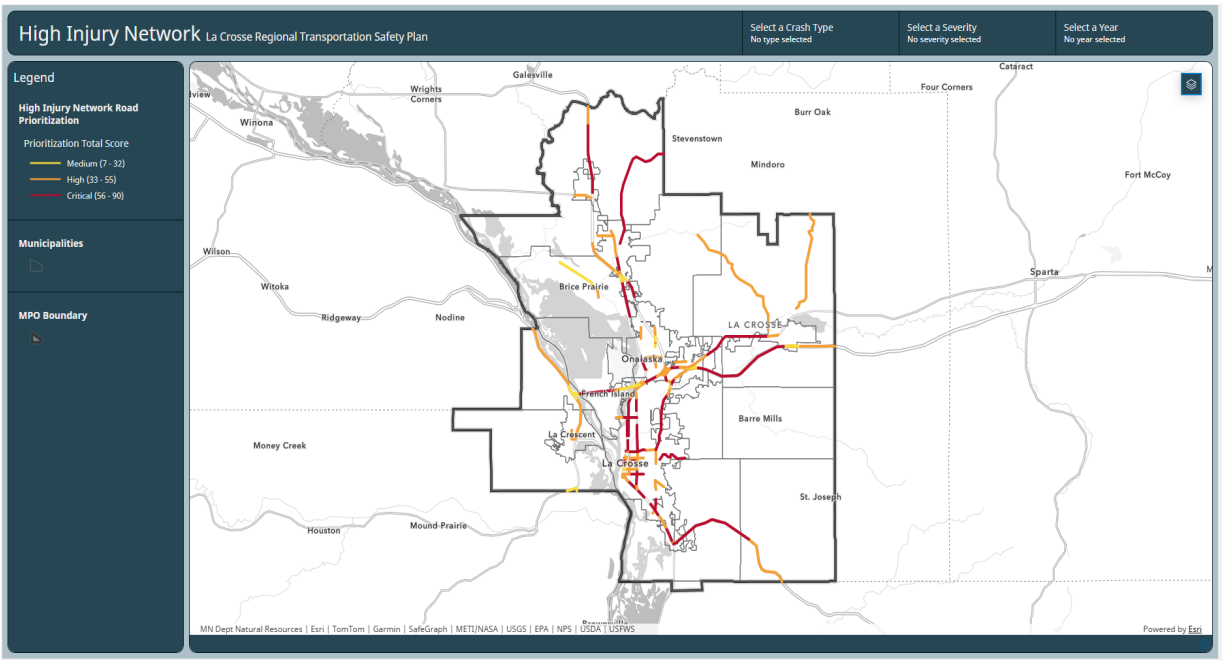
HIGH INJURY NETWORK (MAP)

The High Injury Network page is a map that shows the roads and intersections that make up the high injury network. In total, there are eight layers of data related to the HIN and crash data on the map. The High Injury Network intersection and road prioritization scores, which are discussed in Chapter 5, are included as a layer. Some of these layers, which all show crash locations, only show up when you zoom in. Each reported crash is recorded as a data point on the map, and clicking on the dot provides more details about the crash.

CRASH RATES MAP (MAP)

The crash rates map page displays information about the crash rates of each road segment and intersection. The results are color coded, and signal whether the intersection or segment is below the average crash rate, above the average crash rate but below the critical crash rate, or is above the critical crash rate. A layer showing the crash density is also included on the map, with lighter colors (and larger circles) being locations with higher volumes of crashes. Like the High Injury Network page, the crash rates map also includes a layer with each crash as a data point, which becomes visible once zoomed in far enough. The Crash Data Dashboard can be found at the following link: [LAPC SS4A Dashboard Experience]

Figure 48. Online Crash Data Dashboard



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APPENDIX A: SAFETY ANALYSIS AND CRASH FIGURES

LAPC Regional Transportation Safety Plan
Crash Analysis

June 2026

INTRODUCTION

An in-depth, multi-dimensional analysis of roadway safety and crash trends was conducted for the LAPC planning area. This analysis is based on ten years of crash data (2015 to 2024).

Due to the LAPC region covering areas in both Minnesota and Wisconsin, crash data was obtained from both the Minnesota Department of Transportation (MnDOT) and the Wisconsin Department of Transportation (WisDOT). The analysis covers all reported crashes within the La Crosse Region, including MnDOT and WisDOT highways, county roads, and city streets. It examines crash frequency, severity, and contributing factors to highlight where risk is most concentrated. While most crashes result in property damage only, severe crashes, although less frequent, are concentrated on a small share of the network. This reinforces the importance of a Safe System approach that reduces the likelihood and severity of crashes through systemic design and operational strategies.

The following chapter is organized into two sections:

- Crash Data Overview: A review of crash outcomes, roadway and system characteristics, and temporal patterns across the entire roadway network.
- High Injury Network (HIN): Identification of corridors that account for the majority of severe, bicycle, and pedestrian crashes, helping to guide targeted safety strategies.

These sections will together create a clear picture of the La Crosse Region's current safety challenges and opportunities, help support data-driven decision making, and advance regional commitment to eliminating traffic-related serious injuries and deaths.

Crash Data Overview

Roadway safety analysis for the LAPC planning area was a data driven exercise based upon ten years of available crash data (2015-2014), which was obtained from both MnDOT and WisDOT. A full map of the crashes can be found in the map series following this report.

Between 2015 and 2024, crash data shows the following:

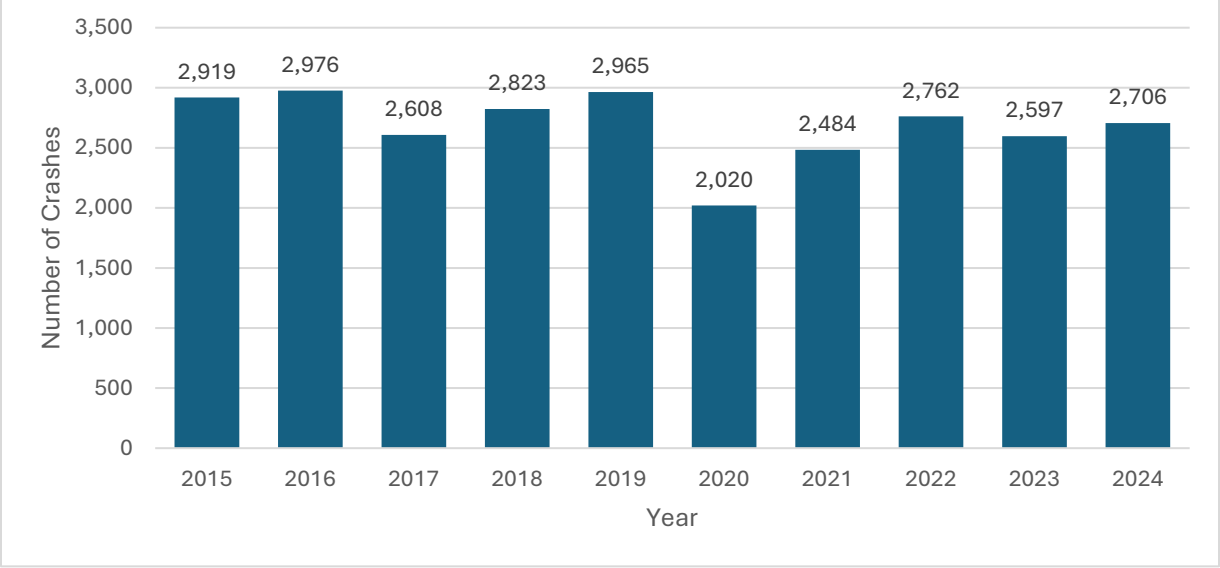
- 26,860 Total crashes
- 60 Crashes resulting in fatalities
    - 12 fatal crashes involving motorcycles
- 5,536 Injury crashes
    - 451 Major Injury (Injury A) crashes
    - 2,599 Minor Injury (Injury B) crashes

    - 2,486 (Possible Injury) Injury C crashes
- 208 Bike crashes
    - 173 Bicycle crashes involving injuries
    - 0 Fatal bicycle crashes
- 230 Pedestrian crashes
    - 212 Pedestrian crashes involving injuries
    - 3 Fatal pedestrian crashes

OVERALL SYSTEM CRASHES

Figure 1, below, shows the yearly number of crashes in the region. During the 10-year analysis period, there were a total of 26,860 crashes in the LAPC planning area for an average of 2,686 crashes per year. Generally, the number of crashes were consistent year over year, with nine of the ten years analyzed recording between 2,500 and 3,000 crashes. The outlier was 2020, which saw approximately 2,000 crashes, a much smaller number than the rest of the study period. Traffic volumes were down significantly due to the Coronavirus Pandemic, which began in 2020, and can explain part of this decline in crashes. Generally, crash volumes were slightly higher before 2020 than after 2020, even when not considering the year 2020. An average of 2,858 crashes per year occurred between 2015 and 2019, while between 2021 and 2024 there were an average of 2,637 crashes, a 7.7 percent decrease from pre-2020 numbers. The reduction in crashes starting in 2021 can be partially attributed to the change in Minnesota's crash reporting requirements, which led to a reduction in the number of Property Damage Only (PDO) crashes reported.

Figure 1. Yearly Crashes in LAPC Region - 2015-2024



SYSTEM WIDE CRASH TRENDS

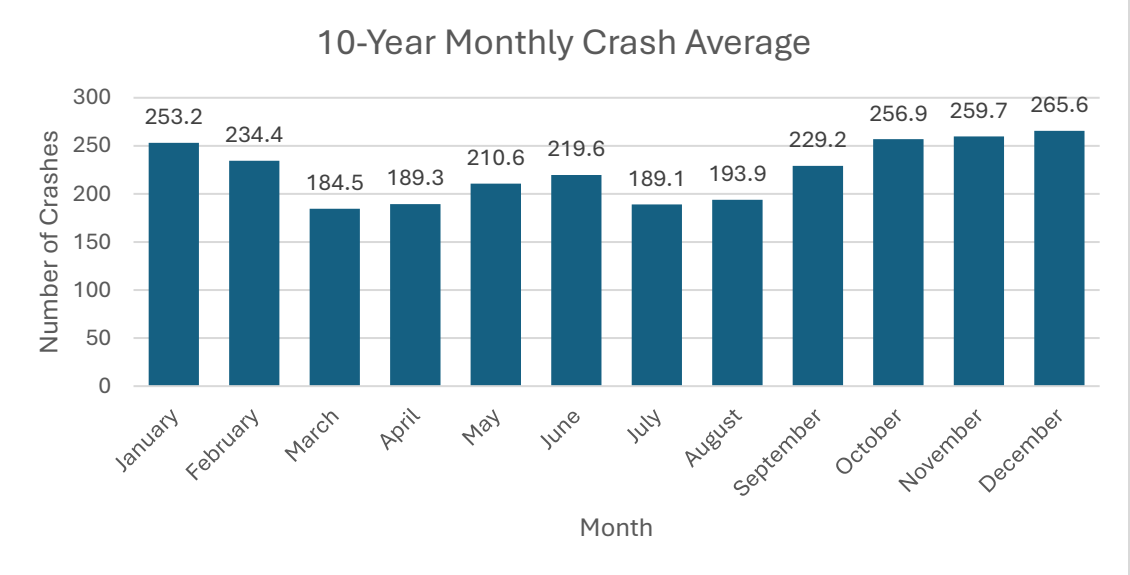
Monthly Crash Distribution

In reviewing the monthly crash distribution, more crashes were reported during the winter months than during the summer months. October, November, December, and January were particularly high crash months, seeing 15% more crashes than the average month, and 37% more than the months of March, April, July and August, the four months with the lowest average number of crashes. There is a spike in the number of crashes in May and June, but that average goes down again for July and August. The 10-Year monthly crash average can be seen in **Figure 2**.

Takeaways:

- Winter weather plays a big role in the crashes in the region, with the most crashes occurring in November and December. Poor roadway conditions are more common in winter months, and more travel is occurring outside of daylight hours
- There is a spike in crashes in May and June. There are a few possible reasons for that, including better weather and clearer roads leading to an increase in speeding, higher traffic volumes, and more vulnerable road users (VRU's).

Figure 2. 10 Year Monthly Crashes, 2015-2024



Time-of-Day and Day-of-Week Crash Distribution

The time-of-day distribution of crashes shows that crashes occur most frequently during afternoon and early evening hours on weekdays, generally considered the evening commuting hours. The 3 PM, 4 PM, and 5 PM hours all had more than 2,200 crashes, while the next highest hour (2-3 PM) had about 500

less crashes, at 1,742 total crashes. Crash frequency is highest on Friday from 3-4 PM, with 441 crashes reported, while Mondays from 3-4 AM had the lowest crash frequency, with 17 crashes reported.

The weekday afternoon peak was not the only spike in crashes seen in the data. There are spikes in the number of reported crashes on Saturday morning (12-1 AM), as well as elevated numbers between midnight and 3 am on weekends (when compared to weeknights at the same times). Alcohol related crashes also spike between midnight and 3 AM with a peak in the 2 – 3 AM hour, which corresponds with bar close in both Minnesota and Wisconsin.

Fridays have, on average, the most crashes of any day of the week, with 4,669 crashes over the study period. Sundays had the least, with 2,631 crashes over the ten-year study period. The full time and date distribution can be found in **Table 1**.

Table 1. Time-of-Day and Day-of-Week Crash Distribution, 2015-2024

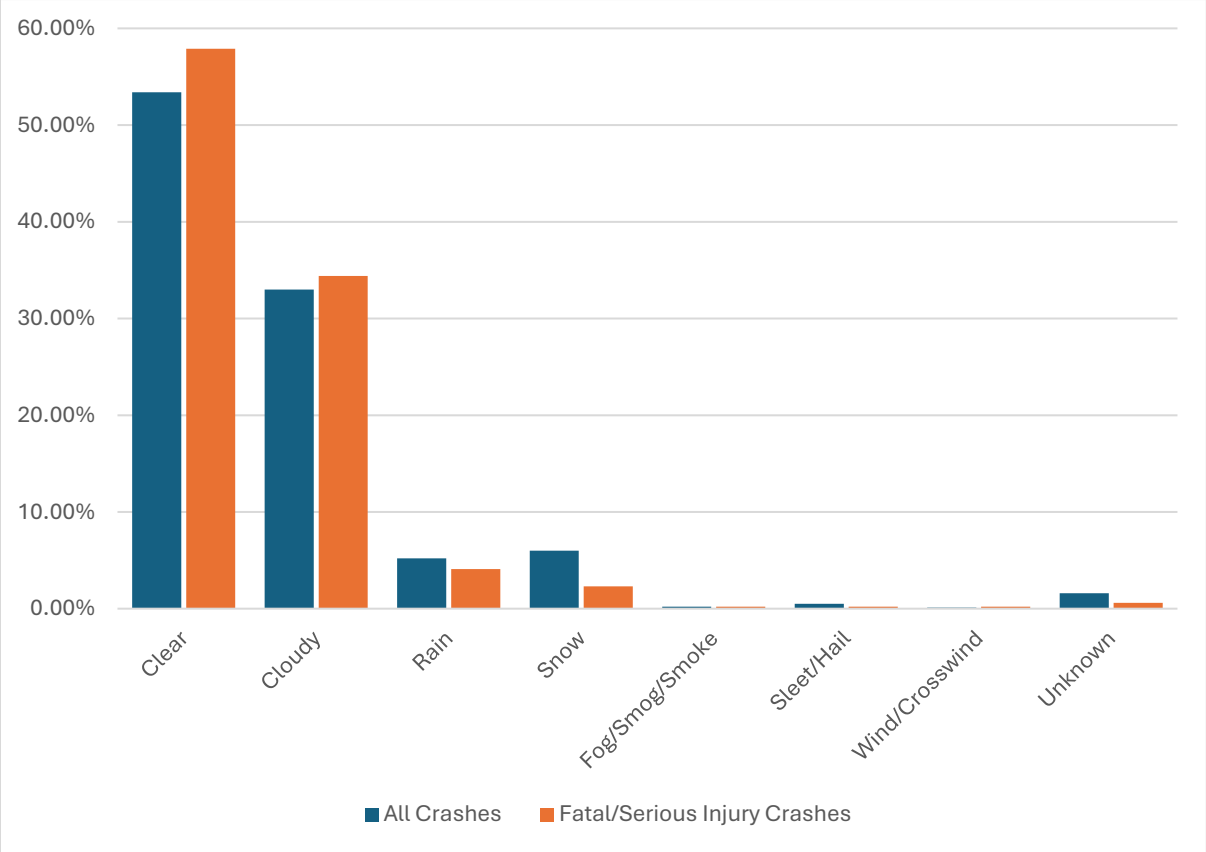
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Hour
12 AM - 1 AM	129	117	99	130	132	168	127	**128.9**
1 AM - 2 AM	32	35	25	46	39	77	80	**47.7**
2 AM - 3 AM	19	22	32	37	66	80	99	**50.7**
3 AM - 4 AM	17	22	21	22	28	48	70	**32.6**
4 AM - 5 AM	35	32	35	37	39	43	31	**36.0**
5 AM - 6 AM	78	60	72	63	77	42	38	**61.4**
6 AM - 7 AM	132	112	113	100	115	49	43	**94.9**
7 AM - 8 AM	258	299	283	269	267	87	51	**216.3**
8 AM - 9 AM	203	172	185	181	185	97	67	**155.7**
9 AM - 10 AM	171	141	156	166	179	133	80	**146.6**
10 AM - 11 AM	172	183	164	177	186	166	127	**167.9**
11 AM - 12 PM	212	202	220	200	269	235	178	**216.6**
12 PM - 1 PM	214	251	238	252	295	246	174	**238.6**
1 PM - 2 PM	255	240	215	265	294	210	187	**238.0**
2 PM - 3 PM	267	257	277	259	314	223	145	**248.9**
3 PM - 4 PM	366	395	338	371	441	189	185	**326.4**
4 PM - 5 PM	368	427	358	367	393	203	144	**322.9**
5 PM - 6 PM	375	392	367	347	397	193	157	**318.3**
6 PM - 7 PM	193	229	248	203	272	199	152	**213.7**
7 PM - 8 PM	148	138	180	163	156	135	135	**150.7**
8 PM - 9 PM	116	121	132	153	150	144	120	**133.7**
9 PM - 10 PM	108	108	113	135	149	143	112	**124.0**
10 PM - 11 PM	72	95	103	86	140	111	77	**97.7**
11 PM - 12 AM	52	42	64	74	86	114	52	**69.1**
Average Hour	**166.3**	**170.5**	**168.3**	**171.0**	**194.5**	**139.0**	**109.6**	

Weather Conditions

A review of the weather conditions for each crash was conducted, which returned the following results, also seen in **Figure 3**:

- 86% of all crashes and 92% of fatal or serious injury crashes occurred in clear or cloudy (without precipitation) conditions.
- Relative to crashes of all severities, fatal and serious injury crashes are more represented in clear weather conditions, and less represented in rainy and snowy weather. Drivers may be more careful during rain and winter weather events compared to clear conditions, and slower speeds could contribute to less severe crashes.

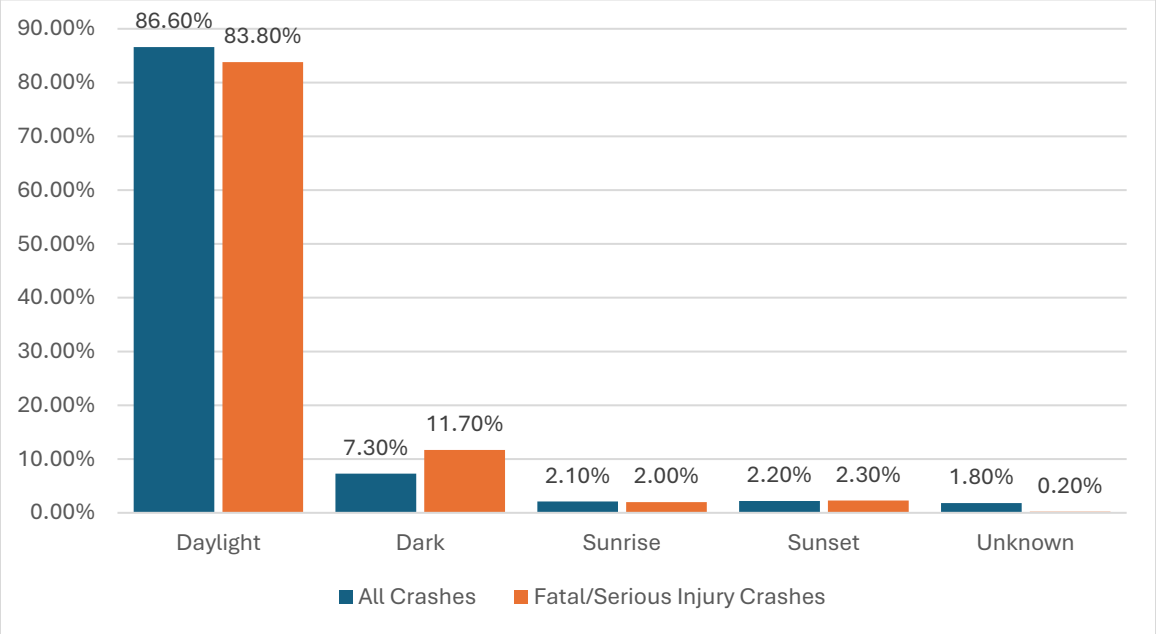
Figure 3. Crashes by Weather Conditions, 2015 - 2024



Lighting Conditions

Figure 4 shows crash percentages by lighting conditions. Most crashes occur during daylight hours in the LAPC Region, with more than 85% of all crashes occurring during daylight. Compared to their overall percentage, fatal and serious injury crashes occur more frequently in dark conditions compared to all crashes, highlighting the importance of assessing roadway lighting needs as part of roadway projects.

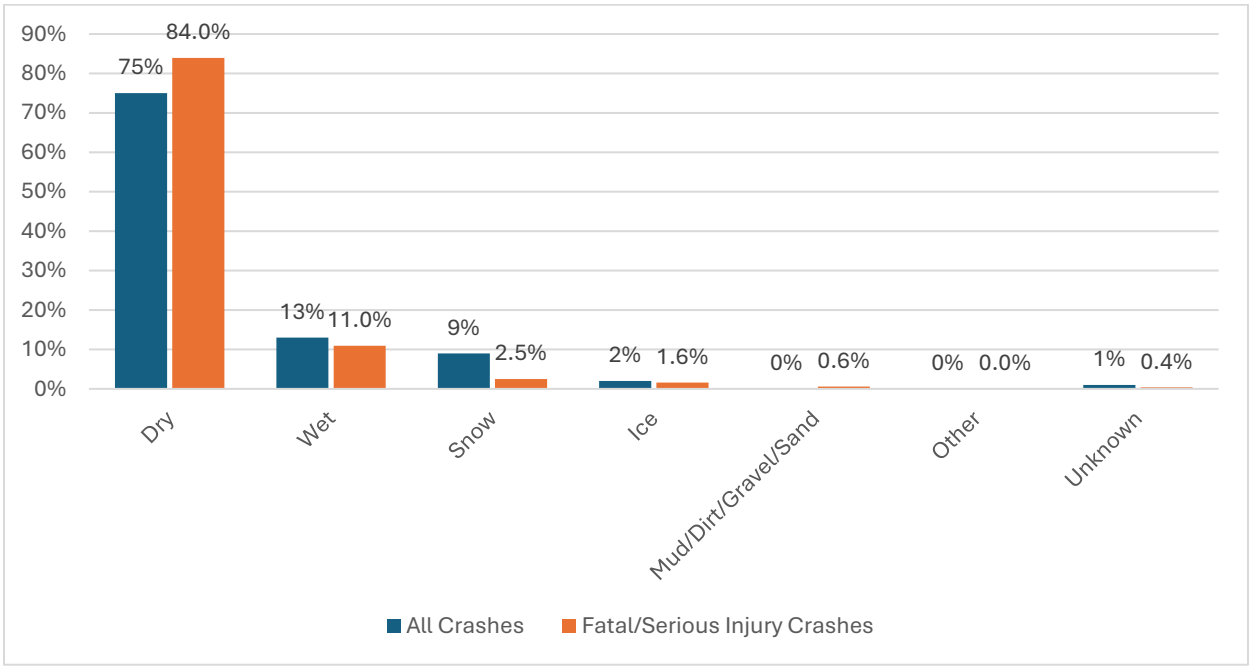
Figure 4. Crashes by Lighting Conditions, 2015-2024



Crashes by Roadway Surface Condition

Figure 5 shows the percentage of crashes sorted by roadway surface condition. The majority of crashes occur on dry roadways, with 75 percent of all crashes and 84 percent of fatal and serious injury crashes, respectively. When compared to percentage of all snow crashes (9 percent), the percentage of fatal and serious injury crashes with snowy roads is much lower (2.5 percent).

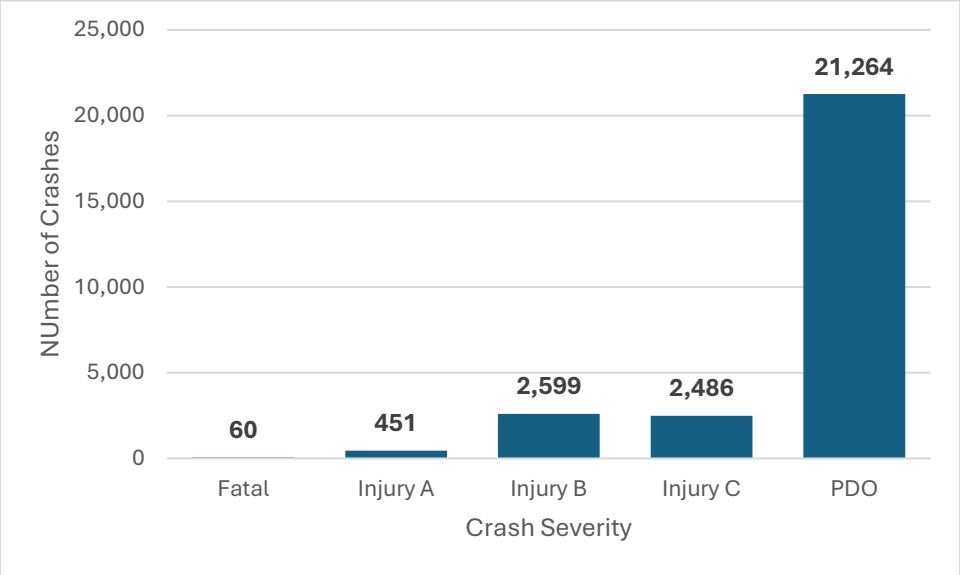
Figure 5. Crashes by Roadway Conditions, 2015-2024



Crash Severity Distribution

Crashes are not evenly distributed amongst severity types. As seen in **Figure 6**, most crashes (almost 80%) are non-injury, PDO crashes. Possible injury (Injury C) and minor injury (Injury B) crashes, each make up about 9% of all crashes, while major injury (Injury A) crashes and fatal crashes make up the remaining 2%, with fatal crashes representing 0.23% of all reported crashes.

Figure 6. Overall Crash Severity, 2015-2024



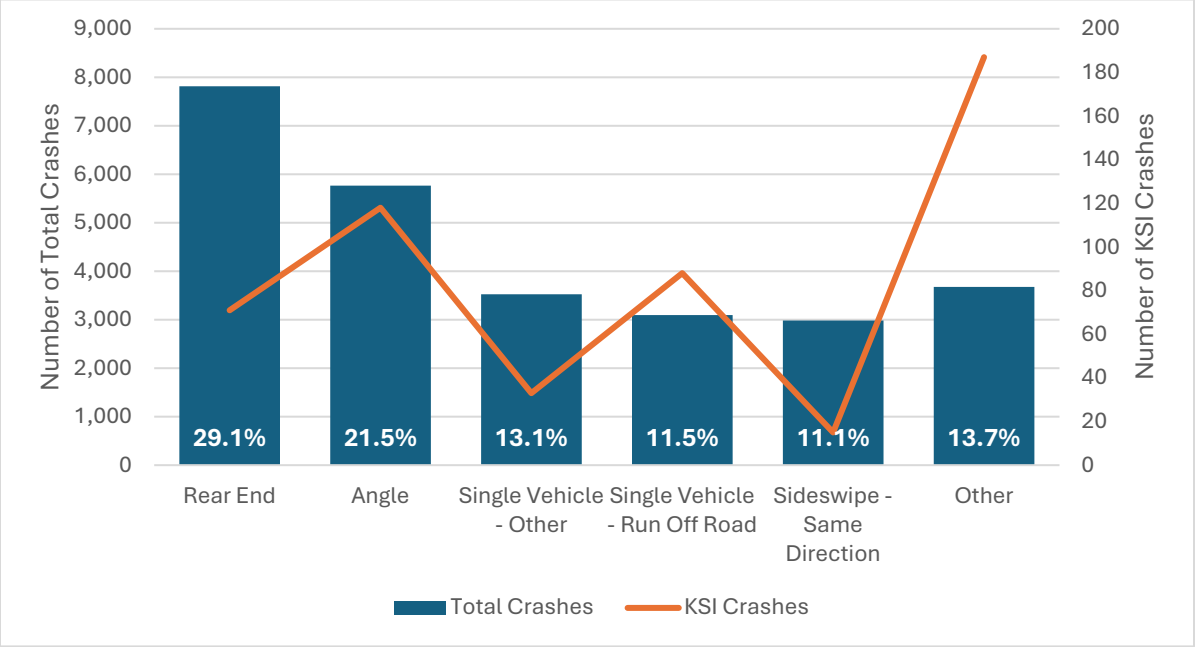
Takeaways:

- Property damage only crashes represent the vast majority of all crashes in the region (79%), but one out of every five crashes involve an injury or possible injury. It's critical to focus on reducing this number, partially through changes to the roadway system.
- Severity A or Fatal crashes remain generally rare and comprise less than 2% of all reported crashes. However, over 10 years, this still averages out to 51 Fatal or Injury A crashes per year, an average of 4.25 per month, emphasizing the need for systemic safety improvements.

Crash Type

Five crash types make up more than 85% of the crashes seen across the entire LAPC region. They are Rear End (29.1%), Angle (21.5%), Single Vehicle – Other (13.1%), Single Vehicle – Run Off Road (11.5%), and Sideswipe – Same Direction (11.1%). All other crashes account for the remaining 13.7% of crashes. This graph can be seen in **Figure 7**.

Figure 7. Crashes by Type, 2015-2024



Compared to their overall percentages, both single vehicle runoff and angle crashes make up a higher percentage of fatal/serious injury crashes than they do the percentage of all crashes. In addition, while their overall volume is much smaller than the top five crash types, head on crashes (2% total crashes, 9% of all fatal/serious injury crashes), pedestrian crashes (1% of total crashes, 5% of all fatal/serious injury crashes), and bike crashes (1% of total crashes, 5% of all fatal/serious injury crashes), also make up a larger share of fatal and serious injury crashes than they do percentage of all crashes.

Takeaways:

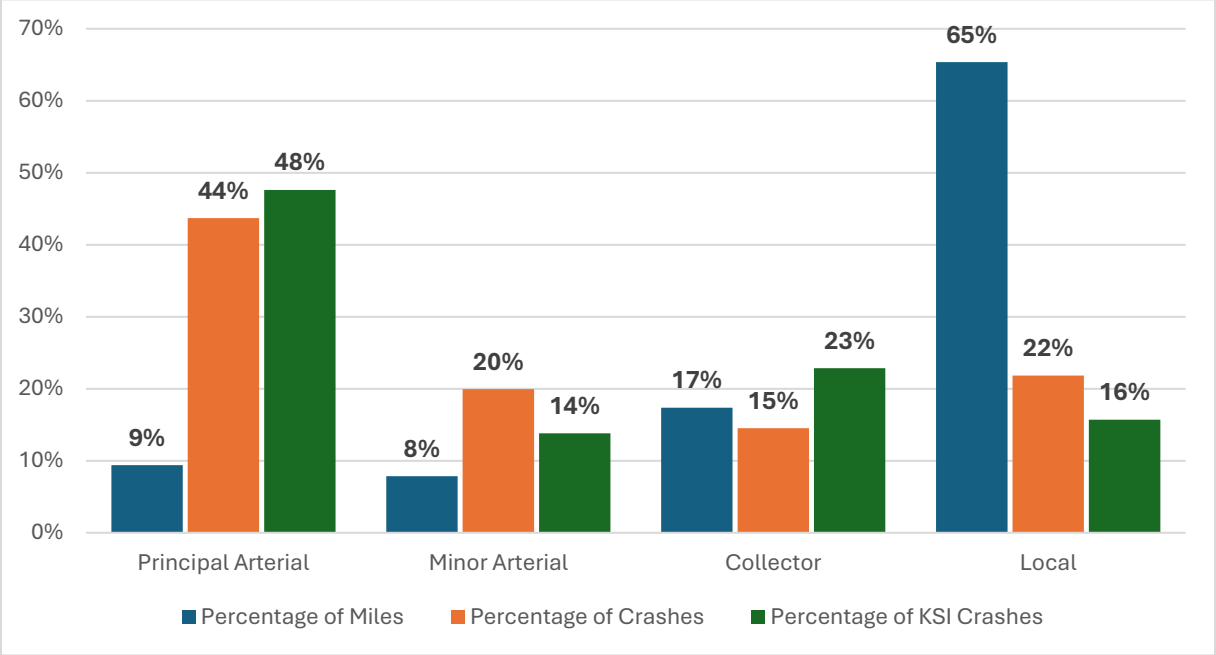
- Rear end crashes account for almost 30 percent of all crashes, but their share of fatal and serious injury crashes was much lower.
- Angle crashes were responsible for the most fatal and serious injury crashes, emphasizing a need for clear sight lines, appropriate traffic control, and safer vehicle speeds, especially at intersections.
- Data shows that single vehicle run-off road crashes have the highest probability of resulting fatalities and serious injuries, further emphasizing the need for safer vehicle speeds.
- Single vehicle crashes (of all types) account for one quarter of all crashes in the region.

Crashes by Functional Classification

Figure 8 shows the crashes sorted by functional classification. Generally, crashes tend to be concentrated on higher order streets. While principal arterials comprise just 9% of the regional system mileage, they have 44% of all crashes. Minor arterials are 8% of the system mileage but account for 20% of the crashes. Combining the two, the arterial system accounts for only 17% of the system mileage but 64% of the total

crashes. The collector road system has generally proportionate mileage to crashes, with 17% of the mileage and 15% of the crashes. Local streets, which make up 65% of the region's streets, have just 22% of the region's crashes.

Figure 8. Functional Classifications by Percentage of Miles and Crashes



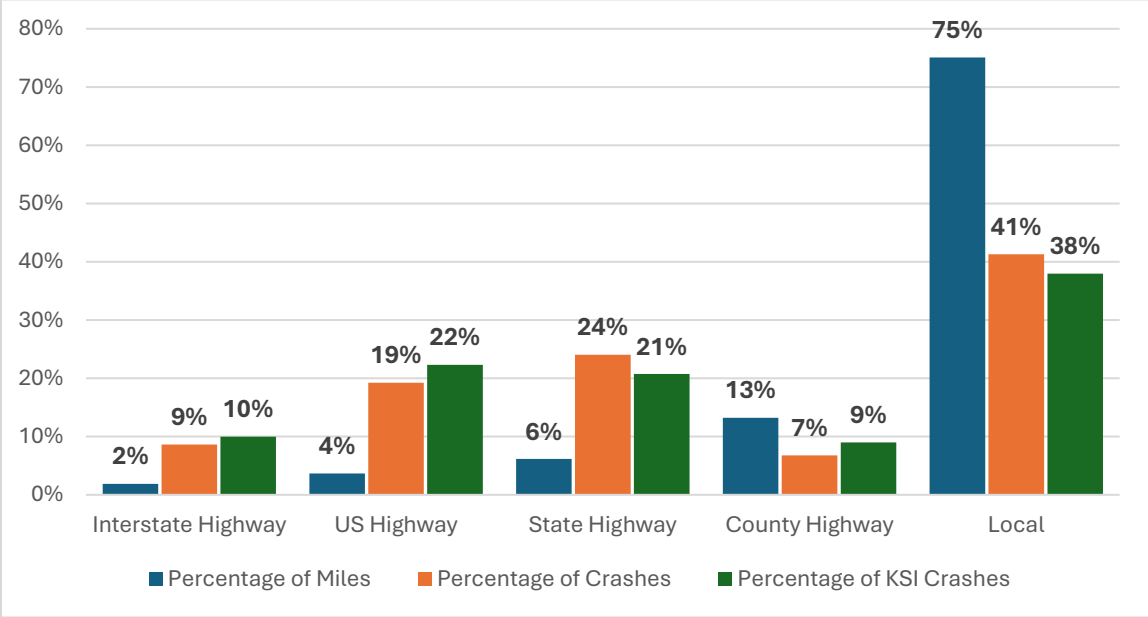
Takeaways:

- Principal Arterials are a small percentage of the overall system mileage but are where almost half of all crashes (and half of all fatal and serious injury crashes) occur. These roads have the highest traffic volumes, speed limits, and crash density in the region, a combination that necessitates safety improvement consideration.
- Although local roads have the lowest crashes per mile ratio of any functional classification, safety improvements should still be considered in areas where there is a high crash density or a cluster of injury crashes.

Crash Distribution by Roadway Jurisdiction

Figure 9 shows the crash distribution organized by road jurisdiction. Local roads saw the greatest share of crashes of any roadway jurisdiction type, with over 41 percent of crashes occurring on local roads. State Highways had the second largest share of crashes (24 percent), followed by US Highways (19 percent), Interstate Highways (nine percent, and county highways (seven percent).

Figure 9. Mileage and Crashes by Roadway Jurisdiction, 2015-2024



When compared to the total system mileage, US Highways have both the highest total crash rate per mile per year (averaging 14.37 crashes per mile per year) and the highest KSI crash rate per mile per year (0.317 KSI crashes per mile per year) over the ten-year study period. County highways and local roads have significantly lower crash rates per mile than the other three jurisdictions. More details can be found in **Table 2**, below.

Table 2. Crashes Per Mile Per Year, 2015-2024

Roadway Jurisdiction	Roadway Mileage	Total Crashes Per Mile Per Year	KSI Crashes Per Mile Per Year
Interstate Highway	18.46	12.55	0.28
US Highway	35.97	14.37	0.32
State Highway	60.25	10.72	0.18
County Highway	129.51	1.40	0.04
Local Roads	735.21	1.51	0.03

Takeaways:

- With State Highway, US Highway and Interstate Highway routes under state Department of Transportation (DOT) jurisdiction, more than 50 percent of both total crashes and KSI crashes in the region occurred on routes maintained by State DOTs, despite comprising just 12 percent of the roadway mileage of the region.

- State Highways have the highest share of crashes resulting in injury, with 24.4 percent of crashes on State Highways falling under either Injury C, Injury B, Injury A, or Fatal. A combination of Higher speed limits, multiple lanes, and frequent access points (As compared to the Interstate Highway system) increases the severity and likelihood of crashes.

- While locally owned roads have the most overall crashes and most fatal crashes, they also comprise a vast majority of the road network. This means local roads have lower crash rates per mile compared to roads under state jurisdiction.

Contributing Factors

Contributing factors are listed in crash reports. Not all crash records include information about contributing factors, and crashes can have multiple factors listed. The following (**Table 3**) includes the top six contributing factors.

Table 3. Major Contributing Crash Factors, 2015-2024

Contributing Factor	Total Crashes	Percent of Total Crashes	KSI Crashes	Percent of KSI Crashes
Heavy Vehicle Involved	6,565	24.44%	116	22.70%
Wet/Snow/Icy Road	6,496	24.18%	80	15.66%
Inclement Weather	3,187	11.87%	36	7.05%
Aggressive Driver	2,151	8.01%	84	16.44%
Impaired Driver	1,067	3.97%	81	15.85%
Speeding Driver	414	1.54%	52	10.18%

Crashes are heavily impacted by weather conditions, especially during the winter, when snow and ice lower traction for vehicles. A Wet/Snowy/Icy Road was listed as a factor for almost a quarter of all crashes, while inclement weather was a factor for 12 percent of crashes.

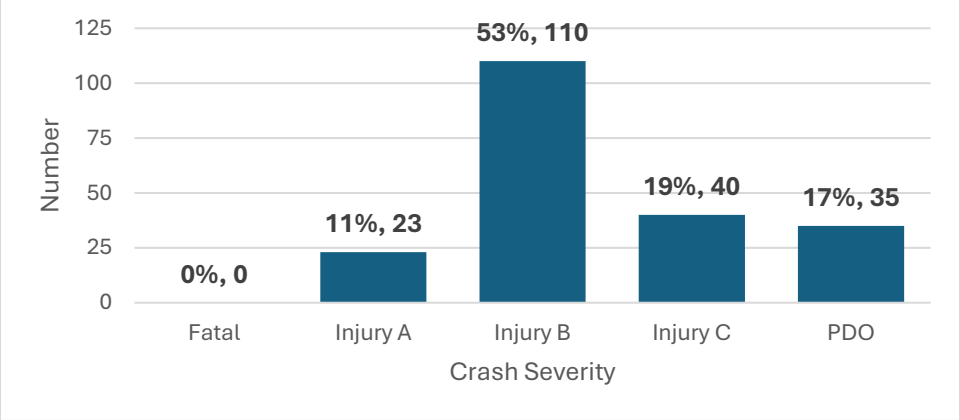
Speeding was cited as a contributing factor for just 1.5 percent of all crashes, but was cited as a factor in more than 10 percent of KSI crashes. Similarly, impaired driving was cited as a factor for four percent of crashes,

Heavy vehicles were involved in about 25 percent of crashes. This is a significant number, considering that according to the Federal Highway Administration, in 2023 heavy vehicles accounted for approximately five percent of all registered vehicles nationally, and traveled about 10 percent of the total national vehicle miles traveled (VMT). When making future roadway design decisions, additional emphasis should be put on heavy vehicle safety to reduce the number of heavy vehicles involved in crashes. A heat map of heavy vehicle involved crashes is included following this document.

Bicycle and Pedestrian Crashes

Figure 10 and **Figure 11** show the severity of bicycle crashes and pedestrian crashes, respectively. Bicycle and pedestrian crashes are heavily concentrated in the urban areas of the LAPC region, with the vast majority occurring in La Crosse. In total, there were a combined 438 bicycle and pedestrian crashes, with 371, or 84 percent, occurring within the City of La Crosse, 203 of 230 (88 percent) pedestrian crashes, and 168 of 208 (81 percent) bicycle crashes. There were three pedestrian crashes that resulted in fatalities, but no bicycle crashes resulted in fatalities. Over 88% of bicycle and pedestrian crashes resulted in injuries to the bicyclist or pedestrian.

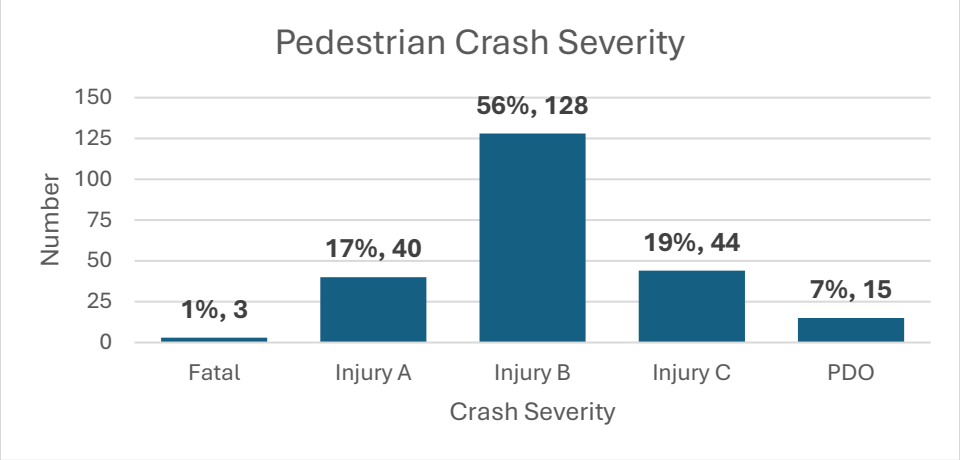
Figure 10. Bicycle Crash Severity, 2015-2024



Takeaways:

- By far the most common crash outcome of was minor injuries, as 53 percent of bicycle crashes resulted in Injury B.
- Over 80 percent of bicycle crashes resulted in injury. Future roadway designs should take safety for bicyclists into consideration to help reduce injury crashes.

Figure 11. Pedestrian Crash Severity, 2015-2024



Takeaways:

- Pedestrian crashes caused an injury or possible injury over 90 percent of the time. Very few pedestrian crashes did not involve an injury, however it is possible some pedestrian crashes that do not result in an injury to the pedestrian go unreported due to the low likelihood of damage to a vehicle.
- Injury B was by far the most common injury designation, and almost one in five pedestrian crashes resulted in a serious injury or fatality, showing the critical need for additional safety measures for pedestrians, and to prioritize the needs of pedestrians when redesigning roads.

HIGH INJURY NETWORK

The High Injury Network (HIN) is the subset of streets where a disproportionately large share of severe crashes occur. The HIN identifies the high-risk corridors within the region, helping to prioritize critical safety improvements to these corridors. Roadway features that are common on the HIN are analyzed to help prevent similar patterns of high injury crashes elsewhere within the region.

HIN Identification Methodology

The HIN was established through an analysis of the following crash types:

- Fatal and Serious Injury Crashes
- Minor or Possible injury Crashes
- Bicycle and Pedestrian Crashes (all severities)
    - Bicyclists and Pedestrians are considered Vulnerable Road Users (VRUs), and are important to consider in the HIN due to the high likelihood of a fatality or injury occurring in a crash compared to crashes involving only vehicles.

The first step of identifying the HIN was calculating the frequency of the above crash types and ranking the area road segments on a percentile scale (a higher score means there were more severe crashes). In this analysis, fatal and serious injury crashes received greater emphasis, receiving double the weight of minor injury, possible injury crashes, and minor injury, possible injury, and property damage only bicycle and pedestrian crashes.

The creation and features of the HIN do not have an exact definition, however common guidance suggests that the HIN follow these guidelines:

- Use the most recent 10 years of available crash data.
- Limiting the HIN to no more than 25 percent of centerline mileage (5-20 percent is typical).
- Capturing at least 55 percent of fatal and serious injury crashes in the region.

After assigning scores to all road segments in the study area, roads were added to the HIN, starting from the highest scores, until the network had met the above guidelines.

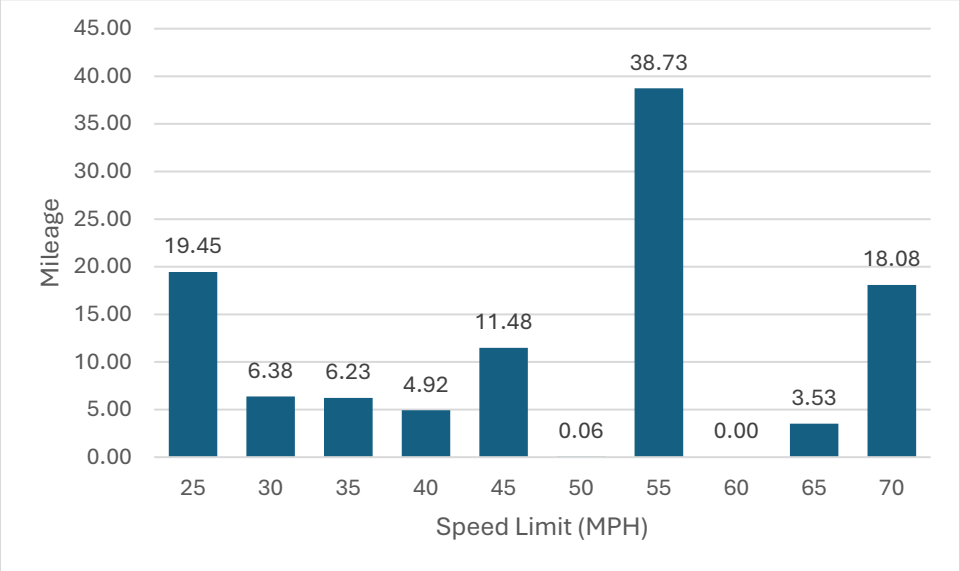
The identified HIN for the LAPC region includes:

- 11.5% of the region's centerline mileage
- 57.7% of all the crashes in the region
- 73.3% of all fatal crashes
- 66.1% of all serious injury crashes
- 66.9% of all combined fatal and serious injury crashes
- 64.1% all minor injury crashes
- 65.5% of Bike and pedestrian crashes

HIN Mileage by Speed Limit

Figure 12 shows the HIN mileage by posted speed limit. The most common speed limit for roads on the HIN was 55 mph, with almost 39 miles of the 111 miles (35 percent) having that speed limit. Additionally, approximately 60 miles of the HIN have speed limits of 55 MPH or higher. Over the entire HIN, the average speed limit was 48 miles per hour.

Figure 12. HIN Mileage by Speed Limit



HIN Mileage by Functional Classification

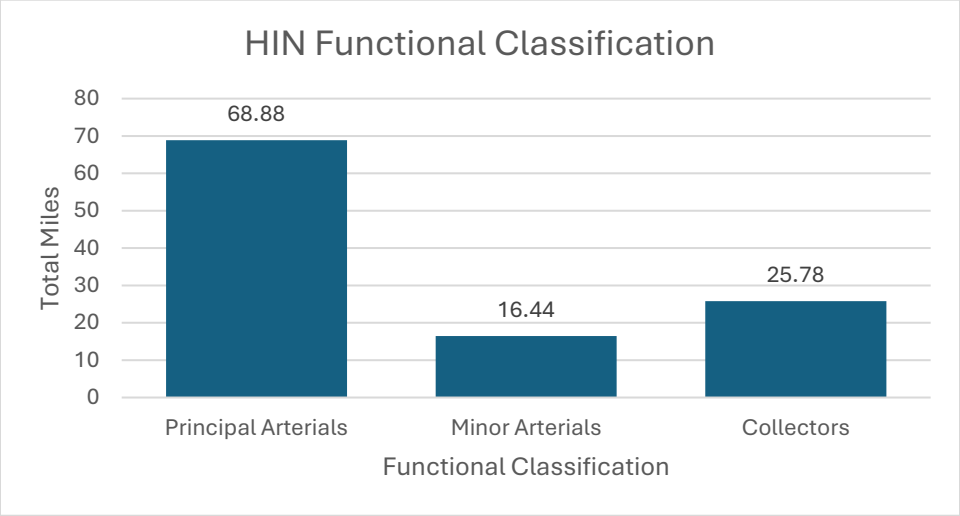
The HIN corridor is made up of the following functional classifications, also shown in **Figure 13**:

- Principal Arterials: 68.88 Miles (62 percent of HIN network)

- Minor Arterials 16.44 Miles (14.8 percent of HIN network)
- Collectors 25.78 Miles (23.2 percent of HIN Network)
- Local Roads: 0 Miles

Principal arterials make up the majority of the High Injury Network and total almost two thirds of the HIN. Principal Arterials are the highest classification of roads designed for high speeds and large volumes, factors which can factor in increasing crash severity. Additionally, local roads are not featured in the HIN. This can be attributed to local roads having generally lower traffic volumes and speed limits, with fewer severe crashes occurring on local roads due to those lower numbers.

Figure 13. HIN Mileage by Functional Classification



HIN Crashes by Functional Classification

While accounting for 77 percent of the HIN mileage, principal arterials and minor arterials account for 92 percent of the total crashes on the HIN, including 82 percent of fatal and serious injury crashes along segments. When combined, principal and minor arterial routes account for 93 percent of bike and ped crashes. Minor arterials account for 33 percent of the bicycle and pedestrian crashes, despite comprising only 15 percent of the HIN mileage. **Figure 14** shows the HIN mileage and crash distribution by functional classification as a percentage, and **Figure 15** shows overall HIN system mileage by functional classification.

Figure 14. HIN Mileage & Crash Distribution

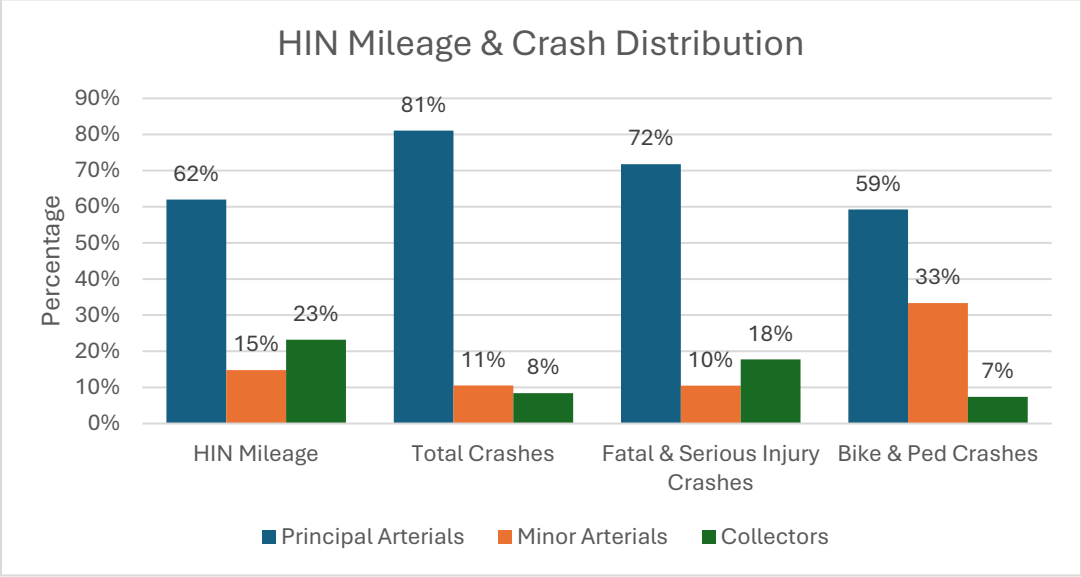
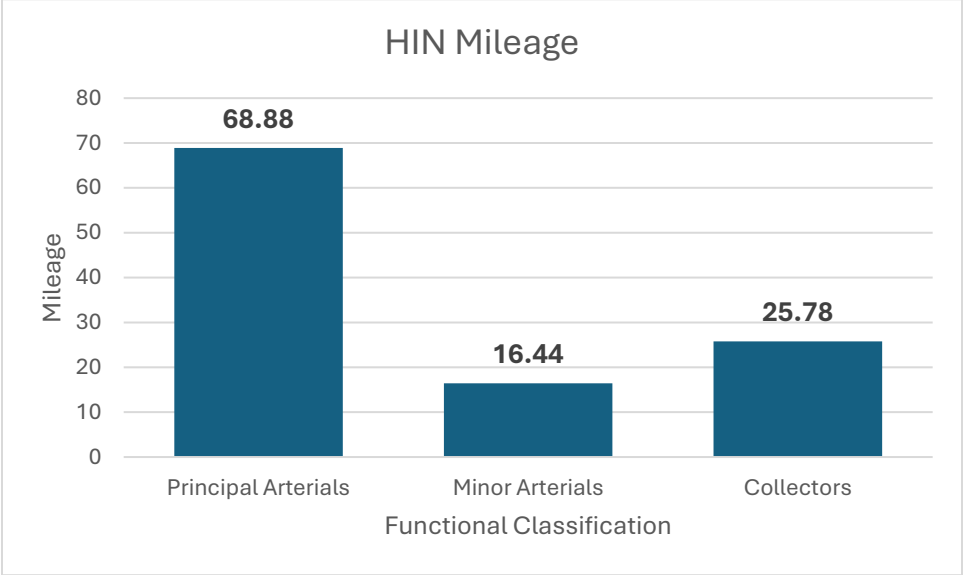


Figure 15. HIN Mileage by Functional Classification



HIN Characteristics and Risk Factors

The analysis of the HIN network reveals several characteristics of the HIN that lead to higher crash risk:

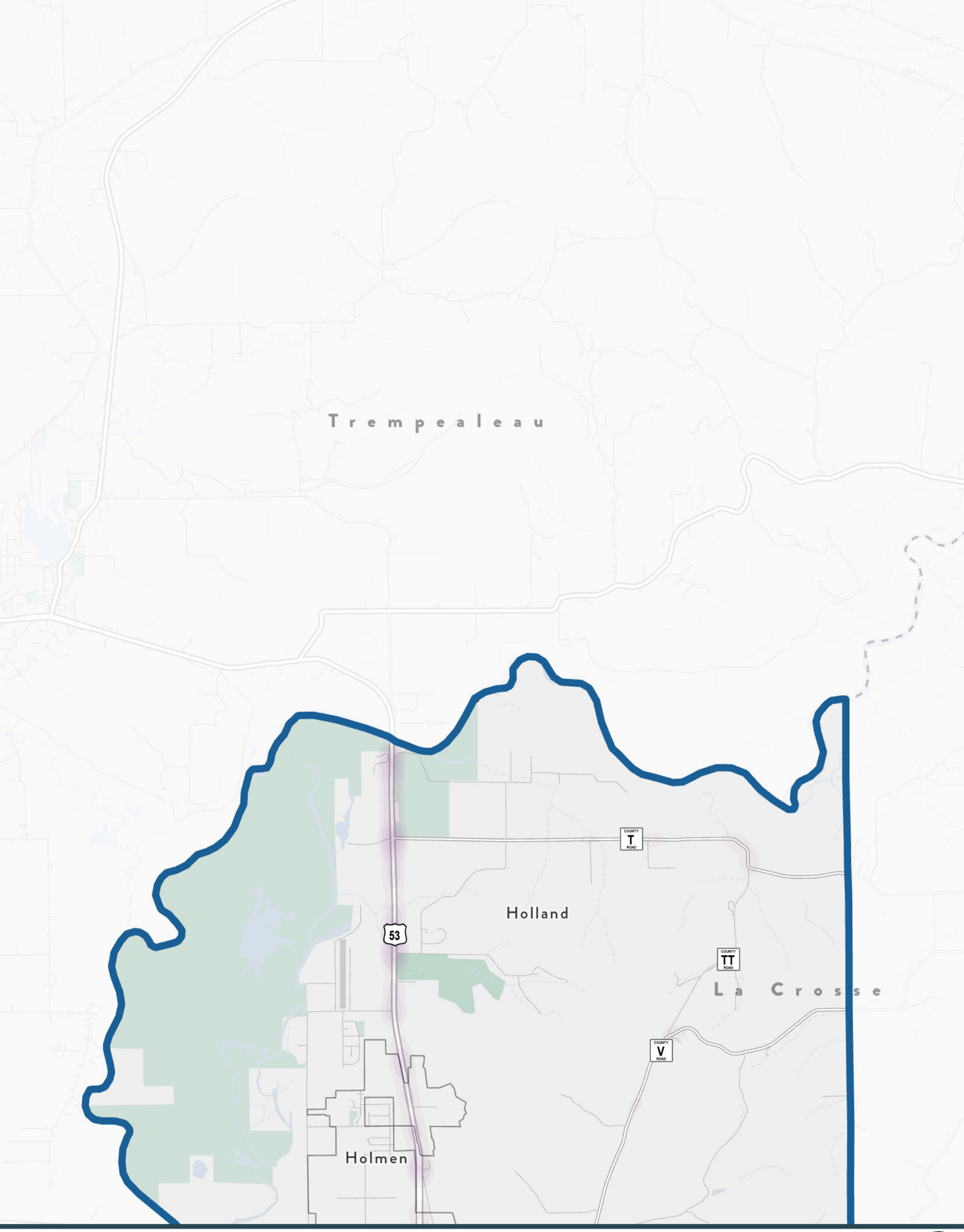
High Traffic Volumes

- HIN Segments have, on average, higher traffic volumes than the region as a whole. This can be attributed to 62 percent of the HIN being functionally classified as principal arterial roadways.

Higher Speed Limits

- HIN segments have, on average, higher speed limits than the region as a whole, with an average speed limit of 48 miles per hour. The most common speed limit by mileage is 55 miles per hour.

The general characteristics seen on High Injury Network corridors show that safety improvements should be prioritized on many of the region's high-speed, high-volume corridors. This does not mean that other roadway safety issues on other area roadways should be ignored, but only that increased focus should be paid to locations on the High Injury Network.



Crash Density (Page 1 of 7)

LaCrosse Area Planning Committee Boundary

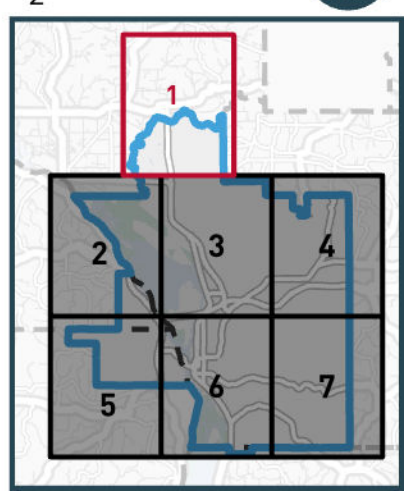
City Limits

High Density of Crashes

Low Density of Crashes

Miles

0 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau
Holmen
35
Holland
COUNTY XX ROAD
COUNTY MH ROAD
La Crosse
COUNTY Z ROAD
COUNTY ZZ ROAD
Onalaska
COUNTY ZB ROAD
COUNTY ZN ROAD
Winona
12
Campbell
Dresbach
1
14
La Crescent
61
90

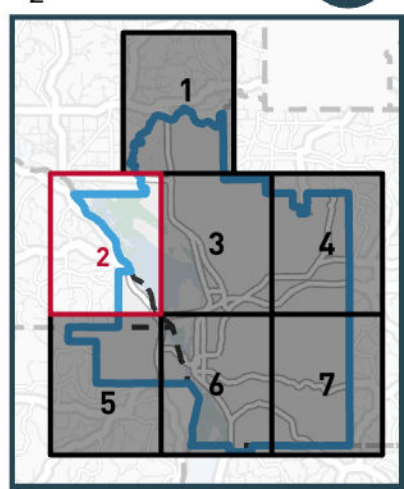
Crash Density (Page 2 of 7)

- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

High Density of Crashes

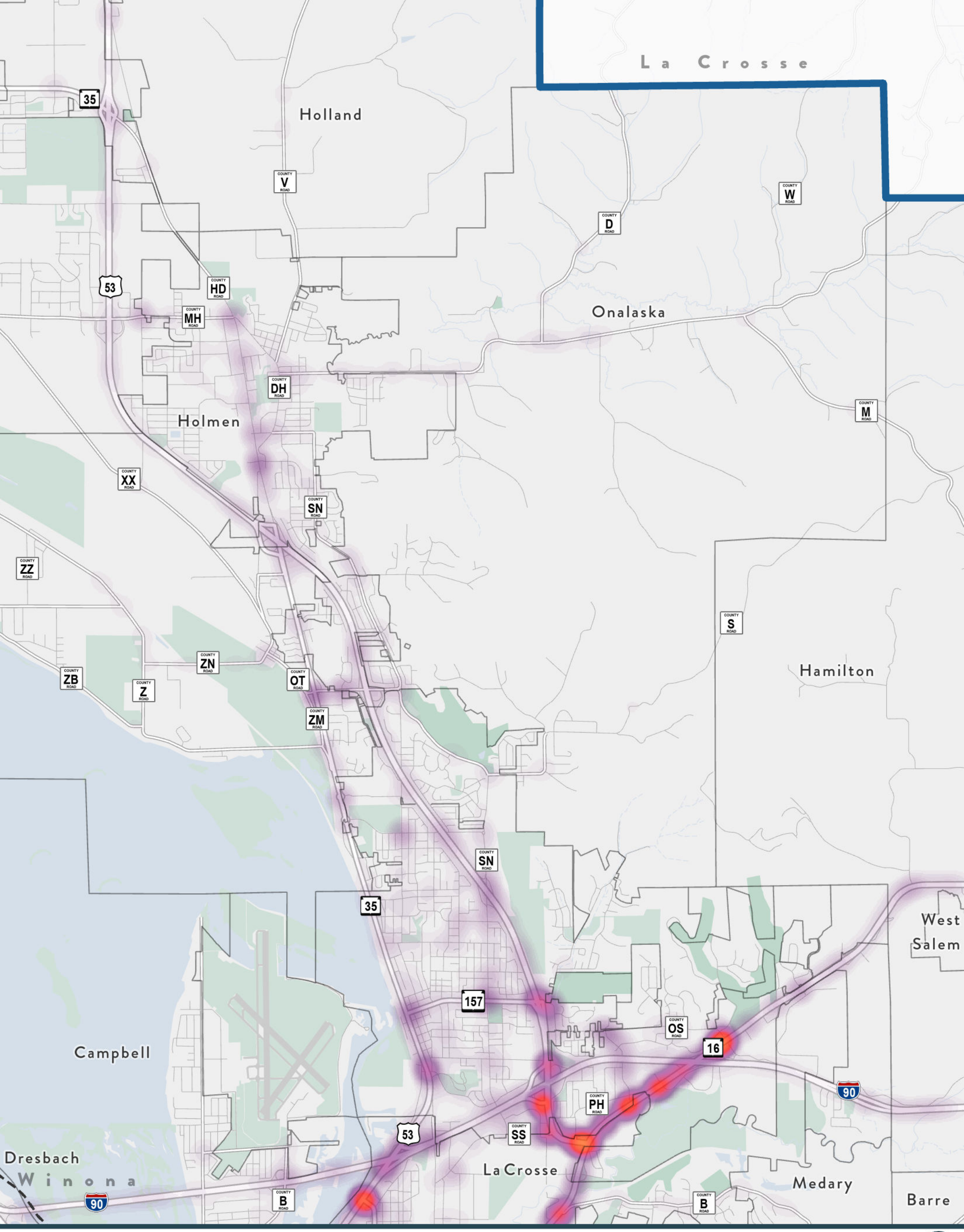
Low Density of Crashes

Miles
0 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Crash Density (Page 3 of 7)



LaCrosse Area Planning Committee Boundary

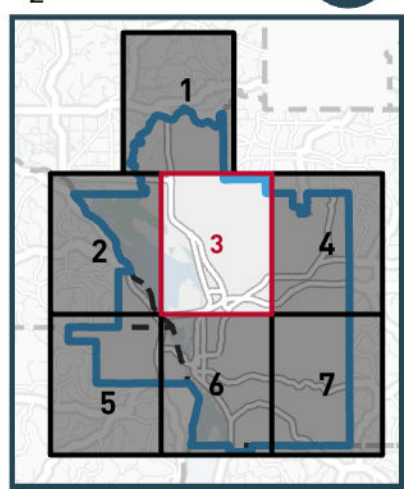
County Boundaries

City Limits

High Density of Crashes

Low Density of Crashes

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Crash Density (Page 4 of 7)

LaCrosse Area Planning Committee Boundary

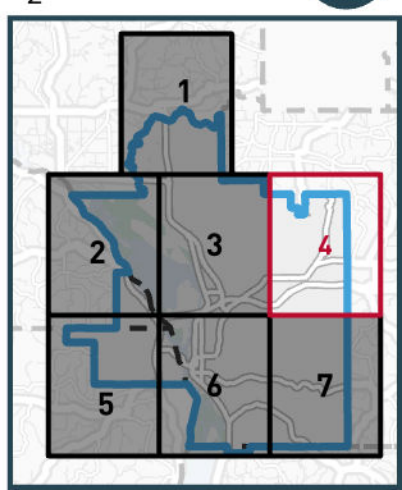
City Limits

High Density of Crashes

Low Density of Crashes

Miles

0 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Winona

Dresbach

Campbell

La Crosse

La Crescent

Houston

Crash Density (Page 5 of 7)

LaCrosse Area Planning Committee Boundary

County Boundaries

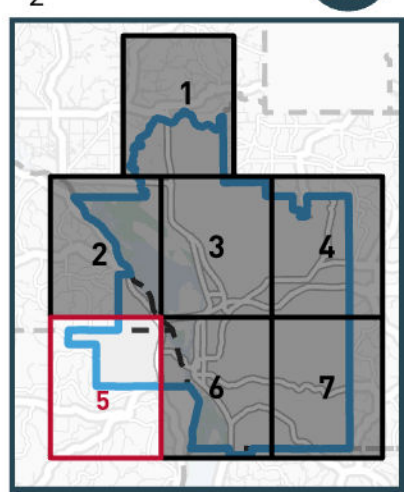
City Limits

High Density of Crashes

Low Density of Crashes

Miles

0 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Crash Density (Page 6 of 7)

LaCrosse Area Planning Committee Boundary

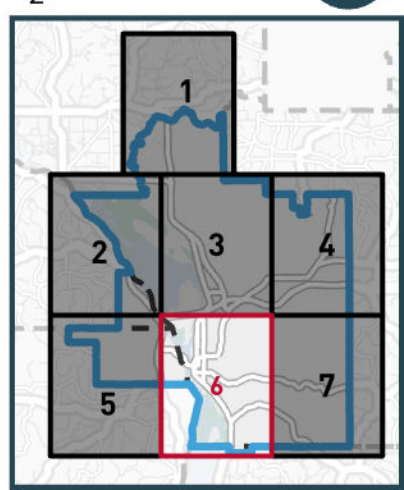
County Boundaries

City Limits

High Density of Crashes

Low Density of Crashes

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Hamilton

Barre

La Crosse

Shelby

Greenfield

Vernon

COUNTY B ROAD

COUNTY M ROAD

COUNTY O ROAD

COUNTY FO ROAD

COUNTY I ROAD

COUNTY YY ROAD

COUNTY OA ROAD

COUNTY MM ROAD

COUNTY NN ROAD

COUNTY N ROAD

33

14

Crash Density (Page 7 of 7)

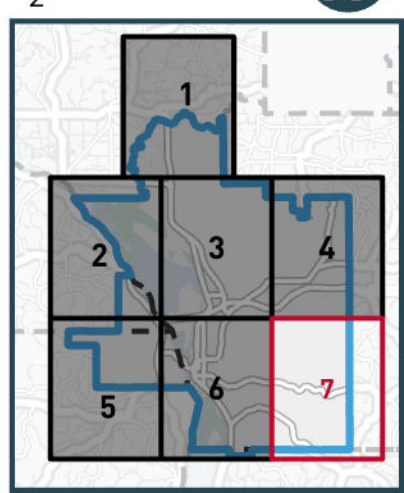
LaCrosse Area Planning Committee Boundary

City Limits

High Density of Crashes

Low Density of Crashes

0 2 Miles



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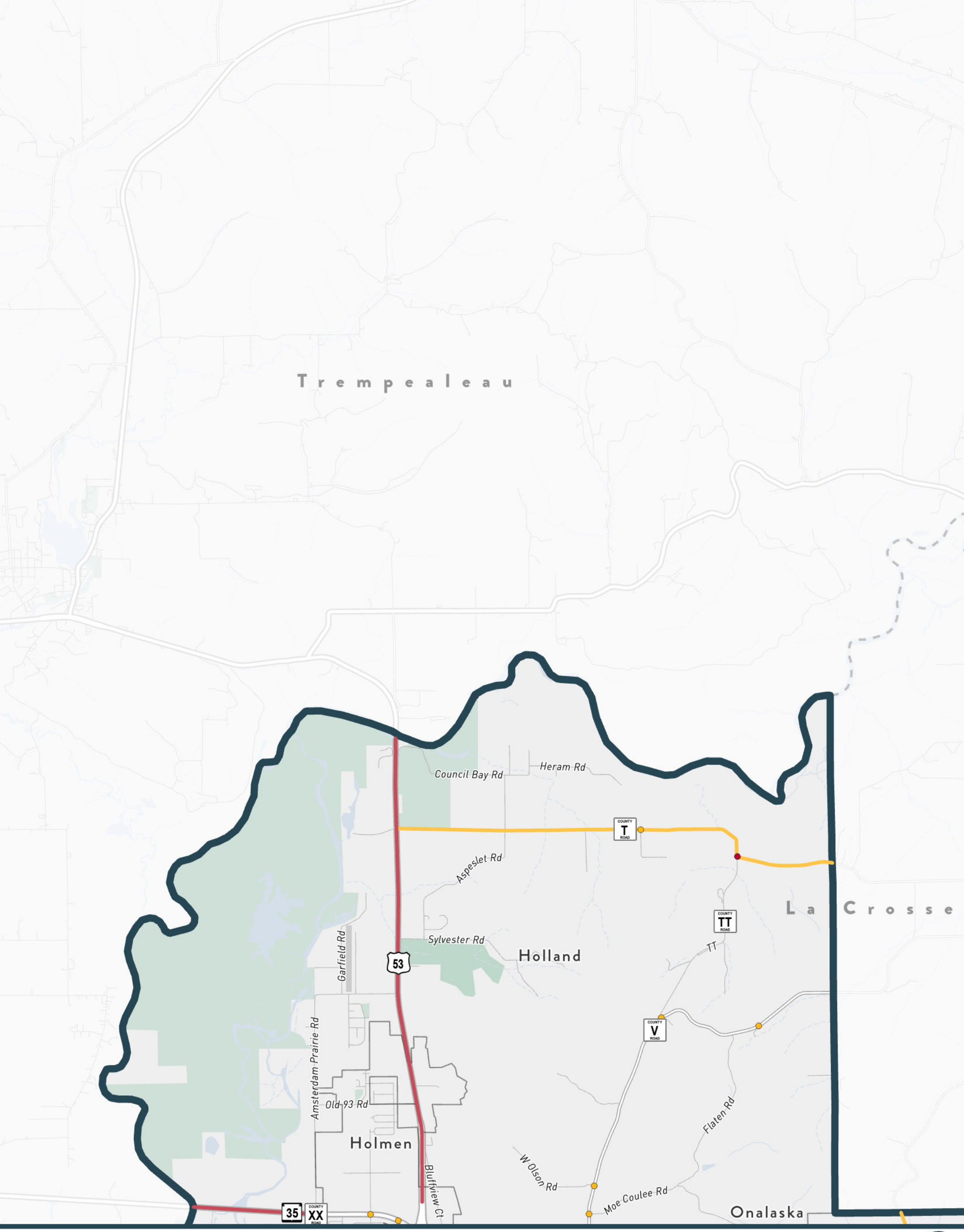
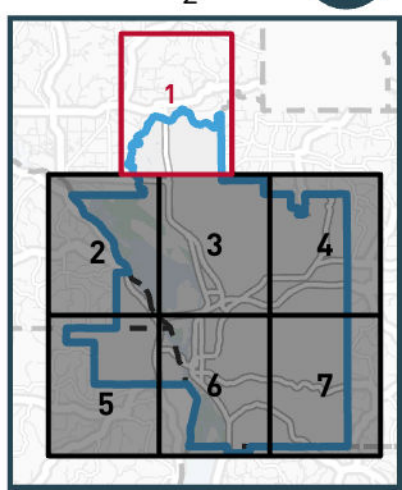


Crash Rates

- Intersection Crashes Above the Crash Rate, but Below the Critical Rate
- Intersection Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate, but Below the Critical Rate
- LaCrosse Area Planning Committee Boundary
- City Limits

Miles
0 2



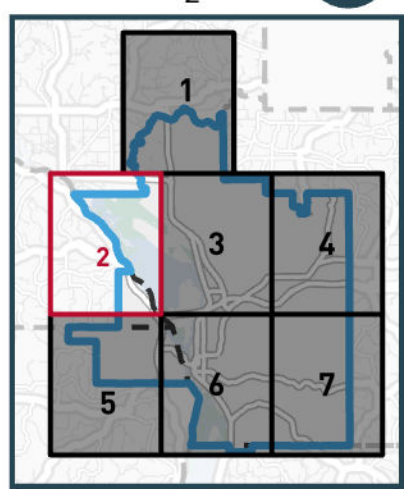
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau
Holmen
Amsterdam-Prairie Rd
35
Spakenburg Rd
Old CTH NA
Holland
COUNTY XX ROAD
COUNTY MH ROAD
La Crosse
COUNTY Z ROAD
COUNTY ZZ ROAD
COUNTY ZB ROAD
COUNTY ZN ROAD
Onalaska
Winona
Campbell
12
Oak Hill Rd
Dresbach
1
Burns Valley Rd
61
90
14
La Crescent

Crash Rates

- Intersection Crashes Above the Crash Rate, but Below the Critical Rate
- Segment Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate, but Below the Critical Rate
- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

0 Miles 2



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Crash Rates

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- Intersection Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate, but Below the Critical Rate
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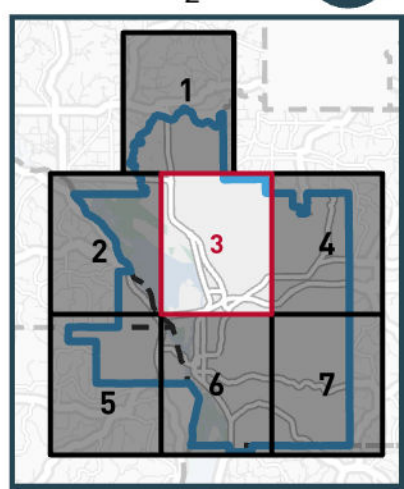
- County Boundaries
- City Limits

Miles
0
2



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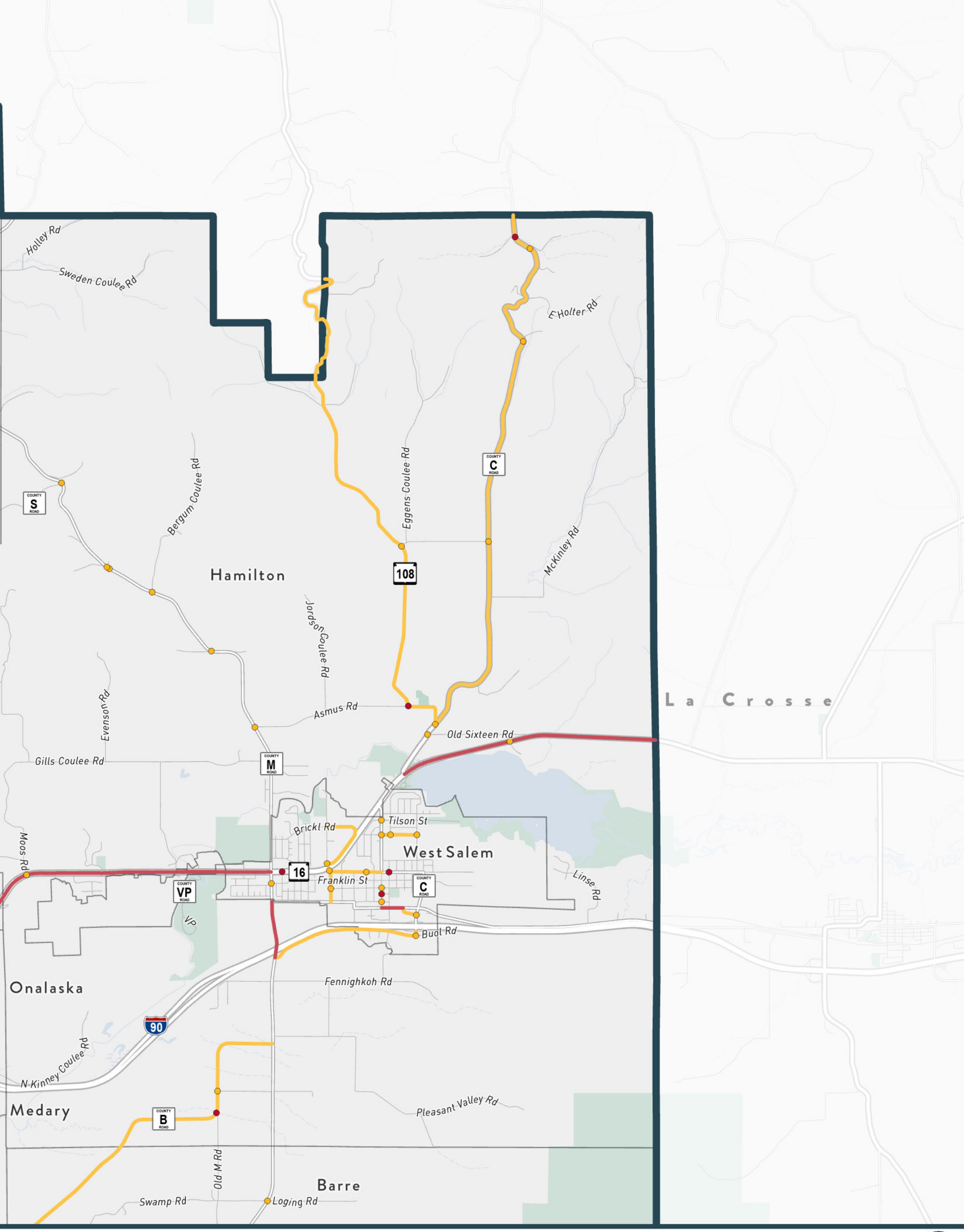

Crash Rates

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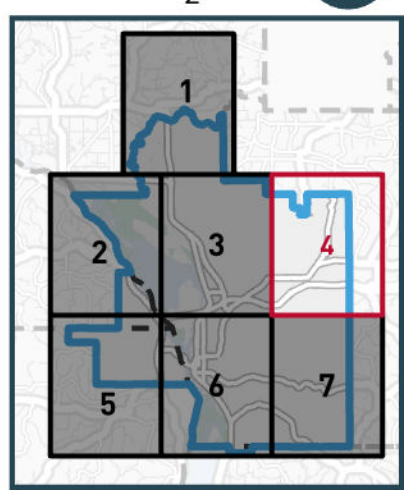
- City Limits

Miles
0 2



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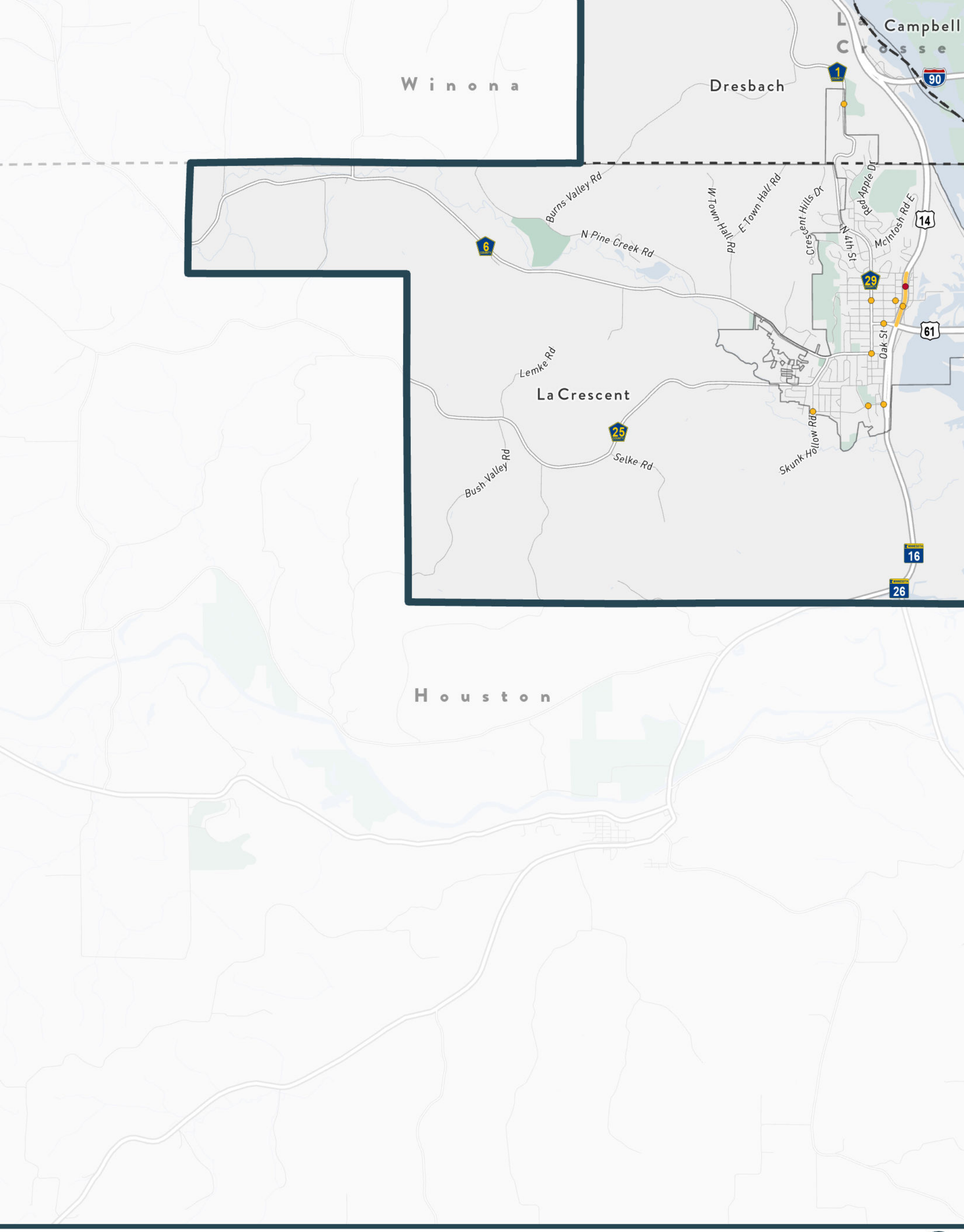

Crash Rates

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- Segment Crashes Above the Crash Rate, but Below the Critical Rate
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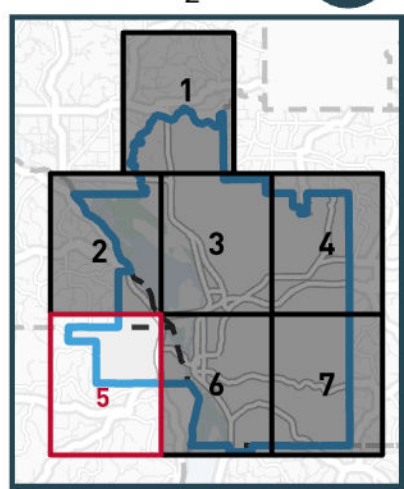
- County Boundaries
- City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Crash Rates

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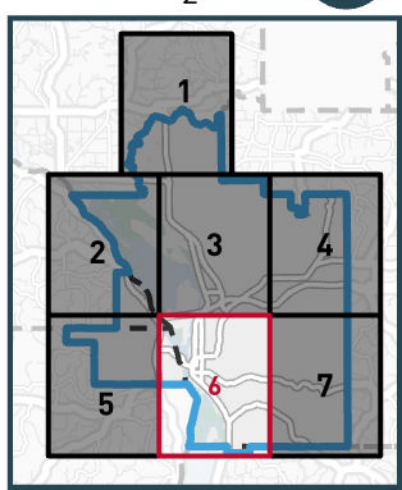
- Intersection Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate, but Below the Critical Rate
- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

Miles
0
2



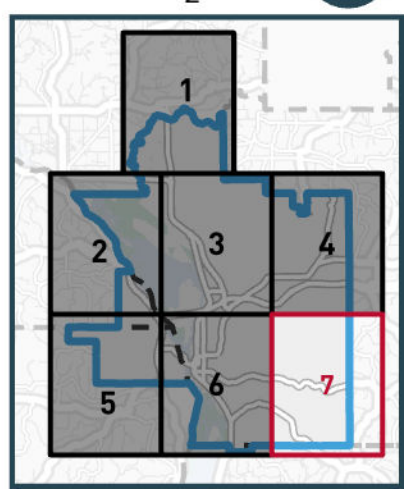
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Onalaska
Hamilton
Medary
Barre
Greenfield
Shelby
La Crosse
Vernon
COUNTY B ROAD
COUNTY M ROAD
COUNTY O ROAD
COUNTY FO ROAD
COUNTY YY ROAD
COUNTY I ROAD
COUNTY OA ROAD
COUNTY MM ROAD
COUNTY NN ROAD
COUNTY N ROAD
33
14
Swamp Rd
Old M Rd
Loging Rd
Wolter Rd
Russlan Coulee Rd
Welsh Coulee Rd
Drectrah Rd
YY
OA
Highland Dr
Meadow Ridge Rd
Breidel Coulee Rd
Wuensch Rd
Kammel Coulee Rd
Kriebich Coulee Rd
Evans Dwyer Rd
MM
NN
N
Ober Rd

Crash Rates

- Intersection Crashes Above the Crash Rate, but Below the Critical Rate
- Intersection Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate
- Segment Crashes Above the Crash Rate, but Below the Critical Rate
- LaCrosse Area Planning Committee Boundary
- City Limits

0 Miles 2



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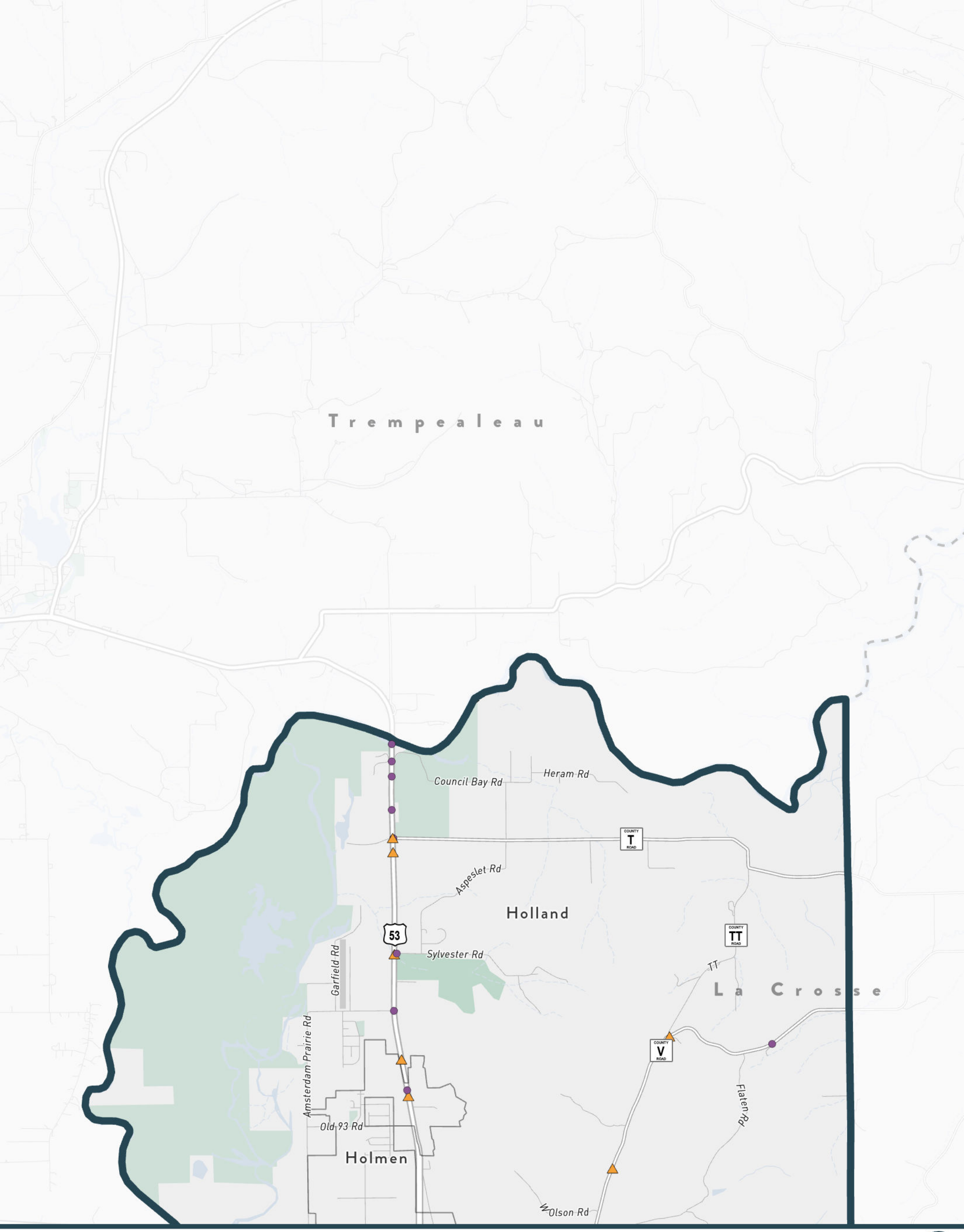
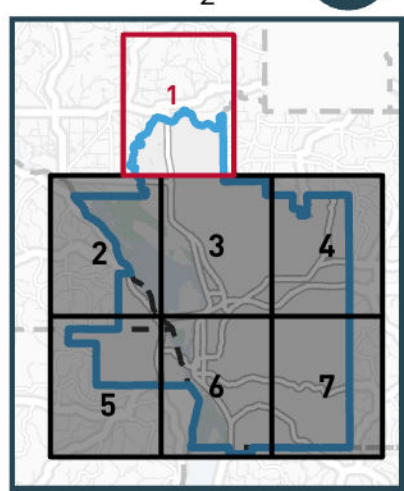


Fatal and Serious Injury Crashes (Page 1 of 7)

- Serious Injury Crash
- Fatal Crash
- LaCrosse Area Planning Committee Boundary
- City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau

Holland

Winona

Holmen

35

Old CTH NA

COUNTY XX ROAD

Country Ave

COUNTY MH ROAD

La Crosse

COUNTY Z ROAD

COUNTY ZZ ROAD

Onalaska

COUNTY ZB ROAD

COUNTY ZN ROAD

12

Campbell

Oak Hill Rd

Dresbach

1

14

La Crescent

61

90

Fatal and Serious Injury Crashes (Page 2 of 7)

Serious Injury Crash

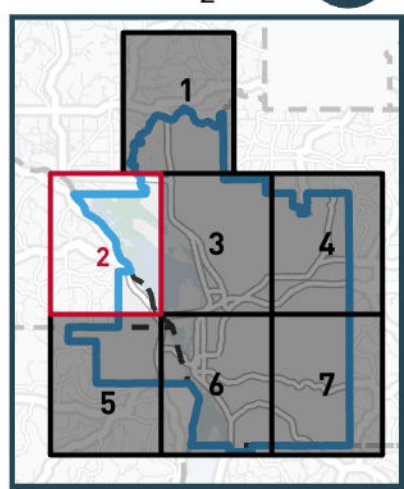
Fatal Crash

LaCrosse Area Planning Committee Boundary

County Boundaries

City Limits

0 Miles 2

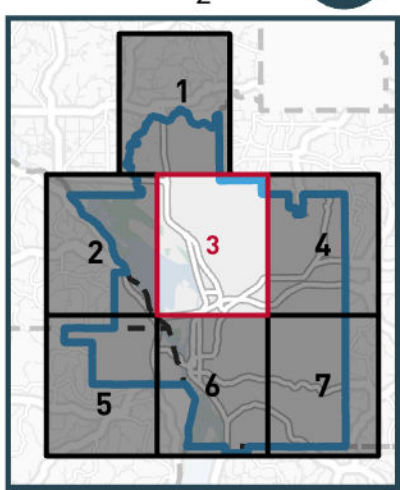


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Fatal and Serious Injury Crashes (Page 3 of 7)

- Serious Injury Crash
- Fatal Crash
- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

Miles
0
2

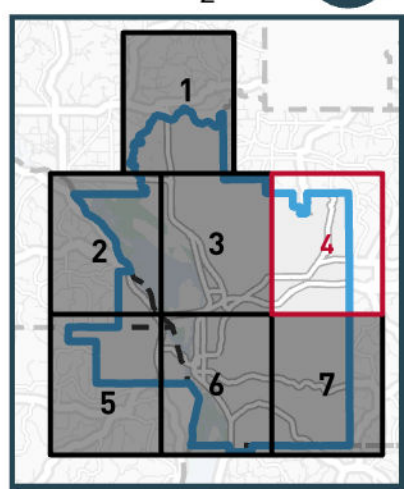


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Fatal and Serious Injury Crashes (Page 4 of 7)

- Serious Injury Crash
- Fatal Crash
- LaCrosse Area Planning Committee Boundary
- City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Winona

Dresbach

Campbell

La Crosse

Houston

La Crescent

Burns Valley Rd

N Pine Creek Rd

W Town Hall Rd

E Town Hall Rd

Crescent Hills Dr

Jonathan Ln

Red Apple Dr

McIntosh Rd E

N 4th St

Oak St

Lemke Rd

Bush Valley Rd

Selke Rd

Skunk Hollow Rd

1

6

25

29

90

14

61

16

26

Fatal and Serious Injury Crashes (Page 5 of 7)

Serious Injury Crash

Fatal Crash

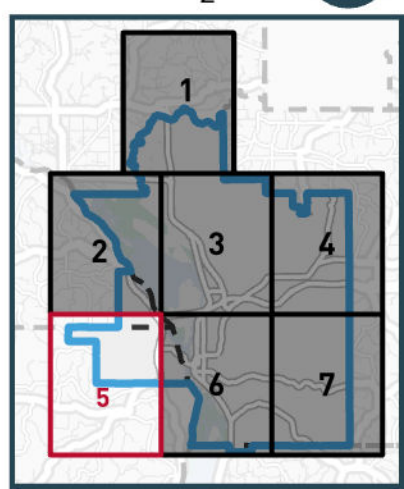
LaCrosse Area Planning Committee Boundary

County Boundaries

City Limits

0 Miles 2

N

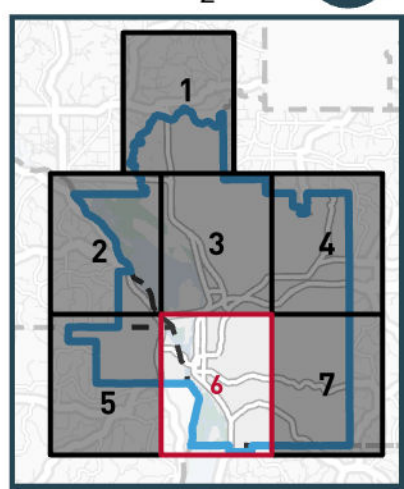


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Fatal and Serious Injury Crashes (Page 6 of 7)

- Serious Injury Crash
- Fatal Crash
- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

Miles
0
2

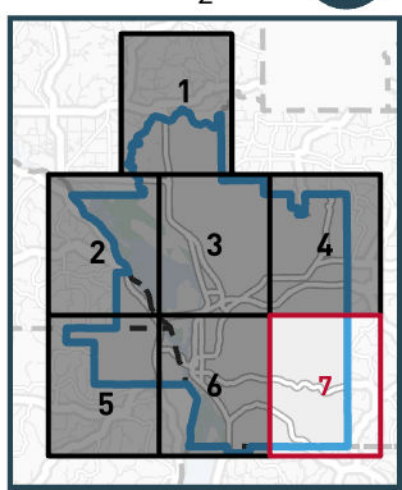


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Fatal and Serious Injury Crashes (Page 7 of 7)

- Serious Injury Crash
- Fatal Crash
- LaCrosse Area Planning Committee Boundary
- City Limits

Miles
0
2



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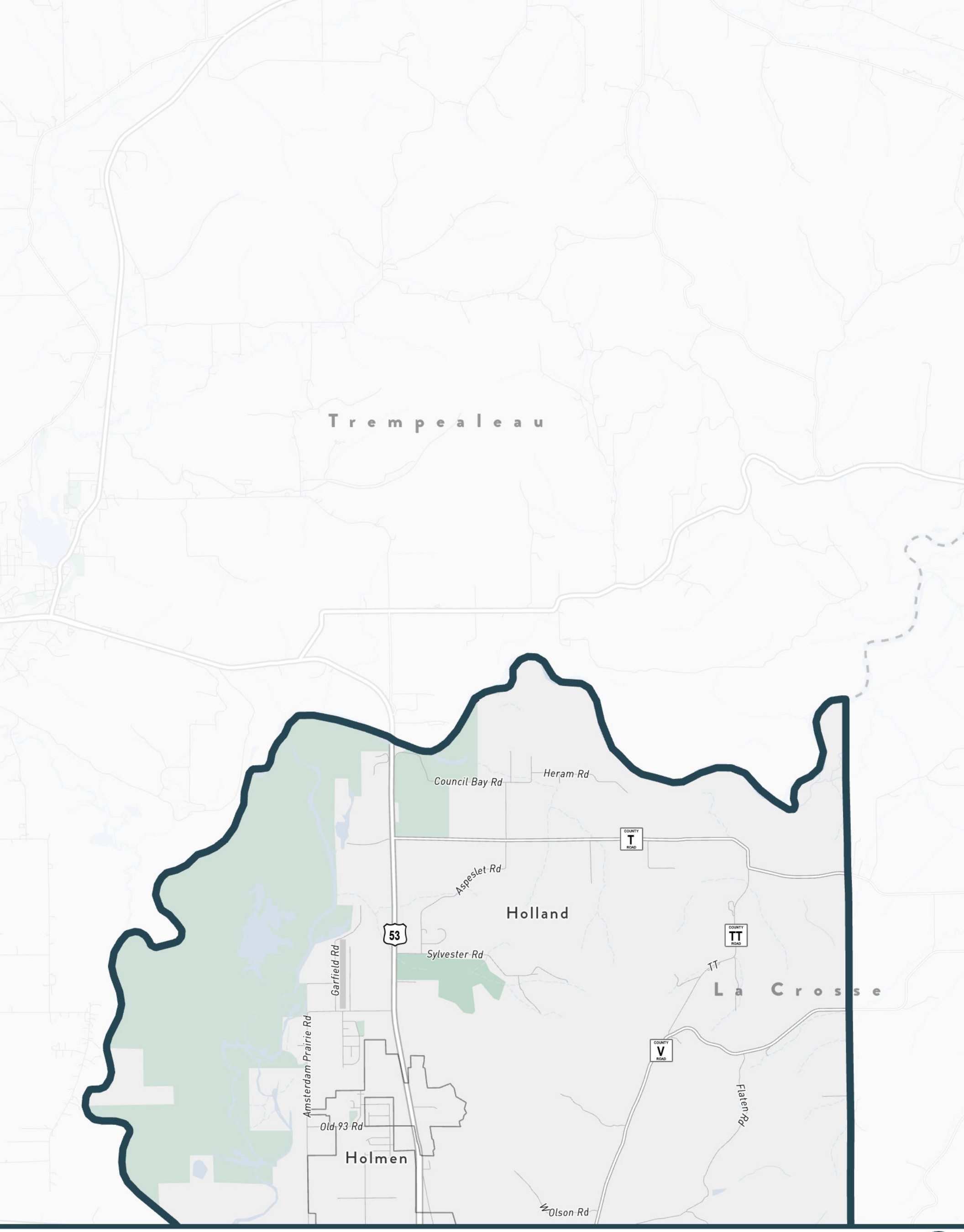


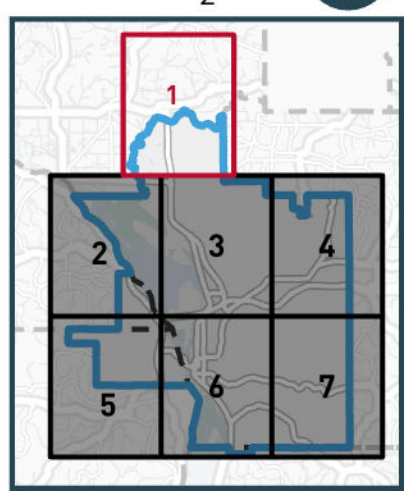
Pedestrian and Bike Crashes (Page 1 of 7)

LaCrosse Area Planning Committee Boundary

City Limits

Miles

0 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau
Holmen
35
Old CTH NA
Country Ave
COUNTY XX ROAD
COUNTY MH ROAD
Holland
La Crosse
COUNTY Z ROAD
COUNTY ZZ ROAD
COUNTY ZB ROAD
COUNTY ZN ROAD
Onalaska
Winona
12
Campbell
Oak Hill Rd
Dresbach
1
14
La Crescent
61
90

Pedestrian and Bike Crashes (Page 2 of 7)

Bike Crash

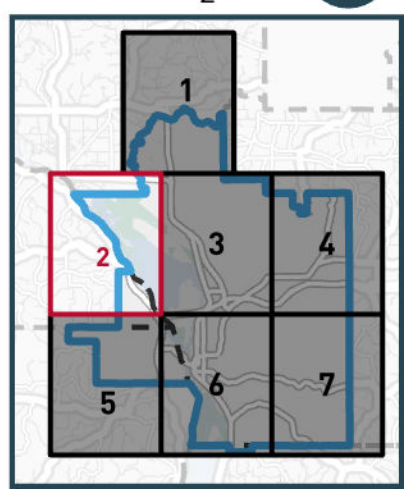
LaCrosse Area Planning Committee Boundary

County Boundaries

City Limits

0 2 Miles

N

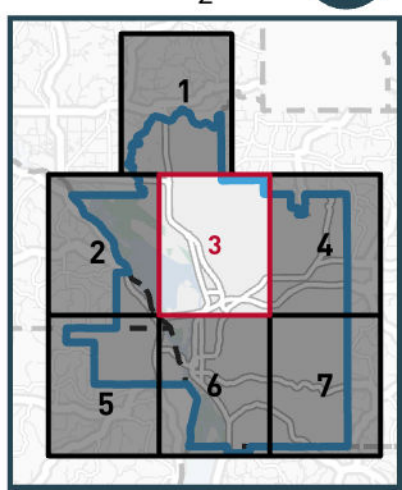


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Pedestrian and Bike Crashes (Page 3 of 7)

- Pedestrian Crash
- Bike Crash
- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

0 Miles 2

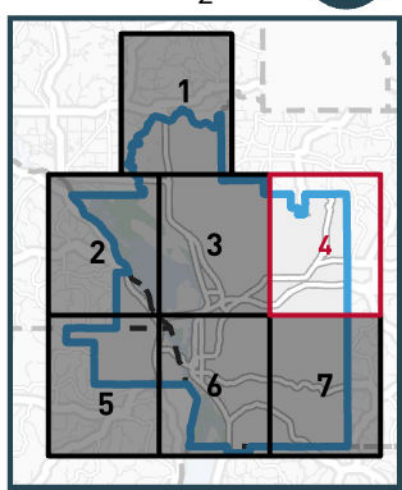


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Pedestrian and Bike Crashes (Page 4 of 7)

- Pedestrian Crash
- Bike Crash
- LaCrosse Area Planning Committee Boundary
- City Limits

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Winona

Dresbach

Campbell

La Crosse

Houston

La Crescent

Burns Valley Rd

N Pine Creek Rd

W Town Hall Rd

E Town Hall Rd

Crescent Hills Dr

Jonathan Ln

Red Apple Dr

McIntosh Rd E

N 4th St

Oak St

Lemke Rd

Bush Valley Rd

Selke Rd

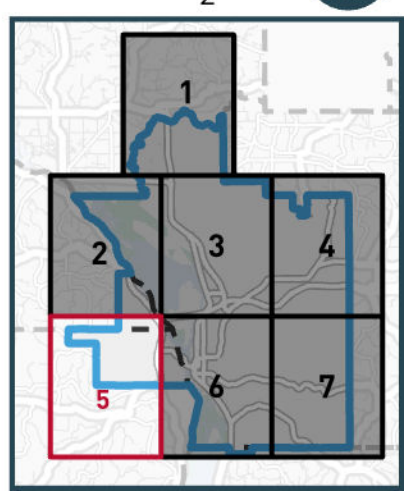
Skunk Hollow Rd

1 90 6 14 29 61 25 16 26

Pedestrian and Bike Crashes (Page 5 of 7)

- Pedestrian Crash
- Bike Crash
- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

0 Miles 2

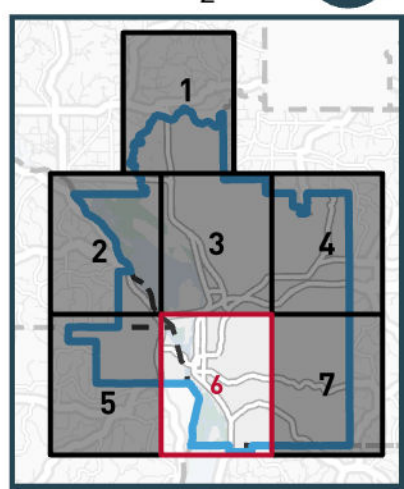


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Pedestrian and Bike Crashes (Page 6 of 7)

- Pedestrian Crash
- Bike Crash
- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Hamilton

Swamp Rd
Old M Rd
Loging Rd
Wolter Rd
Russlan Coulee Rd
Barre
Welsh Coulee Rd
Drectrah Rd
Highland Dr
Meadow Ridge Rd
Breidel Coulee Rd
Greenfield
Wuensch Rd
Kammel Coulee Rd
Shelby
Schmaltz Rd
Kriebich Coulee Rd
Evans Dwyer Rd
Ober Rd
La Crosse
Vernon

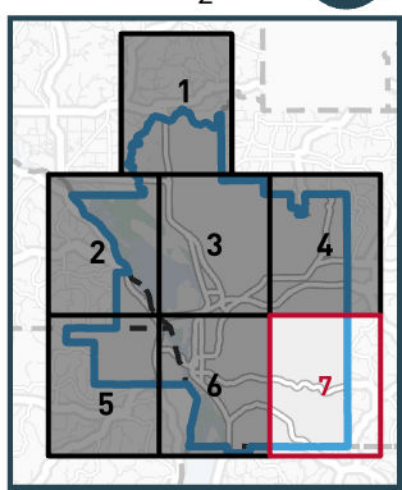
COUNTY B ROAD
COUNTY M ROAD
COUNTY O ROAD
COUNTY I ROAD
COUNTY FO ROAD
COUNTY YY ROAD
COUNTY OA ROAD
COUNTY M ROAD
COUNTY M ROAD
COUNTY NN ROAD
COUNTY MM ROAD
COUNTY N ROAD
33
14

Pedestrian and Bike Crashes (Page 7 of 7)

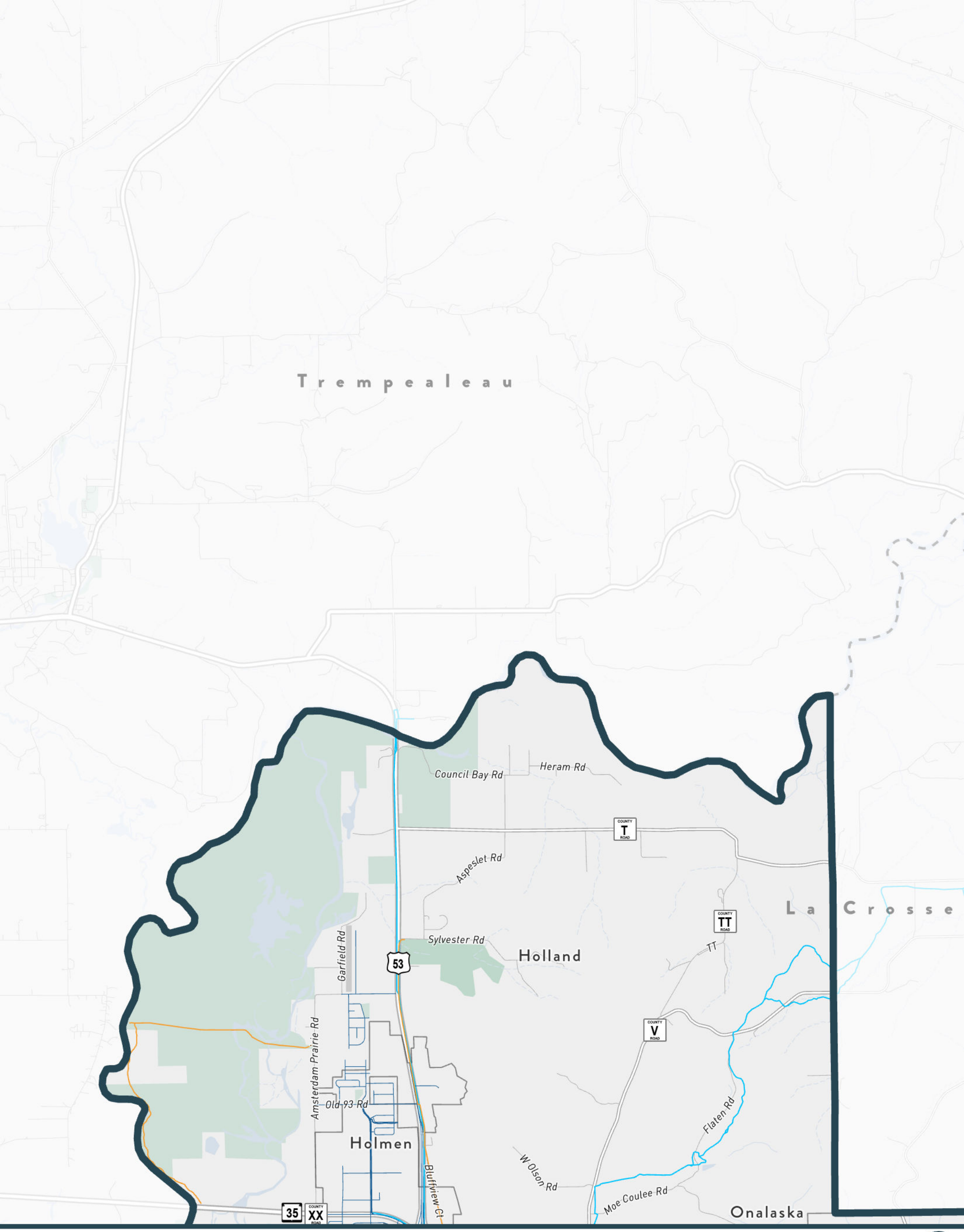
LaCrosse Area Planning Committee Boundary

City Limits

0 Miles 2



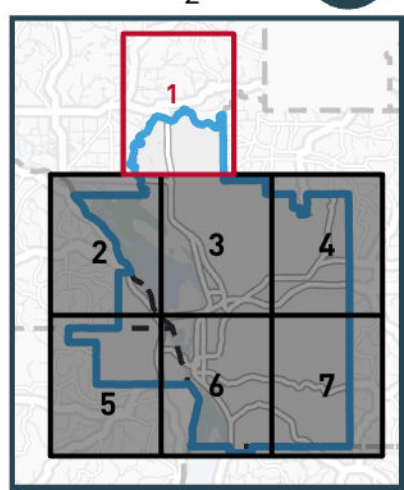
Source: La Crosse Area Planning Organization, MnDOT, WisDOT



Pedestrian and Bike Facilities

- Sidewalks
- Existing Trails
- Snowmobile Trails
- Parks
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2



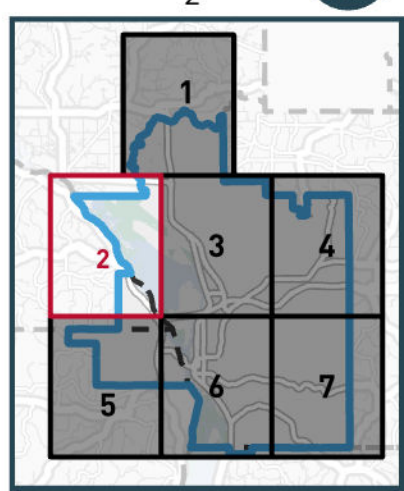
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau
Holland
Winona
La Crosse
Onalaska
Campbell
Dresbach
La Crescent
Holmen
Amsterdam-Prairie-Rd
Spakenburg-Rd
Old-CTH-NA
35
COUNTY XX ROAD
COUNTY MH ROAD
COUNTY Z ROAD
COUNTY ZZ ROAD
COUNTY ZB ROAD
COUNTY ZN ROAD
12
Oak Hill Rd
1
Burns Valley Rd
61
90
14

Pedestrian and Bike Facilities

- Sidewalks
- Bike Lanes
- Existing Trails
- Snowmobile Trails
- Parks
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2

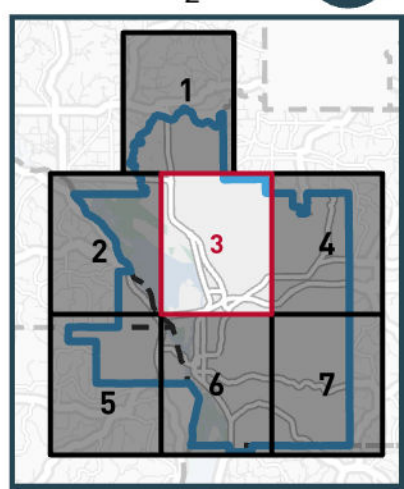


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Pedestrian and Bike Facilities

- Enhanced Pedestrian Crossings
- Sidewalks
- Bike Lanes
- Existing Trails
- Snowmobile Trails
- Parks
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

Miles
0
2

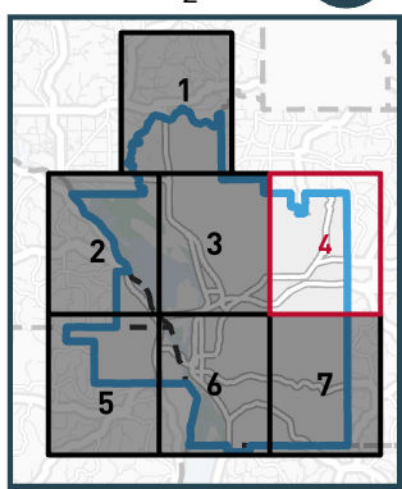


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Pedestrian and Bike Facilities

- Sidewalks
- Bike Lanes
- Existing Trails
- Snowmobile Trails
- Parks
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Pedestrian and Bike Facilities

Enhanced Pedestrian Crossings

Sidewalks

Bike Lanes

Existing Trails

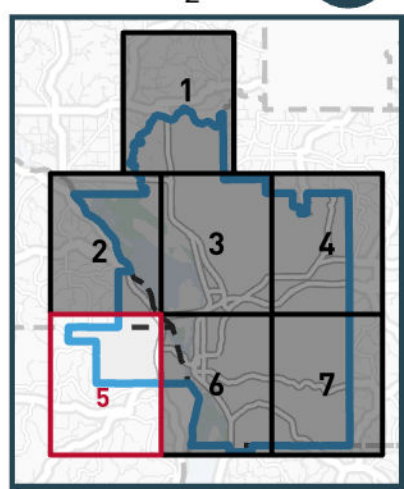
City Limits

County Boundaries

LaCrosse Area Planning Organization Boundary

Miles

0 2

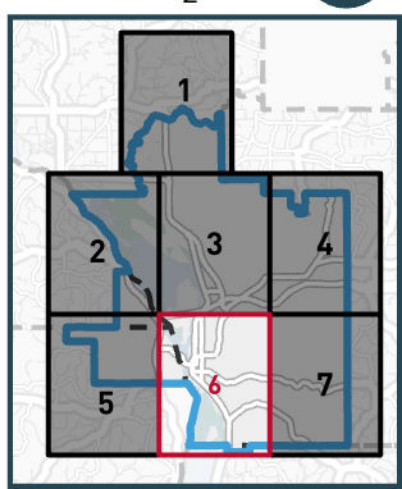


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Pedestrian and Bike Facilities

- Enhanced Pedestrian Crossings
- Sidewalks
- Greenways
- Bike Lanes
- Existing Trails
- Snowmobile Trails
- Parks
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

Miles
0
2



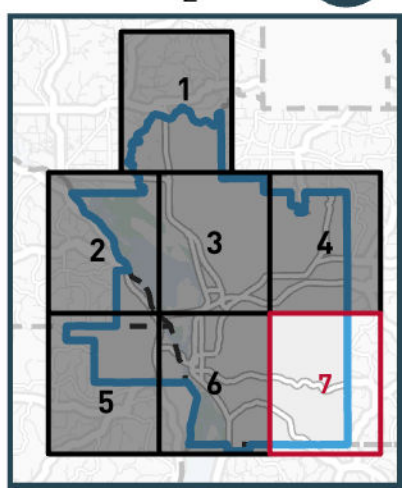
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Onalaska
Hamilton
COUNTY B ROAD
Swamp Rd
Old M Rd
Loging Rd
COUNTY M ROAD
Wolter Rd
COUNTY O ROAD
Medary
Russlan Coulee Rd
Barre
Welsh Coulee Rd
COUNTY I ROAD
Drectrah Rd
COUNTY FO ROAD
COUNTY YY ROAD
YY
COUNTY OA ROAD
OA
Highland Dr
COUNTY M ROAD
33
Meadow Ridge Rd
La Crosse
Breidel Coulee Rd
Greenfield
Kammel Coulee Rd
Wuensch Rd
Shelby
Kriebich Coulee Rd
COUNTY M ROAD
COUNTY NN ROAD
Evans Dwyer Rd
COUNTY MM ROAD
MM
NN
14
Ober Rd
COUNTY N ROAD
N
Vernon

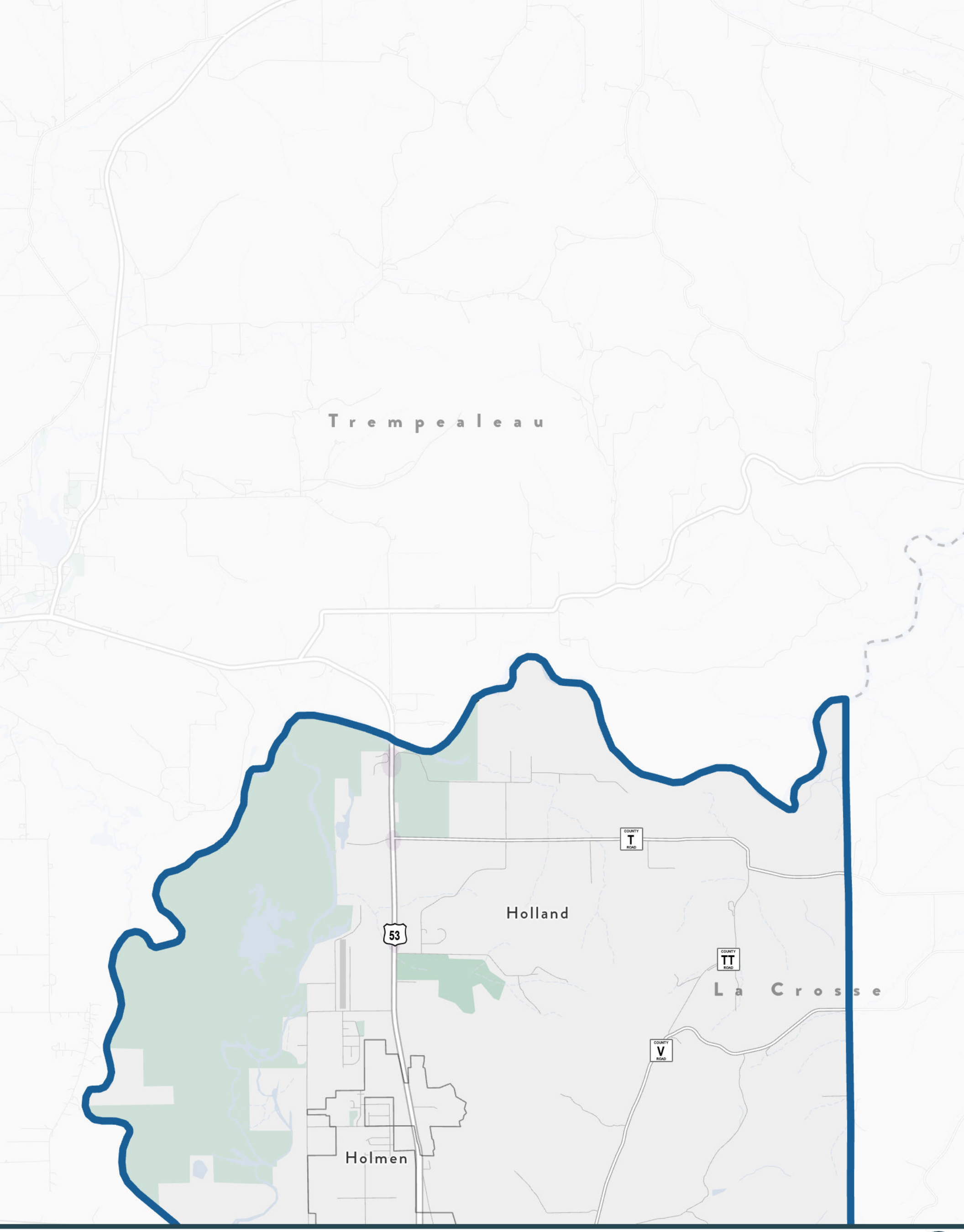
Pedestrian and Bike Facilities

- Sidewalks
- Existing Trails
- Snowmobile Trails
- Parks
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT



Heavy Vehicle Crash Density (Page 1 of 7)

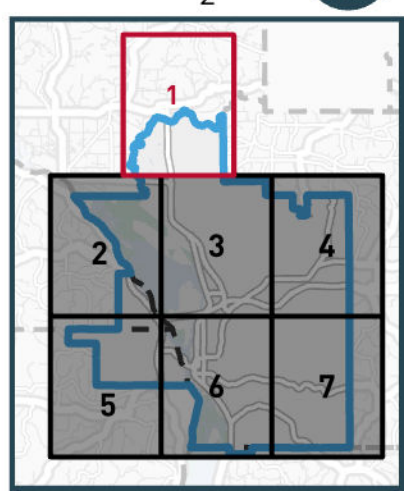
LaCrosse Area Planning Committee Boundary

City Limits

High Density of Crashes Involving a Heavy Vehicle

Low Density of Crashes involving a Heavy Vehicle

0 2 Miles



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau

Holmen

35

Holland

COUNTY XX ROAD

COUNTY MH ROAD

La Crosse

COUNTY Z ROAD

COUNTY ZZ ROAD

Onalaska

COUNTY ZB ROAD

COUNTY ZN ROAD

Winona

12

Campbell

Dresbach

1

14

La Crescent

61

90

Heavy Vehicle Crash Density (Page 2 of 7)

LaCrosse Area Planning Committee Boundary

County Boundaries

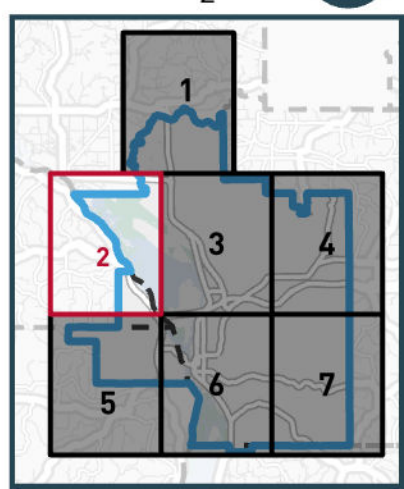
City Limits

High Density of Crashes Involving a Heavy Vehicle

Low Density of Crashes involving a Heavy Vehicle

0 Miles 2

N



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Heavy Vehicle Crash Density (Page 3 of 7)

LaCrosse Area Planning Committee Boundary

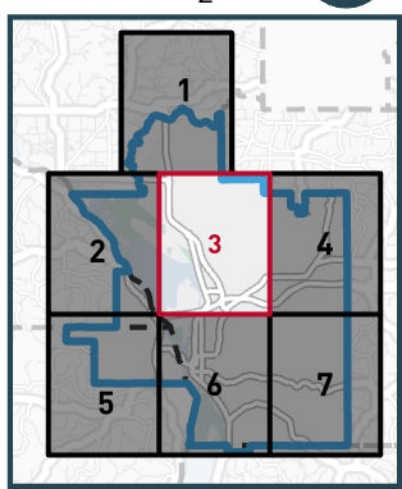
County Boundaries

City Limits

High Density of Crashes Involving a Heavy Vehicle

Low Density of Crashes involving a Heavy Vehicle

0 2 Miles



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Heavy Vehicle Crash Density (Page 4 of 7)

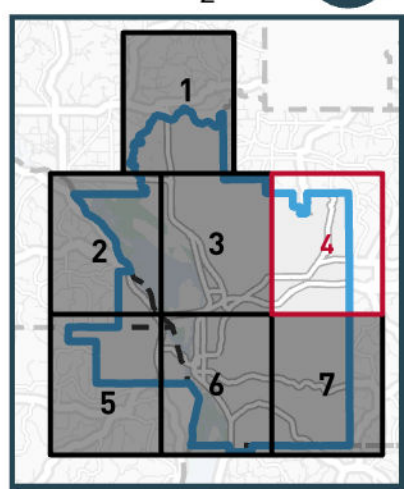
LaCrosse Area Planning Committee Boundary

City Limits

High Density of Crashes Involving a Heavy Vehicle

Low Density of Crashes involving a Heavy Vehicle

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Winona

Dresbach

Campbell

La Crosse

La Crescent

Houston

Heavy Vehicle Crash Density (Page 5 of 7)

LaCrosse Area Planning Committee Boundary

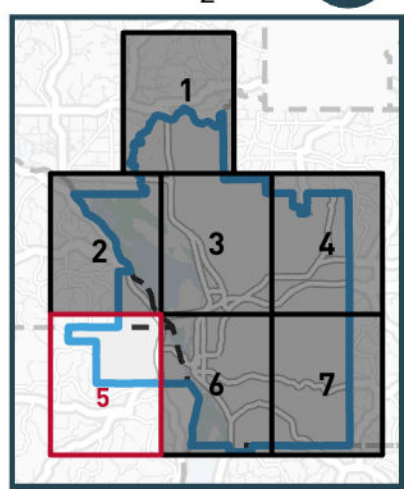
County Boundaries

City Limits

High Density of Crashes Involving a Heavy Vehicle

Low Density of Crashes involving a Heavy Vehicle

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

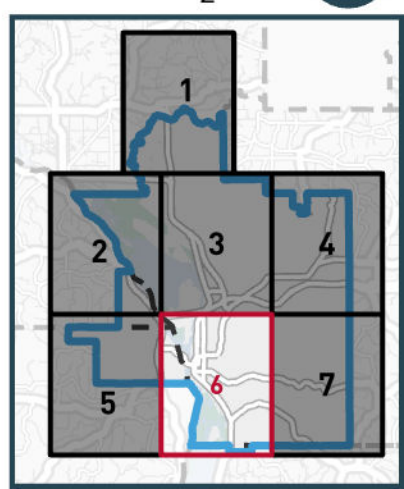
Heavy Vehicle Crash Density (Page 6 of 7)

- LaCrosse Area Planning Committee Boundary
- County Boundaries
- City Limits

High Density of Crashes Involving a Heavy Vehicle

Low Density of Crashes involving a Heavy Vehicle

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Hamilton

Barre

La Crosse

Shelby

Greenfield

Vernon

COUNTY B ROAD

COUNTY M ROAD

COUNTY O ROAD

COUNTY FO ROAD

COUNTY I ROAD

COUNTY YY ROAD

COUNTY OA ROAD

33

14

COUNTY MM ROAD

COUNTY N ROAD

Heavy Vehicle Crash Density (Page 7 of 7)

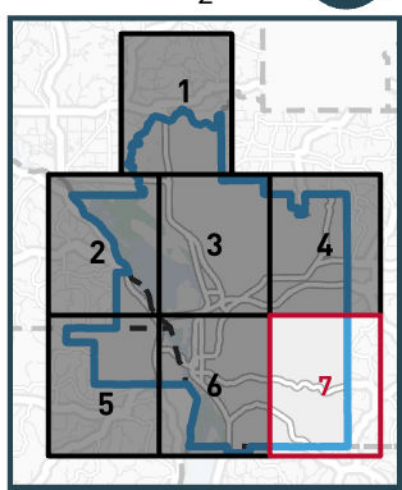
LaCrosse Area Planning Committee Boundary

City Limits

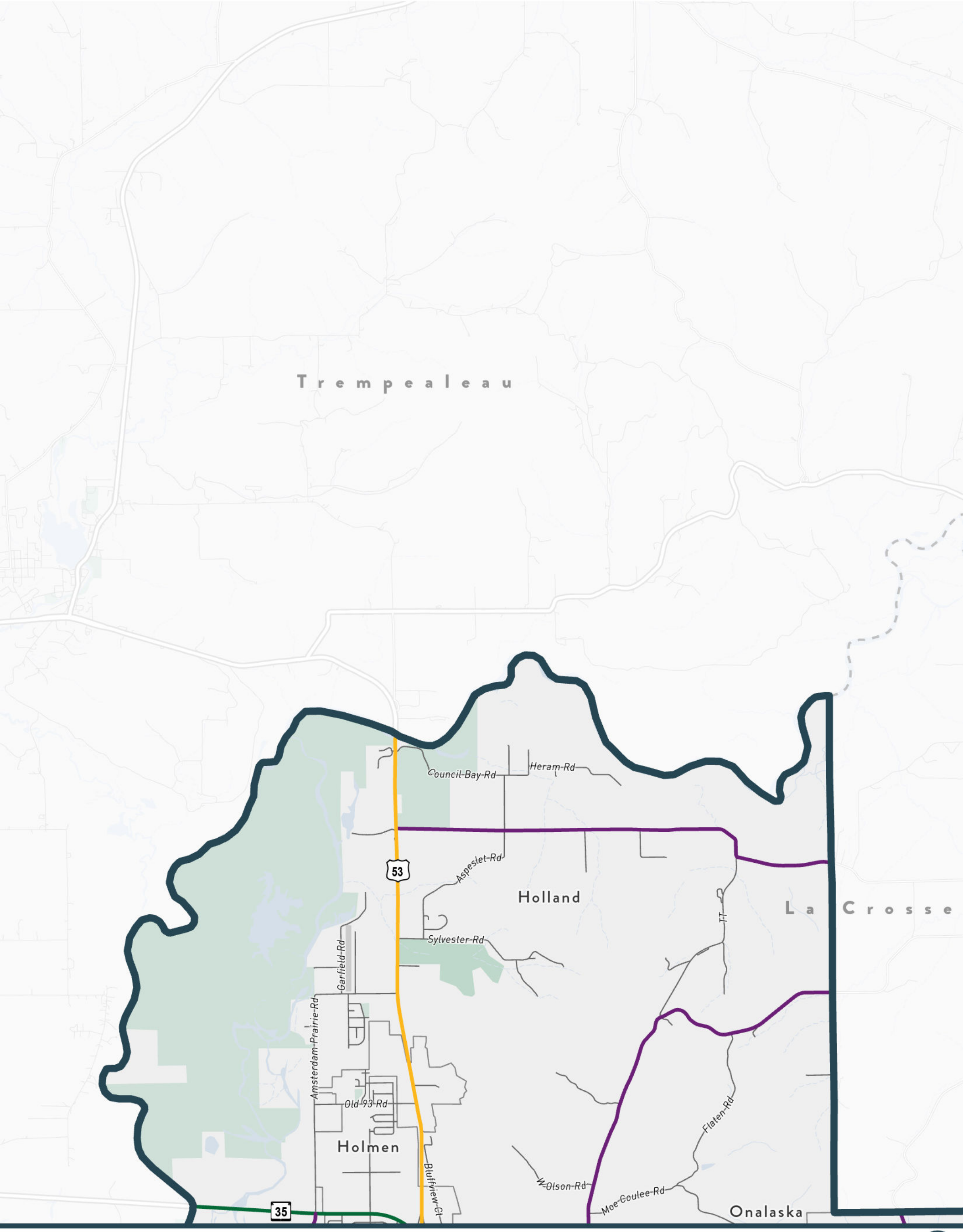
High Density of Crashes Involving a Heavy Vehicle

Low Density of Crashes involving a Heavy Vehicle

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau

Holland

Holmen

Amsterdam-Prairie-Rd

Spakenburg-Rd

Old-CTH-NA

La Crosse

Onalaska

Winona

Campbell

Oakhill-Rd

Dresbach

Burns-Valley-Rd

La Crescent

35

12

1

61

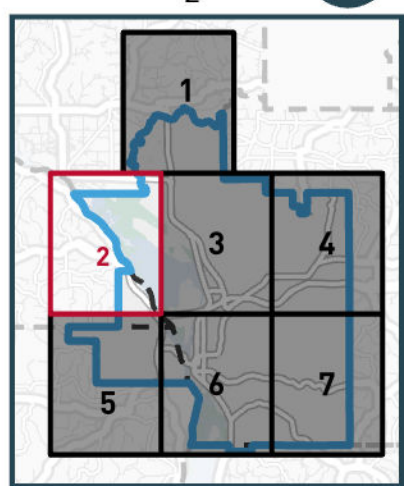
90

14

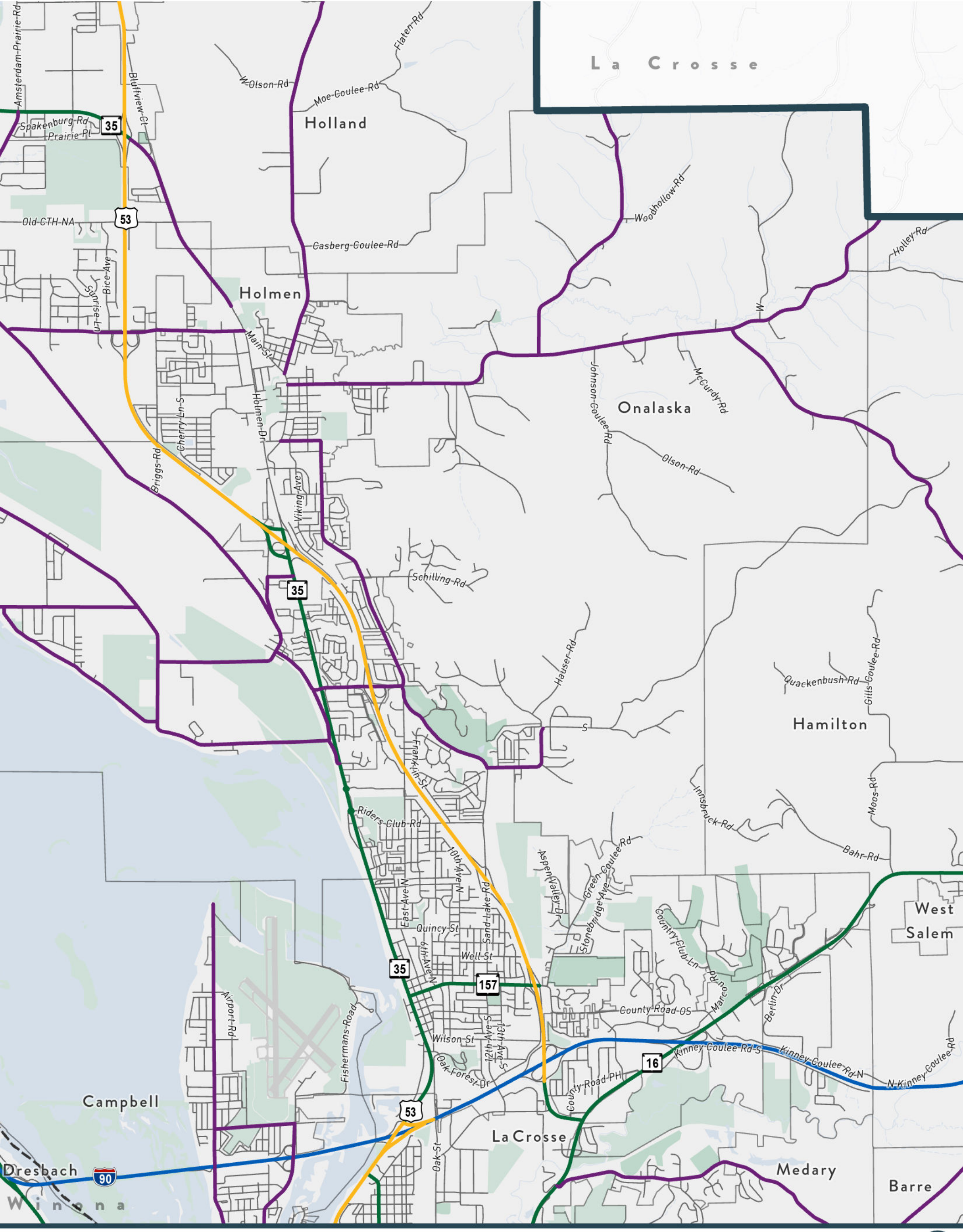
Road Jurisdiction

- Interstate
- Minnesota/Wisconsin State Highway
- Wisconsin County Trunk Highway
- Minnesota County State Aide Highway
- Municipal
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2



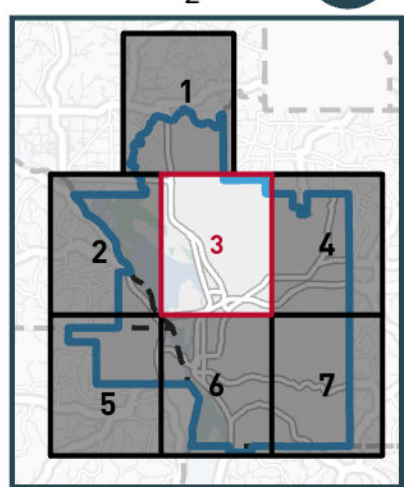
Source: La Crosse Area Planning Organization, MnDOT, WisDOT



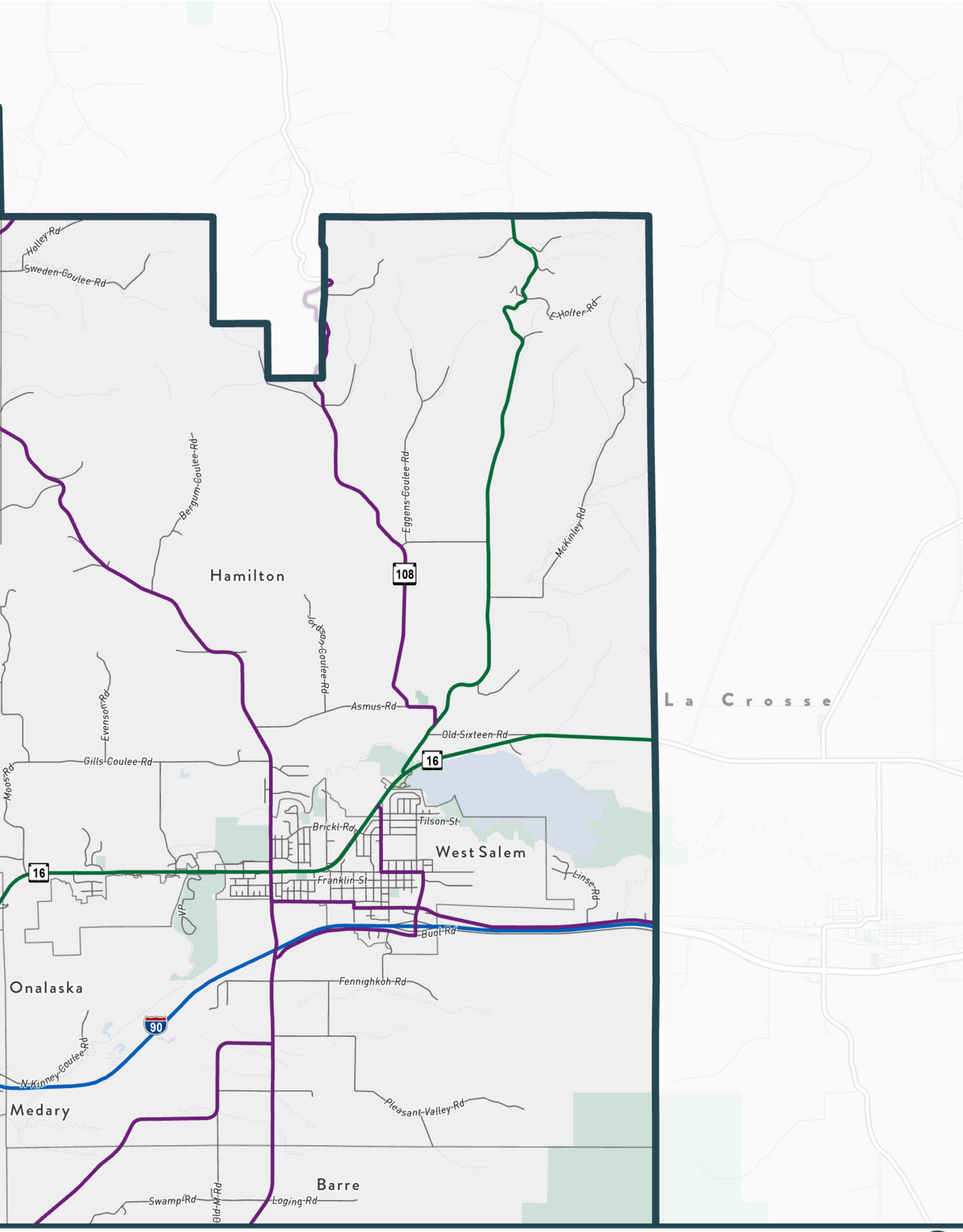
Road Jurisdiction

- Interstate
- US Highway
- Minnesota/Wisconsin State Highway
- Wisconsin County Trunk Highway
- Municipal
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2



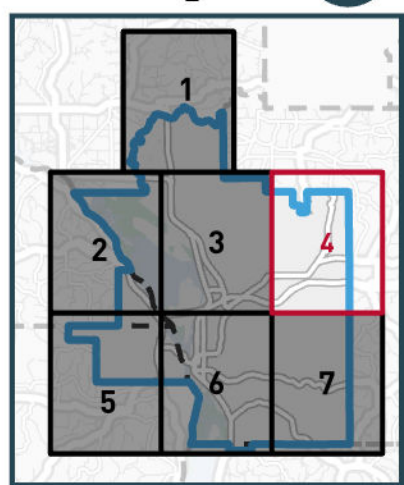
Source: La Crosse Area Planning Organization, MnDOT, WisDOT



Road Jurisdiction

- Interstate
- Minnesota/Wisconsin State Highway
- Wisconsin County Trunk Highway
- Municipal
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Winona

Dresbach

Campbell

La Crescent

Houston

Burns-Valley-Rd

N-Pine-Creek-Rd

W-Town-Hall-Rd

E-Town-Hall-Rd

Crescent-Hills-Dr

Red-Apple-Dr

McIntosh-Rd-E

S-4th-St

Oak-St

Lemke-Rd

Selke-Rd

Bush-Valley-Rd

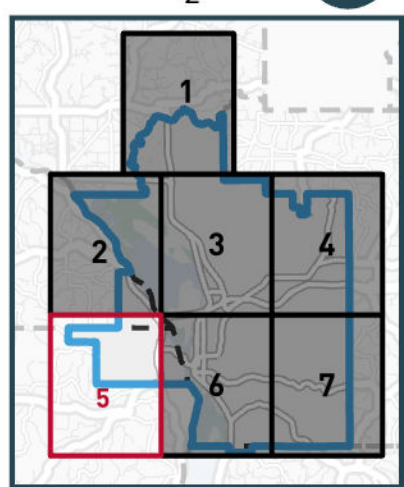
Skunk-Hollow-Rd

1 90 6 14 29 61 25 16 26

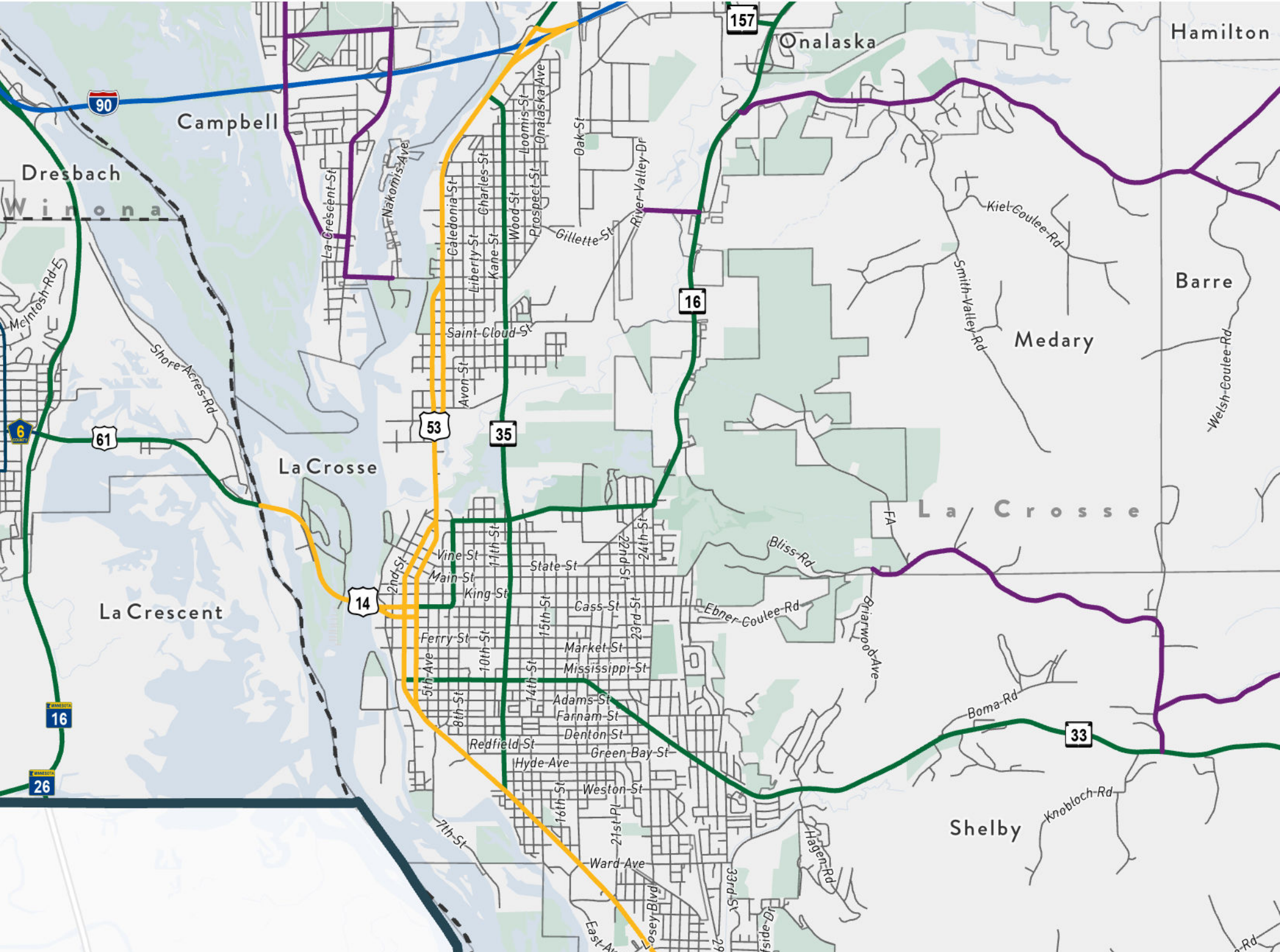
Road Jurisdiction

- Interstate
- Minnesota/Wisconsin State Highway
- Minnesota County State Aide Highway
- Municipal
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

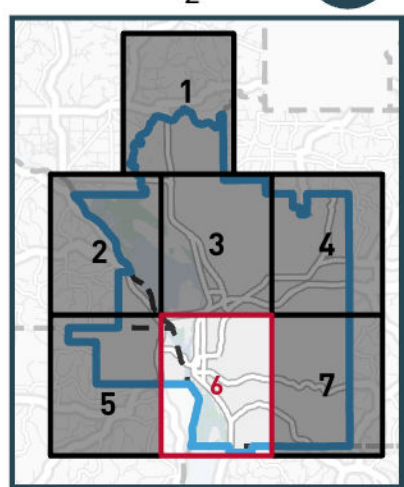


Road Jurisdiction

- Interstate
- US Highway
- Minnesota/Wisconsin State Highway
- Wisconsin County Trunk Highway
- Minnesota County State Aide Highway
- Municipal

- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

0 Miles 2



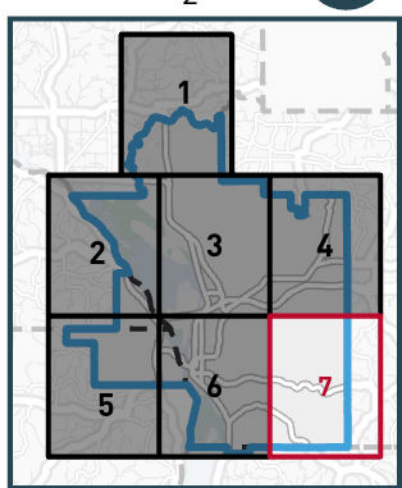
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Onalaska
Hamilton
Swamp Rd
Loging Rd
Old M Rd
Wolter Rd
Russlan Coulee Rd
Barre
Welsh Coulee Rd
Medary
Drectrah Rd
YY
33
OA
Highland Dr
Meadow Ridge Rd
Breidel Coulee Rd
Shelby
Wuensch Rd
Greenfield
Kammel Coulee Rd
Kriebich Coulee Rd
NN
Evans Dwyer Rd
MM
Ober Rd
14
N
La Crosse
Vernon

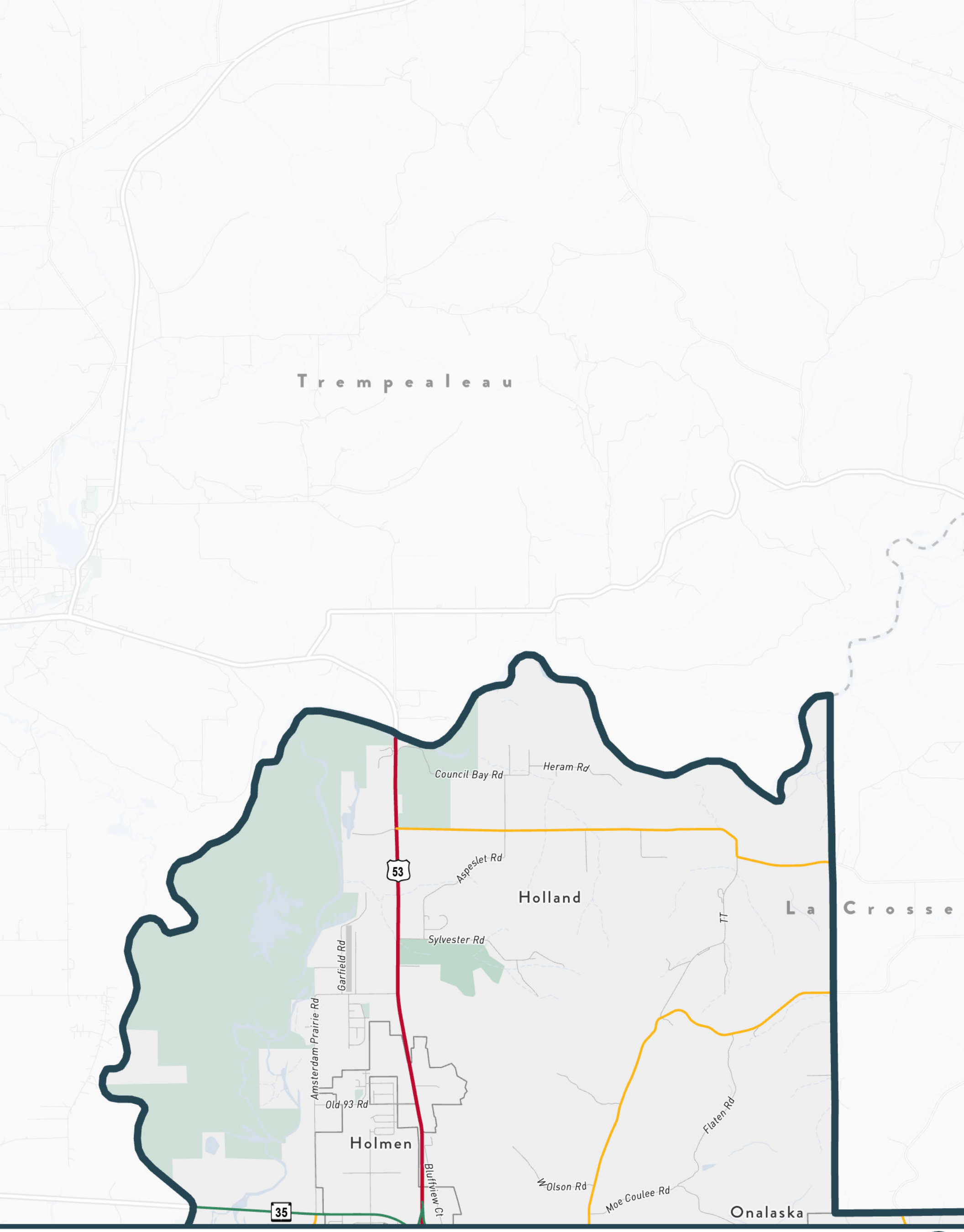
Road Jurisdiction

- US Highway
- Minnesota/Wisconsin State Highway
- Wisconsin County Trunk Highway
- Municipal
- City Limits
- County Boundaries
- LaCrosse Area Planning Organization Boundary

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

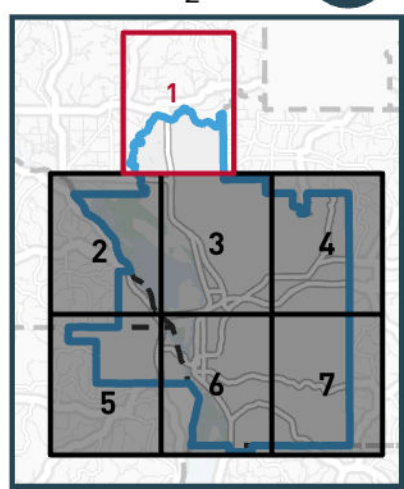


Functional Classification

- Local
- Collector
- Minor Arterial
- Principle Arterial

- LaCrosse Area Planning Organization Boundary
- City Limits

0 Miles 2



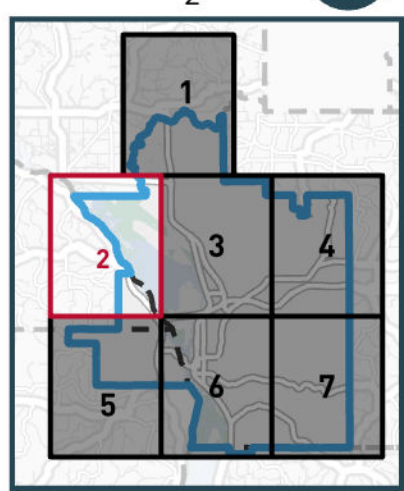
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau
Holland
La Crosse
Onalaska
Winona
Campbell
Dresbach
La Crescent
Holmen
Amsterdam Prairie Rd
Spakenburg Rd
Old CTH NA
Oak Hill Rd
Burns Valley Rd
35
12
1
61
90
14

Functional Classification

- Local
- Collector
- Minor Arterial
- Principle Arterial
- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

0 Miles 2



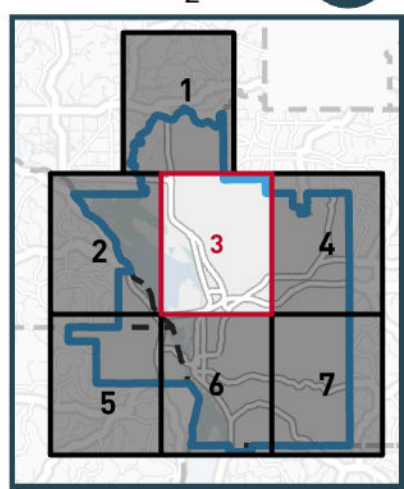
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Functional Classification

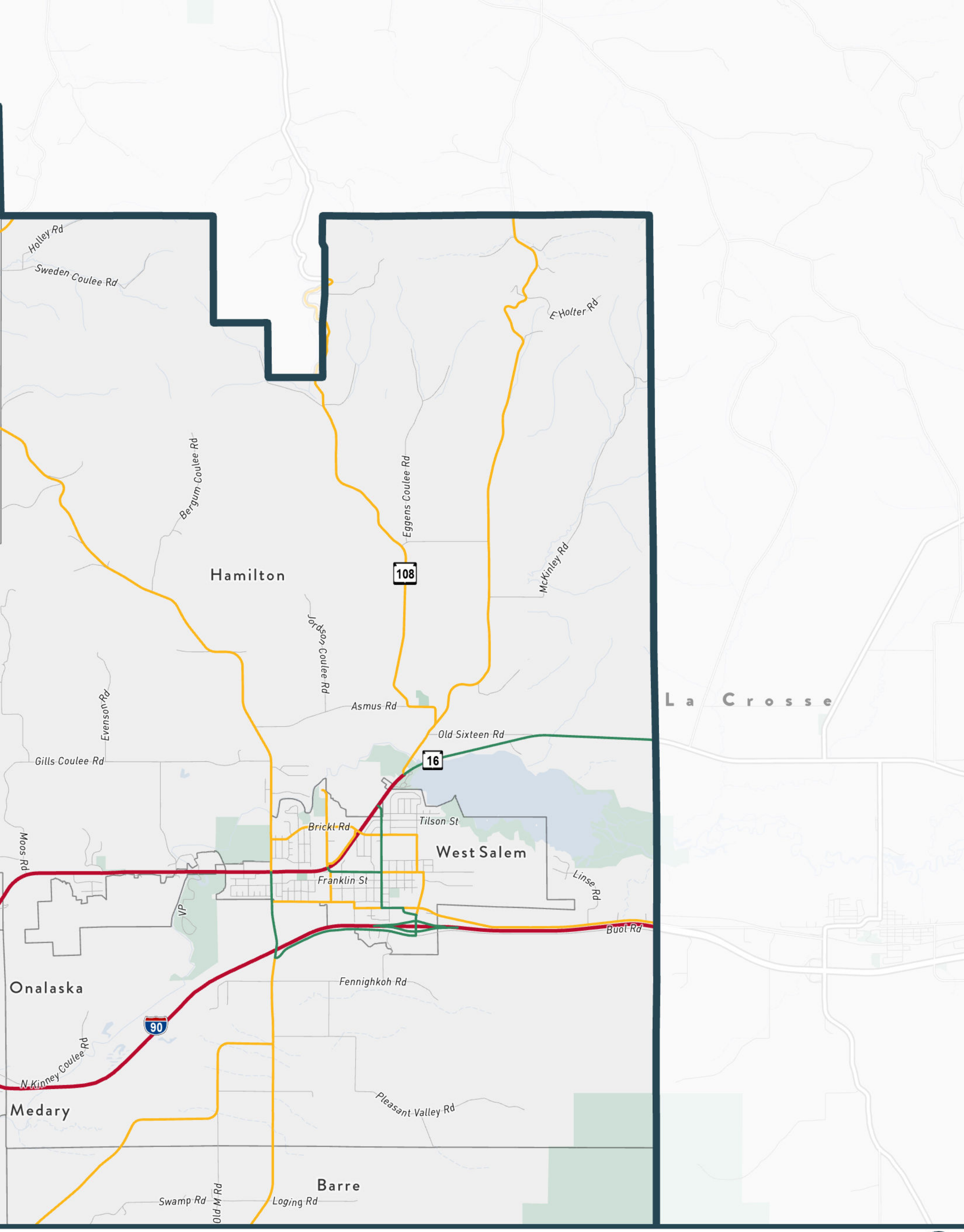
- Local
- Collector
- Minor Arterial
- Principle Arterial

- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

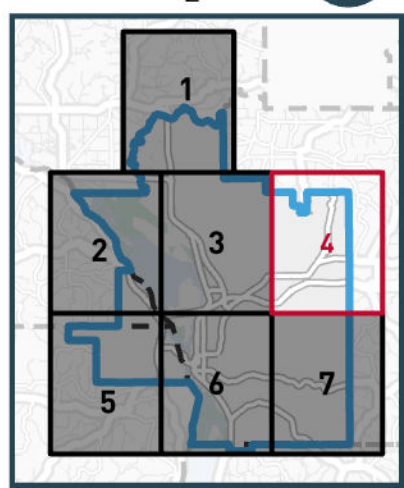


Functional Classification

- Local
- Collector
- Minor Arterial
- Principle Arterial

- LaCrosse Area Planning Organization Boundary
- City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Winona

Houston

Dresbach

Burns Valley Rd

La Crosse

Campbell

La Crescent

N Pine Creek Rd

Lemke Rd

Selke Rd

Bush Valley Rd

W Town Hall Rd

E Town Hall Rd

Crescent Hills Dr

Red Apple Dr

McIntosh Rd E

N 4th St

Oak St

Skunk Hollow Rd

1 2 3 4 5 6 7

Functional Classification

- Local
- Collector
- Minor Arterial
- Principle Arterial

- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

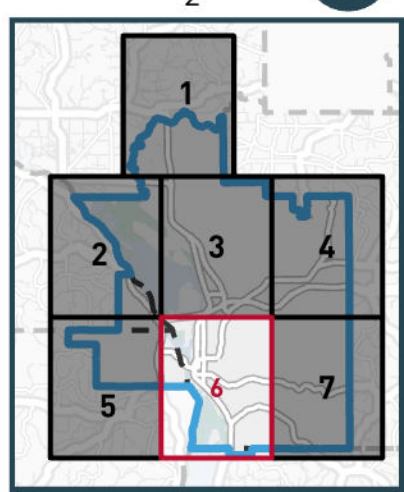
0 Miles 2

Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Functional Classification

- Local
- Collector
- Minor Arterial
- Principle Arterial
- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
2



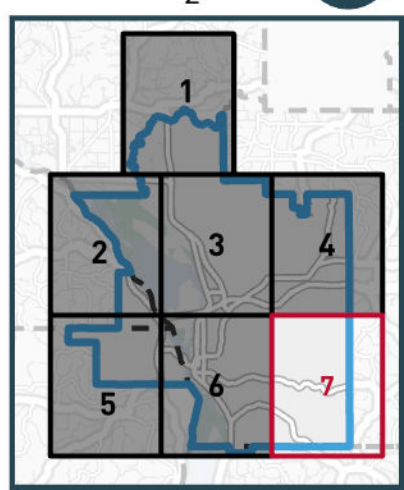
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Onalaska
Hamilton
Swamp Rd
Loging Rd
Old M Rd
Wolter Rd
Russlan Coulee Rd
Barre
Welsh Coulee Rd
Medary
Drectrah Rd
33
OA
Highland Dr
YY
Meadow Ridge Rd
Breidel Coulee Rd
Shelby
Wuensch Rd
Greenfield
Kammel Coulee Rd
Kriebich Coulee Rd
NN
Evans Dwyer Rd
MM
Ober Rd
14
N
La Crosse
Vernon

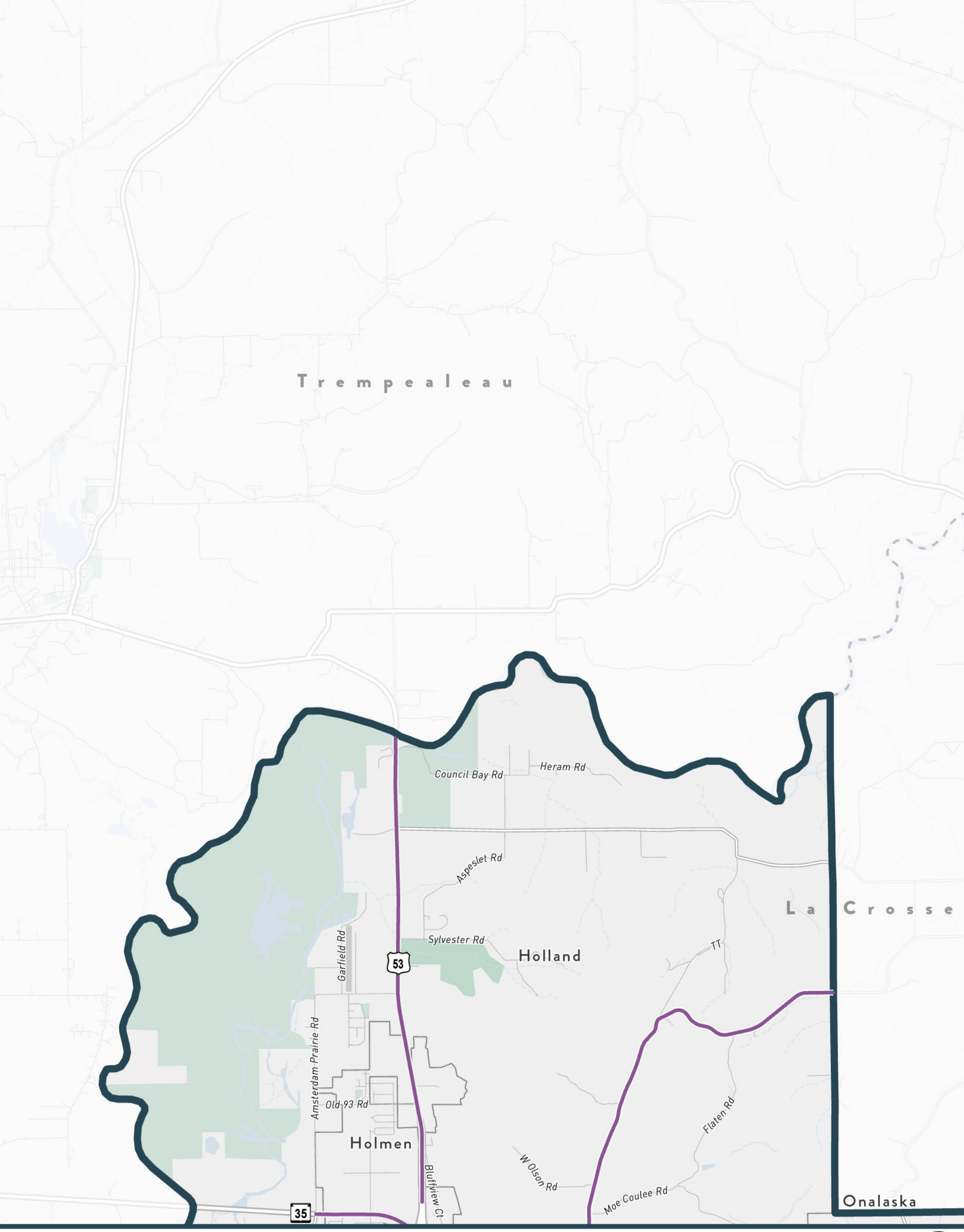
Functional Classification

- Local
- Collector
- Minor Arterial
- Principle Arterial
- LaCrosse Area Planning Organization Boundary
- City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT



High Injury Network (Page 1 of 7)

High Injury Network Roads

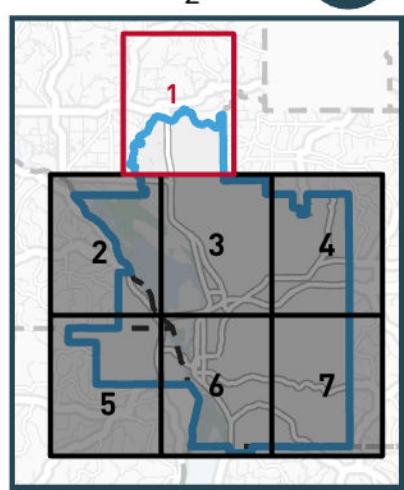
City Limits

High Injury Network Intersections

LaCrosse Area Planning Organization Boundary

Miles

0 2



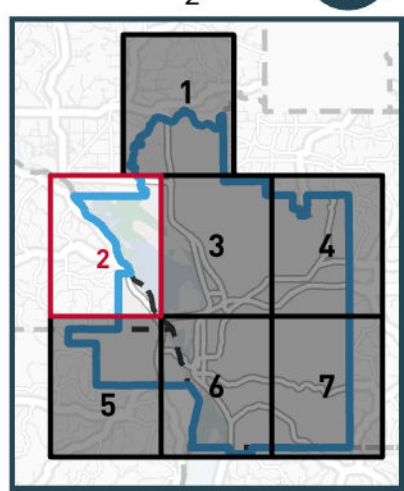
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau
Holland
Holmen
Amsterdam Prairie Rd
Spakenburg Rd
Old CTH NA
35
La Crosse
Onalaska
Winona
Campbell
Oak Hill Rd
Dresbach
Burns Valley Rd
La Crescent
12
1
90
61
14

High Injury Network (Page 2 of 7)

- High Injury Network Roads
- High Injury Network Intersections
- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

0 2 Miles

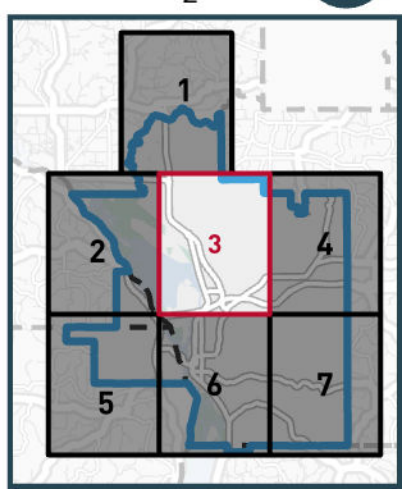


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network (Page 3 of 7)

- High Injury Network Roads
- High Injury Network Intersections
- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network (Page 4 of 7)

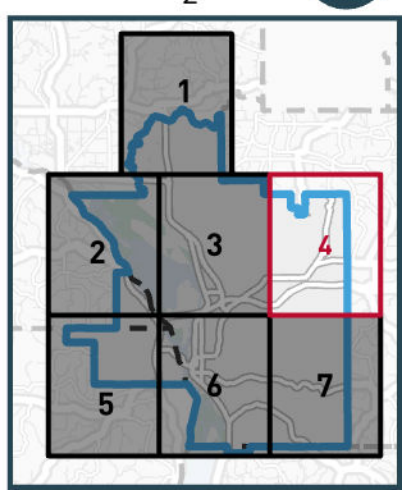
High Injury Network Roads

City Limits

High Injury Network Intersections

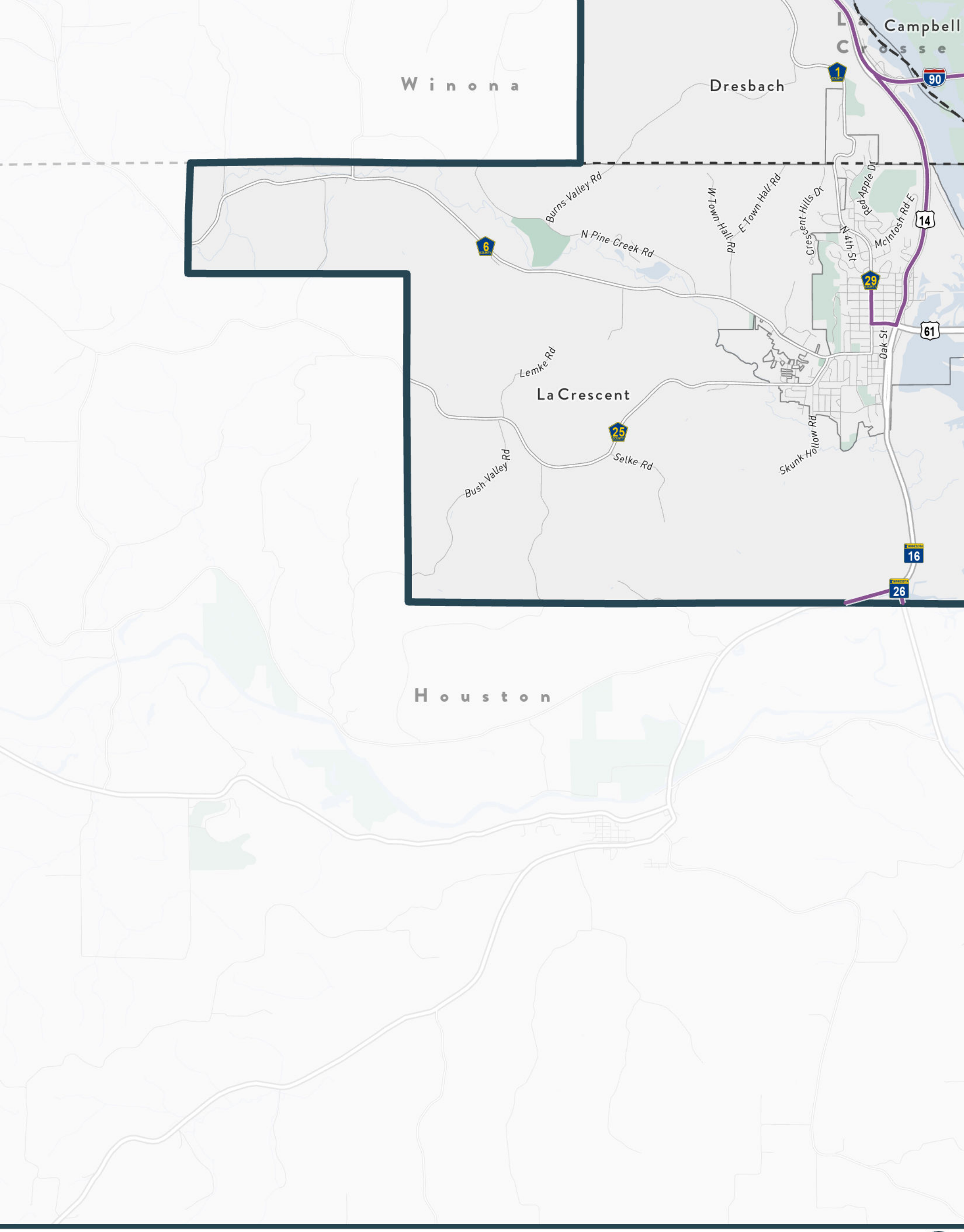
LaCrosse Area Planning Organization Boundary

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network (Page 5 of 7)



High Injury Network Roads

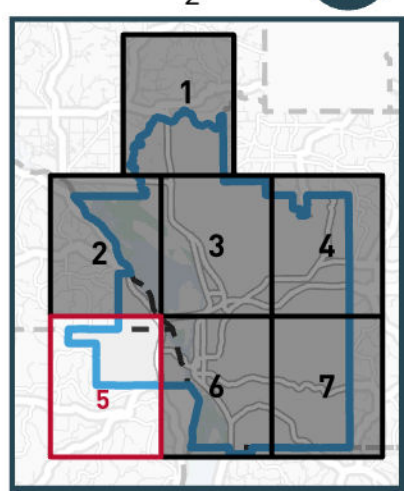
High Injury Network Intersections

LaCrosse Area Planning Organization Boundary

County Boundaries

City Limits

0 Miles 2

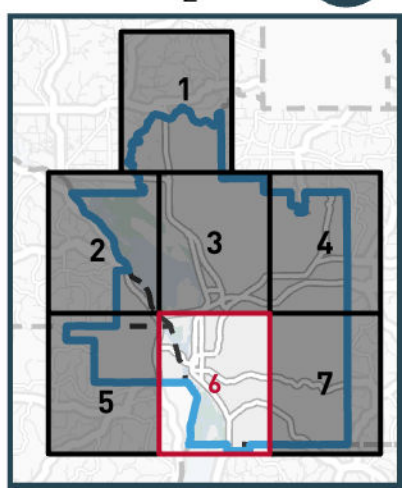


Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network (Page 6 of 7)

- High Injury Network Roads
- High Injury Network Intersections
- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
2



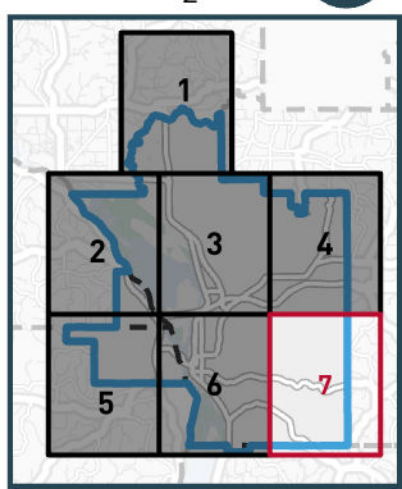
Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Onalaska
Hamilton
Old M Rd
Swamp Rd
Loging Rd
Wolter Rd
Russlan Coulee Rd
Medary
Barre
Welsh Coulee Rd
Drectrah Rd
YY
OA
Highland Dr
33
Meadow Ridge Rd
Breidel Coulee Rd
Greenfield
Wuensch Rd
Kammel Coulee Rd
Shelby
Kriebich Coulee Rd
Evans Dwyer Rd
MM
NN
14
Ober Rd
N
La Crosse
Vernon

High Injury Network (Page 7 of 7)

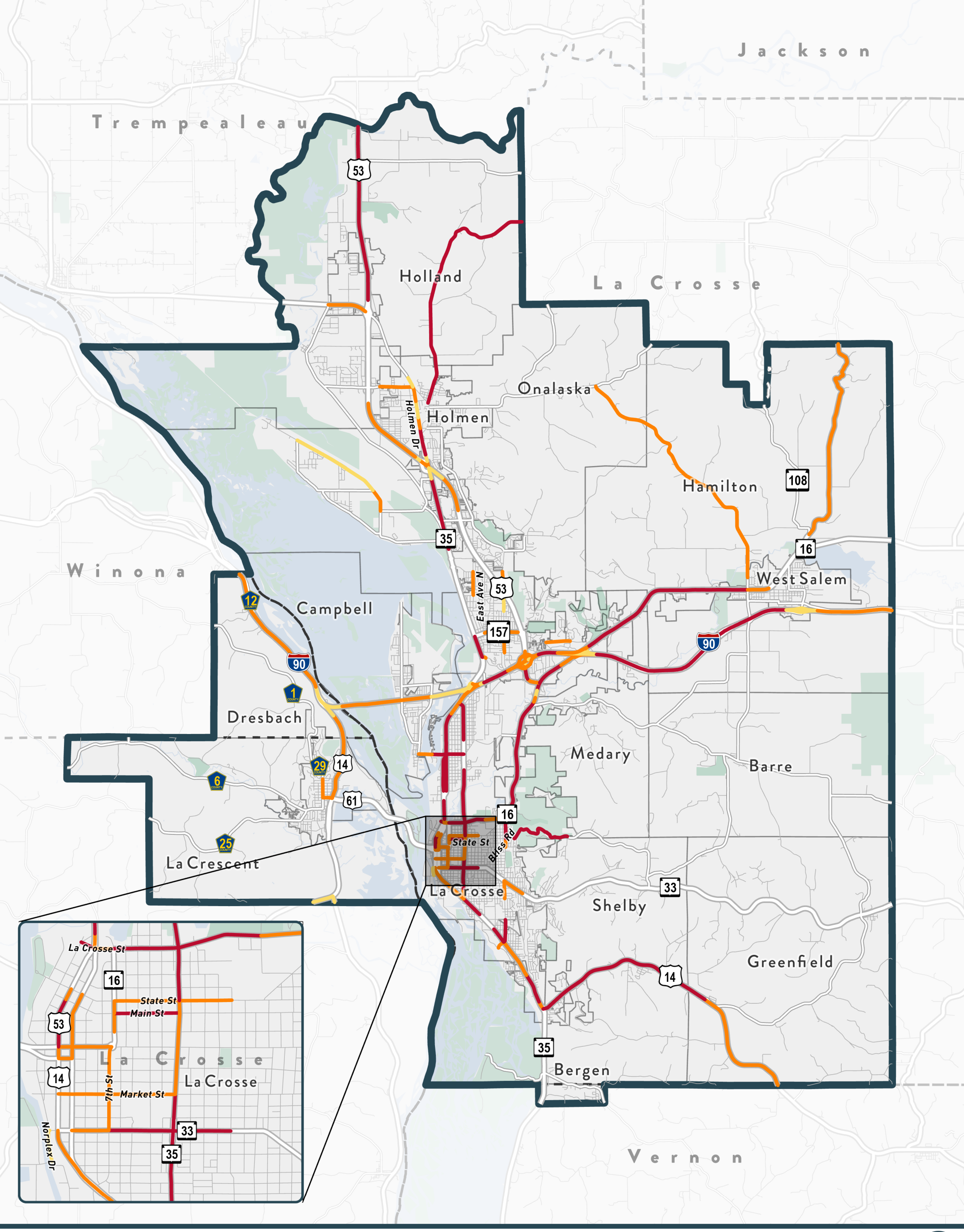
High Injury Network Roads
City Limits
High Injury Network Intersections
LaCrosse Area Planning Organization Boundary

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network Prioritization



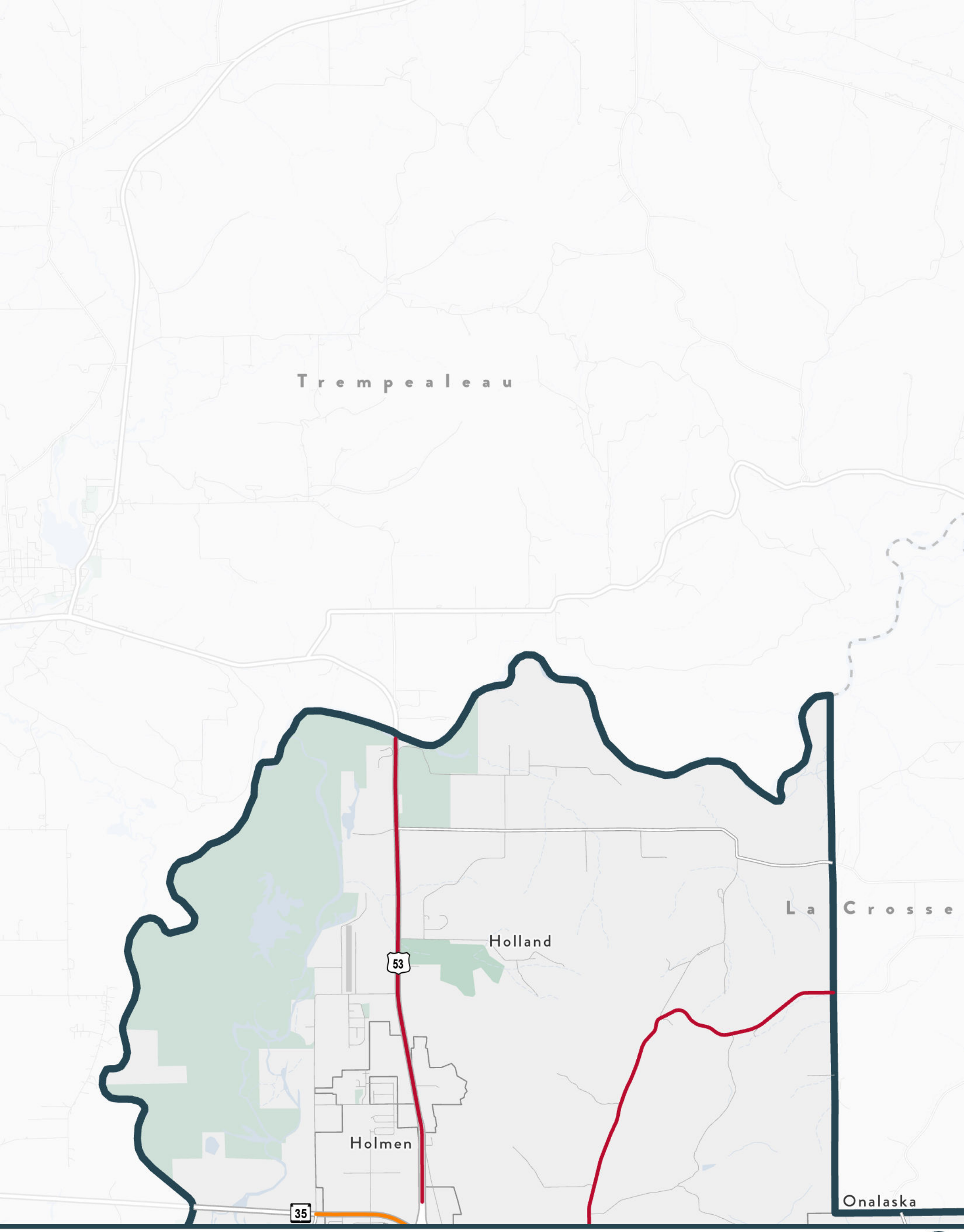
Segment Priority Score (max: 100)

- 7 - 32 (Low)
- 33 - 55 (Medium)
- 56 - 90 (High)

- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
5

Source: La Crosse Area Planning Organization, MnDOT, WisDOT



High Injury Network Prioritization (Page 1 of 7)

Intersection Priority Score (max:100)

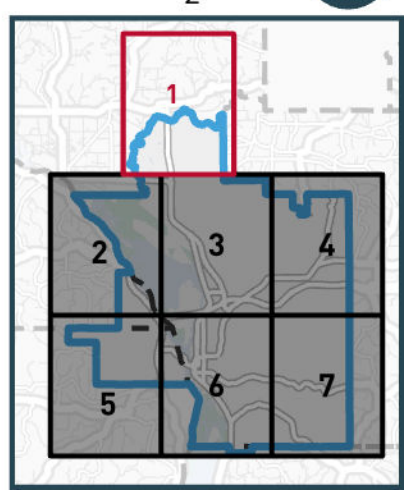
- 24 - 48 (Low)
- 49 - 64 (Medium)

Segment Priority Score (max: 100)

- 33 - 55 (Medium)
- 56 - 90 (High)

- LaCrosse Area Planning Organization Boundary
- City Limits

Miles
0 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Trempealeau
Holmen
35
Holland
La Crosse
Onalaska
Winona
12
Campbell
Dresbach
1
61
90
La Crescent
14

High Injury Network Prioritization (Page 2 of 7)

Intersection Priority Score (max:100)

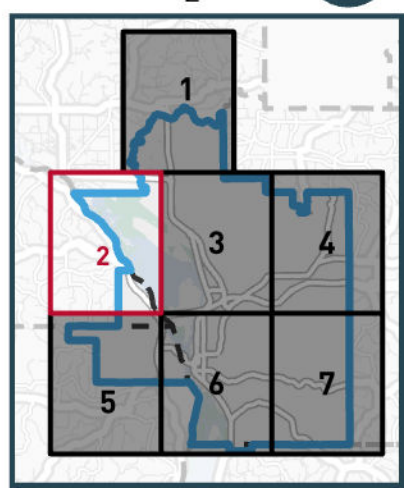
- 24 - 48 (Low)
- 49 - 64 (Medium)

Segment Priority Score (max: 100)

- 7 - 32 (Low)
- 33 - 55 (Medium)

- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network Prioritization (Page 3 of 7)

Intersection Priority Score (max:100)

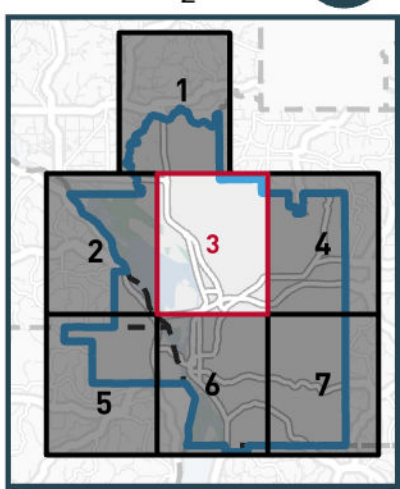
- 24 - 48 (Low)
- 49 - 64 (Medium)
- 65 - 87 (High)

Segment Priority Score (max: 100)

- 7 - 32 (Low)
- 33 - 55 (Medium)
- 56 - 90 (High)

- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Hamilton
108
La Crosse
16
West Salem
Onalaska
90
Medary
Barre

High Injury Network Prioritization (Page 4 of 7)

Intersection Priority Score (max:100)

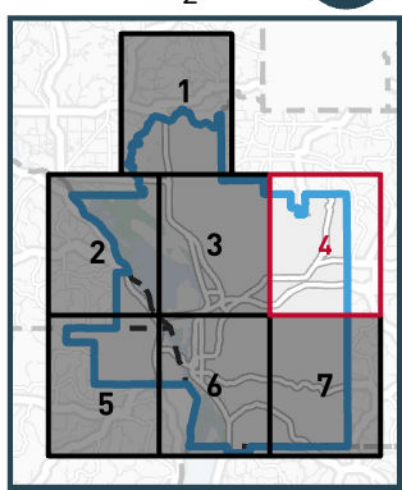
- 24 - 48 (Low)
- 49 - 64 (Medium)
- 65 - 87 (High)

Segment Priority Score (max: 100)

- 7 - 32 (Low)
- 33 - 55 (Medium)
- 56 - 90 (High)

- LaCrosse Area Planning Organization Boundary
- City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network Prioritization (Page 5 of 7)

Intersection Priority Score (max:100)

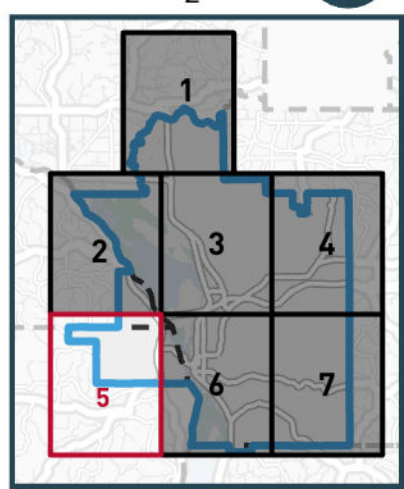
- 24 - 48 (Low)
- 49 - 64 (Medium)

Segment Priority Score (max: 100)

- 7 - 32 (Low)
- 33 - 55 (Medium)

- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

High Injury Network Prioritization (Page 6 of 7)

Intersection Priority Score (max:100)

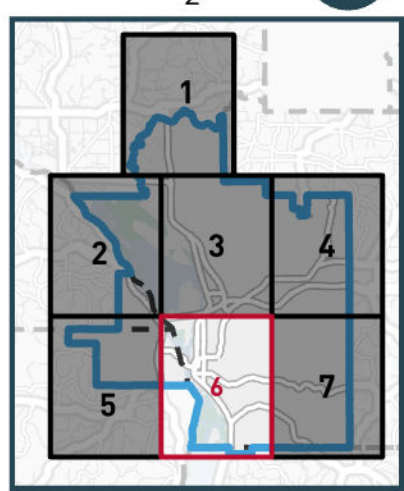
- 24 - 48 (Low)
- 49 - 64 (Medium)
- 65 - 87 (High)

Segment Priority Score (max: 100)

- 7 - 32 (Low)
- 33 - 55 (Medium)
- 56 - 90 (High)

- LaCrosse Area Planning Organization Boundary
- County Boundaries
- City Limits

Miles
0
2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

Onalaska
Hamilton
Medary
Barre
33
Shelby
Greenfield
14
La Crosse
Vernon

High Injury Network Prioritization (Page 7 of 7)

Intersection Priority Score (max:100)

- 24 - 48 (Low)
- 49 - 64 (Medium)

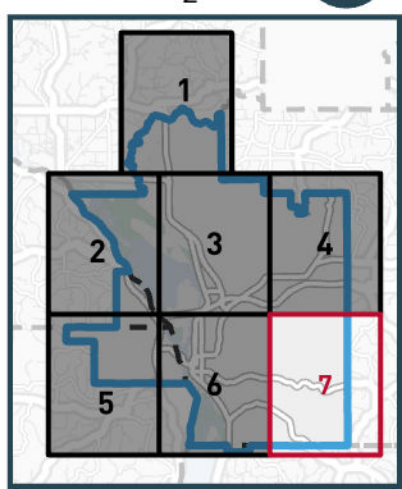
Segment Priority Score (max: 100)

- 33 - 55 (Medium)
- 56 - 90 (High)

LaCrosse Area Planning Organization Boundary

City Limits

0 Miles 2



Source: La Crosse Area Planning Organization, MnDOT, WisDOT

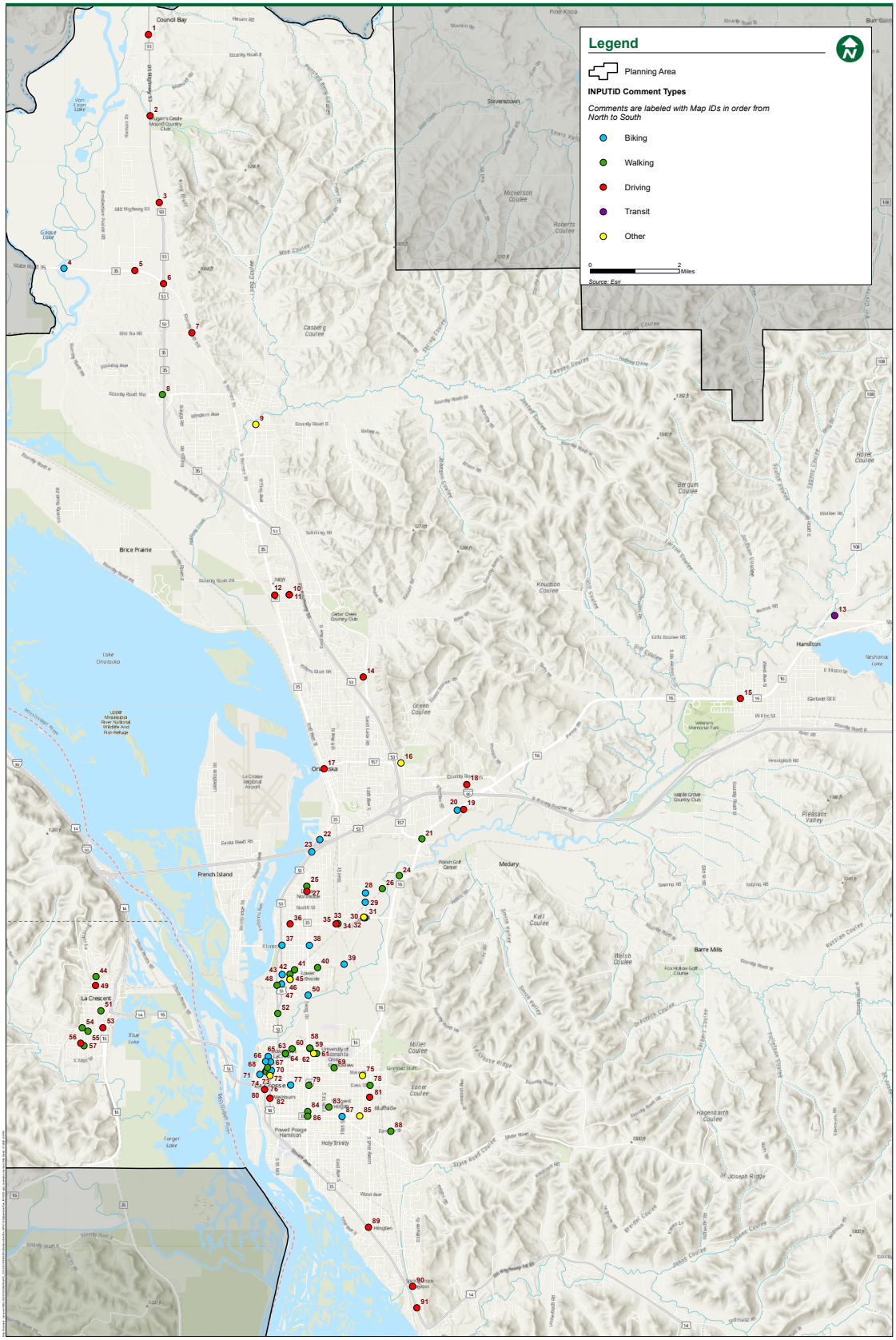


APPENDIX B: ONLINE ENGAGEMENT MAP AND COMMENT REPORT

La Crosse Regional Safety Action Plan
La Crosse Area Planning Committee (LAPC)

INPUTiD Map Comments (as of May 1st, 2026)
May 2026

BOLTON & MENK



BOLTON & MENK
Real People. Real Solutions.

La Crosse Area Planning Committee Safety Action Plan Input ID

INPUT ID
Online Public Engagement.
May 2026

Web Map Enabled. Click the map icon to view a comment in the webmap.

Map ID 1 — Driving

Holmen Family Fun Night Comment

0 0 Between Drugans and Hunter's Bridge, people speed despite the 65 to 55 speed limit change. Leads to unsafe passing maneuvers. 12/10/2025

Map ID 2 — Driving

Comment heard at Holmen Family Fun Night

0 0 Would like a roundabout here 12/10/2025

Map ID 3 — Driving

Comment heard at Holmen Family Fun Night

0 0 Between 53 & 35 intersection- There are a lot of new turn-offs off of 53, drivers often speed coming off of 53. 12/10/2025

Map ID 4 — Biking

Bob Buck - vonbuck100@outlook.com

0 0 Narrow bridges over the streams on 35 force cyclists to ride in traffic on a high speed busy road. 11/16/2025

Map ID 5 — Driving

Bob Buck - vonbuck100@outlook.com

0 0 This intersection needs a signal . With high volume and speed of traffic on 35 it is harder and increasingly dangerous to try and turn onto 35. 11/16/2025

Map ID 6 — Driving

Comment heard at Holmen Family Fun Night

0 0 Overpass blocks visibility of vehicles on 35 and 53 making it hard to see approaching vehicles. Have experience many near misses going both directions near the off-ramps 12/10/2025

Map ID 7 — Driving

Bob Buck

0 0 With the new construction the additional traffic will make turning into and out of NA dangerous. 11/16/2025

Map ID 8 — Walking

Bob Buck - vonbuck100@outlook.com

0 0 Unsafe for kids living on West side of 53 to get to school. MH is the only way to get across. There is no sidewalk or bike trail and the shoulders are narrow where MH goes under the overpass. Kids wind up walking close to the road. Same issue with cycling to school. 11/16/2025

Map ID 9	Other
Comment heard at Holmen Family Fun Night 0 0 Sightline issues, it's hard to see pedestrians, especially kids.	12/10/2025

Map ID 10	Driving
Bob Buck 0 0 Dangerous intersection.	11/16/2025

Map ID 11	Driving
Comment heard at Holmen Family Fun Night 0 0 Agree with other comments. Turning left onto OT from Commerce Road is very difficult and dangerous.	12/10/2025

Map ID 12	Driving
Bob Buck - vonbuck100@outlook.com 0 0 The intersection of OT and 35 needs an additional turn lane for west bound OT drivers. East bound OT drivers cannot tell if oncoming cars are turning left at the light or coming straight for them. No on uses turn signals anymore.	11/16/2025

Map ID 13	Transit
Jon 0 0 10/1 Pin	10/1/2025

Map ID 14	Driving
Bob Buck - vonbuck100@outlook.com 0 0 No stop sign or traffic control at intersection and Most folks think that turn signals are optional in the Menards lot.	11/16/2025

Map ID 15	Driving
Scott Schumacher 0 0 Left turn off of Griswold is incredibly dangerous.	11/19/2025

Map ID 16	Other
Andrew 0 0 Really no consideration for bicyclist or pedestrians. Felt totally out of place, just make it easy to get to the otherside of US53	10/14/2025

Map ID 17	Driving
Jon 0 0 10/1 Pin	10/1/2025

Map ID 18 Driving

Comment heard at Holmen Family Fun Night

0 0 Only a left and right turn lane here. No option to go straight ahead into the access across the street. Driving westbound on Market Pl 12/10/2025

Map ID 19 Driving

Andrew Ericson

0 0 If you try to turn left out of the kwik trip parking lot it feels like you are taking a risk. Typically people have to gun it to make it across. 12/15/2025

Map ID 20 Biking

Andrew - aericson@uwlax.edu

0 0 Bike path disappears, this is one little section. Forces you to go on the grass. 10/16/2025

Map ID 21 Walking

Erin

0 0 Zero pedestrian crossing. 12/15/2025

Map ID 22 Biking

Matthew Christen

0 0 pedestrians and cyclists are put into a precarious position because drivers respond to the vehicle lights and there is nothing to alert them to pedestrians and cyclists. There is a crossing light but it is not visible to vehicle drivers and even if a walker/cyclist has a green light to go, cars can easily drive into them as they aren't aware of the crossing. This is especially dangerous because drivers are anxious to get onto the interstate. 10/14/2025

Map ID 23 Biking

Matthew Christen

0 0 No signage alerting drivers coming off of the interstate to be aware of pedestrians/bicycists. There is a light for crossing, but no way for a driver to recognize the light. Many drivers come off of I-90 and drive right up to the edge of the lane, overdriving the crosswalk. This is especially dangerous because they are only looking to the l=eft to see if they can continue on, often at a rolling stop. 10/14/2025

Map ID 24 Walking

bob

0 0 Add stop sights for the trucks 11/26/2025

Map ID 25 Walking

Logan

0 0 Flashing beacons for pedestrian crossing. 10/1/2025

Map ID 26 Walking

john

0 0 Extend the trail down the rest of the old CNW ROW. Put like a overlook at the end — 11/26/2025

Map ID 27 Driving

Logan

0 0 Speed radar/speed counter. Fast drivers — 10/1/2025

Map ID 28 Biking

Andrew Ericson

0 0 It would take one inattentive driver to kill a bike/ped. — 12/15/2025

Map ID 29 Biking

andrew

0 0 unprotected and crumbling cycletrack is a choice. Put a barrier up — 10/16/2025

> 0 0 The bicycle/walking lanes here are falling apart and are always covered in debris. This should be a separate or barrier protected cycletrack. — 11/24/2025

Map ID 30 Other

Robbie - robbiexor@gmail.com

0 0 Gillette does not need to be this wide. There does not need to be slip lanes here. Theres savings to be had here, both in pavement and safety — 3/22/2026

Map ID 31 Biking

Matthew Christen

1 0 Dangerous intersection to cross as people going east off of River Valley Rd are looking to the left for oncoming cars and not being aware of cyclists or pedestrians crossing on green. Vehicles rarely slow down on green at all, and do a rather quick rolling stop on red. Same across the street if a cyclist is traveling south. Cars coming west on Gillette and heading north on River Valley Rd rarely look for a cyclist or pedestrian making a crossing. — 10/14/2025

Map ID 32 Other

Andrew Ericson

1 0 Surprised to not see this [on the High Injury Network] already based on the number of crashes. Slip lanes not good. Important connection to state trails. — 12/15/2025

Map ID 33 Biking

joe

0 0 Lots of Bikers and Peds cross here. add a Ped bridge or tunnel or crossing — 11/26/2025

Map ID 34 Walking

smith

0 0 Add one of those UK rail bridges for peds — 11/26/2025

Map ID 35 Driving

joseph

0 0

Dead end is dark, add a streetlight at the end for night

11/28/2025

Map ID 36 Driving

Jon

0 0

Avon St to Gillete St controlled intersection, then people don't realize it's uncontrolled from then on. There have been crashes, so we need to improve them!

10/1/2025

Map ID 37 Biking

Matthew Christen

0 0

The bike lane here is in direct conflict with the drivers turning right. The roadway surface is very rough. Cyclists can be hidden from the view of people across the way on Clinton getting ready to turn left to go North. IT would also be very helpful to have a cyclist oriented button to signal the light that someone is waiting for a chance to cross.

10/14/2025

Map ID 38 Biking

Matthew Christen

0 0

This intersection is dangerous because the bike lane on Rnanger Dr, going south to Clinton empties into a right turn lane. There is not a bike lane on the other side of George St to make drivers aware of where a cyclist is going to go after they cross George St. Very confusing to drivers and cyclists alike.

10/14/2025

Map ID 39 Biking

Robbie - robbiexor@gmail.com

0 0

It's incredibly nerve wrecking to make a south bound turn across lanes to get to the trail, in the middle of a turn. Never fails someone is trying to overtake me at the moment I need to be moving into the lane

3/22/2026

Map ID 40 Walking

Andrew Ericson

1 0

St Cloud/St James St from George to southern end of River Valley Dr - High heavy vehicle use, sometimes very aggressive driving behavior, including but not limited to passing due to the wide nature of the road. Curves in the road add to concern. No pedestrian accommodations!

12/15/2025

Map ID 41 Walking

joe

0 0

Add one of those simple UK bridges for peds

11/26/2025

Map ID 42 Walking

joe

0 0

Add one of those simple UK bridges for peds

https://www.networkrail.co.uk/wp-content/uploads/2024/05/NR-GN-CIV-200-07-Footbridges-Subways.pdf

11/26/2025

Map ID 43 Biking

Jon

0 0 10/1 Pin

10/1/2025

Map ID 44 Walking

Tim Hruska - thruska@whks.com

0 0 This is a key corridor for pedestrian connection between north and south portions of the city.

12/22/2025

Map ID 45 Other

Andrew - ericson.andrew777@gmail.com

0 0 Generally dangerous across the board, ped, cars, bikes. For whatever reason cars move pretty quickly across St Andrew St and they its difficult to cross using avon in any mode.

12/15/2025

Map ID 46 Other

Andrew Ericson

0 0 Cars come pretty quickly down St Andrew St, its difficult for pedestrians/bikes and cars to see cars coming from the east. Immediately to the west there is bend in the road near Amtrak, so it's a little unclear whether traffic is coming from that direction.

12/15/2025

Map ID 47 Biking

Matthew Christen

0 0 When a cyclist has to detour around from Avon and Hagar due to train traffic, coming down the sidewalk over the viaduct, this is a blind corner. Cars approaching Rose St can not see anyone coming off of the sidewalk to cross the street. Drivers rarely stop before they get to the end of the crosswalk.

10/14/2025

Map ID 48 Walking

joe

0 0 Bring back the ped crossing here

11/26/2025

Map ID 49 Driving

Jon

0 0 10/1 Pin

10/1/2025

Map ID 50 Biking

Matthew Christen

1 0 Dangerous for cyclists to cross over George St. Very short lights. Drivers only look left when making a right turn onto Lang Dr. Do not expect walkers or cyclists to be entering intersection.

10/14/2025

Map ID 51 Walking

Jason Ludwigson - JDLudwigson@gmail.com

0 0 This is a 4 lane road - should be converted to a 3 lane with a middle turn lane. Vehicle traffic counts do not warrant a 4 lane road

11/20/2025

Map ID 52 Walking

Mr Pedestrian

0 0

Impossible to cross safely along US 53. Vehicle speeds need to be reduced, walkways elevated, and push-button lighted crosswalks need to be added. Flood the zone, make it safe for the people on two legs please!

11/26/2025

Map ID 53 Driving

A

0 0

Make this an all way stop. Trying to turn left from S 7th St onto S Oak St is a little blind and can cause confusion with lack of stop sign. Additional confusion can happen with people driving south on S Oak St going straight at that intersection waiting for those left turn folks

12/6/2025

Map ID 54 Walking

A

0 0

Add crosswalk back because of the secondary school students who use Redwood St E tend to cross here and not up at the crosswalk with light. Many people from the neighborhoods south/southwest of this intersection cross here to use corner park entrance instead of parking lot entrance of Kistler

12/6/2025

Map ID 55 Walking

A

0 0

Add sidewalk, because road is narrow and also commonly used by pedestrians, especially kids to and from school and in summertime to and from the pool

12/6/2025

Map ID 56 Driving

A

0 0

Add stop sign

12/6/2025

Map ID 57 Walking

A

0 0

Add a pedestrian push button light or stop signs. Many secondary school students cross S 11th St and walk on Redwood St E before and after school when traffic is also high and the corner to the west is a little blind at the speed some cars travel.

12/6/2025

Map ID 58 Walking

Bridget

0 0

Drivers don't always yield to pedestrians who have the walk light

3/20/2026

Map ID 59 Biking

Matthew Christen

1 0

Hard to cross at this intersection for cyclists and pedestrians as drivers anxious to make right turns do not see pedestrians and cyclists very readily as they tend to only look for other vehicles.

10/14/2025

Map ID 60 Walking

Jennifer - jenls2891@gmail.com

0 0

A flashing pedestrian crosswalk or two would be helpful along La Crosse St. between the 4way stop and West Ave.

11/24/2025

Map ID 61 Walking

Andrew Ericson

1 0

Probably the most frequented corridor for pedestrians coming to UWL. Vehicles tend to want to turn into pedestrians, I have witnessed close calls!

12/15/2025

Map ID 62 Other

Andrew Ericson

0 0

Worse than Oakland St intersection. There is just so much going on with buses, vehicles, pedestrians, etc. So many times vehicles try to turn into pedestrians or bicycles. Someone will get hit.

12/15/2025

Map ID 63 Transit

Jon

0 0

10/1 Pin

10/1/2025

Map ID 64 Walking

Andrew Ericson

0 0

Difficult to get across for ped/bike.

12/15/2025

Map ID 65 Biking

Matthew Christen

0 0

Bike lane has signage for no parking that is frequently ignored. Delivery, postal trucks, and other vehicles are often in the bike lane parked forcing cyclists to use the roadway, sometimes contrary to the flow of traffic. Permitting should be established if the delivery is a vital service necessary so proper awareness is established for proper practices along this bikeway.

10/14/2025

Map ID 66 Biking

Robbie - robbiexor@gmail.com

0 0

Bike signal has a half second leading interval when turning green. Needs to be closer to 3-4s to get bikes out in front of turning vehicles.

11/3/2025

Map ID 67 Biking

Matthew Christen

2 0

Proper bike lanes should be added to the 3rd St section in town where bikes are prohibited form sidewalks.

10/14/2025

Map ID 68 Walking

Sam

3 0

Need leading pedestrian intervals downtown

10/14/2025

Map ID 69 Walking

Andrew

1 0

Cars for whatever reason do not see the stop sign at quite a high rate, particularly as they are headed west down state st.

10/14/2025

Map ID 70 Biking

Matthew Christen

2 0

Bike lane should be added on 4th st where bikes are prohibited form sidewalks. Bikes should not be on sidewalks downtown with heavier pedestrian usage.

10/14/2025

Map ID 71 Walking

Logan

0 0

Dangerous curb. Tripping hazard. Slope instead of square edge.

10/1/2025

Map ID 72 Walking

Shaelee

3 0

Hard to see incoming traffic to cross the street (parked car, etc) Generally, cars parked too close to the intersection for the one way road. Dangerous for pedestrians!

10/1/2025

Map ID 73 Other

Jay

4 0

Cars shouldnt be allowed to park all the way up to the stop sign. Hard to see at intersections for cars and pedestrians.

10/3/2025

Map ID 74 Biking

Matthew Christen

0 0

Snow removal is often put into a large pile in winter right on the bike lanes in front of the South Hall of La Crosse Center by both the city and other snow removal outfits. Other arrangements should be made as to where to put snow other than on the bike lanes.

10/14/2025

Map ID 75 Other

Robbie - robbiexor@gmail.com

1 0

Perfect neighborhood for Woonerf conversions. Narrow the streets, remove most parking, make the streetway more like a park promenade.

11/3/2025

Map ID 76 Other

Jennifer

0 0

I wouldn't call it a pothole, but there is a kind of deep crater/dip in the street here, SW corner, N/S crossing...it would probably tip a wheelchair or scooter

11/24/2025

Map ID 77 Biking

Matthew Christen

1 0

Sharrows should be added to the middle of the lane on Cass to alert drivers that cyclists should be on the road in the street riding.

10/14/2025

Map ID 78	Walking
Bridget	
0	0
Drivers frequently fail to yield to pedestrians here who have the walk light	3/20/2026

Map ID 79	Walking
Citizen	
0	0
APS is not regularly maintained by the city. Will not work often and extremely unsafe for visually impaired people trying to cross.	10/3/2025

Map ID 80	Driving
Penny - penpenpoky@yahoo.com	
0	0
More driver education and more road signs!	10/1/2025

Map ID 81	Driving
E	
0	0
People speed way too much. Need more enforcement, especially during commute times.	10/3/2025

Map ID 82	Driving
Jon	
0	0
10/1 PIN	10/1/2025

Map ID 83	Walking
Mackenzie Mindel	
0	0
People tend to speed going south from 16th and Market's 4 way stop, and rarely stop for walkers or bikers.	11/11/2025

Map ID 84	Walking
Sam	
0	0
Need a crosswalk here with a median island	10/14/2025

Map ID 85	Other
Cindy - cindaoe2004@yahoo.com	
0	0
We need speed bumps? Please put something to calm the traffic and minimize people who don't stop	10/1/2025

Map ID 86	Walking
Bridget Brown	
0	0
Turning drivers routinely cut off pedestrians who have the walk light at this intersection. It needs a lead pedestrian signal and other design modifications.	3/20/2026

Map ID 87	Biking	
Andrew Ericson 0 0	Big bend in the road, lots of streets coming in at weird angles. From a bike/ped standpoint it is difficult to determine a safe crossing. Also, the road is wide open so people fly (speed).	12/15/2025

Map ID 88	Walking	
Erin 0 0	Need sidewalks on Farnam. Unsafe for kids walking to bus stop and playing nearby.	10/3/2025

Map ID 89	Driving	
Jon 0 0	10/1 Pin	10/1/2025

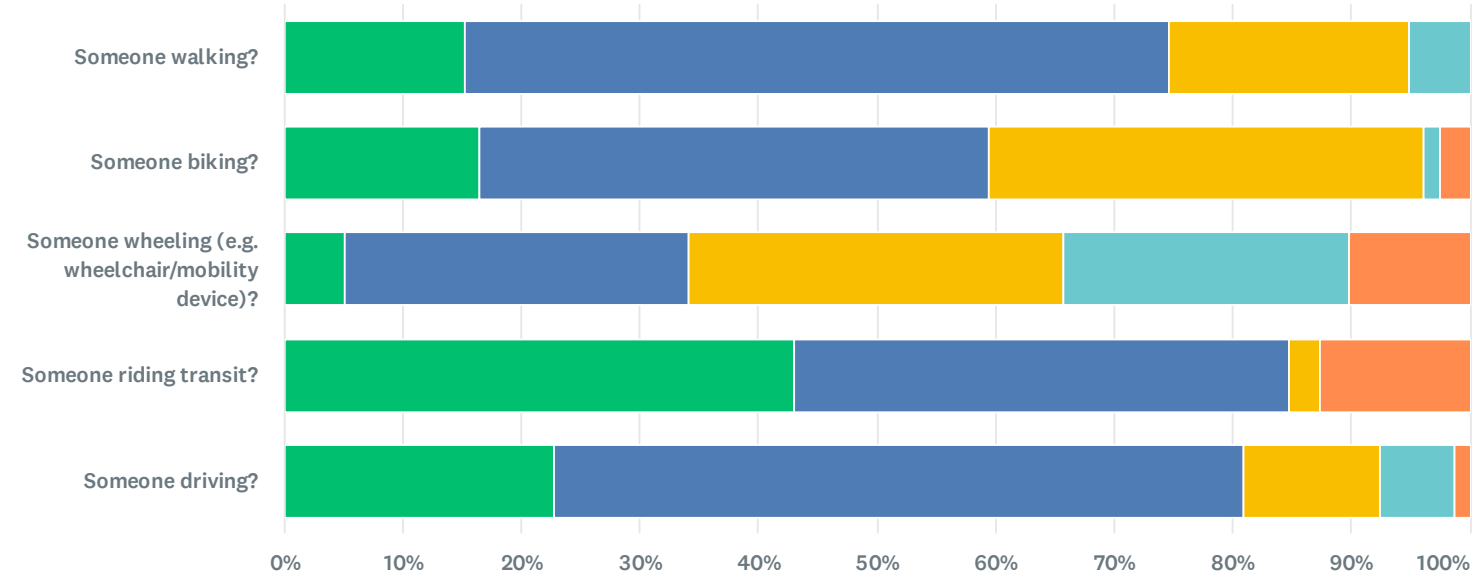
Map ID 90	Driving	
Jon 0 0	10/1 Pin	10/1/2025

Map ID 91	Driving	
E 0 0	Need a stop light here. Several crashes, including a fatal crash in this intersection over the years. Especially unsafe for pedestrians too.	10/3/2025

Q1

79 responses

With roadway safety in mind, generally, how safe do you think it is to travel in La Crosse, WI - La Crescent, MN region today for:

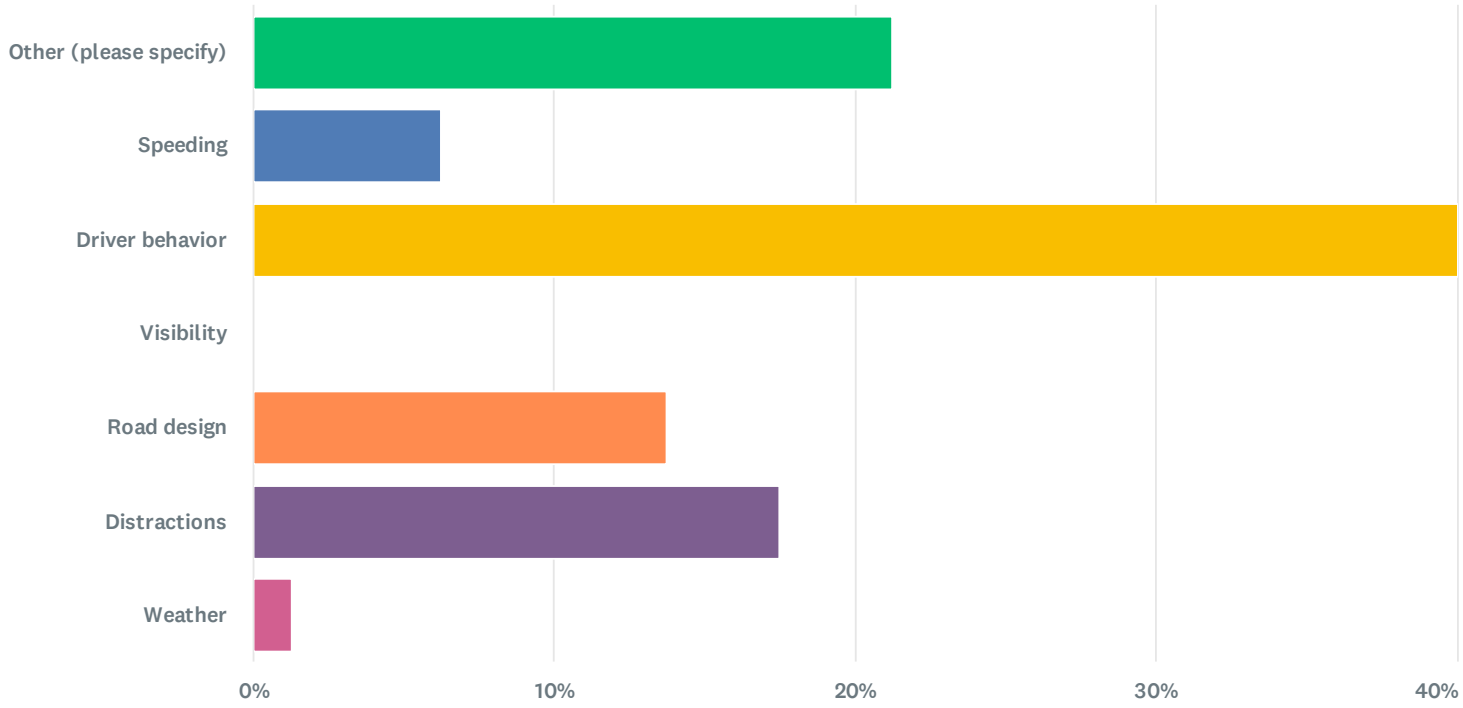


Very safe
Somewhat safe
Not very safe
Not at all safe
I don't know

Q2

80 responses

What factor do you think contributes most to crashes or near-misses in our region? (Select one)



RESPONSES (0) WORD CLOUD TAGS (0)

Search Responses

Filter: by tag

by sentiment

No responses yet

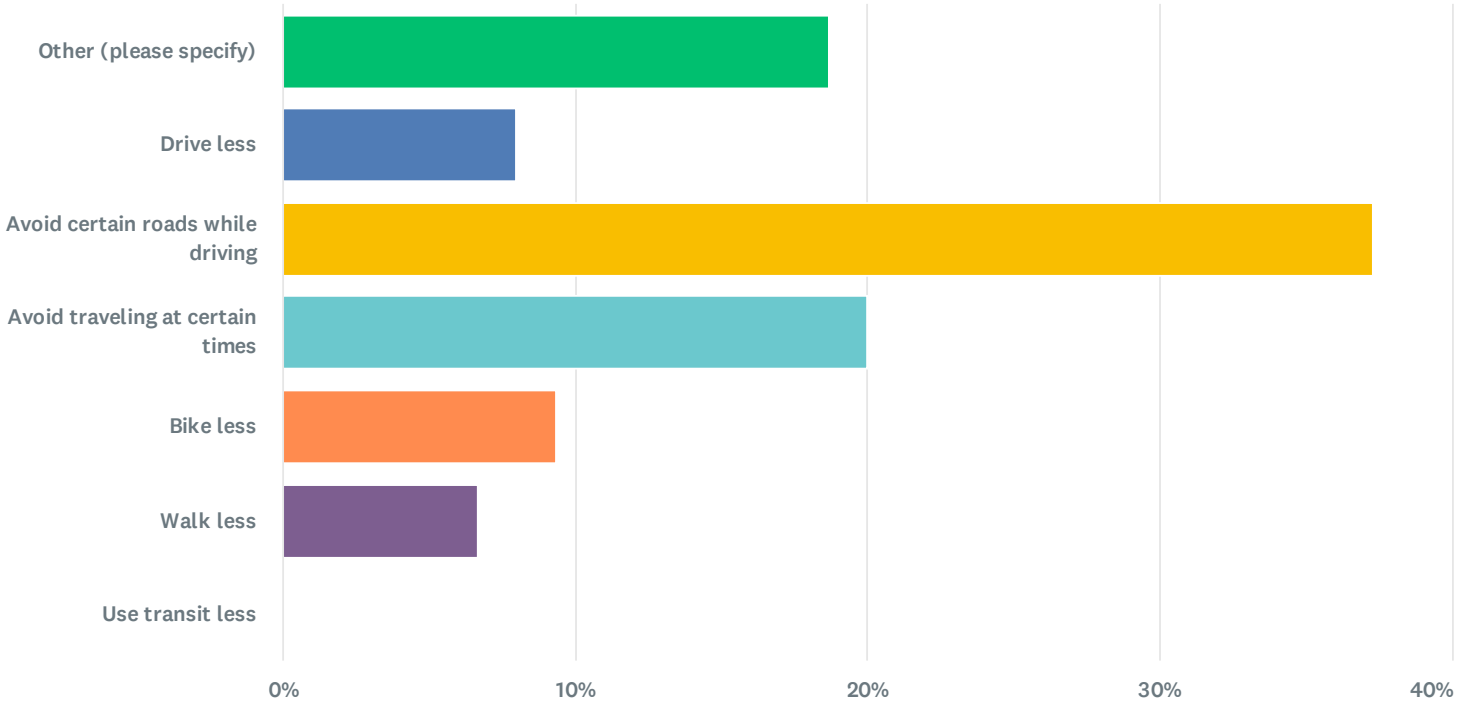
#	OTHER (PLEASE SPECIFY)	DATE
1	Speeding or Cell Phone use	4/13/2026 9:44 AM
2	Speeding, Driver behavior, distractions, weather	4/13/2026 9:38 AM
3	road conditions	3/20/2026 11:04 AM
4	Combination of the first two. Running yellow AND red lights.	3/3/2026 12:52 PM
5	People not following the rules of driving. Uneducated in use of roundabouts, etc.	3/2/2026 1:47 PM
6	The revisiting of increasing speed limits - that just continues to scare many drivers.	2/19/2026 4:12 PM
7	round abouts and lack of understanding how to use. inability for pedestrians to crosse them safely, handicap / visually impaired unable to use at all. / truck/semi too big to fit in signal lane. new roundabouts that were put inon south side la crosse, side walks are very narrow and wheelchairs cannot pass another on side walk must use street, that is very unsafe!	2/19/2026 4:08 PM
8	Roundabouts. The older generation can not navigate these and you keep installing different ones with multiple laws adding to their confusion. Keep the designs consistent if we HAVE to have them.	2/8/2026 9:14 AM

9	Road conditions. Many of our main roads are in very poor conditions leading to unsafe roadway surfaces.	2/7/2026 2:33 PM
10	All of the above including condition of the streets	2/6/2026 9:34 AM
11	Police seem to have given up on moving violations	2/6/2026 9:27 AM
12	When it comes to risks to non-drivers, it’s mostly street design (e.g., lack of crosswalks, unmarked crosswalks, narrow shoulders, etc.). We need better non-driver options in rural areas.	1/12/2026 8:08 AM
13	Speeding, driver behavior, cell phones,	12/25/2025 2:25 PM
14	Cell phones. Slow drivers and overall odd practices taught in drivers education	12/23/2025 1:59 PM
15	Conflicts among cars, pedestrians and bikers	12/21/2025 12:03 AM
16	Speeding and driver behavior. I see so many motorcyclists flying through, doing wheelies. It’s terrible seeing deaths up my block due to drivers knowing they will get away with reckless driving 90% of the time.	12/20/2025 7:51 PM
17	The current LED lights on new cars, whether part of the original manufacturing of the vehicle or installed after-market into cars that were manufactured for non-LED headlights, are blinding other drivers.	12/18/2025 5:42 AM

Q3

75 responses

Have you or someone you know changed travel habits because of safety concerns? If so, what primary change was made? (Select one)



RESPONSES (0) WORD CLOUD TAGS (0)

Search Responses

Filter: by tag

by sentiment

No responses yet

#	OTHER (PLEASE SPECIFY)	DATE
1	Avoid certain roads while driving - south ave roundabouts during high traffic times	4/13/2026 9:56 AM
2	Drive less and avoid Onalaska by mall	4/13/2026 9:44 AM
3	Stopped riding motorcycle due to distracted drivers texting	3/27/2026 9:27 AM
4	Bicycle only looking for routes less traveled means indirect route, more distance and time. Particularly need better N<>S routes/connections	3/15/2026 9:59 AM
5	I try to avoid running on the pike between la crosse and la crescent and I definitely will not run or bike on it if it is dark out	3/6/2026 7:30 AM
6	Avoid 2nd street in LaCrosse due to bike lanes and narrowing of traffic lanes.	2/20/2026 7:31 AM
7	Avoid certain roads while cycling	2/18/2026 11:12 AM
8	I still bike, walk, and run both to get around and for exercise, but I have very little trust in drivers when I am doing these things. I have been fortunate to avoid injury but have had to	2/7/2026 5:22 PM

	deal with drivers ignoring stop signs, not seeing me at intersections, not yielding to me as a pedestrian, veering into bike lanes, and even a La Crosse city bus once failing to yield while I was talking my toddler to day care in his stroller.	
9	N/A	2/6/2026 10:05 AM
10	Members of my family would ride their bikes to work with better and safer bike infrastructure, even wider shoulders.	1/12/2026 8:08 AM
11	Most of the above - drive less, especially at certain times of the day and in certain weather conditions. Avoid some roadways if possible. Bike on side streets. Take transit MORE.	1/11/2026 3:07 PM
12	None of the above	12/25/2025 2:25 PM
13	Drive cars less	12/21/2025 12:03 AM
14	I work regularly with people in the community in customer service and have been told by many drivers of 65 years old that they have stopped driving after dark because of the LED headlights affecting their ability to see in traffic.	12/18/2025 5:42 AM

Q4 What would make you feel safer when traveling in the La Crosse area, regardless of how you get around?

Answered: 66 Skipped: 76

#	RESPONSES	DATE
1	Fix potholes faster and better	4/13/2026 9:58 AM
2	red light cameras and traffic speed cameras to control aggressive driver behavior	4/13/2026 9:56 AM
3	Better driver behavior.	4/13/2026 9:47 AM
4	Slower driving.	4/13/2026 9:45 AM
5	Designated bike lanes have been helpful	4/13/2026 9:44 AM
6	Walking on sidewalks feels unsafe due to bike and motorized scooters using sidewalks and a walker needs to watch out	4/13/2026 9:42 AM
7	Automobiles would abide by speed limits. Roads are designed like barrel of a shot gun.	4/8/2026 5:52 PM
8	Less bike lanes that are not used and cause driver to get into worse situations. Terrible bump out like on Cass st pushing bikes into lanes and tight corners impossible to turn if another car is present. No typical person would bike into La crosse to get to work or explore unless they need to stop wasting money on terrible define and fix the roads	3/28/2026 11:25 PM
9	Police doing their job and being not afraid to ticket or pull people over	3/27/2026 9:27 AM
10	If the police started pulling people over for moving violations again.	3/27/2026 8:58 AM
11	Get the roads fixed. They are in such poor condition.	3/20/2026 11:04 AM
12	Better road conditions & better traffic enforcement	3/15/2026 9:59 AM
13	People need to slow down and pay attention when they drive. I see a lot of people on their phones crossing the center line while they drive.	3/10/2026 1:46 PM
14	protected walking and biking lanes	3/6/2026 8:43 PM
15	wider streets, or limiting parking to only one side of the street. I take public transportation to work and the bus struggles to maneuver on streets when meeting other vehicles. Someone typically must stop to allow a vehicle to pass.	3/6/2026 6:53 AM
16	I live downtown and walk the area frequently, and it's pretty alarming how often drivers will drive down bike lanes or the wrong way down one ways. Also, the general behavior of drivers in the area is unsafe; tailgating, speeding, peel-outs, DUI's and the lack of awareness around walkers/bikers is an all to common occurrence. Safer bike lanes and crosswalks are necessary, but what will that solve when La Crosse drivers seem to have a lack of awareness and care for the people around them.	3/5/2026 3:30 PM
17	unsure	3/3/2026 2:09 PM
18	If more cops sat on Highway 53 between Holmen and Galesville, specifically when it goes from 4 lanes down to 2 lanes. People push that to the limits daily.	3/3/2026 1:46 PM
19	If people weren't so stupid that would help. Looking before crossing, not multi-tasking, actually following the laws. You know, uncommon sense.	3/3/2026 1:12 PM
20	knowing the cops write tickets for speeding, and cell phone use while driving. Basically Stricter enforcement of the current laws.	3/3/2026 12:55 PM
21	Crack down on those violating the lights (including law enforcement).	3/3/2026 12:52 PM
22	Better enforcement of speed limits to reduce frequency of speeding.	3/3/2026 12:32 PM
23	More Police Officers	3/3/2026 11:47 AM

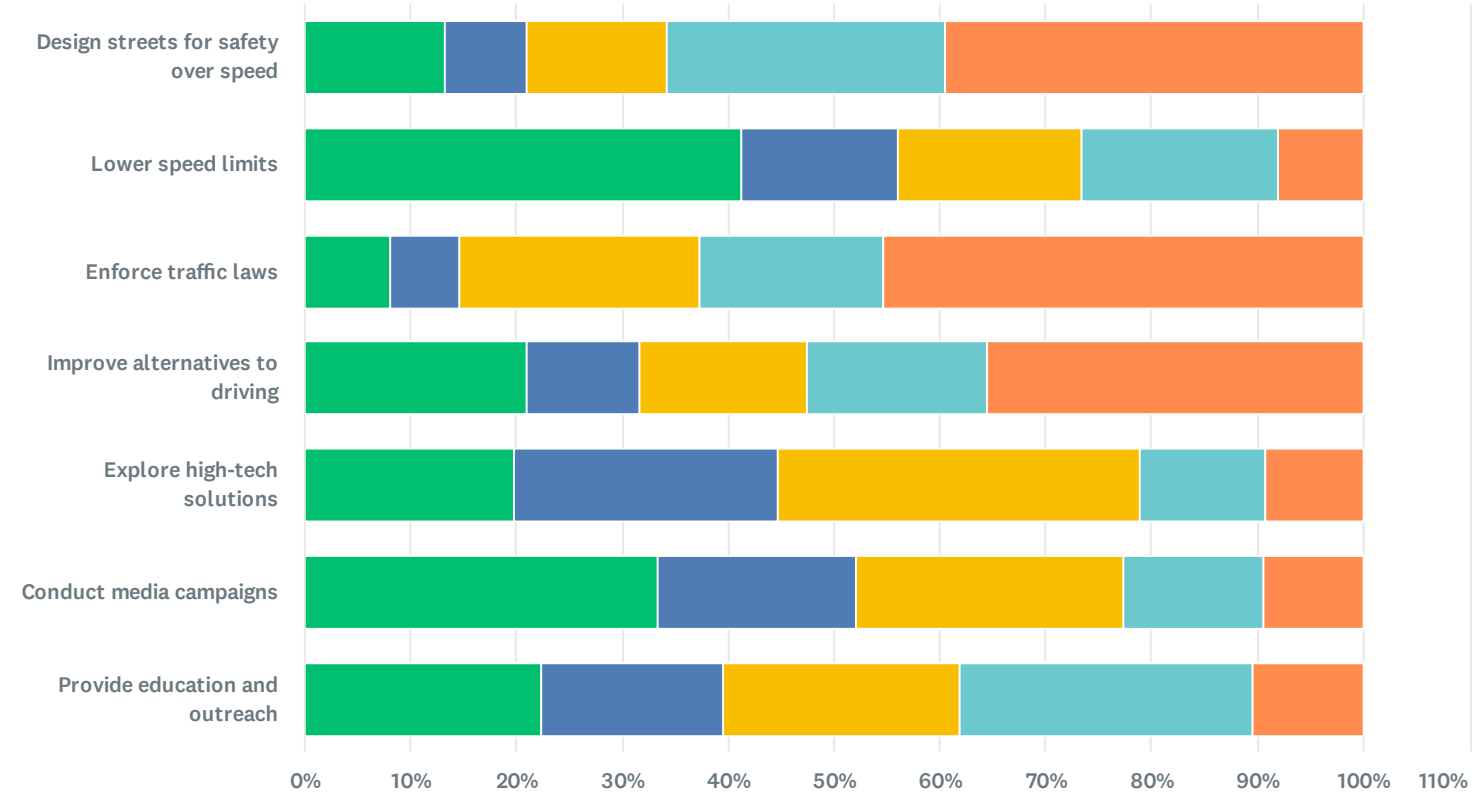
24	Following the traffic rules	3/2/2026 1:56 PM
25	Better street lighting, especially in neighborhoods.	3/2/2026 1:47 PM
26	Get rid of bike lanes	2/26/2026 11:27 AM
27	Fixing up potholes in the road for bikers more so	2/24/2026 2:18 PM
28	Better pavement and stop signs at every intersection	2/24/2026 1:14 PM
29	Wider streets especially on the south side highway.	2/24/2026 12:09 PM
30	intersections built where the left turn lane on the opposite side does not block your view of the oncoming traffic when you are turning left	2/20/2026 12:23 PM
31	Greater lighting on walkways. I would love to walk or bike to work, but Lang Drive is not well lit so I don't feel safe to do so. Especially with the marsh on either side and a fairly major roadway where people speed frequently.	2/20/2026 7:32 AM
32	2nd st redone removing all bike lanes returning parking on both sides and two straight traffic lanes. Treacherous for motorists pedestrians and truck traffic. Poor design. No study done on truck traffic Only underutilization of bikes accommodated. Total disregard for utilization in downtown. Wrong people making decisions. Remove bump outs on Cass. No emergency commercial or large vehicle can make turns on or off street without using both lanes. Total disregard for safety again.	2/20/2026 7:31 AM
33	more bike paths, streets only open for pedestrians downtown.	2/19/2026 5:01 PM
34	I think the way the streets are being constructed - it drives even more the use of reflexes - the residents of La Crosse should have been polled initially when cut-out streets were devised as one's car or bike is used to driving straight, not driving in and out - and being cut-off by that design; it just led to so much driver dissatisfaction and confusion.	2/19/2026 4:12 PM
35	crosse walk indicators that actually work. Downtown LAX pearl st & 3rd st needs a crosse walk flashing light or traffic light. so many accident and pedestrian have been hit due to curve in road / blind spot. New bike lane on 2nd st LAX I still she cars driving on it. it needs better signage.	2/19/2026 4:08 PM
36	More connected bike lanes. Maintained (cleared of debris) bike lanes	2/18/2026 11:12 AM
37	Definitely not more traffic circles!	2/9/2026 11:33 AM
38	Fix our crumbling roads and pot holes not by just filling them but cutting out the sections and redoing them. For example, Mormon coulee traveling south through the stoplights by Dairy Queen. Fix this stuff correctly because people are dodging them and causing issues.	2/8/2026 9:14 AM
39	First, if drivers were paying attention to the road, sidewalks, and bike lanes, and had better awareness of the size of their vehicles, as this seems to be a major factor in their drifting into bike lanes and across the median. Second - enforce ordinances to clear sidewalks in winter, especially at intersections. Too many owners fail to do so and we frequently go weeks with sidewalks being very icy, and intersections being nearly impassible for those who are pushing a stroller or using wheelchairs to get around.	2/7/2026 5:22 PM
40	Better road surfaces! Our county roads rate lower than most all township roads.	2/7/2026 2:33 PM
41	More stop signs	2/6/2026 10:05 AM
42	Having police intercept vehicles that are impeding traffic by traveling below speed limits or have terrible driving behaviors	2/6/2026 9:34 AM
43	Protected bike lanes! Reduced speed limits. Maintained sidewalks	2/6/2026 9:33 AM
44	If the Police started enforcing moving violations again. They spend all their time cleaning up the city council's mess by playing musical chairs with the homless.	2/6/2026 9:27 AM
45	Public education and enforcement of drivers to comply with safety	2/3/2026 9:51 AM
46	Slower speeds for vehicles, daylighted curb cuts and pedestrianization	1/23/2026 11:03 AM
47	Slower speeds	1/22/2026 7:33 PM

48	Less drivers and more walkers, bikers, public transit users--so promoting those other methods and making them easier to use.	1/15/2026 8:27 AM
49	More striped bike lanes, wider shoulders, fresh paint on bike lines and street markers, editorials on how to ride safely on streets and drive with riders.	1/12/2026 8:08 AM
50	Curb extinction, continues Sidewalks, bus stops that don't get of onto a mud puddle(ie pavers or cement (referencing State Street-10th Street stop)	1/11/2026 3:53 PM
51	Have our police department actually enforce traffic laws - speeding, prioritizing pedestrians crossing streets, stop lights and signs, bike safety. There is little enforcement on main roads.	1/11/2026 3:07 PM
52	I believe people who travel by any means need to pay closer attention to the task at hand. To many people are distracted by phone use.	1/6/2026 10:01 AM
53	Less bike lanes.	12/25/2025 2:25 PM
54	If law enforcement would start pulling licenses, citing slow drivers and left lane campers	12/23/2025 1:59 PM
55	Keep bikes out of streets	12/21/2025 12:03 AM
56	More speed enforcement, especially in residential areas. I live on Redfield street. When cars turn onto my street from west ave, they will speed through sometimes at 40+mph. Traffic typically flows on west ave and losey 35-40mph. It is very concerning when children are playing in the neighborhood or when they are walking to/from school.	12/20/2025 7:51 PM
57	Better plowed roads, greater visibility around roundabouts, and more green arrows with left turn lanes.	12/20/2025 6:46 PM
58	Real bike lanes north south	12/20/2025 5:13 PM
59	If there was an actual way to prohibit cell phones and distractions while driving.	12/20/2025 12:59 PM
60	If everyone obeyed the current laws. It’s become acceptable to speed, use phone while driving, not use turn signals until you begin to turn or change lanes, shave 2 minutes off your commute at the risk of everyone’s safety. Safety has taken a backseat to speed and convenience.	12/20/2025 12:49 PM
61	If the roads weren't cratered with pot holes.	12/20/2025 8:58 AM
62	A comprehensive and fast bus system and better-designed intersections.	12/19/2025 4:50 PM
63	More police officers actually pulling over distracted and inattentive drivers.	12/19/2025 3:11 PM
64	People required to stay off their phones	12/19/2025 3:08 PM
65	Local initiative to encourage car owners have Adaptive Driving Beam headlights installed (perhaps through a tax credit incentive).	12/18/2025 5:42 AM
66	Maintain road surfaces, fill potholes, fill cracks, eliminate gravel on county road shoulders at intersections and on right-hand curves. I don't know that anything can be done regarding driver behavior. Traffic laws are ignored: motorists speed everywhere(especially STH 16 and Losey Blvd), motorists turn in front of oncoming traffic somehow avoiding a crash, motorists run stop signs by treating them as yield(especially in rural areas). I like the electronic sign boards the State has placed on I-90 in the French Island area, so maybe more of those scattered about the area. Maybe public service announcements on TV would help. A lot of time is spent on weather, how about some time dealing with safe driving reminders.	12/12/2025 6:35 PM

Q5

77 responses

Please rate each of the following strategies for improving traffic safety on a scale of 1 to 5 (with 5 having the highest positive impact and 1 having the lowest positive impact) based upon how much they would impact your daily travels.



Q6 What is your biggest transportation safety concern in the region?

Answered: 142 Skipped: 0

#	RESPONSES	DATE
1	Travel Less and Bike & walk more.	4/13/2026 9:58 AM
2	Dealing with hyper aggressive driver behavior. I never see any one riding on the bike lane on 2nd Street - why is this here?	4/13/2026 9:56 AM
3	driving safely through roundabouts.	4/13/2026 9:53 AM
4	-	4/13/2026 9:48 AM
5	Inattentive, aggressive drivers.	4/13/2026 9:47 AM
6	-	4/13/2026 9:45 AM
7	Trying to encourage smaller, more energy efficient vehicle choices	4/13/2026 9:44 AM
8	Having safe ways for bikers and other motorized vehicles (scooters) to use the road and not the sidewalk where walkers are.	4/13/2026 9:42 AM
9	Parking, people who speed & enforcement of speeding (more cops being out monitoring), those under the influence,	4/13/2026 9:40 AM
10	to respect right of way and roundabouts	4/13/2026 9:38 AM
11	Pedestrian safety	4/8/2026 5:52 PM
12	Terrible tight roads to accommodate people who walk or bike	3/28/2026 11:25 PM
13	Excessive speeding by young people and crotch rockets!	3/27/2026 9:27 AM
14	No consequences for committing moving violations.	3/27/2026 8:58 AM
15	.	3/26/2026 11:04 PM
16	Not enough lanes and to many bike lanes. Find an alternate spot for them and stop taking much needed space from our roads.	3/20/2026 11:04 AM
17	Weather	3/19/2026 7:45 PM
18	poor condition of roads & outdated infrastructure	3/15/2026 9:59 AM
19	Phone usage that's not hands free.	3/10/2026 1:46 PM
20	i run and bike this route often and it simply is not a nice place to do so, but the only option. i also drive it often and the turns (especially left) out of any of the side roads like shore acres or pettibone are very dangerous.	3/6/2026 8:43 PM
21	distracted driving while I am running or biking.	3/6/2026 7:30 AM
22	lack of funding for public transportation from outlying cities/towns other than La Crosse. Many people live outside of La Crosse but work, shop, dine in La Crosse. Having reliable transportation is important for those of us not living in the city of La Crosse or even La Crosse county. The adjoining counties need to work together to appropriately fund better public transportation. It does not have to fall solely on La Crosse county.	3/6/2026 6:53 AM
23	The drivers.	3/5/2026 3:30 PM
24	Attention by drivers.	3/4/2026 8:10 AM
25	distracted drivers	3/3/2026 2:09 PM
26	Streets in town be wheelchair accessible.	3/3/2026 1:46 PM
27	Getting to and from my home safely. There are no buses where I live so I drive everywhere.	3/3/2026 1:12 PM

28	getting run into by some one who is driving distracted	3/3/2026 12:55 PM
29	Bottle necks that cause people to hurry and drive aggressively. Bike lanes lacking.	3/3/2026 12:52 PM
30	Speeding, poor construction/implementation of bike lanes.	3/3/2026 12:32 PM
31	Roads not being maintained, dangerous intersections	3/3/2026 11:52 AM
32	Speeding	3/3/2026 11:47 AM
33	Weather	3/2/2026 1:56 PM
34	Clearing sidewalks & corner ramps to the sidewalk in the winter. I use a walker due to a gait imbalance & I am unable to walk as I would like most of the winter if it's snowy.	3/2/2026 1:47 PM
35	Bike lanes	2/26/2026 11:27 AM
36	Better paved roads	2/24/2026 2:18 PM
37	Stop signs and lighting	2/24/2026 1:14 PM
38	Large semis driving through downtown cause limited visibility and congestion. The bike lanes on 2nd street make this more difficult during busy times.	2/24/2026 12:09 PM
39	driving safety	2/20/2026 12:23 PM
40	Proper lighting on walkable and bikeable areas.	2/20/2026 7:32 AM
41	2nd street Cass street bump outs 29th st roundabouts on T intersections South avenue roundabouts: city denied DOT required land for this project causing extremely narrow roadway, narrow center aisle, light and signage poles close to traffic. Several have been knocked down already. Stuck with this mess for decades. Also, city asked for bike lanes on south avenue!! Unbelievable request. DOT took control there. City council should not be investing another $600K destroying 2nd street further with concrete barriers. More bullying of the public. No respect for public input.	2/20/2026 7:31 AM
42	La Crosse has so many bikers, walkers, runners, etc. I am always worried about them getting hit by them or drivers not paying attention or areas with decreased visability.	2/19/2026 5:01 PM
43	The way our streets have been designed - they are not driver friendly any longer.... technology, surveying, etc., many feel made everything worse - it is the comfort of that driver that will drive how everything works....	2/19/2026 4:12 PM
44	pedestrians walking. we have a few intersection that could use a flashing crosswalk. South st where you put in all the roundabouts the sidewalk is too narrow for 2 wheelchairs to pass each other and the has to use road to go around each other, that seems very dangerous to me.	2/19/2026 4:08 PM
45	Driver behavior (running lights, not looking/paying attention to walkers/bikers, aggressive driving)	2/18/2026 11:12 AM
46	Town of holland is getting a bike/walking trail on the north side of McHugh road from Briggs road to County road XX. We have are largest town park on the south side of McHugh road. We need a safe road crossing, maybe with flashing lights because of the busy road and often high speeds.	2/11/2026 9:32 PM
47	People speeding in snow	2/9/2026 12:30 PM
48	Too many traffic circles!	2/9/2026 11:33 AM
49	Not enough side walks. Or they're all messed up and missing ADA compliance. You're trying to add in bike lanes where people have not expressed a need. I can't believe how backwards the group has been about this.	2/8/2026 9:14 AM
50	Distracted drivers and a disconnected bike network.	2/7/2026 5:22 PM
51	Road surface conditions. County needs to step up their road repair and replacement policies. They are currently repairing and replacing roads at a highly unsustainable schedule. We are not keeping up with the average road life with the current road repair plans.	2/7/2026 2:33 PM
52	The lacking amount of stop signs and lights	2/6/2026 10:05 AM
53	People that have licenses that shouldn't. Some elderly	2/6/2026 9:34 AM

54	Car dependency = less support for alternatives = less support for options for those that cannot/do not drive.	2/6/2026 9:33 AM
55	Stops signs and red lights are now optional and I am worried I am going to die crossing the street.	2/6/2026 9:27 AM
56	Pedestrian focus for safe crossing of busy streets	2/3/2026 9:51 AM
57	Roads are made for cars in mind, this prioritizes car speed and efficiency, when we make things safer for transit riders, cyclists and pedestrians, we're making our roads and sidewalks safer for everyone.	1/23/2026 11:03 AM
58	Speeding	1/22/2026 7:33 PM
59	wider and smoother sidewalks	1/15/2026 8:27 AM
60	Bikeability in various stretches, especially state highways and county roads.	1/12/2026 8:08 AM
61	The length of road people 8-80 are expected to cross the street without a refuge island	1/11/2026 3:53 PM
62	We must improve safety for non-car drivers. We need much more attention and infrastructure for AAA safe places to bike. Biking and transit will replace car travel IF it's well-connected, prioritized, and safe.	1/11/2026 3:07 PM
63	Keeping people focused on traveling and less distracted	1/6/2026 10:01 AM
64	Too many bike lanes. Not enough awareness of rules to follow when emergency vehicles are moving with lights and sirens-enforce laws	12/25/2025 2:25 PM
65	People going 30 in a 45 on highway 16	12/23/2025 1:59 PM
66	Lack of people following the rules of the road especially distracted driving	12/23/2025 7:27 AM
67	Access for elderly. Little parking near businesses and shopping in downtown	12/21/2025 12:03 AM
68	Speed and low lighting for pedestrians. Lack of crosswalks on west ave causing pedestrians to run through traffic.	12/20/2025 7:51 PM
69	Speeding not being addressed and roads not clear in the winter.	12/20/2025 6:46 PM
70	Aggressive/inattentive drivers	12/20/2025 5:13 PM
71	It’s too easy tho go too fast with too many distractions.	12/20/2025 12:59 PM
72	Drivers don’t consider the consequences of their actions.	12/20/2025 12:49 PM
73	Prioritizing activist groups over common sense.	12/20/2025 8:58 AM
74	We are designing our transportation system under the assumption that 95% of people will use the most dangerous form of travel, which results in 95% of people using that form of travel.	12/19/2025 4:50 PM
75	Other drivers not paying attention or having road rage!	12/19/2025 3:11 PM
76	Distracted driving	12/19/2025 3:08 PM
77	LED headlights from oncoming traffic and from traffic in the rear view mirror affecting driver ability to see the road.	12/18/2025 5:42 AM
78	Speeding and distracted driving-phones	12/16/2025 6:35 PM
79	N/A	12/16/2025 10:24 AM
80	Road conditions, i.e., rough roads mainly in downtown La Crosse. I try to avoid Copeland Ave, the viaducts, downtown 3rd St both N/S and 4th St both N/S. STH 16 into La Crosse from Onalaska finally got upgraded. I won't shop in La Crosse because of the roads. Road conditions in the county: gravel on shoulders at intersections and on right curves gets spread onto the paved surface by motorists who cut corners because of high speed. I tried communicating with the La Crosse Highway Commissioner and got nowhere with my suggestions.	12/12/2025 6:35 PM
81	Bike lanes do not connect	12/7/2025 10:50 AM

82	drivers in a hurry when there are too many vehicles on the road	11/27/2025 5:27 PM
83	Speed and Reckless Drivers and not enough resources to correct it.	11/26/2025 11:53 AM
84	Traffic and bad drivers	11/26/2025 11:23 AM
85	wheelchair/handicapped citizens, many of the sidewalks are too narrow for them. Especially the block around the USPS, they took away sidewalk space for their planting of trees that are enclosed in a cement heightened area. at the corners they are a trip hazard where they raised part of the cement like a balance beam. I had a friend trip and fall and we reported it to the city, we suggested they paint the raised part yellow or orange so it is noticable so others don't trip over that raised part as well. In the winter (not that that block is often shoveled anyways) a wheelchair cannot fit between the raised part on 6th street and the fencing on the other side in the part that is to be the sidewalk. That whole block is dangerous for pedestrians and handicapped or wheelchair users alike. I am assuming other blocks are just as hazardous since the city put in those dug out areas for trees and took away from the width of the sidewalks.	11/26/2025 10:14 AM
86	Highway 16 between La Crosse Street and the Mall. Some want to drive slow through there and others speed. Maybe a solution is to post and enforce driving vs. passing lanes.	11/26/2025 9:00 AM
87	safety at the busiest intersections	11/26/2025 8:30 AM
88	cars running alot of red lights no police around or cameras to ticket theses runners	11/26/2025 5:51 AM
89	Speeding, aggressive driving. I feel there needs to be more awareness on this	11/26/2025 12:21 AM
90	Drivers are moving too fast, too aggressively. Speeds are unmonitored and unenforced, which has made pedestrian travel very difficult and dangerous.	11/25/2025 9:54 PM
91	People driving too fast. Specifically between La Crescent and La Crosse.	11/25/2025 1:28 PM
92	Slow speed limits. Round-a-bouts where there's always a close call. Bicycle lanes for the 20 people that need them. Cars should use streets. Bikes should use bike trails. Roller bladers should use a gym or track. Then, you're not trying to please everyone, just lay down the rules and there ya have it. Not sure what the bike culture has on council members in terms of dirt, but nobody else in this river valley is getting the attention and pampering as them. There are more cars than bikes, can we agree there? Then make the roads for cars! Bikes don't even pay to play! If they own a car anyway, so what. What other taxation says "well, you pay taxes over there, so you don't have to pay here" NO! We get taxed every step of every day, but once again the bicyclers get patted on the head for some reason, and don't have to pay to play, while remaining some of the loudest voices in city hall, spending city funds on special infrastructure .... look at that embarrassment on 2nd St, good god. Lay down some common sense and stop brown nosing the .001% of the people using the roads, PLEASE.	11/25/2025 1:24 PM
93	well functioning highway engineering, snow and ice removal	11/25/2025 12:42 PM
94	Distracted drivers	11/25/2025 12:39 PM
95	North 4th st(north of elm) in La Crescent. People drive highway speeds on this in town street. People rarely stop at the 3 way stop on this street and barely even break for it. It’s not safe for kids to walk on. Living next to this street, I have to make sure that my kids never play anywhere near there because of how dangerous people drive.	11/25/2025 12:10 PM
96	Distracted and aggressive driving	11/24/2025 9:58 PM
97	too many bike lanes	11/24/2025 6:36 PM
98	Highway 16 @ Woodmans /Walmart. Going East, the turn lanes are too short, make them longer turning north off hwy. 16. Coming West the right lane is backed up past Woodmans 1st entrance daily trying to get through the lights and get to interstate. Make a bridge and get traffic off 16 and onto interstate back by Woodmans first entrance on hwy. 16 quit bottle necking traffic into lights and start flowing traffic, our LaCrosse area is so far behind in roadway engineering it is horrible.	11/24/2025 4:13 PM
99	Pedal bikes are a small, but vocal, group that wants improvements focused solely on THEIR OWN choice of transportation. But their own choice of transportation does not consider that the majority of people living in the area can't make pedal bikes work for transportation for any number of reasons. It's simply unfair to give precedent to bikers compared to auto users. I believe more could be done to encourage public transportation or ride-sharing, or even the	11/24/2025 2:44 PM

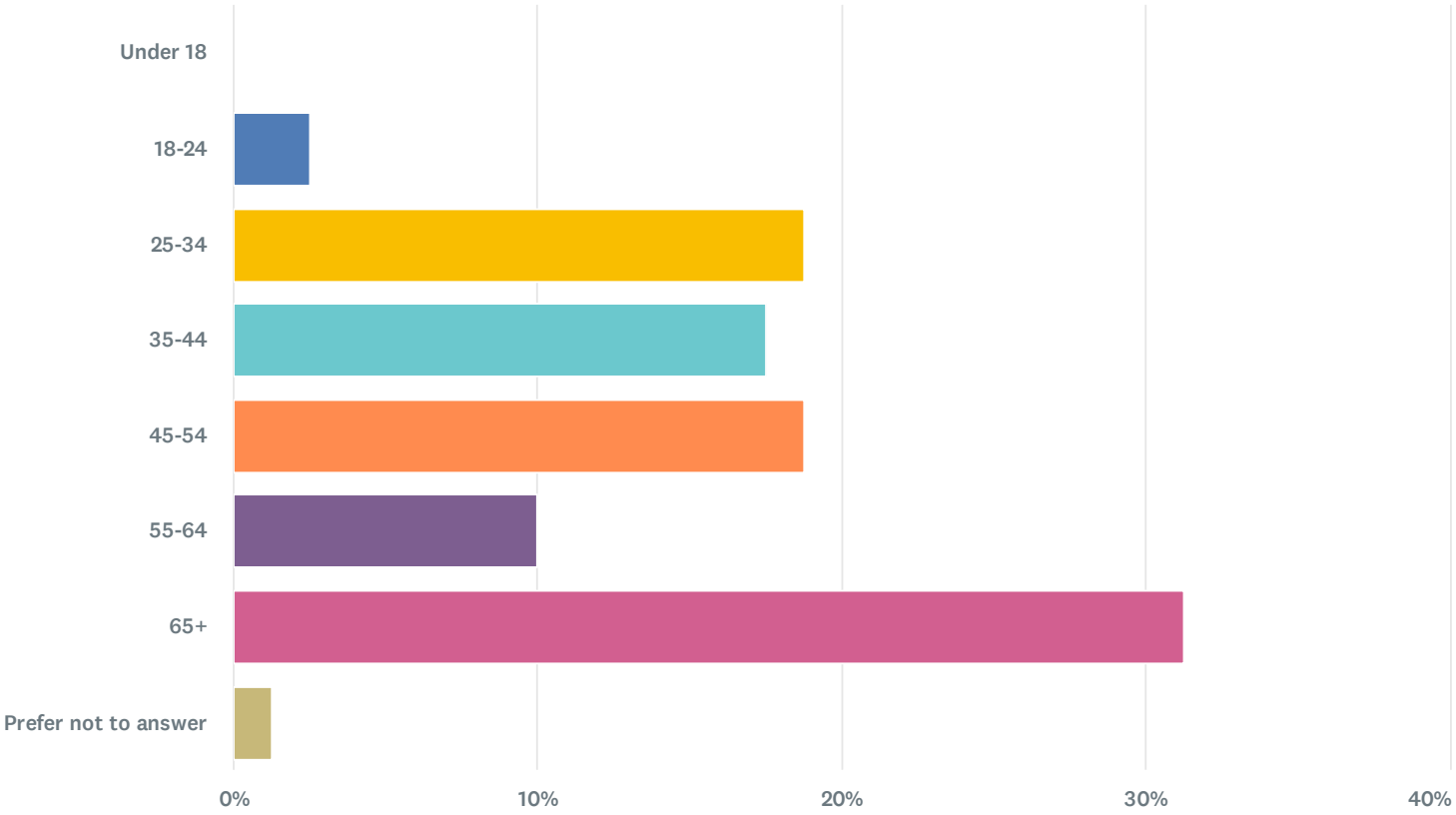
	purchase/use of smaller-sized vehicles, but catering to the small biking community is NOT a solution.	
100	speeding	11/24/2025 2:27 PM
101	South 3rd Street in La Crescent	11/24/2025 1:09 PM
102	Inattentive drivers	11/24/2025 10:58 AM
103	Walking and biking where there is traffic.	11/24/2025 9:23 AM
104	Roads changing from not allowing turning on red to allowing it. Aggressive drivers turning when it is not safe. People running red lights frequently, driving way too fast for area/conditions.	11/24/2025 7:34 AM
105	Speeding/speeders. Distracted driving. Lack of available pathways alongside the country roads.	11/23/2025 9:37 AM
106	Limited routes causing congestion	11/22/2025 3:32 PM
107	Biking and walking. I feel I take my life into my own hands walking or biking along the roadways. Cars will not move over. I've been honked at, splashed, yelled out, swerved at by drivers on the their phones. It's so frightening out in the roads with all the speeders. There is no connected paths o get anyway it seems. Trails end and you have to take the roads. Trails are not maintained year round-lots of rocks and garbage on the paths. Dangerous paths when drivers are turning into the roadways-turning without looking... The EU has fantastic biking and pedestrian paths-need to replicate what they do! Definitely need to do driver education -maybe PSAs?? Drivers Seem to think they are the only ones that deserve To be on the road. It is really scaring out there!	11/22/2025 2:25 PM
108	Not enough bike friendly roads.	11/22/2025 6:52 AM
109	Walking safety	11/21/2025 9:13 PM
110	Unsafe walking spaces	11/21/2025 9:13 PM
111	Hwy 53, Holmen to Galesville.	11/21/2025 5:58 PM
112	Bicyclist safe	11/21/2025 4:15 PM
113	Not modifying roads to account or increased motorist volume as the community grows.	11/21/2025 9:38 AM
114	Cellphones while driving	11/21/2025 7:39 AM
115	Drivers with cell phones	11/21/2025 7:37 AM
116	Cyclists on county roads. As a driver, it is challenging to navigate the multiple turns and hills while ensuring the safety of cyclists sharing those roads.	11/20/2025 9:56 PM
117	Specific areas of concern are Hwy 35/53 and 35 off ramps are backed up and hard to turn areas that need a roundabout. Also turning into Hwy 35 off schaller blvd by Kwik trip is not a good area and needs lights or roundabout	11/20/2025 9:50 PM
118	Major highway speed at heavy traffic turn areas	11/20/2025 9:47 PM
119	Dangerous intersection at Hwy 53 Amsterdam prairie Rd; those off ramps at Hwy 53 an Hwy 35... those speed limits being 55 mph are way too fast. Hwy 35 from Prairie view school to Kwik Trip is very unsafe; especially with such high traffic volume and passing a grade school. They need to add round about at Hwy 53 and Amsterdam prairie road.	11/20/2025 6:43 PM
120	Bike lane needed in the Town of Holland on McHugh Road. No shoulders, 35-45 mph traffic and lots of kids trying to get into town and bike to school.	11/20/2025 6:10 PM
121	Highway 53 safety	11/20/2025 5:56 PM
122	I think that there are many areas that are good for walking, biking, etc., but there are key pinch points where those things suffer.	11/19/2025 5:03 PM
123	Inattentive driving. Lack of empathy for bikers, bikers with children on bikes, and walkers. Drivers thinking they own the road.	11/19/2025 5:01 PM
124	Pedestrian concerns, with new technology with regards to electric bikes & scooters. We have seen quite an uptick in the use of these, and I have concerns around not following the laws.	11/19/2025 11:11 AM

	Also, high levels of train traffic	
125	My children being able to safely walk to school. My main concern is them bringing able to safely cross Main Street at the corner of 24th and Main Street. I am also concerned at the speeding traffic on the block of 24th St between Main and King.	11/18/2025 8:45 AM
126	Road noise from rt 53 permeates entire valley and has become increasingly loud	11/16/2025 7:13 AM
127	Safe walkways	11/13/2025 6:02 PM
128	The intersection of Main Street and State Street (Hwy D) in Holmen. It can be very chaotic, not just for kids crossing on foot or bike, but also to navigate as a driver.	11/12/2025 7:16 AM
129	Some of the neighborhoods around Viking Elementary and the Holmen Middle School.	11/12/2025 7:12 AM
130	People in cars fail to yield right of way to cyclists and pedestrians.	11/11/2025 1:57 AM
131	I think the 7th St N in front of Western Technical College from the Hixon House near Badger Street down to Vine St. It would make the area safer for the students and faculty.	11/3/2025 11:13 PM
132	7th St N where the Western Technical College is located. I believe the street should be closed to thru traffic (except emergency vehicles and bus traffic) from the front of Hixon House at Badger St to the intersection of Vine St and 7th St North.	11/3/2025 1:19 PM
133	Cars/trucks are dangerous and the #1 priority needs to be making mass transit viable for commuters.	10/19/2025 10:08 AM
134	Limited bike lanes and bike lanes that run over drainage grates so riders have to move into traffic. Bike lanes separated would be safer and more people would feel comfortable riding on roads	10/14/2025 8:59 PM
135	Crossing major roadways, especially at intersections there should be leading pedestrian intervals as well as a ban on right-on-red at places where people are often walking	10/14/2025 7:07 PM
136	speeding, motorists not paying attention, motorists running stop signs and red lights.	10/14/2025 5:31 PM
137	Autocentricity- we allow drivers to maintain poor driving habits such as speeding, rolling stops, and ignoring traffic signs and signals to the detriment of pedestrians and cyclists. In a 25 mph zone, the average speed is 32 mph. a drastic difference when it comes to the harm a motor vehicle can do to a pedestrian or cyclist. Consider how this escalates in a 30 mph zone. We need better enforcement of our traffic laws and posted signs.	10/14/2025 2:11 PM
138	Bad intersections	10/10/2025 10:50 AM
139	Unprotected bike lanes, or lack of infrastructure. I am a bicyclist and I am particularly concerned at intersections, vehicles turning right or left are the times that I have had the most close calls. In some places, crossings are not good enough, like on lang dr, you are talking about crossing many lanes of fast moving traffic. I am also concerned about vehicle speed in general and how our road designs have encouraged faster moving speeds.	10/5/2025 8:57 AM
140	Bike safety	10/1/2025 5:54 PM
141	lack of biking accessibility	10/1/2025 1:17 PM
142	Delusional drunks or homeless	10/1/2025 12:43 PM

Q7

80 responses

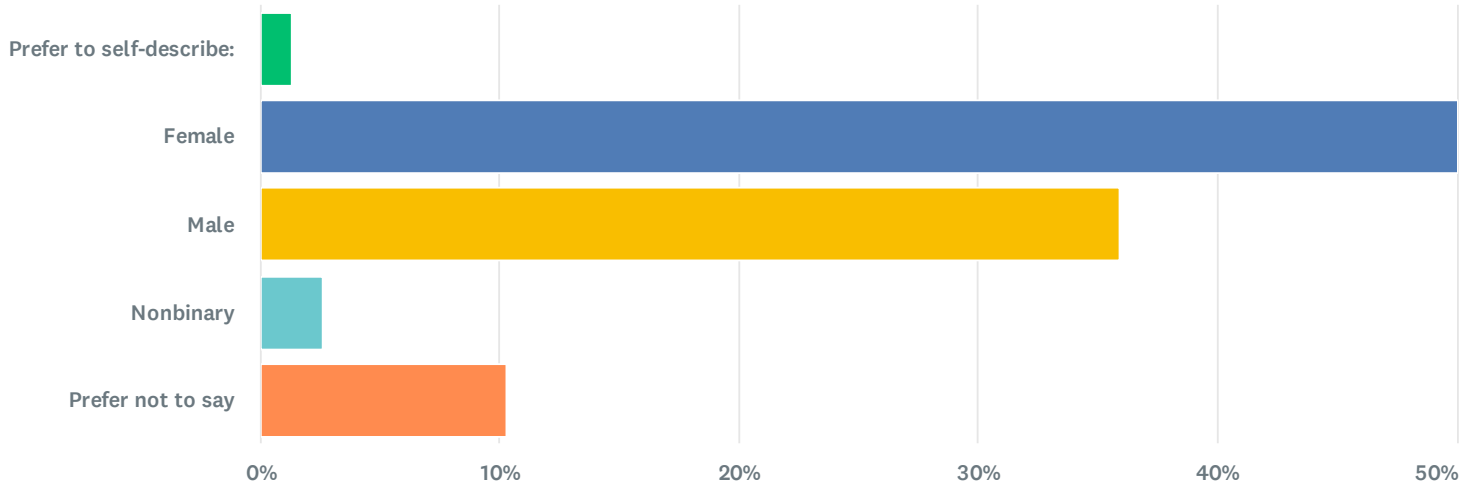
How old are you?



Q8

78 responses

What is your gender identity?



RESPONSES (0) WORD CLOUD TAGS (0)

Search Responses

Filter: by tag

by sentiment

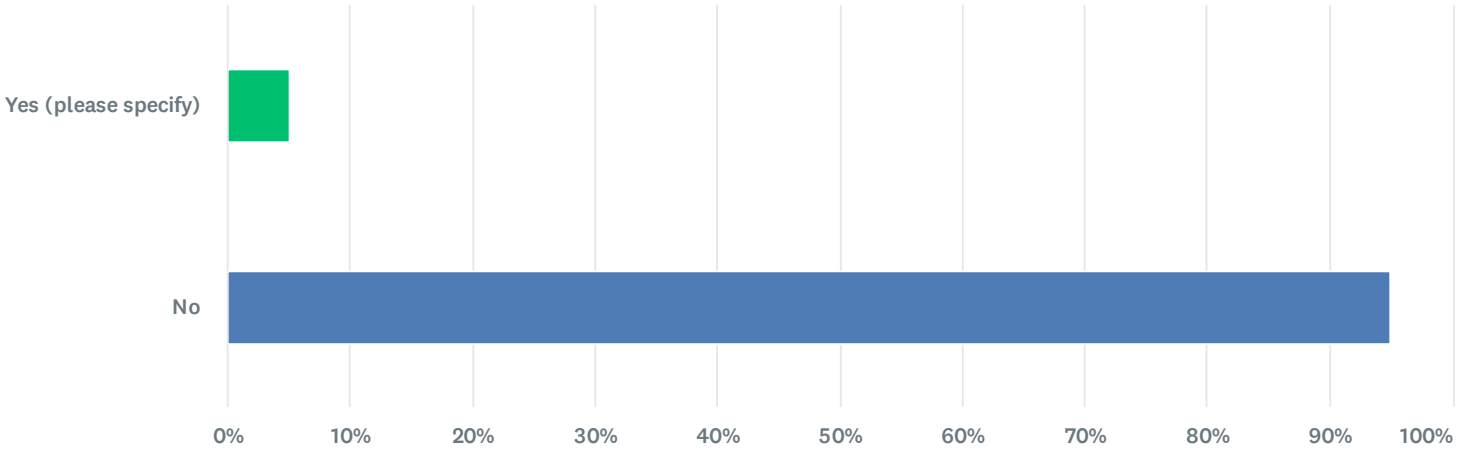
No responses yet

#	PREFER TO SELF-DESCRIBE:	DATE
1	Who cares	2/7/2026 2:33 PM

Q9

80 responses

Do you speak a language other than English at home?



RESPONSES (0) WORD CLOUD TAGS (0)

Search Responses

Filter: by tag

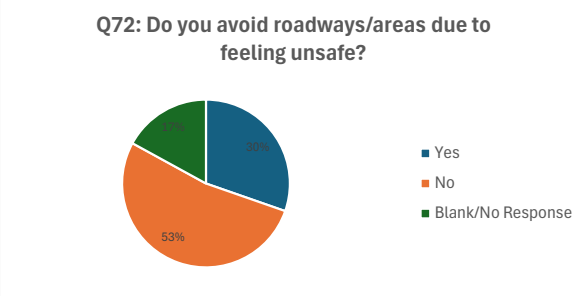
by sentiment

No responses yet

#	YES (PLEASE SPECIFY)	DATE
1	Spanish	3/3/2026 11:47 AM
2	British, Canadian Australian	2/7/2026 2:33 PM
3	I speak fluent b.s. NO MORE BIKE LANES	12/25/2025 2:25 PM
4	Spanish	12/23/2025 1:59 PM

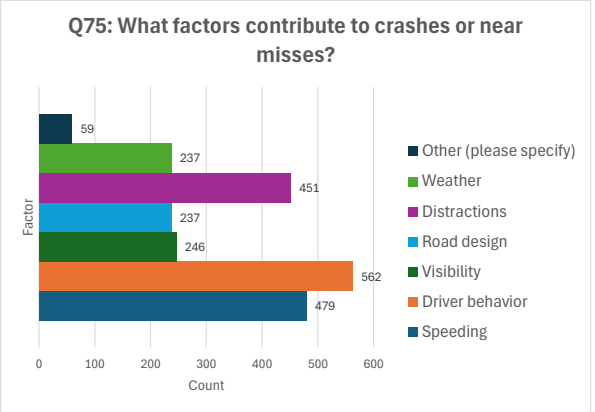
Q72: Do you avoid roadways/areas due to feeling unsafe?

Response	Count	Percentage
Yes	253	30.30%
No	439	52.60%
Blank/No Response	142	17.00%
Total	834	100.00%



Q75: What factors contribute to crashes or near misses?

Factor	Count	Percentage
Speeding	479	93.20%
Driver behavior	562	109.30%
Visibility	246	47.90%
Road design	237	46.10%
Distractions	451	87.70%
Weather	237	46.10%
Other (please specify)	59	11.50%
Total Respondents	514	



Q75_7_TEXT: Other factors specified (text responses)

Metric	Count	Percentage
Provided text response	56	6.70%
No text response	778	93.30%
Total	834	100.00%

Top 10 issues	Count	Example Responses
1. Drunk/Impaired Driving	8	"Drunk/intoxicated drivers", "Too many people here drink and drive", "DUI"
2. Parking Issues (visibility/narrow streets)	7	"cars blocking the sides of roads", "parking allowed too close to corners", "Vine and state street filled with cars"
3. Roundabout/Intersection Confusion	6	"People don't know how roundabouts work", "don't understand 4 way stops", "uncontrolled intersections"
4. Cyclist Behavior/Not Following Rules	5	"Bikers not knowing the laws of the road", "Bicyclists failing to follow rules", "bikes think they have right of way"
5. Cell Phone Use/Distracted Driving	4	"cell phone usage", "CELL PHONES", "Texting/watching videos while driving"
6. Winter Road Maintenance (plowing/ice)	4	"Plowing is abhorrent...huge ice patch", "La Crosse doesn't plow their roads", "Snow removal"
7. Pedestrian Behavior (not looking)	4	"Students stepping into traffic without looking", "pedestrian behavior", "Traffic especially with students walking"
8. Lack of Bike Infrastructure	4	"Lack of proper bike infrastructure", "lack of funding in GOOD bike infrastructure", "bike lanes in downtown are a hazard"
9. Road Design/Visibility Issues	3	"islands create dangerous crossovers", "Lack of visibility at corners", "roads designed to indicate higher speeds safe"
10. Construction	2	"Construction" (mentioned twice by different respondents)

Total text responses analyzed: 56

Note: Some responses mentioned multiple issues; counts reflect primary topic classification.

Key Insights

Impaired driving is the most frequently mentioned "other" factor, highlighting a significant community concern

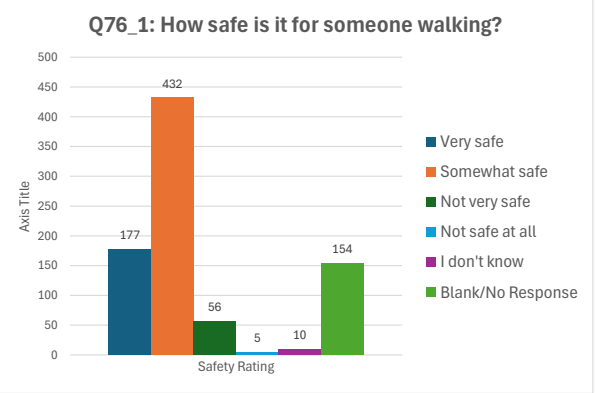
Infrastructure and design issues (parking, roundabouts, bike lanes) collectively represent a major theme

User behavior issues appear on both sides - drivers (phones, drunk driving), cyclists, and pedestrians all mentioned as contributing factors

Weather-related road maintenance is a distinct local concern, especially regarding winter conditions

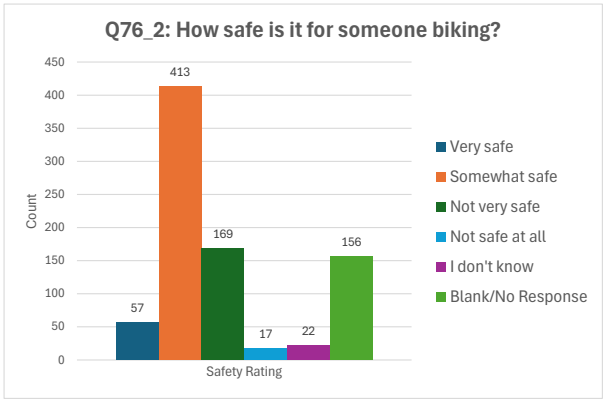
Q76_1: How safe is it for someone WALKING?

Safety Rating	Count	Percentage
Very safe	177	21.20%
Somewhat safe	432	51.80%
Not very safe	56	6.70%
Not safe at all	5	0.60%
I don't know	10	1.20%
Blank/No Response	154	18.50%
Total	834	100.00%



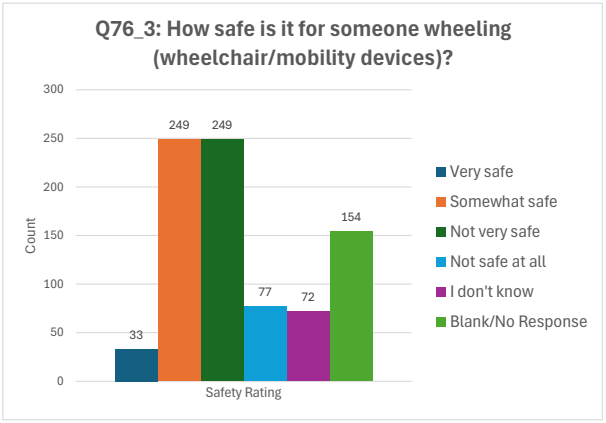
Q76_2: How safe is it for someone BIKING?

Safety Rating	Count	Percentage
Very safe	57	6.80%
Somewhat safe	413	49.50%
Not very safe	169	20.30%
Not safe at all	17	2.00%
I don't know	22	2.60%
Blank/No Response	156	18.70%
Total	834	100.00%



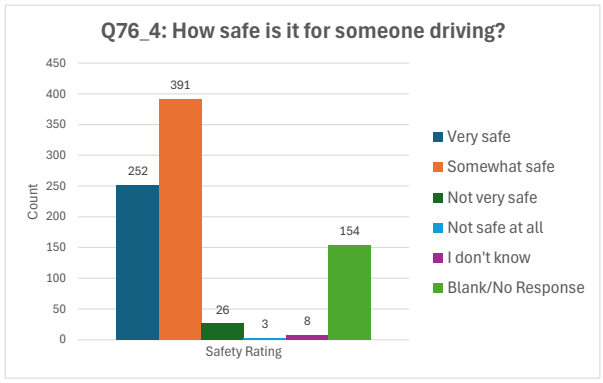
Q76_3: How safe is it for someone WHEELING (wheelchair/mobility device)?

Safety Rating	Count	Percentage
Very safe	33	4.00%
Somewhat safe	249	29.90%
Not very safe	249	29.90%
Not safe at all	77	9.20%
I don't know	72	8.60%
Blank/No Response	154	18.50%
Total	834	100.00%



Q76_4: How safe is it for someone DRIVING?

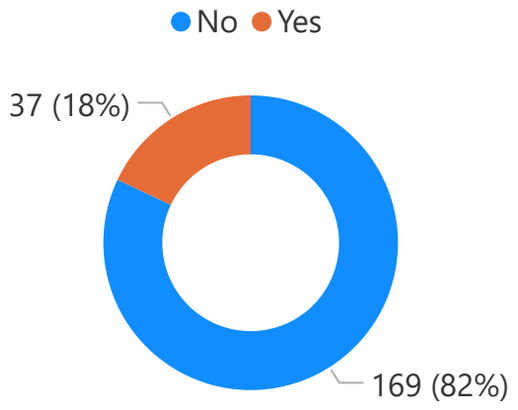
Safety Rating	Count	Percentage
Very safe	252	30.20%
Somewhat safe	391	46.90%
Not very safe	26	3.10%
Not safe at all	3	0.40%
I don't know	8	1.00%
Blank/No Response	154	18.50%
Total	834	100.00%



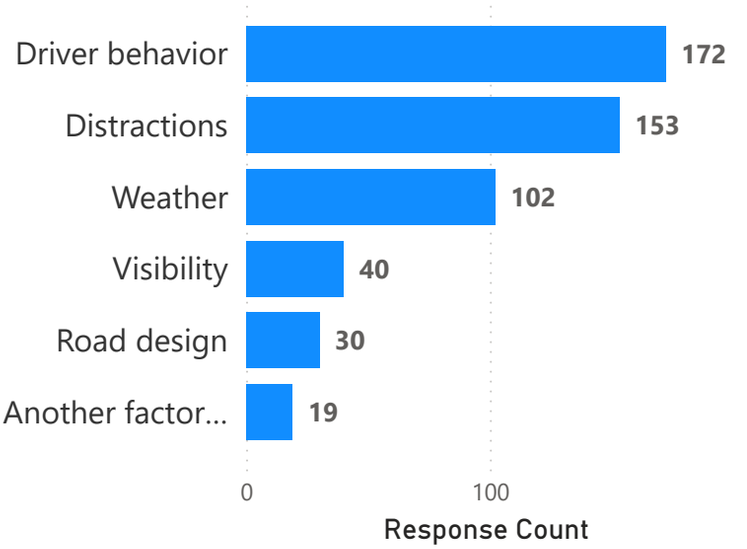
Safety Survey Responses

Western Technical College

Are there certain roadways on your commute to campus you avoid due to feeling unsafe?

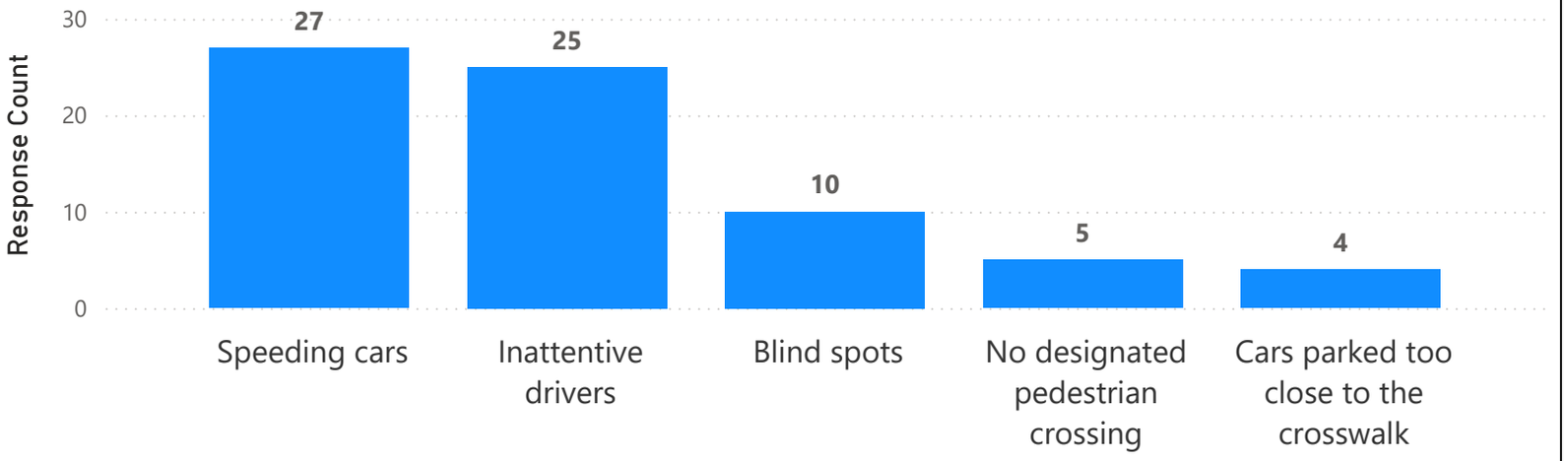


What factor(s) do you think contribute most to crashes or near-misses in our region? Select all that apply.

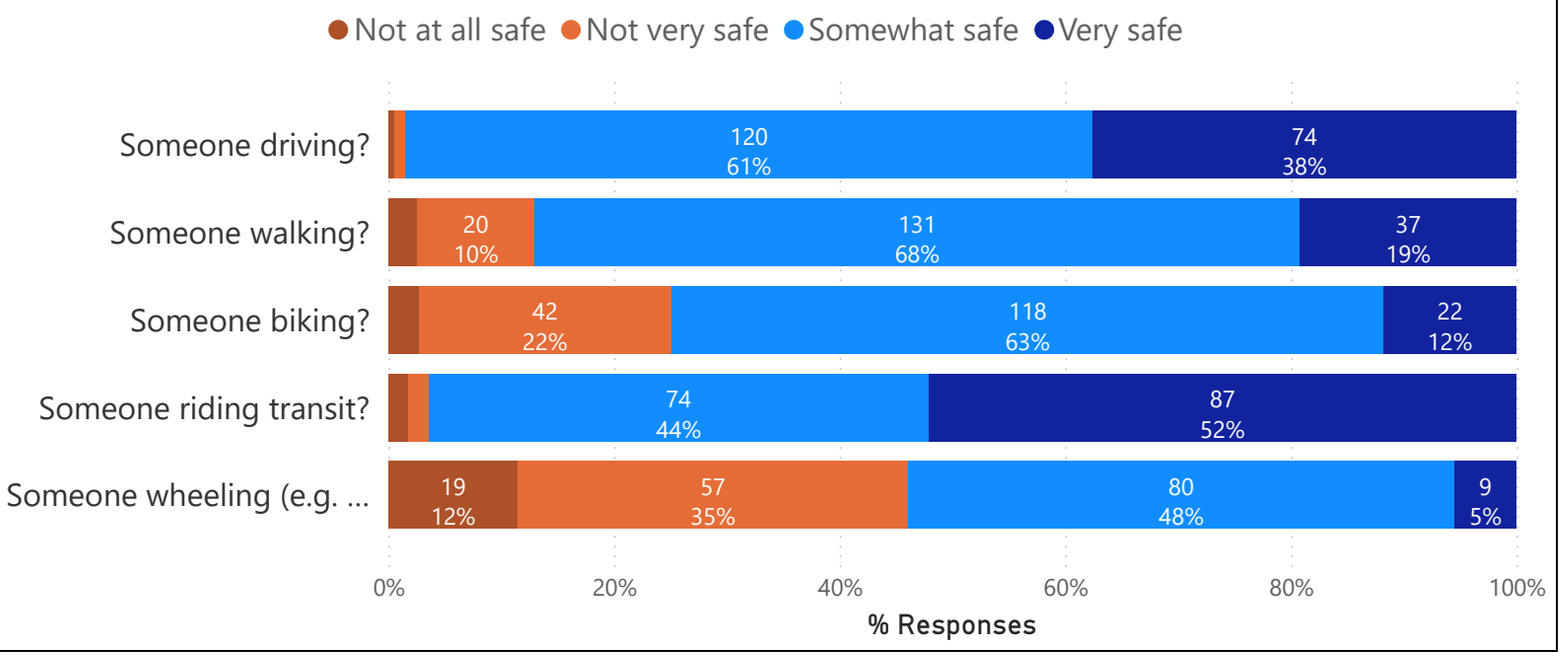


Which of the following makes you feel unsafe in those areas? Select all that apply.

Asked of respondents who avoid certain roadways



With roadway safety in mind, generally, how safe do you think it is to travel in La Crosse, WI - La Crescent, MN region today for:



Short Answer Safety Responses

Western Technical College

Where are the roads you avoid due to safety concerns?

Asked of respondents who avoid certain roadways

Where are the roads you avoid due to safety concerns?
3rd st La Crosse
6th & 7th streets
7th Street, Cass Street, any 'downtown' street.
Arcadia Hill
Back roads
Behind Western, around the public library
Cass Street, west of West Ave
Crossing on rose st
Highway 16
highway 16 evening commute
Hwy 16
HWY 16 on nathan hill in the winter due to snow. the slush is terrifying. also HWY 53 from North Lacrosse to campus never feels safe and is tremendously busy.
HWY 53
I try to avoid round abouts in the afternoon at rush time as they are very dangerous.
I try to avoid some of the streets right around the HSC building.
If I am biking (3 seasons), I take less busy roads to avoid being hit.
If riding a bicycle, then I do not take Cass St. Instead I take the bicycle friendly route on King St.
La Crosse street due to potholes on parts of it and speeding on other parts. Most neighborhood roads are hazardous, so you have to be creative.
Losey Blvd
Main Street, Cass Street
Mainly due to poor weather, I will avoid busier streets or intersections.
Numerous: South Ave./Mormon Coulee, West Ave, Losey, Jackson, Cass, etc.
On my bike - Losey Blvd and West Ave. In my car - I am just hyper aware of everything as it feels unsafe everywhere.
outside of wellness center
Sometimes I avoid I-90 when the weather is bad because I don't want to drive 75 when it's snowing
South of the school there are lots of homeless and they have just ran infront of my car to cross the roads multiple times not in a cross walk. I
State Road 33, Losey Blvd, Jackson St
State street on a bike due to the narrow roadway, frequent traffic and many cars opening and closing doors. Nice alternative is that King Street is a marked bicycle greenway and safe to use.
The City of La Crosse isn't going to pay for a new alignment on my vehicle after driving on roads throughout the city.
The four way by the school. It sometimes feels scary to cross.
Underneath bridges and overpasses.
West Avenue and La Crosse St.
West Avenue South, Cass Street, Main Street
yes

Another factor - text responses

Value
animals
animals/farm machinery
Awareness of pedestrians and pedestrian laws
bikes that don't obey road rules
Cell phones- I see it everyday
CELL PHONES!
cell phones, texting, illegal passing in opposite traffic
Cell phones.
Drunk drivers intoxicated drivers
DUI
No one knows now to drive in roundabouts
On cell phones
Pedestrian crosswalks
People walking into streets without looking.
People who are not good drivers
Round abouts
There a few poorly designed intersections.
Tight needs to be one way



APPENDIX C: PROJECT PRIORITIZATION

Segment High Injury Network Prioritization Rankings

Ranking	Roadway	Extents	Priority Score
1	Hwy 35	Palace St to Gillette St	90
2	Hwy 16	Losey Blvd/Edgewood Pl to B/Gillette St	79
3	Hwy 14	33Rd St to Marion Rd N	78
4	Hwy 16	La Crosse St/7th St to 35	75
5	Hwy 53	Monitor St to Clinton St	75
6	Hwy 16	B/Gillette St to B/Conoco Rd	74
7	Hwy 16	Emerald Dr S/Emerald Dr E to M	73
8	Hwy 53	Clinton St to Monitor St	72
9	Hwy 14	M to 35	71
10	County Road V	Main St to Amundson Coulee Rd	70.5
11	Hwy 53	Causeway Blvd to 2nd St	70
12	Hwy 35	Monitor St to Hwy 16	70
13	Clinton St	Hwy 53 to Hwy 35/Ranger Dr	69
14	Hwy 53	Ramp to T	68
15	Hwy 14	16th St/Thompson St to 35/West Ave S/Weston St	67
16	Hwy 53	Palace St to Gillette St	66.5
17	Hwy 53	Gillette St to Clinton St	66
18	Hwy 16	Hwy 157 to Braund St	66
19	Hwy 16	Hwy 35 to East Ave N	65.5
20	Hwy 90	12th Ave S to Hwy 53	65.5
21	Losey Blvd	Ward Ave to Hwy 14	65
22	Hwy 90	Ramp Hwy 90 to Hwy 16 (1)/Ramp Hwy 16 to Hwy 90 (2) to Ramp Hwy 157 to Hwy 90 (1)/Ramp Hwy 90 to Hwy 53	65
23	Hwy 90	Ramp C to Hwy 90 (2) to Ramp Hwy 16 to Hwy 90 (1)/Ramp Hwy 90 to Hwy 16 (2)	65
24	Hwy 33	Hwy 35 to 7th St	63
25	Bliss Rd	F/Briarwood Ave to Main St/28th St	62
26	Hwy 35	Saint Cloud St to Monitor St	62
27	Hwy 16	X to Hwy 157	62
28	Hwy 35	Oak Forest Dr to Hwy 157	61.5
29	Hwy 35	Z/Hilltop Dr to OT	61
30	Hwy 33	16th St to Hwy 35	60
31	Hwy 53	T to County Boundary	60
32	Hwy 157	Ramp/Hwy 53/Ramp Hwy 157 to Hwy 90 (1) to County Road SS	58.5
33	Hwy 14	Hwy 35/Calvert Rd to 33rd St	58

Ranking	Roadway	Extents	Priority Score
34	Hwy 14	Losey Blvd to 21st Pl/Victory St	58
35	Hwy 35	Market St to Hwy 33	58
36	Main St	Hwy 16 to Hwy 35	58
37	Losey Blvd	Hwy 16/Edgewood Pl to Main St	58
38	Hwy 16	Braund St to Theater Rd	58
39	Hwy 16	Theater Rd to County Road PH	58
40	Hwy 16	Kinney Coulee Rd N/County Road OS to Emerald Dr S/Emerald Dr E	58
41	Hwy 35	Hwy 53 to Palace St	57.5
42	Hwy 53	Main St to King St	57
43	La Crosse St	Hwy 53 to 2nd St/Oktoberfest Strasse	57
44	Hwy 35	Hwy 16 to State St	56.5
45	Hwy 35	Hwy 33 to Green Bay St	56
46	Hwy 53	King St to Hwy 14	56
47	Clinton St	B to Hwy 53	56
48	Hwy 35	OT to OT	56
49	Holmen Dr	Ramp Hwy 53 to HD to Gaarder Rd	56
50	Hwy 16	B/Conoco Rd to La Crosse River	55.5
51	Hwy 35	Cass St to Market St	55
52	State St	Hwy 35 to Hwy 16	55
53	Hwy 16	East Ave N to 24th St	55
54	Hwy 90	Ramp B To Hwy 90 (2) to State Line	54.5
55	Hwy 35	Hwy 14/Calvert Rd to Hwy 14	54
56	Hwy 33	7th St to Hwy 14	54
57	7th St	Hwy 33 to Market St	54
58	7th St	Market St to Cass St/Hwy 16	54
59	Hwy 14	Hwy 16/53 to Hwy 53	54
60	Hwy 16	County Road PH to Kinney Coulee Rd S/Pralle Center Dr	54
61	Hwy 14	Birch St to Losey Blvd	53
62	Losey Blvd	Main St to Cass St	53
63	Hwy 53	King St to Main St	53
64	Hwy 53	State St to Main St	53
65	Hwy 16	Kinney Coulee Rd S/Pralle Center Dr to Ramp Hwy 16 To Hwy 90 (1)/Ramp Hwy 90 to Hwy 16 (1)	53
66	Hwy 35	King St to Cass St	52.5
67	Hwy 53	Ramp Hwy 53 to Hwy OT (2) to Ramp Hwy 35 to Hwy 53	52.5
68	Hwy 14	Hwy 35/West Ave S/Weston St to Green Bay St/Sims Pl	52
69	La Crosse St	Hwy 16/7th St to Hwy 53	52

Ranking	Roadway	Extents	Priority Score
70	Holmen Dr	Sunset Dr to Main St/MH	52
71	Hwy 14	Green Bay St/Sims Pl to 7th St	51
72	Hwy 16	Main St to King St	51
73	Hwy 53	Main St to State St	51
74	Losey Blvd	Green Bay St to Weston St	50
75	Losey Blvd	Hwy 33 to Green Bay St	50
76	Hwy 53	2nd St to La Crosse St	50
77	Hwy 157	County Road PH to Hwy 16	50
78	Hwy 33	31st St to Losey Blvd	49.5
79	Market St	7th St to Hwy 35	49
80	County Road OS	Theater Rd/Eagle Bluff Ct to Midwest Dr/Larkspur Ln	49
81	Hwy 53	Rose St to Hwy 35	48.5
82	Hwy Ramp	Hwy 53 to Hwy 90	48.5
83	County Road M	W to Brickl Rd	48
84	Hwy 35	Main St to King St	47.5
85	Hwy 53	Hwy 14 to Hwy 14	47
86	Hwy 16	State St to Main St	47
87	Hwy 53	90 to Ramp Hwy 35 to Hwy 90/35	47
88	Hwy 157	6th Ave N to 11th Ave N/11th Ave S	47
89	Holmen Dr	Gaarder Rd to Empire St	47
90	County Road MH	Briggs Rd to Holmen Dr/Main St	47
91	Hwy 157	12th Ave S/Sand Lake Rd to Oak Forest Dr/17th Ave N	46.5
92	Hwy 53	Hwy 14/16 to King St	46
93	Hwy 6	Hwy 29/S 3rd St to S Walnut St	46
94	Hwy 29	Hwy 6/S 3rd St to N 4th St	46
95	Hwy 90	Hwy 53 to Hwy 53	46
96	Hwy 53	Ramp Hwy 90 to Hwy 53 to Interchange Ramp	46
97	12th Ave S	Sand Lake Rd to Wilson St	46
98	Hwy 53	Hwy 35 to Palace St	45.5
99	Hwy 16	6th St to 7th St/Cass St	45
100	Ramp Hwy 53 to H	Hwy 53 to Hwy 90/53	44.5
101	Hwy 16	6th St to Hwy 14/53	44
102	Hwy 53	Interchange to Hwy 90	44
103	Sand Lake Rd	Ramp Sand Lake Rd (1) To Hwy 53 (1) to Riders Club Rd	44
104	County Road Z	ZN to ZN	44
105	Hwy 14	Marion Rd N to Shelby Rd/Broadview Pl	43.5
106	Hwy 53	Ramp Hwy 53 to Hwy 90 to Ramp Hwy 90 to Hwy 53	43.5

Ranking	Roadway	Extents	Priority Score
107	Hwy 14	County Line to M	43
108	Hwy 16	24th St to Losey Blvd/Edgewood Pl	43
109	Hwy B	Clinton St to Bainbridge St/Washburn St	42.5
110	Hwy 14	Hwy 53/Cameron Ave to Hwy 16/53	42
111	Hwy 61	Hwy 14 Ramp/Ramp to N 4th St	42
112	Ramp IH 90 to US !	Hwy 90/Ramp Hwy 157 To Hwy 90 (1) to Hwy 53	42
113	Hwy 53	Hwy 35 to Briggs Rd	42
114	Hwy 53	Briggs Rd to Ramp MH to Hwy 53 (2)	42
115	Hwy 35	Ramp HD To Hwy 53/53 to Ramp Hwy 53 to HD/Holmen Dr	41.5
116	Hwy 14	7th St to Hood St	41
117	Hwy 53	Hwy 14 to Hwy 14/Cameron Ave	41
118	Hwy 14	Shelby Rd/Broadview Pl to Birch St	40.5
119	Hwy 90	Ramp to 12th Ave S	40.5
120	Hwy 157	11th Ave N/11th Ave S to 12th Ave S/Sand Lake Rd	40.5
121	Losey Blvd	Hwy 14 to East Ave S	40
122	Hwy 14	Hwy 33/Jackson St to Hood St	40
123	Hwy 16	Ramp Hwy 90 to Hwy 16 (2) to Kinney Coulee Rd N/County Road OS	40
124	East Ave N	Riders Club Rd to Troy St	40
125	State St	16th St to Hwy 35	38.5
126	Hwy 157	County Road SS to County Road PH	38.5
127	Hwy 53	Hwy 157/Ramp/Ramp Hwy 157 to Hwy 90 (1) to Ramp Hwy 157 to Hwy 90 (2)	38.5
128	Hwy 90	Hwy 53/Ramp Hwy 157 to Hwy 90 (2) to Ramp Hwy 53 To Hwy 90	38.5
129	Hwy 35	Green Bay St to Hwy 14/West Ave S/Weston St	38
130	Hwy 35	State St to Main St	37.5
131	Oak Forest Dr	Hwy 35 to Oak Ave S	37
132	Oak Forest Dr	Oak Ave S to Oak St/Hilltopper Dr	37
133	Hwy 90	County Line to Hwy 61	37
134	Hwy Ramp	Hwy 90 to Hwy 157/53/Ramp Hwy 157 to Hwy 90 (1)	36.5
135	Hwy 16	M to West Ave	36.5
136	Market St	Hwy 14 to 7th St	36
137	Hwy 90	Ramp Hwy 53 to Hwy 90 to Ramp	36
138	Ramp Hwy 16 to H	Hwy 16/Ramp Hwy 90 to Hwy 16 (1) to Hwy 90/Ramp Hwy 90 to Hwy 16 (2)	36
139	Ramp Hwy 16 to H	Hwy 16 to Hwy 90/Ramp Hwy 90 to Hwy 16 (1)	36
140	Hwy 108	C to County Line	35.5

Ranking	Roadway	Extents	Priority Score
141	Hwy 16	Ramp Hwy 16 to Hwy 90 (1)/Ramp Hwy 90 to Hwy 16 (1) to Ramp Hwy 16 to Hwy 90 (3)	35
142	Ramp Hwy 157 to	Hwy 53 to Hwy 90	34.5
143	Ramp Hwy 157 to	Hwy 157/Ramp/Hwy 53 to Hwy 90/Ramp Hwy 90 to Hwy 53	34.5
144	Hwy 61	N 4th St to Hwy 16/6	34
145	Hwy 90	County Line to Ramp C to Hwy 90 (1)	34
146	Hwy 90	Ramp Hwy 90 to B (1)/Ramp B to Hwy 90 (2) to Ramp B to Hwy 90 (2)	33.5
147	Hwy 90	B to Ramp Hwy 90 to B (1)/Ramp B to Hwy 90 (2)	33.5
148	Hwy 53	Ramp Hwy 90 to Hwy 53 to Interchange Ramp	33.5
149	Hwy 90	Ramp Hwy 157 to Hwy 90 (2) to Hwy 53/Ramp Hwy 157 To Hwy 90 (2)	33.5
150	Hwy 53	Ramp HD to Hwy 53/35 to Hwy 35	33.5
151	Hwy 35	Ramp to XX/Amsterdam Prairie Rd	33.5
152	Hwy 16	Interchange to Ramp Hwy 16 to 12th Ave (1)/Ramp 12th Ave to Hwy 16 (2)	33.5
153	Market St	Hwy 14 to Hwy 14	33
154	Ramp IH 90 to STH	Hwy 90/Ramp Hwy 16 to Hwy 90 (2) to Hwy 16/Ramp Hwy 16 to Hwy 90 (1)	33
155	Holmen Dr	Hwy 35/Ramp Hwy 53 to HD to Ramp Hwy 53 to HD	31.5
156	Norplex Dr	Jackson St/Front St to Hood St	31
157	Hwy 53	Ramp Hwy 35 to Hwy 90/35 to Hwy 90	31
158	Hwy 16	Ramp 12th Ave to Hwy 16 (1) to Interchange	31
159	Hwy 90	Ramp Hwy 90 to Hwy 53 to Ramp B to Hwy 90 (1)	29.5
160	Ramp STH 35 to IH	Hwy 53/35 to Hwy 90/Ramp Hwy 90 to Hwy 53	29.5
161	Hwy 90	Hwy 53 to Hwy 53	29
162	Holmen Dr	HD to Main St/MH	29
163	Hwy 90	Hwy 53 to Ramp Hwy 35 to Hwy 90/Ramp Hwy 90 to Hwy 53	28.5
164	Hwy 53	Ramp Hwy 157 to Hwy 90 (2) to Ramp Hwy 53 to Hwy 90	28.5
165	Hwy 53	Ramp HD to Hwy 53 to Ramp HD to Hwy 53/35	28.5
166	Holmen Dr	Empire St to Sunset Dr	26.5
167	Hwy 35	Interchange to Ramp HD to Hwy 53	26.5
168	Hwy 16	Ramp Hwy 16 to 12th Ave (1) to Ramp Hwy 16 to 12th Ave (2)/Ramp 12th Ave to Hwy 16 (1)	26
169	Hwy 16	Ramp Hwy 16 to 12th Ave (2)/Ramp 12th Ave to Hwy 16 (1) to Ramp 12th Ave to Hwy 16 (1)	26
170	Hwy 53	Hwy 90 to Ramp Hwy 90 To Hwy 53	26
171	Hwy 90	Ramp Hwy 157 to Hwy 90 (1)/Ramp Hwy 90 to Hwy 53 to Ramp Hwy 157 to Hwy 90 (2)	26

Ranking	Roadway	Extents	Priority Score
172	Hwy 90	Ramp Hwy 16 to Hwy 90 (1)/Ramp Hwy 90 to Hwy 16 (2) to Hwy 16/Ramp Hwy 16 to Hwy 90 (3)	26
173	Ramp IH 90 to STH	Ramp Hwy 16 to Hwy 90 to Hwy 16	26
174	Hwy 16	Ramp Hwy 16 to Hwy 90 (3) to Ramp Hwy 90 to Hwy 16 (2)	25
175	Hwy Z	ZB to ZN	25
176	Ramp IH 90 to USH	Hwy 90 to Hwy 53	24.5
177	Hwy 6	S Walnut St to Hwy 16/61	23
178	Hwy 90	Ramp Hwy 90 to Hwy C (2)/Ramp Hwy C to Hwy 90 (1) to C	23
179	Hwy 90	C to Ramp Hwy 90 to Hwy C (1)/Ramp C to Hwy 90 (2)	23
180	Sand Lake Rd	Redwood St to Ramp Hwy 53 to Sand Lake Rd (2)	23
181	Hwy 35	Ramp HD to Hwy 53	22.5
182	Ramp STH 16 to IH	Hwy 16 to Hwy 16/90	22
183	Hwy 90	Ramp Hwy 16 to Hwy 90 (3) to Ramp Hwy 90 to Hwy 16 (1)/Ramp Hwy 16 to Hwy 90 (2)	21
184	Sand Lake Rd	Quincy St to Redwood St	21
185	Hwy 90	Ramp Hwy 90 to C (1)/Ramp C to Hwy 90 (2) to Ramp Hwy C to Hwy 90 (2)	20.5
186	Sand Lake Rd	Ramp Sand Lake Rd (1) to Hwy 53 (2) to Hwy 53	20
187	Sand Lake Rd	Hwy 53 to Ramp Hwy 53 to Sand Lake Rd (1)/Ramp Sand Lake Rd (1) to Hwy 53 (1)	20
188	Hwy 90	Ramp B to Hwy 90 (1) to Ramp Hwy 90 to B (2)	18.5
189	Hwy 53	Ramp Hwy 35 to Hwy 53 to Ramp Hwy 53 to HD	18.5
190	Hwy 53	Ramp Hwy 53 to HD to Ramp HD to Hwy 53	18.5
191	Hwy 53	Interchange: Hwy 35 to Hwy 35	18.5
192	Hwy 35	OT to Ramp Hwy 35 to Hwy 53	16.5
193	Hwy 35	Ramp Hwy 35 to Hwy 53 to Ramp	16.5
194	Hwy 61	Ramp to Hwy 14 Ramp	16
195	Hwy Ramp	Ramp to Hwy 61	16
196	Hwy 90	Ramp/61 to Hwy 14 Ramp	16
197	Hwy Ramp	Hwy 90 to Ramp	16
198	Hwy 90	Hwy 61 to Ramp	16
199	Hwy 90	Ramp to Ramp	16
200	Hwy 90	Hwy 16/Ramp Hwy 16 to Hwy 90 (3) to Ramp Hwy 16 to Hwy 90 (3)	16
201	Hwy 90	Ramp C to Hwy 90 (1) to Ramp Hwy 90 to C (2)/Ramp C to Hwy 90 (1)	15.5
202	Ramp CTH C to IH	C/Ramp Hwy 90 to C (2) to Hwy 90	15
203	Ramp IH 90 to CTH	Hwy 90/Ramp C to Hwy 90 (1) to Ramp C to Hwy 90 (2)/C	15

Ranking	Roadway	Extents	Priority Score
204	Sand Lake Rd	Ramp Hwy 53 to Sand Lake Rd (2) to Ramp Sand Lake Rd (1) to Hwy 53 (2)	15
205	Hwy 90	Ramp Hwy 90 to B (2) to B	14.5
206	Ramp IH 90 to CTH	Hwy 90/Ramp C to Hwy 90 (2) to C/Ramp C to Hwy 90 (1)	12.5
207	Hwy 90	Hwy 61 to Ramp Hwy 61	12
208	Hwy 90	Hwy 61 to Hwy 61	12
209	Ramp STH 16 to IH	Hwy 16/90 to Hwy 90	12
210	Hwy 90	Hwy 14 Ramp to Hwy 90	11
211	Sand Lake Rd	Ramp Hwy 53 to Sand Lake Rd (1)/Ramp Sand Lake Rd (1) to Hwy 53 (1) to Ramp Sand Lake Rd (1) to Hwy 53 (1)	10
212	Hwy 90	Ramp Hwy 35 to Hwy 90/Ramp Hwy 90 to Hwy 53 to Ramp Hwy 90 to Hwy 53	9.5
213	Hwy 16	County Line to Hwy 26	9
214	Hwy 26	County Line to Hwy 16	9
215	Ramp CTH C to IH	C/Ramp Hwy 90 to C (1) to Hwy 90	7.5
216	Hwy 90	Ramp to Hwy 61	7

Intersection High Injury Network Prioritization Rankings

Ranking	Intersection	Priority Score
1	Hwy 53 & Pearl St	87
2	Hwy 14 & Losey Blvd	86
3	Hwy 33 & Hwy 35	84
4	Hwy 14 & 7th St	82
5	Hwy 16 & 7th St & Cass St	82
6	Hwy 35 & Market St	81
7	Hwy 14 & Hwy 16 & Hwy 53	81
8	Hwy 14 & Hwy 53	81
9	Hwy 53 & Clinton St	81
10	Hwy 16 & County Road OS & Kinney Coulee Rd N	81
11	Hwy 35 & OT	80
12	Hwy 53 & King St	79
13	Hwy 53 & Jay St	79
14	Hwy 53 & Jay St	79
15	Hwy 16 & Main St	79
16	Hwy 53 & Main St	79
17	Hwy 53 & State St	79
18	Hwy 14 & Hwy 33	78.5
19	Hwy 35 & Cass St	78.5
20	Hwy 35 & King St	78.5
21	Hwy 35 & Main St	78.5
22	Hwy 35 & State St	78.5
23	Hwy 16 & Hwy 35	78.5
24	Hwy 14 & 33rd St	78
25	Hwy 14 & 21st Pl & Victory St	78
26	Hwy 16 & King St	77
27	Hwy 16 & State St	77
28	Hwy 35 & Clinton St & Ranger Dr	77
29	Caledonia St & Clinton St	77
30	Hwy 35 & Pine St	76
31	Hwy 35 & Badger St	76
32	Hwy 53 & La Crosse St	76
33	Hwy 35 & Saint Andrew St	76

Ranking	Intersection	Priority Score
34	11th St & Hwy 33	75
35	10th St & Hwy 33	75
36	Hwy 33 & 8th St	75
37	Hwy 33 & 7th St	75
38	Hwy 16 & 7th St & La Crosse St	75
39	Hwy 35 & Gillette St	75
40	Hwy 53 & Monitor St	74.5
41	Hwy 14 & 15th St & Chase St	74
42	Hwy 14 & Hwy 35 & West Ave S & Weston St	74
43	Hwy 16 & M	74
44	I-90 & Hwy 53	73.5
45	Hwy 16 & County Road PH	73
46	Hwy 14 & Broadview Pl & Shelby Rd	72.5
47	Losey Blvd & Weston St	72
48	Hwy 35 & Green Bay St	72
49	Hwy 53 & King St	72
50	Hwy 53 & Pearl St	72
51	Hwy 53 & Hagar St & Rose St	72
52	Hwy 53 & Saint James St	72
53	Hwy 157 & Hwy 35	72
54	Hwy 14 & Marion Rd N	71.5
55	Hwy 14 & Birch St	71.5
56	Hwy 14 & 16th St & Thompson St	71.5
57	Hwy 35 & Division St & Madison St	71.5
58	Losey Blvd & Travis St	71
59	Green Bay St & Losey Blvd	71
60	Hwy 33 & 9th St	71
61	Hwy 14 & Hwy 53 & Cameron Ave	71
62	Hwy 53 & River Bend Rd	71
63	Holmen Dr & MH & Main St	71
64	Hwy 14 & Hwy 35 & Calvert Rd	70
65	Hwy 14 & Garner Pl	70
66	Hwy 14 & 20th St	70
67	Hwy 35 & Mississippi St	70
68	Hwy 35 & Winnebago St	70

Ranking	Intersection	Priority Score
69	Hwy 35 & Ferry St	70
70	Hwy 16 & Oakland St	70
71	Hwy 16 & East Ave N	70
72	Hwy 35 & Hagar St	70
73	Hwy 35 & Saint Cloud St	70
74	Avon St & Clinton St	70
75	Hwy 16 & B & Conoco Rd	70
76	Hwy 53 & HD & Hwy 35	69.5
77	Hwy 35 & Monitor St	69.5
78	Hwy 14 & Hwy 35	69
79	Hwy 14 & Hwy 53	69
80	Hwy 16 & 6th St	69
81	Hwy 35 & Vine St	69
82	Hwy 16 & Edgewood Pl & Losey Blvd	69
83	Hwy 16 & Quarry Rd	69
84	Hwy 35 & Island St	69
85	Hwy 157 & Hwy 16	69
86	Hwy 16 & Braund St	69
87	Losey Blvd & Losey Blvd South	68
88	Diagonal Rd & Garden St & Losey Blvd	68
89	Hwy 53 & Saint Cloud St	68
90	Hwy 53 & Wall St	68
91	Hwy 53 & Saint Paul St	68
92	Hwy 16 & B & Gillette St	68
93	Hwy 35 & Rublee St	68
94	Hwy 35 & Gohres St	68
95	Hwy 16 & Theater Rd	68
96	Hwy 35 & Oak Forest Dr	68
97	Gaarder Rd & Holmen Dr	68
98	Hwy 14 & 14th St & Townsend St	67.5
99	13th Pl & Hwy 14 & Bennett St	67.5
100	Hwy 35 & Cameron Ave	67.5
101	12th Ave S & Hwy 157	67.5
102	Hwy 14 & Market St	67
103	Cass St & Losey Blvd	67

Ranking	Intersection	Priority Score
104	Hwy 53 & Main St	67
105	Hwy 53 & State St	67
106	Hwy 53 & Monitor St	67
107	Hwy 53 & Hagar St	67
108	Hwy 53 & Saint Cloud St	67
109	Hwy 53 & Wall St	67
110	Hwy 53 & Palace St	67
111	Hwy 33 & 6th St	66.5
112	7th St & Mississippi St	66
113	7th St & Winnebago St	66
114	7th St & Market St	66
115	7th St & Ferry St	66
116	7th St & Division St	66
117	Hwy 16 & 17th St	66
118	Hwy 16 & 16th St	66
119	Clinton St & Liberty St	66
120	Hwy 53 & Gold St	66
121	B & Gillette St & River Valley Dr	66
122	Hwy 14 & Ash Ln	65.5
123	Hwy 16 & 9th St	65.5
124	Hwy 16 & 8th St	65.5
125	Hwy 53 & Car St	65.5
126	Hwy 53 & Gould St & Rose St	65.5
127	Hwy 35 & North St	65.5
128	Hwy 35 & Livingston St	65.5
129	Hwy 35 & Moore St	65.5
130	Hwy 35 & Hayes St	65.5
131	Hale Dr & Holmen Dr	65.5
132	East Ave S & Losey Blvd	65
133	11th St & State St	65
134	10th St & State St	65
135	2nd St & Hwy 53	65
136	Hwy 157 & County Road PH	65
137	Hwy 16 & Ramp Hwy 90 to Hwy 16 (1) & Ramp Hwy 16 to Hwy 90 (1)	65
138	Hwy 16 & Woodman Dr	65

Ranking	Intersection	Priority Score
139	Hwy 16 & French Rd & Hickory Ln	65
140	Hwy 16 & Gills Coulee Rd & Hardie Rd	65
141	Clinton St & Copeland Park Dr	64.5
142	Quincy St & Sand Lake Rd	64.5
143	Losey Blvd & Ristow Ct	64
144	Losey Blvd & Ward Ave	64
145	Hwy 53 & S & SN	64
146	2nd St & La Crosse St & Oktoberfest Strasse	64
147	Hwy 53 & Causeway Blvd	64
148	3rd St S & Oak St	64
149	Hwy 53 & Windsor St	64
150	Hwy 16 & Kinney Coulee Rd S & Pralle Center Dr	64
151	Hwy 16 & Emerald Dr E & Emerald Dr S	64
152	Hwy 35 & Westview Dr	64
153	Hwy 35 & Cloverdale Rd	64
154	Hwy 35 & Penney Ln	64
155	9th St & Main St	63.5
156	9th St & State St	63.5
157	Briggs Rd & MH	63.5
158	Hwy 35 & Amsterdam Prairie Rd & XX	63.5
159	Hass St & Losey Blvd	63
160	Hwy 14 & Market St	63
161	Hwy 29 & S 3rd St	63
162	Hwy 53 & Copeland Ave & Gould St	63
163	Hwy 53 & Copeland Ave & Saint Andrew St	63
164	Hwy 53 & Saint James St	63
165	Hwy 16 & Frontage Rd	63
166	Hwy 35 & Hwy 53	63
167	14th Ave N & Hwy 157	63
168	Hwy 16 & Bluff Pass Rd	62.5
169	12th Ave S & Wilson St	62.5
170	Hwy 14 & Justin Rd	62
171	I-90 & Hwy 53 & Hwy 35	62
172	7th St & Cameron Ave	62
173	11th St & Hwy 16	62

Ranking	Intersection	Priority Score
174	12th St & Hwy 16	62
175	Hwy 16 & Myrick Park Dr	62
176	Hwy 16 & Hillview Ave & Myrick Park Ln	62
177	Clinton St & Kane St	62
178	Hwy 53 & Logan St	62
179	Hwy 33 & 5th Ave	61.5
180	Hwy 16 & 8th Pl	61.5
181	Hwy 53 & Rose St	61.5
182	Rose St & Saint Andrew St	61.5
183	Cole Ct & Holmen Dr	61.5
184	Hwy 14 & Fireclay Ct	61
185	Hwy 14 & Waterford Valley Rd	61
186	Hwy 14 & MM	61
187	Hwy 14 & Breidel Coulee Rd & Pineview Dr	61
188	Hwy 14 & Kreutz Ln	61
189	Hwy 14 & Park Dr	61
190	Hwy 14 & Bloomer Mill Rd	61
191	Losey Blvd & Redfield St	61
192	Hwy 33 & Losey Blvd	61
193	11th St & Main St	61
194	10th St & Main St	61
195	8th St & Main St	61
196	8th St & State St	61
197	2nd Ave SW & Hwy 35	61
198	Hwy 35 & Elm St	61
199	Hwy 35 & Fern St	61
200	Hwy 35 & Hickory St	61
201	Hwy 35 & Irvin St	61
202	Hwy 157 & 6th Ave N	61
203	Hwy 157 & 9th Ave N	61
204	31st St & Hwy 33	60.5
205	30th St & Hwy 33	60.5
206	29th St & Hwy 33	60.5
207	16th St & Hwy 33	60
208	13th St & Hwy 33	60

Ranking	Intersection	Priority Score
209	Hwy 16 & 5th Ave	60
210	Hwy 53 & Marsh Ln	60
211	Hwy 16 & Vista Ct	60
212	B & Bainbridge St & Washburn St	60
213	Hwy 16 & Sunset Ct	60
214	Hwy 53 & Ramp Hwy 90 to Hwy 53	60
215	Hwy 16 & Maple Ln & Pierce Rd	60
216	Hwy 16th St & State St	59.5
217	Hwy 157 & 8th Ave N	59.5
218	Hewitt St & Losey Blvd	59
219	Losey Blvd & Victory St	59
220	Hwy 53 & Car St & Copeland Ave	59
221	Hwy 53 & Copeland Ave & Island St	59
222	Hwy 53 & Gillette St	59
223	Hwy 53 & Moore St	59
224	Hwy 157 & 17th Ave N & Oak Forest Dr	59
225	Hwy 157 & 16th Ave S	59
226	13th Ave S & Hwy 157	59
227	Ramp Sand Lake Rd (1) To Hwy 53 (2) & Sand Lake Rd	59
228	Crowley Pl & Losey Blvd	58.5
229	Losey Blvd & Losey Ct	58.5
230	Hwy 14 & Skemp Rd & YY	58
231	10th St & Hwy 16	58
232	Hwy 16 & Wagon Dr	58
233	Hwy 16 & Settlers Trl	58
234	Hwy 16 & William Rd	58
235	Hwy 16 & West Ave	58
236	Hwy 53 & Old 93 Rd	58
237	Losey Blvd & Main St	57.5
238	Losey Blvd & State St	57.5
239	Hwy 14 & Leske Rd	57
240	Hwy 14 & Continental Ln	57
241	Hwy 14 & Red Oaks Dr	57
242	Hwy 14 & H Helke Rd	57
243	Charles St & Clinton St	57

Ranking	Intersection	Priority Score
244	Hwy 35 & George St & McDonalds Pl	57
245	Hwy 35 & Green St	57
246	11th Ave N & 11th Ave S & Hwy 157	57
247	10th Ave S & Hwy 157	57
248	Hwy 157 & 9th Ave S	57
249	Redwood St & Sand Lake Rd	57
250	Main St & V	57
251	Marie Dr & V	57
252	Keppel Rd & V	57
253	Hwy 35 & Holmen Dr & Ramp Hwy 53 to CTH HD	56.5
254	Hwy 14 & Autumn Dr	56
255	I-90 & C	56
256	Barlow St & Losey Blvd	56
257	15th St & Hwy 33	56
258	14th St & Hwy 33	56
259	Hwy 14 & Robinsdale Ave	55.5
260	Hwy 157 & County Road SS	55.5
261	Hwy 157 & 8th Ave S	55.5
262	Hwy 29 & Main St	55
263	Hwy 61 & N 4th St	55
264	Hwy 16 & Vista Ct N	55
265	Hwy 53 & Windsor St	55
266	Hwy 53 & Silver St	55
267	Hwy 53 & Sill St	55
268	Hwy 53 & Livingston St	55
269	Amy Dr & Holmen Dr	55
270	Hwy 53 & Council Bay Rd & Oak Dr	55
271	28th St & Bliss Rd & Main St	54.5
272	Hwy 14 & M	54
273	Holmen Dr & Walnut Dr	54
274	Hwy 14 & Green Bay St & Sims Pl	54
275	Denton St & Losey Blvd	54
276	Hwy 14 & Johnson St	54
277	Commerce St & Holmen Dr	54
278	Holmen Dr & Sunset Dr & West Ave	54

Ranking	Intersection	Priority Score
279	Hwy 16 & Griswold Ave	54
280	Hwy 16 & Briarcliffe Ct	54
281	King St & Losey Blvd	53.5
282	Losey Blvd & Vine St	53.5
283	Losey Blvd & Pine St	53.5
284	Hackberry Ln & Losey Blvd	53.5
285	Hood St & Norplex Dr	53
286	11th St & Market St	53
287	Bliss Rd & Grandad Bluff Rd	53
288	Bliss Rd & Briarwood Ave & F	53
289	29th St & Bliss Rd	53
290	Hwy 35 & Campbell St	53
291	Oak Ave S & Oak Forest Dr	53
292	12th Ave S & Fairfield Pl & Fairfield St	53
293	12th Ave S & Green Bay St	53
294	Hwy 16 & Moos Rd	53
295	I-90 & Hwy 16	52
296	Hwy 16 & 22nd St	52
297	Hwy 16 & 23rd St	52
298	Hwy 16 & 24th St	52
299	Hwy 16 & 24th St	52
300	Hwy 16 & 6 & 61	52
301	McHugh St & V	52
302	Juniper Ln & V	52
303	Hwy 14 & Hwy 33 & Jackson St	51
304	Hwy 29 & S 2nd St	51
305	Hwy 29 & S 1st St	51
306	Hwy 53 & Rublee St	51
307	Hwy 53 & Gohres St	51
308	Hwy 35 & Hwy 53 & Ramp Hwy 35 to I-90	51
309	Derek Ave & Holmen Dr & West Ave	50
310	Hwy 14 & Hood St	50
311	8th St & Market St	50
312	Hwy 16 & Ez Ln	50
313	Hwy 16 & Carlson Rd & VP	50

Ranking	Intersection	Priority Score
314	Hwy 53 & Sylvester Rd	50
315	Hwy 53 & A Johnson Rd	50
316	Hwy 53 & T	50
317	Hwy 14 & E Hills Rd	49
318	Empire St & Holmen Dr	49
319	Hwy 16 & 6th St	49
320	Hwy 61 & N 2nd St	49
321	Hwy 35 & Cunningham St	49
322	East Ave N & Riders Club Rd	49
323	Hwy 53 & Castle Mound Rd	49
324	Meadow Ln & Sand Lake Rd	48.5
325	Hwy 14 & Ober Rd	48
326	26th St & Hwy 33	48
327	3rd St & S Walnut St	48
328	Hwy 35 & Palace St	48
329	12th Ave S & La Crosse St	48
330	12th Ave S & Green St	48
331	12th Ave S & Hickory St	48
332	12th Ave S & Schafer Dr	48
333	Hwy 53 & Amsterdam Prairie Rd	48
334	Hwy 35 & Ryan Ave & Spring Ln	48
335	Hwy 35 & Evergreen Way & Walden Pl	48
336	Hwy 35 & OT	48
337	13th St & State St	47.5
338	Hwy 157 & Hwy 53 & Ramp & Ramp Hwy 157 to I-90 (1)	47.5
339	Clinton St & Nakomis Ave	47
340	Clyde St & V	47
341	Church St & V	47
342	Lee St & V	47
343	Fiesta Ct & Losey Blvd	46
344	Hwy 14 & Tyler St	46
345	Hwy 14 & Farnam St	46
346	10th St & Market St	46
347	9th St & Market St	46
348	Hwy 61 & N Chestnut St	46

Ranking	Intersection	Priority Score
349	Hwy 61 & UNNAMED	46
350	Hwy 29 & N 1st St	46
351	Hwy 29 & N 2nd St	46
352	Hwy 29 & N 3rd St	46
353	Hwy 29 & N 4th St	46
354	Z & ZN	46
355	5th Ave & Market St	45
356	Hwy 61 & N Chestnut St	45
357	Hwy 16 & Heritage Blvd	45
358	Hwy 14 & Charlies Ln	44
359	Hwy 14 & Bartsch Rd	44
360	Hilltopper Dr & Oak Forest Dr & Oak St	44
361	Hwy 53 & Cliff Shade Rd	44
362	Hwy 35 & Spruce St & Ulman St	44
363	Hwy 35 & Pine View Dr	44
364	Hwy 16 & Hwy 26	43
365	Front St & Jackson St & Norplex Dr	42
366	Valley Pl & Vista Ct & Vista Ct N	42
367	B & W Copeland Park Dr	42
368	East Ave N & Troy St	42
369	Hwy 16 & Heritage Ln	42
370	Glomstad Rd & V	42
371	6th St & Market St	41
372	Frontage Rd & Sunset Ln	41
373	Ramp Hwy 53 to Sand Lake Rd (1) & Sand Lake Rd	41
374	Hwy 16 & Ramp I-90 to Hwy 16 (2)	40
375	Amy Dr & MH	39.5
376	Hwy 14 & MM	39
377	County Road OS & Larkspur Ln & Midwest Dr	39
378	Riders Club Rd & Sand Lake Rd	39
379	Casberg Coulee Rd & V	39
380	Holter Rd & V	39
381	Paulson Rd & V	39
382	V & W Olson Rd	39
383	V & Wolfe Rd	39

Ranking	Intersection	Priority Score
384	Flaten Rd & V	39
385	F Lang Rd & V	39
386	Long Coulee Ct & TT & V	39
387	15th St & State St	38.5
388	14th St & State St	38.5
389	Hwy 35 & Blackwelder Pl	38.5
390	Hwy 35 & Schaller Blvd & Staphorst Ln	38.5
391	East Ave N & Vilas St	38
392	Hwy 108 & C Knutson Rd	38
393	Hwy 108 & C	38
394	Hwy 53 & Ramp IH 90 to USH 53	36
395	MH & Northstar Rd	35.5
396	Dana Ln & MH	35.5
397	MH & Tamarack Trl	35.5
398	Hwy 108 & Stan Olson Rd	34
399	Brickl Rd & M	34
400	Hwy 108 & M Knutson Rd	34
401	Gaarder Rd & V	34
402	Moe Coulee Rd & V	34
403	Hwy 108 & Hoff Rd	34
404	Hwy 108 & McKinley Rd	34
405	Hwy 108 & Walker Rd	34
406	M & W	33
407	East Ave N & Lawrence Pl	33
408	East Ave N & L Hauser Rd & Schnick Rd	33
409	East Ave N & R Stephen Pl	33
410	East Ave N & Grove St	33
411	Maple Dr & Park St & Z	33
412	Prairie Dr & Z	33
413	Maple Dr & Z & ZZ	33
414	Jason St & Z	33
415	Ed Severson Rd & M	33
416	Z & ZN	32
417	MH & Malin Ct	30.5
418	Hwy 35 & Rotterdam Ave	29.5

Ranking	Intersection	Priority Score
419	M & Miller Rd	29
420	L Nelson Rd & M	29
421	Hwy 108 & E Holter Rd & W Holter Rd	29
422	Hidden River Rd & M	29
423	M & Raymer Rd	29
424	Hwy 108 & Bryhn Rd	29
425	M & Southern Dr	29
426	Gills Coulee Rd & M	29
427	Lehman Rd & M	29
428	Erickson Rd & M	29
429	Bergum Coulee Rd & M	29
430	M & Nelson Rd	29
431	M & Romskog Rd	29
432	Forest Dr & Z	28
433	Fox St & Z	28
434	Z & ZB	28
435	Asmus Rd & M	24
436	M & S Romskog Rd	24
437	M & S	24
438	Jostad Rd & M	24
439	M & Shefelbine Rd	24



APPENDIX D: RECENTLY COMPLETED PROJECTS

Recently Completed Projects

TIP Number	Jurisdiction	Project Description	Type of Work	Year Completed
243-17-002	State of Wisconsin	Burlington Northern Santa Fe Railroad & 2nd Avenue SW Crossing, Crossing No. 079897G, MP 303.02, City of Onalaska, 2nd Avenue SW	Railroad crossing-Lighting upgrades	2020
243-12-011	State of Wisconsin	IH 90 (Onalaska to West Salem) Asphalt deck overlay on Bridges B-32-0023, 24, 25, 26, 27, 28, Concrete deck overlay on Bridge B-32-0057. (Const 2020, Design obligated in 2012)	Concrete deck overlay	2020
243-17-014	State of Wisconsin	CTH B (Clinton St), Black River Bridge B-32-0077, Bridge Rehabilitation, Design obligation in 2017, Construction obligation in 2019.	Bridge rehab	2020
243-18-012	La Crosse County	CTH V, CTH D - CTH TT, Long Coulee Creek Bridge Replacement. Design obligated in 2016, Construction obligated 2019, Construction in 2020.	Bridge Replacement	2020
243-20-015	City of La Crescent	La Crescent Apple Express: Install three (3) bus shelters	Bus stop amenities	2020
243-18-013	Houston County	CSAH 6, From Winona County Line to Town Hall Road, Bituminous Reclamation / Bituminous Pavement (Need AC Payback)	Pavement work	2021
243-18-014	City of La Crescent	La Crescent Wagon Wheel Trail Phase 3	Pedestrian Bridge over Highway 14/61 in La Crescent	2021
243-17-012	State of Wisconsin	IH 90, STH 157 Interchange resurface	Resurfacing	2021
243-18-011	State of Wisconsin	STH 108 - West Salem - Melrose, Stan Olson Rd to L Pfaff Rd, Safety Improvements.	Guardrail upgrades and shoulder treatments	2021

TIP Number	Jurisdiction	Project Description	Type of Work	Year Completed
243-19-015	State of Wisconsin	IH-90, CTH C to East County Line, Resurface	Resurfacing	2022
243-17-013	State of Wisconsin	USH 53, Black River Bridge B-32-0079, Bridge Rehabilitation	Bridge Rehabilitation	2022
243-18-015	State of Wisconsin	USH 14, Brickyard Lane – CTH M, Mill & Overlay	Mill and Overlay	2022
243-18-024	State of Wisconsin	STH 35, Genoa – La Crosse (Village of Stoddard North Limit to North Vernon County Line), Mill & Overlay	Mill and Overlay	2022
243-18-019	State of Wisconsin	STH 16, Braund Street to CTH OS, Monotubes and Left Turn Lane Improvements	Change to roadway geometry	2022
243-18-025	State of Wisconsin	STH 16, La Crosse – Sparta (0.27 Miles East of La Crosse River to Big Creek). Mill & Overlay	Mill and Overlay	2022
243-20-014	State of Wisconsin	STH 16, La Crosse – Sparta (STH 16/ IH 90 Interchange EB/WB Ramps). Monotube Installation	Monotube Installation	2022
243-20-019	State of Wisconsin	STH 16, City of La Crosse (STH 16 & Gillette St), Traffic Signals & Monotubes	Monotube Installation	2022
243-20-020	State of Wisconsin	STH 16, City of La Crosse (Various Highways/ Intersections), Signals Cabinets & Equipment	Signal work	2022
243-11-012	State of Wisconsin	STH 33. Jackson St. City of La Crosse, 3rd St. to 23rd St. Surface (1.67 mi.)	Recondition	2022
243-19-012	State of Wisconsin	CTH C, IH 90 – STH 16 (CTH B & CP RR Bridge B-32-0069(84.10)), Bridge Rehab	Bridge and Rehab	2022
243-14-020	La Crosse County	CTH SN, CTH OT to Alpine Lane. Reconst, 2-phase: CTH OT to Hanson Rd, incl. Br Repl P-32-127	Bridge replacement and road reconstruction	2022
243-15-014	La Crosse County	CTH M, STH 33 - I90 (CTH O to CTH B), Recondition	Recondition	2022

TIP Number	Jurisdiction	Project Description	Type of Work	Year Completed
243-16-012	La Crosse County	CTH GI, Goose Island Campground, Recondition CTH GI	Recondition	2022
243-20-021	La Crosse County	CTH M, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0100), Bridge Replacement	Bridge Replacement	2022
243-19-024	City of La Crosse	Gillette St, Caledonia St to STH 35/ George St, Reconstruct	Reconstruction	2022
243-19-025	City of La Crosse	Green Bay St, East Ave to S 22nd St, Reconstruct	Reconstruction	2022
243-19-028	City of La Crosse	STH 33/35, West Ave/Jackson St Intersection, Left Turn Lanes/ Monotubes	Left turn lane improvements and Installation of Monotubes	2022
243-19-030	City of La Crosse	STH 35, West Ave/King St & West Ave/Badger St Intersections, Close Medians & Add Crosswalks	Closed medians and added crosswalks and RRFBs	2022
243-21-014	State of Wisconsin	Various Highways, Vernon County Bridges - Approach Slab Repair	Pavement rehab	2022
243-21-015	State of Wisconsin	Various Highways, La Crosse County Bridges - Approach Slab Repair	Pavement rehab	2022
243-21-020	State of Wisconsin	USH 53, La Crosse County Wide (IH 90 - STH 35), Bridges - Approach Slab Repair	Bridge Rehabilitation	2022
243-22-029	La Crosse County	CTH ZM, Town of Onalaska, CTH Z - CTH OT, Pavement Replacement, Design Obligated in 2022, with Construction Anticipated in 2022 (Actual Construction in 2023)	Pavement replacement	2024
243-19-026	City of La Crosse	Various Intersection Improvements USH 14, STH 16, STH 33, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-75, 7575-07-70 for Construction).	Left turn lane improvements and Installation of Monotubes	2024

TIP Number	Jurisdiction	Project Description	Type of Work	Year Completed
243-19-027	City of La Crosse	USH 14/61, Mormon Coulee Rd/ Broadview Pl Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (see 1641-03-04), Construction Obligated in 2022 with Construction in 2023	Left turn lane improvements and Installation of Monotubes	2024
243-21-019	State of Wisconsin	Various Highways, City of La Crosse (Various Highways/Intersections), Signals Cabinets & Equipment, Construction in 2021/2022/2023	Signal work	2024
243-24-021	State of Wisconsin	Town of Hamilton, Linse Road (Soo Line RR Xing 390914X), Railroad Warning Device, Construction obligated in 2024	Railroad crossing-warning device	2024
243-22-020	State of Wisconsin	City of La Crosse, Sims Place (BNSF RR Xing 917431D), Railroad Operations/Replace Signals, Add Gates/Misc, Construction Obligated in 2023	Railroad crossing-replace signals, add gates	2024
243-21-010	La Crosse County	West Salem, Bicycle/Pedestriab Bridge (CTH VP in Veteran's Park)	Bike ped bridge	2024
243-13-015	State of Wisconsin	USH 14, City of La Crosse, South Avenue; Green Bay St. to Ward Ave., Reconstruct the roadway and improve the intersections, including traffic signal rehab at Green Bay St. Design obligated 2013, ROW in 2019-2023, Construction Obligated in 2022-2023	Road reconstruction-Intersection improvements, signal rehab at Green Bay Street	2025
243-19-022	State of Wisconsin	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint and Repair. Design Obligated in 2019, Construction Obligated in 2024	Paint and repair structure and pavement	2025

TIP Number	Jurisdiction	Project Description	Type of Work	Year Completed
243-20-029	State of Wisconsin	STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left-Turn Lanes), Design Obligated in 2020, Construction Obligated in 2024	Left turn lane improvements and Installation of Monotubes	2025
243-19-023	State of Wisconsin	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) includes Bridge Rehab B-32-0181. Design Obligated in 2019, Real Estate Obligated in 2021, Construction in 2023-2024	Pavement replacement, Bridge rehabilitation	2025
243-21-013	City of Onalaska	East Avenue, City of Onalaska, Riders Club Road Intersection, Design Obligated in 2021, Construction Obligated in 2023	Roundabout added to intersection of East Avenue and Riders Club Road in Onalaska	2025
243-22-023	City of Onalaska	Midwest Drive, City of Onalaska, Theater Road to Main Street, Reconstruct, Design Obligated in 2022, Construction Obligated in 2024	Reconstruction, added painted bike lanes	2025
243-22-026	Village of West Salem	Mark Street, East Garland Street to East Avenue, Pavement Replacement with Sewer/Water Replacement, Design Obligated in 2022, Construction Obligated in 2023	Pavement Replacement	2025
243-23-032	City of La Crosse	Various Highways, City of La Crosse (Various Highways), Traffic Signal Rehab (Ped), Construction Obligated in 2024	Traffic signal rehabilitation, ped signal timing improvments	2025
243-20-031	State of Wisconsin	USH 14, La Crosse - Westby (Marion Road to Garner Place), Mill & Overlay, Design obligated 2020, Construction Obligated in 2024-20252025	Mill and Overlay	2025

TIP Number	Jurisdiction	Project Description	Type of Work	Year Completed
243-23-024	City of La Crosse	Green Bay Street, City of La Crosse, 22nd Street South to Losey Blvd, Reconstruct, Design Obligated in 2023, Construction Anticipated in 2024-2025	Reconstruction	2025
243-19-029	City of La Crosse	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/ Monotubes, Design Obligated in 2019 (TIP 243-19-026), Construction Obligated in 2022.	Left turn lane improvements and Installation of Monotubes	2025
243-22-027	La Crosse County	Drogseth Road, Town of Barre, Bostwick Creek Bridge Replacement P-32-903 (new B-32-231), Design Obligated in 2022, Construction Obligated in 2024	Bridge replacement	2025
243-23-032	City of La Crosse	Various Highways, City of La Crosse (Various Highways), Traffic Signal Rehab (Ped), Construction Obligated in 2024	Traffic signal rehabilitation, ped signal timing improvments	2025
243-22-025	Village of West Salem	City Loop Drive, East Jefferson Street to Neshonoc Road, Resurfacing, Design Obligated in 2022, Construction Obligated in 2024-2025	Resurfacing	2025
243-24-016	Town of Shelby	T Shelby, Sidewalk (US 14/61 - Brickyard Lane, Sidewalk Extension, Previous design see TIP #243-14-026, Construction Anticipated in 2024-2025	Sidewalk installation	2025
243-24-018	State of Wisconsin	Village of West Salem, Leonard Street (Soo Line RR Xing 390920B), Railroad Warning Device, Construction Anticipated in 2024-2025	Railroad crossing-warning device	2025

TIP Number	Jurisdiction	Project Description	Type of Work	Year Completed
243-24-019	State of Wisconsin	Village of West Salem, Mill Street (Soo Line RR Xing 390917T), Railroad Warning Device, Construction Anticipated in 2024-2025	Railroad crossing-warning device	2025
243-24-020	State of Wisconsin	Village of West Salem, CTH B/ Oak Avenue (Soo Line RR Xing 390921H), Railroad Warning Device, Construction Anticipated in 2024-2025	Railroad crossing-warning device	2025
243-14-026	State of Wisconsin	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection. Design obligated in 2014. North half (-77) -ROW 2020, Construction 2021-2022. South half (-72) -ROW 2020, -UTL 2024, Construction Anticipated in 2026 (Advanceable to 2025)	Not technically done yet as of now, but is set to be completed this year. This project added a roundabout to the STH 35/USH 14/61 intersection and added a separated bike path on the west side of the highway, south of the intersection.	2026
243-11-024	State of Wisconsin	STH 16, (La Crosse Street, City of La Crosse), Oakland St. to Losey Blvd., Patch and overlay, Design obligated 2011. Construction in 2022-2023	Patch and overlay	2025
243-20-022	La Crosse County	CTH D, Towns of Onalaska & Farmington (Halfway Creek Bridge P-32-0055), Bridge Replacement, Design Obligated in 2020, Construction Obligated in 2024	Bridge replacement	2025
243-20-023	La Crosse County	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement, Design Obligated in 2020, with Construction Obligated in 2023	Bridge replacement	2024
243-19-021	State of Wisconsin	IH 90, CTH BW, CTH B and STH 157 EB Bridges (B-32-51, 52, 55) Thin Polymer Overlays	Pavement overlay	2022

Planned Improvement Projects

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-14-026	STH 35, La Crosse County Line to Garner Pl, Reconstruct STH 35 / USH 14/61 Intersection	Reconstruction	Highway and Trail Projects	North Half: 2021-2022; South Half: 2026
243-19-023	STH 108 - West Salem - Melrose, Old 16 Road to North County Line, Pavement Replacement, (except Stan Olson Rd to L Pfaff Rd) includes Bridge Rehab B-32-0181	System Preservation	Highway and Trail Projects	2023-2024
243-19-034	STH 16, La Crosse – Sparta (Losey Blvd to South Kinney Coulee Rd). Repair, Mill and Overlay	System Preservation	Highway and Trail Projects	Anticipated in 2025-2028
243-20-016	USH 53, City of La Crosse, Third Street (Cass Street to 2nd Street), Pavement Replacement	Pavement Replacement	Highway and Trail Projects	Anticipated after 2030
243-20-017	CTH B, Town of Campbell - City of La Crosse (Clinton St to Lakeshore Dr), Reconstruct	Reconstruction	Highway and Trail Projects	Not yet determined
243-20-028	USH 53, City of La Crosse, Fourth Street (Cass Street to 2nd Street), Pavement Replacement	Pavement Replacement	Highway and Trail Projects	Anticipated after 2030
243-20-030	STH 33 (La Crosse to Cashton), Forest Ridge Dr - Kirschner Rd, Resurface	System Preservation	Highway and Trail Projects	Anticipated in 2029 (Advanceable to 2026-2027)
243-20-031	USH 14, La Crosse - Westby (Marion Rd to Garner Pl), Mill and Overlay	System Preservation	Highway and Trail Projects	2024-2025
243-21-016	CTH M, CTH I - CTH O, Reconstruct	Reconstruction	Highway and Trail Projects	Construction not currently scheduled/obligated

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-21-021	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface and Deck Replacements (B-32-23, 24 & 27), Design Obligated in 2022, Construction Anticipated in 2025 & 2026 & 2027	System Preservation	Highway and Trail Projects	Anticipated in 2025-2026-2027
243-21-021	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface and Deck Replacements (B-32-23, 24 & 27), Design Obligated in 2022, Construction Anticipated in 2025 & 2026 & 2027	System Preservation	Highway and Trail Projects	Anticipated in 2025-2026-2027
243-21-021	IH 90, La Crosse - West Salem (Theater Road to CTH C), Resurface and Deck Replacements (B-32-23, 24 & 27), Design Obligated in 2022, Construction Anticipated in 2025 & 2026 & 2027	System Preservation	Highway and Trail Projects	Anticipated in 2025-2026-2027
243-22-018	USH 53, La Crosse - Galesville (Old Hwy 93 to Black River), Resurface	System Preservation	Highway and Trail Projects	Anticipated in 2030
243-22-019	USH 53, La Crosse - Galesville (STH 157 to Holmen Dr), Pavement Replacement, Construction Anticipated in 2031-2032 (Advanceable to 2029)	Pavement Replacement	Highway and Trail Projects	Anticipated after 2030
243-22-024	6th Street, City of La Crosse, Cass Street to State Street, Reconstruct, Design Obligated in 2022, Construction Anticipated in 2025	Reconstruction	Highway and Trail Projects	Anticipated in 2025

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-22-025	City Loop Drive, East Jefferson Street to Neshonoc Road, Resurfacing, Design Obligated in 2022, Construction Obligated in 2024	System Preservation	Highway and Trail Projects	2024
243-22-030	STH 157 - Main St. City of Onalaska (5th Ave S TO 0.05 East of 17th Ave), Pavement Replacement	Pavement Replacement	Highway and Trail Projects	Anticipated in 2029 (Advanceable to 2028)
243-22-035	Grand Crossing Trail Reconstruction, East Avenue/ Myrick Park Drive north to Cottonwood/Grand Crossing Trail Intersection, Bicycle/ Pedestrian Multi-Use Trail, Design Obligated in 2023, Construction Anticipated in 2024-2025	Other	Highway and Trail Projects	Anticipated in 2024-2025
243-22-036	Wagon Wheel Trail Link, Eastern Terminus of MN Wagon Wheel Trail to Cameron Avenue Bridge, Bicycle/Pedestrian Multi-Use Trail, Design Obligated in 2023, Construction Anticipated in 2024-2025	Other	Highway and Trail Projects	Anticipated in 2025-2026
243-22-034	STH 16, La Crosse – Sparta (Veterans Park to CTH M). Pavement Replacement	Pavement Replacement	Highway and Trail Projects	Anticipated in 2028-2029
243-22-037	Goose Island Connector Trail, CTH GI to Sunnyside Drive, Bicycle/Pedestrian Multi-Use Path, Design Obligated in 2023, Construction Anticipated in 2025/2026	Other	Highway and Trail Projects	Anticipated in 2025-2026

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-23-012	CTH FO, CTH F - CTH OA (Construct Wider Paved Shoulders), Highway Safety Project	Other	Highway and Trail Projects	Anticipated in 2025
243-23-016	Safe Public Rail Access (EFL App# WI 98), New access road, parking lot and railroad crossing signals to Upper Mississippi National Wildlife Refuge (0.1 miles north of B-32-0163 on WIS 35) USF&W providing match funding	Other	Highway and Trail Projects	Not provided
243-23-024	Green Bay Street, City of La Crosse, 22nd Street South to Losey Blvd, Reconstruct, Design Obligated in 2023, Construction Anticipated in 2024-2025	Reconstruction	Highway and Trail Projects	Anticipated in 2024-2025
243-23-025	Monitor Street, City of La Crosse, Rose Street to Lang Drive, Reconstruct, Design Obligated in 2023, Construction Anticipated in 2027	Reconstruction	Highway and Trail Projects	Anticipated in 2027
243-23-020	STH 16, La Crosse - Sparta (USH 53 to STH 35), Pavement Replacement, Construction Anticipated in 2028, Master Group TIP #: 243-22-021	Pavement Replacement	Highway and Trail Projects	Anticipated in 2028
243-23-022	STH 35, La Crosse - Trempealeau (USH 14/61 to USH 53), Master Group TIP #: 243-22-021	Reconstruction	Highway and Trail Projects	Not provided
243-23-023	USH 53, La Crosse - Galesville (STH 35 to IH 90), Master Group TIP #: 243-22-021	Reconstruction	Highway and Trail Projects	Not provided

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-23-021	STH 16, La Crosse - Sparta (STH 35 to IH 90), includes WIS 157 from WIS 16 to IH 90, Master Group TIP #: 243-22-021	Reconstruction	Highway and Trail Projects	Not provided
243-23-030	CTH OT, STH 35 - CTH SN, Pavement Replacement, Design Obligated in 2023, with Construction Anticipated in 2026	Pavement Replacement	Highway and Trail Projects	Anticipated in 2026
243-22-026	Mark Street, East Garland Street to East Avenue, Pavement Replacement with Sewer/Water Replacement, Design Obligated in 2022, Construction Obligated in 2023	Pavement Replacement	Highway and Trail Projects	2023
243-23-031	Holland Bluff Trail, Town of Holland (Bluffview Ct. to Sylvester Rd.), Multi-Use Path, Design Obligated in 2024, Construction Anticipated in 2025-2026	Other	Highway and Trail Projects	Anticipated in 2025-2026
243-24-016	T Shelby, US 14/61 from Fireclay Ct to STH 35, Sidewalk Extension, Design See TIP #243-14-026, Construction Anticipated in 2024-2025	Other	Highway and Trail Projects	Anticipated in 2024-2025
243-23-034	Losey Boulevard, City of La Crosse, Mormon Coulee Rd to Ward Ave, Reconstruct, Design Obligated in 2024, Construction Anticipated in 2027	Reconstruction	Highway and Trail Projects	Anticipated in 2027

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-24-027	STH 33/State Road, City of La Crosse, Losey Blvd to East City Limits (including Bridge Rehab B-32-0083), Pavement Replacement, Design Anticipated in 2025, Construction Anticipated in 2032	Pavement Replacement	Highway and Trail Projects	Anticipated in 2032
243-24-029	CTH MH, Village of Holmen, Briggs Road to CTH HD, Pavement Replacement, Design Obligated in 2024, with Construction Anticipated in 2028	Pavement Replacement	Highway and Trail Projects	Anticipated in 2028
243-24-030	CTH SS. City of Onalaska, 12th Avenue S. to Crossing Meadow Dr, Pavement Replacement, Design Anticipated in 2024, Construction Anticipated in 2027-2028	Pavement Replacement	Highway and Trail Projects	Anticipated in 2027-2028
243-24-031	Green Bay Street, City of La Crosse, 9th Street South to 14th Street S, Reconstruct, Design Anticipated in 2024, Construction Anticipated in 2028	Reconstruction	Highway and Trail Projects	Anticipated in 2028
243-24-032	City of La Crosse, Avon Street, St. Cloud Street to Moore Street, Greenway, Design Anticipated in 2024, Construction Anticipated in 2027-2028	Other	Highway and Trail Projects	Anticipated in 2027-2028

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-24-033	CTH MH, Town of Holland (Sunrise Lane to Briggs Drive), Multi-Use Path, Design Obligated in 2024, Construction Anticipated in 2027-2028	Other	Highway and Trail Projects	Anticipated 2027-2028
243-24-034	Holland Bluff Trail, Village of Holmen (CTH MH to Bluffview Court), Multi-Use Path, Design Obligated in 2024, Construction Anticipated in 2025-2026	Other	Highway and Trail Projects	Anticipated in 2025-2026
243-25-020	Carbon Reduction Program (CRP), 2nd Street Cycle Track Upgrade, City of La Crosse, Market St to La Crosse St, Design/Construction Anticipated 2026-2027	Other	Highway and Trail Projects	Anticipated in 2026-2027
243-25-021	Carbon Reduction Program (CRP), East Avenue Sidewalk, City of Onalaska, Century Pl to Flint Ct. Design/Construction Anticipated 2026-2027	Other	Highway and Trail Projects	Anticipated in 2026-2027
243-25-024	Mormon Coulee Road, City of La Crosse, Birch Street Intersection, Left Turn Lanes/Monotubes, Design Anticipated in 2025, Construction Anticipated in 2029/2030	System Preservation	Highway and Trail Projects	Anticipated in 2029/2030
243-25-027	USH 53, La Crosse - Galesville (STH 35 to Clinton Street), Reconstruct, Design Anticipated in 2026, Construction not Currently Scheduled/Obligated, Master Group TIP #: 243-22-021	Reconstruction	Highway and Trail Projects	Not Provided

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-25-028	CRP- City of La Crescent: LED Street Lighting Upgrades, Walnut Street from South 3rd Street to Walnut Pl, Including Short Segment on North 4th Street	Other	Highway and Trail Projects	Not Provided
243-19-022	USH 14, Cameron Ave & Cass St Structure B-32-202, Paint and Repair	System Preservation	Bridge and Intersection Project	2024
243-19-022	USH 14, Cameron Ave & Cass St Structure B-32-300, Paint and Repair	System Preservation	Bridge and Intersection Project	2024
243-14-026	STH 35, La Crosse County Line to Garner Place, Reconstruct STH 35 / USH 14/61 Intersection, North Half Constructed in 2021-2022, South Half Construction Anticipated in 2026 (Advanceable to 2025)	Reconstruction	Bridge and Intersection Project	North Half: 2021-2022;South Half: Anticipated 2026
243-20-027	IH 90 (West Salem to Sparta) Concrete Bridge Overlays of CTH C (B-32-57), Fish Creek (B-32-63), STH 27 (B-41-123)	System Preservation	Bridge and Intersection Project	Anticipated in 2026-2027
243-19-035	STH 35, La Crosse – Trempealeau (Black River Bridges B-32-016 and B-32-018), Replacement	Bridge Replacement	Bridge and Intersection Project	2026-2027
243-21-018	Mohican Trail, Town of Onalaska, Bridge Replacement of P-32-923, Design Obligated in 2021, Construction Anticipated in 2024-2025	Bridge Replacement	Bridge and Intersection Project	Anticipated in 2024-2025

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-21-017	CTH M, CTH I - CTH YY, Bridge Replacement of B-32-007, Design Obligated in 2021, Construction Anticipated in 2026-2027	Bridge Replacement	Bridge and Intersection Project	Anticipated in 2026-2027
243-19-029	STH 16/35, West Ave/La Crosse St Intersection, Left Turn Lanes/Monotubes, Design Obligated in 2019 (TIP 243-19-026), Construction Obligated in 2022	System Preservation	Bridge and Intersection Project	Obligated in 2025
243-20-029	STH 16 (La Crosse to Sparta), CTH M Intersection (Monotubes and Left Turn Lanes)	System Preservation	Bridge and Intersection Project	2024
243-19-020	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-46 and Bridge Replacement B-32-73	System Preservation	Bridge and Intersection Project	Anticipated in 2025-2026
243-19-020	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-47 and Bridge Replacement B-32-73	System Preservation	Bridge and Intersection Project	Anticipated in 2025-2026
243-19-020	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-34 and Bridge Replacement B-32-73	System Preservation	Bridge and Intersection Project	Anticipated in 2025-2026

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-19-020	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-35 and Bridge Replacement B-32-73	System Preservation	Bridge and Intersection Project	Anticipated in 2025-2026
243-19-017	STH 16, Medary Overpass Structure B-32-0111, Concrete Overlay, Paint, Repair	System Preservation	Bridge and Intersection Project	Anticipated in 2025
243-19-017	STH 16, Medary Overpass Structure B-32-0115, Concrete Overlay, Paint, Repair	System Preservation	Bridge and Intersection Project	Anticipated in 2025
243-21-002	USH 53, La Crosse - Galesville, B-32-131, Bridge Rehabilitation	System Preservation	Bridge and Intersection Project	Anticipated in 2031-2032
243-21-002	USH 53, La Crosse - Galesville, B-32-132, Bridge Rehabilitation	System Preservation	Bridge and Intersection Project	Anticipated in 2031-2032
243-21-002	USH 53, La Crosse - Galesville, B-32-135, Bridge Rehabilitation	System Preservation	Bridge and Intersection Project	Anticipated in 2031-2032
243-21-002	USH 53, La Crosse - Galesville, B-32-136, Bridge Rehabilitation	System Preservation	Bridge and Intersection Project	Anticipated in 2031-2032
243-21-002	USH 53, La Crosse - Galesville, B-32-139, Bridge Rehabilitation	System Preservation	Bridge and Intersection Project	Anticipated in 2031-2032
243-21-002	USH 53, La Crosse - Galesville, B-32-140, Bridge Rehabilitation	System Preservation	Bridge and Intersection Project	Anticipated in 2031-2032
243-20-023	CTH M, STH 16 - CTH S (La Crosse River Bridge B-32-0004), Bridge Replacement	Bridge Replacement	Bridge and Intersection Project	2025

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-21-023	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Signal Replacement, Construction Anticipated in 2026	Rail Safety	Bridge and Intersection Project	Anticipated in 2026
243-22-027	Drogseth Road, Town of Barre, Bostwick Creek Bridge Replacement P-32-903 (new B-32-231), Design Obligated in 2022, Construction Obligated in 2024	Bridge Replacement	Bridge and Intersection Project	2024
243-19-020	IH 90, Black River Bridges, Round Lake Bridges, Bainbridge Ped Bridge, Concrete Overlays B-32-46 and Bridge Replacement B-32-73	Bridge Replacement	Bridge and Intersection Project	Anticipated in 2025-2026
243-23-015	CTH O, CTH OA - CTH M, Bridge Replacement of B-32-020, Design Obligated in 2023, Construction Not Currently Scheduled	Bridge Replacement	Bridge and Intersection Project	Not currently scheduled/obligated
243-23-033	Losey Boulevard, City of La Crosse, Main Street Intersection, Left Turn Lanes/ Monotubes, Design Obligated in 2024, Construction Anticipated in 2026	System Preservation	Bridge and Intersection Project	Anticipated in 2026
243-23-035	CTH M, Town of Barre - Town of Bangor (Russlan Coulee Crk Bridge B-32-0239, Bridge Replacement of B-32-14, Design Obligated in 2019. Construction Anticipated in 2025	Bridge Replacement	Bridge and Intersection Project	Anticipated in 2025

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-24-013	USH 53, La Crosse - Galesville (Sand Lake Rd Interchange NB Offramp), Signal & Left Turn Lane, Design under TIP #243-33-29, Construction Anticipated in 2029 (Advanceable to 2027)	System Preservation	Bridge and Intersection Project	Anticipated in 2029/ Advanceable to 2027
243-24-013	USH 53, La Crosse - Galesville (Sand Lake Rd Interchange NB Offramp), Signal & Left Turn Lane, Design Under TIP #243-22-19, Construction Anticipated in 2029 (Advanceable to 2027)	System Preservation	Bridge and Intersection Project	Anticipated in 2029, Advanceable to 2027
243-24-019	Village of West Salem, Mill Street (RR Xing 390917T), Railroad Warning Device, Construction Anticipated in 2024-2025	Rail Safety	Bridge and Intersection Project	Anticipated in 2024-2025
243-24-020	Village of West Salem, CTH B/Oak Avenue (RR Xing 390921H), Railroad Warning Device, Construction Anticipated in 2024-2025	Rail Safety	Bridge and Intersection Project	Anticipated in 2024-2025
243-24-018	Village of West Salem, Leonard Street (RR Xing 390920B), Railroad Warning Device, Construction Anticipated in 2024-2025	Rail Safety	Bridge and Intersection Project	Anticipated in 2024-2025
243-24-021	Town of Hamilton, Linse Road (RR Xing 390914X), Railroad Warning Device, Construction Obligated in 2024	Rail Safety	Bridge and Intersection Project	2024

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-24-026	IH 90 (La Crosse to Sparta) Dresbach Bridges (B-32-222 & 223), Polymer Deck Overlays, Design Anticipated in 2024, Construction Anticipated in 2028 (other State Let - reimbursement to MN-DOT)	Pavement Replacement	Bridge and Intersection Project	Anticipated in 2028
243-24-028	CTH W, CTH D - CTH M (Johnson Coulee Creek Bridge B-32-0001), Bridge Replacement, Design Anticipated in 2025, with Construction Anticipated in 2027-2028	Bridge Replacement	Bridge and Intersection Project	Anticipated in 2027-2028
243-24-039	STH 16 (La Crosse to Sparta), Moos Rd Intersection, Design Anticipated in 2025, Construction Not Currently Scheduled or Obligated	System Preservation	Bridge and Intersection Project	Not Currently Scheduled or Obligated
243-24-015	Town of Shelby, Losey Boulevard (BNSF RR Xing 079827S), Geometric Improvements, Design Obligated in 2024, Construction Not Currently Scheduled	Rail Safety	Bridge and Intersection Project	Not Currently Scheduled
243-24-040	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint & Repair - Bridge Rehabilitation, Design Anticipated in 2025, Construction Anticipated in 2032	System Preservation	Bridge and Intersection Project	Anticipated in 2032

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-24-040	USH 14, Cameron Ave & Cass St Structures B-32-202 & -300, Paint & Repair - Bridge Rehabilitation, Design Anticipated in 2025, Construction Anticipated in 2032	System Preservation	Bridge and Intersection Project	Anticipated in 2032
243-25-016	Railroad Crossing Elimination (RCE) Planning Grant, Brice Prairie Rail Safey and Grade Separation Plan, Comprehensive Planning and Environmental Linkages (PEL) Study, Planning Anticipated in 2026-2027	Rail Safety	Bridge and Intersection Project	N/A
243-25-016	Railroad Crossing Elimination (RCE) Planning Grant, Brice Prairie Rail Safety and Grade Separation Plan, Comprehensive Planning and Environmental Linkages (PEL) Study, Planning Anticipated in 2026-2027	Rail Safety	Bridge and Intersection Project	N/A
243-25-017	Railroad Crossing Elimination (RCE) Planning Grant, La Crescent Rail Corridor Safety Improvements, Planning Anticipated in 2027-2027	Rail Safety	Bridge and Intersection Project	N/A
243-25-017	Railroad Crossing Elimination (RCE) Planning Grant, La Crescent Rail Corridor Safety Improvements, Planning Anticipated in 2027-2027	Rail Safety	Bridge and Intersection Project	N/A

TIP Number	Project Description	Type of Work	Type of Project	Construction Year
243-25-017	Railroad Crossing Elimination (RCE) Planning Grant, La Crescent Rail Corridor Safety Improvements, Planning Anticipated in 2027-2027	Rail Safety	Bridge and Intersection Project	N/A
243-25-017	Railroad Crossing Elimination (RCE) Planning Grant, La Crescent Rail Corridor Safety Improvements, Planning Anticipated in 2027-2027	Rail Safety	Bridge and Intersection Project	N/A
243-26-019	STH 16, La Crosse - Sparta (Wagon Drive Intersection), Median Changes, Design Anticipated 2026, Construction Anticipated 2029	Safety	Bridge and Intersection Project	Anticipated in 2029



APPENDIX E: DESIGN TREATMENT TOOLKIT

ACCESSIBLE PEDESTRIAN SIGNALS



CONTEXT: Urban **FOCUS AREAS:** Intersections, Bike/Ped. Safety

OVERVIEW

Accessible Pedestrian Signals (APS) are an integrated device that audibly communicates information about the "walk/don't walk" intervals at intersections in non-visual formats for blind or low vision pedestrians.

PURPOSE

APS provides audible and vibrotactile indications of pedestrian signal phases for pedestrians who are blind or have low vision. APS also improves accessibility and confidence at signalized crossings by helping pedestrians identify when and where it is safe to cross.

DESIGN CONSIDERATIONS

Must provide clear audible, tactile, and vibrotactile indications of the walk interval. To comply with ADA and PROWAG guidelines, pushbuttons should be located within 5 feet of the curb ramp, separated by at least 10 feet, and include a tactile arrow indicating the crossing direction. Additional design guidance for APS can be found in the Wisconsin and Minnesota Manuals on Uniform Traffic Control Devices (MUTCD.

SAFETY BENEFITS

APS improves crossing safety for pedestrians who are blind or have low vision and reduces uncertainty about when the walk interval begins and ends. It also enhances accessibility and independence at signalized intersections.

CANDIDATE LOCATIONS

- Should be a standard feature of newly constructed or revised traffic signals.
- Signalized intersections with existing pedestrian pushbuttons and crossings.
- Intersections near schools, transit stops, senior centers, or medical facilities
- Locations with documented pedestrian accessibility needs, particularly for users who are blind or have low vision.

BIKE LANES



CONTEXT: Urban/Rural **FOCUS AREAS:** Road Segments, Bike/Ped. Safety

OVERVIEW

Bike lanes provide dedicated space in the road through signing and striping for cyclists.

PURPOSE

Bike Lanes encourage bicycling by increasing separation between bicyclists and motor vehicle traffic. Bike lanes help organize roadway movements and reduce conflicts between bicycles and vehicles.

DESIGN CONSIDERATIONS

Bike lanes are intended for one-way travel and are typically provided on both sides of two-way streets, and on one side of one-way streets. Reliable snow and ice clearance/removal for standard unprotected bike lanes is challenging, especially when located adjacent to a parking lane. Preferred width for bike lanes is 6-7 feet, and the constrained minimum width is 5 feet. Bike lanes directly adjacent to the curb should include a minimum of 4 feet of smooth, ridable surface, excluding any adjacent gutter pan.

SAFETY BENEFITS

Bike lanes can reduce conflicts between bicyclists and motor vehicles by providing a dedicated operating space. They also improve visibility and predictability for all roadway users. 30% total crash reduction on 2 lane undivided roads. 49% total crash reduction on 4 lane undivided roads. Emerging research suggests traffic calming benefits.

CANDIDATE LOCATIONS

- Corridors with existing or planned bicycle travel demand.
- Roadways connecting schools, parks, transit stops, and activity centers.
- Urban and suburban streets with sufficient pavement width for bike lane installation.
- Roadways with under 7,000 ADT and speed limits at 30 mph or mess. Shared use paths or separated bike lanes are typically more appropriate on roadways with higher traffic volumes and speeds.

Proven Countermeasure

BICYCLE BOXES



CONTEXT: Urban **FOCUS AREAS:** Intersections, Bike/Ped. Safety

OVERVIEW

A bicycle box is a set of pavement marking elements installed at signalized intersections that allows bicyclists to pull in front of waiting traffic at a red light.

PURPOSE

This makes bicyclists more visible to motorists and gives bicyclists a head start when the light turns green, thus providing the opportunity to reduce conflicts with turning motor vehicles.

DESIGN CONSIDERATIONS

- Prohibit right-turn on red movements to avoid conflicts between right-turning motor vehicles and waiting bicyclists.
- Place an advance stop line at least 10 feet from the intersection stop line. Provide at least 50 feet of a bicycle lane prior to the bicycle box.
- Coordinate with bicycle signals to provide a leading bicycle interval.

SAFETY BENEFITS

Studies show a 35% reduction in bicycle crashes where bike boxes have been implemented.

CANDIDATE LOCATIONS

- Signalized intersections.
- Roadways that already have bike lanes and a substantial volume of bicycle traffic.
- Intersections where a left-turn is necessary to continue on a dedicated bicycle route or other shared use path.
- Locations where there are motor vehicle-bicycle turning conflicts.
- Locations where right turn on red prohibitions for motor vehicles can be added.

BICYCLE SIGNALS



CONTEXT: Urban

FOCUS AREAS: Intersections, Bike/Ped. Safety

OVERVIEW

A separate bicycle signal can improve operations involving bicycle facilities and designate right-of-way for bicyclists at locations where their needs may differ from other roadway users.

PURPOSE

Bicycle signals help reduce conflicts between bicycles and motor vehicles, enhancing bicyclist safety at intersections

DESIGN CONSIDERATIONS

- Place signal heads in a location visible to approaching bicycles.
- Implement a bicycle recall phase for each cycle or install detection and actuation.
- Ensure proper clearance intervals based on bicycle travel speeds and crossing distance.
- Prohibit right turn on red movements if bicycle movements conflict with right-turning vehicles.

SAFETY BENEFITS

By providing dedicated signal phases for bicyclists, they increase visibility, clarify right-of-way, and help create more predictable interactions between all roadway users.

CANDIDATE LOCATIONS

- Intersections with high motor vehicle-bicycle conflicts.
- Intersections with two-way or contraflow bicycle movement.
- Bicycle facility transitions requiring bicyclists to cross through a motor vehicle lane.
- Intersections permitting short cycle lengths with bicycle detection or a bicycle phase on recall.

CHICANES



CONTEXT: Urban

FOCUS AREAS: Road Segments

OVERVIEW

Chicanes are horizontal displacement traffic control measures used to reduce vehicle speeds on local streets.

PURPOSE

They create a horizontal diversion of traffic and can be gentler or more restrictive depending on the design. A secondary benefit of chicanes is the ability to add more landscaping to a street.

DESIGN CONSIDERATIONS

- Chicanes can be combined with other measures, such as curb extensions.
- Shifting a travel lane affects speeds; taper lengths should reflect the desired speed.
- Shifts can be created by shifting parking and/or building landscaped islands.
- Maintain good visibility by planting only low shrubs or trees with high canopies.
- Ensure bicyclist safety and mobility remain intact.

SAFETY BENEFITS

Chicanes improve safety by creating a slight horizontal shift in the roadway that encourages drivers to slow down through roadway design. Lower vehicle speeds reduce crash risk and severity while making streets more comfortable for pedestrians and bicyclists. Vehicle speed reduction of 8 to 12 mph.

CANDIDATE LOCATIONS

- Residential streets with low traffic volumes.
- Streets with higher volumes, such as collectors, if there is no restriction on the number of lanes.

CORRIDOR ACCESS MANAGEMENT



CONTEXT: Urban/Rural **FOCUS AREAS:** Intersections, Road Segments, Speed Mgmt

OVERVIEW

Corridor access management refers to the strategic placement and control of driveways and intersections along a corridor.

PURPOSE

Reducing and organizing access points improves safety, supports walking and biking, and reduces congestion and delay.

DESIGN CONSIDERATIONS

- Requires close coordination with residents and business owners
- Provide designated turn lanes to separate turning vehicles from through traffic. Consider roundabouts, U-turn treatments, or access roads for safe circulation.
- Use raised medians to eliminate left-turn and across-roadway movements. Place driveways on approach corners rather than receiving corners to reduce crashes.
- Restrict movements at driveways (e.g., right-in/right-out only).
- Space driveways and intersections according to minimum clearance standards.
- Close, consolidate, or relocate driveways to reduce conflict points.

SAFETY BENEFITS

Decreased driveway density may reduce total crashes along 2-lane rural roads by up to 5-23% and fatal and injury crashes along urban/suburban arterials by up to 25-31%. Research suggests that crash potential is reduced by around 2.5% per removed roadway access.

CANDIDATE LOCATIONS

- Corridors with high driveway density.
- Areas with closely spaced full-access driveways.
- Segments with frequent turning conflicts.
- High-traffic corridors with pedestrian and bike activity.

Proven Countermeasure

CURB EXTENSIONS



CONTEXT: Urban **FOCUS AREAS:** Intersections, Bike/Ped. Safety, Speed Mgmt

OVERVIEW

Curb extensions, or bump outs, extend the sidewalk into the roadway. This reduces the crossing distance for pedestrians and improves viability between pedestrians and drivers.

PURPOSE

Curb extensions are typically used to improve walkability at intersections, improve sight lines, and reduce vehicle speeds.

DESIGN CONSIDERATIONS

Curb extensions should extend the full width of a parking lane, maintain sight distance between pedestrians and motorists, and consider storm water runoff and catch basins. They could also include landscaping, storm water treatment, transit waiting areas, and bus shelters. Considerations for turning radii and potential implementation for right turn lanes should be evaluated prior to implementation.

SAFETY BENEFITS

Curb extensions increase sightlines between pedestrians and drivers, reduces crossing distances for pedestrians and provides visual cues to drivers to reduce their speeds and watch for pedestrians and cyclists.

CANDIDATE LOCATIONS

- Locations with high pedestrian or bicycle activity, such as at school crossings, park entrances, and commercial shopping districts.
- Crossings around roundabouts.
- Locations where shared use paths cross commercial driveways or ramps.
- Roadways with on-street parking near intersections.

CYCLE TRACK/SEPARATED BIKE LANE



CONTEXT: Urban **FOCUS AREAS:** Road Segments, Bike/Ped. Safety

OVERVIEW

Bikeways enhance safety and comfort for cyclists by providing dedicated space, reducing interactions and conflicts with motor vehicles.

PURPOSE

Buffered bikeways offer increased separation, especially on roads with higher volumes and speeds, reducing the risk of conflict between modes.

DESIGN CONSIDERATIONS

Bikeways should be considered on new or existing roads through road diets and use vertical elements or separated lanes on high volume roads. Avoid rumble strips impacting cyclists in rural areas and provide at least 2 feet of space between roadways and bikeways to provide buffer space.

SAFETY BENEFITS

Separated bikeways with flexible delineator posts may reduce bicycle/vehicle crashes by up to 53%. Any bicycle facility addition may reduce total crashes by 49% on urban 4-lane undivided collectors and local roads and 30% on urban 2-lane undivided collectors and local roads.

CANDIDATE LOCATIONS

- Standard Bike Lanes: Typically suitable for roadways at or below speeds of 30 MPH and/or AADT volumes of 6,000.
- Separated bikeways: Typically preferred over standard bike lanes for roadways at or above speeds of 30 MPH and/or AADT volumes of over 6,000, and areas connecting biking

DRIVEWAY IMPROVEMENTS



CONTEXT: Urban

FOCUS AREAS: Intersections, Bike/Ped. Safety

OVERVIEW

Driveway design directly affects pedestrian safety and accessibility. Wide, sloped, or poorly defined driveways can increase crash risk and create barriers for people walking or using mobility devices.

PURPOSE

Improvements help calm traffic, enhance visibility, and support ADA compliance.

DESIGN CONSIDERATIONS

- Maintain sidewalk level with max 2% cross slope; wrap around apron if needed.
- Narrow driveways (15–20 ft) and tighten turning radii to slow vehicles. Use continuous sidewalk materials to emphasize pedestrian priority.
- Clearly define driveway edges with curbs, paint, or planters.
- Keep sightlines clear by limiting vegetation and signage near driveways.

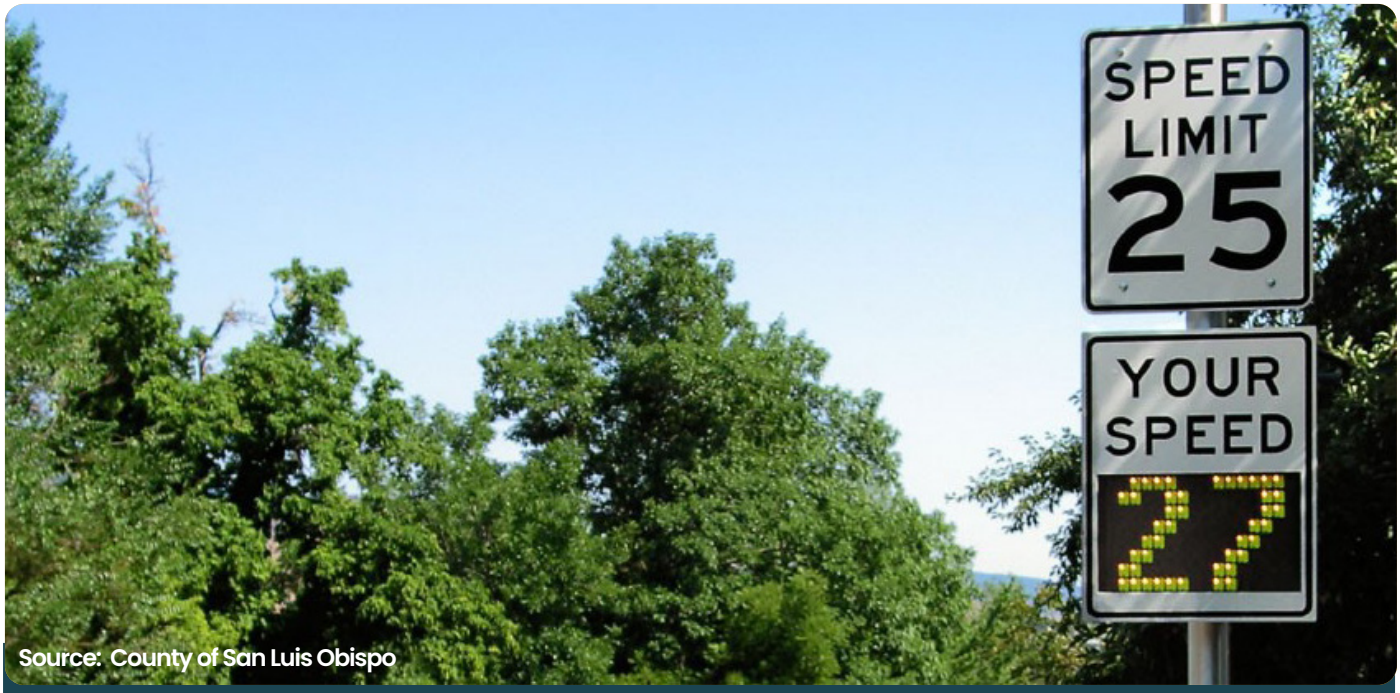
SAFETY BENEFITS

Driveway improvements can enhance safety by reducing vehicle turning speeds, improving sight lines, and creating more predictable crossings for pedestrians. Features such as narrower driveway openings, improved curb ramps, and clearer pedestrian pathways increase visibility, reduce conflict points, and support ADA accessibility for all users.

CANDIDATE LOCATIONS

- Areas with excessively wide or sloped driveways
- Locations with large turning radii, multiple adjacent, or poorly defined driveways.
- Driveways where motorists focus on finding gaps in congested traffic.
- Corridors with closely spaced driveways that disrupt traffic flow or create frequent turning conflicts.

DYNAMIC SPEED SIGNS



Source: County of San Luis Obispo

CONTEXT: Urban/Rural **FOCUS AREAS:** Road Segments, Speed Management

OVERVIEW

Dynamic speed signs are traffic control devices that are programmed to display a message to road users exceeding a certain speed threshold.

PURPOSE

Dynamic speed signs are designed to slow down drivers by making them aware when they are driving at speeds above posted speed limits.

DESIGN CONSIDERATIONS

Speed feedback signs should be installed in conjunction with posted speed limit signs and display approaching drivers' speeds using a clear, easily understood message such as "YOUR SPEED X MPH." Sign design, color, placement, and operation should comply with MUTCD guidance, with displays positioned for maximum visibility and configured to avoid distracting features such as animation or scrolling messages.

Effectiveness of dynamic speed signs is enhanced when paired with other traffic calming features that encourage lower speeds through roadway design.

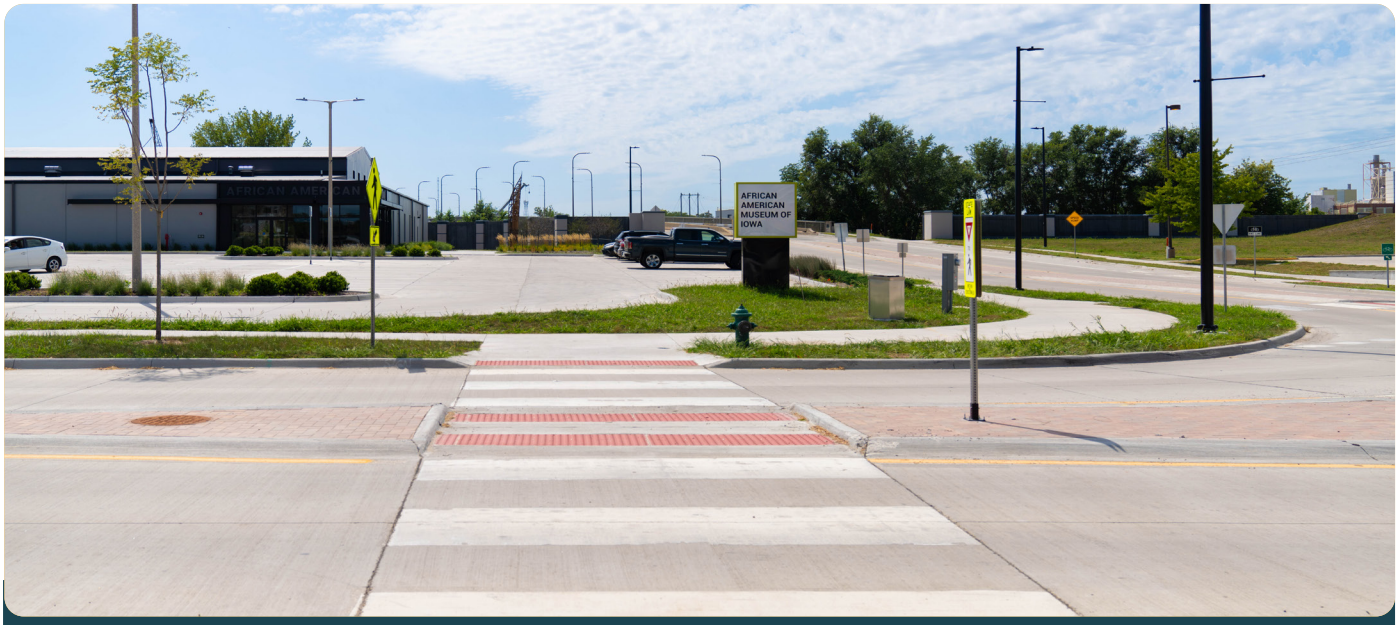
SAFETY BENEFITS

Speed feedback signs can reduce vehicle speeds by increasing driver awareness of their current speed relative to the posted speed limit. Lower operating speeds can help reduce the likelihood and severity of crashes, particularly in areas with pedestrian, bicycle, or school-related activity.

CANDIDATE LOCATIONS

- Roadway segments with documented speeding concerns.
- Corridors near schools, parks, or other pedestrian activity centers.

HIGH VISIBILITY CROSSWALK ENHANCEMENTS



CONTEXT: Urban **FOCUS AREAS:** Intersections, Road Segment, Bike/Ped. Safety

OVERVIEW

Improvements that increase the visibility of crosswalks and approaching roadway users help drivers better recognize crossing locations.

PURPOSE

Enhancing crosswalk visibility and vehicle approach improves safety for pedestrians, bicyclists, mobility device users, and transit users by making crosswalks more visible to drivers.

DESIGN CONSIDERATIONS

- Illuminate crosswalks with positive contrast lighting, ensuring lights are positioned to prevent silhouettes and keep pedestrians clearly visible to drivers.
- Use high-visibility crosswalk patterns like bar pairs, continental, or ladder. Use “YIELD Here to Pedestrians” or “STOP Here for Pedestrians” signs in advance of crosswalks.
- Enforce parking restrictions near crosswalks and implement advanced stop lines and install tactile warning surfaces.

SAFETY BENEFITS

- High-visibility crosswalks may cut pedestrian injury crashes by up to 40%.
- Adding lighting at intersections may cut pedestrian crashes by up to 42%.
- Advance yield or stop markings and signs may cut pedestrian crash rates by up to 25%.

CANDIDATE LOCATIONS

- Signalized intersections.
- Unsignalized locations (including mid-block locations) with AADT below 15,000 and/or high pedestrian activity.
- Areas near schools, parks, transit stops, and other pedestrian generators.

Proven Countermeasure

IN-ROAD PEDESTRIAN CROSSING SIGNS



CONTEXT: Urban **FOCUS AREAS:** Intersections, School Zones, Bike/Ped. Safety

OVERVIEW

In-road pedestrian crossing signs (MUTCD R1-6) are vertical signs installed within the roadway at marked crosswalks to remind drivers to yield to pedestrians, increase awareness of crossing activity, and slow vehicles.

PURPOSE

Increase driver awareness of pedestrians and reinforce pedestrian right-of-way laws. They are commonly used at uncontrolled crossings to supplement crosswalk markings and roadside signs.

DESIGN CONSIDERATIONS

Signs should be installed in accordance with MUTCD guidance and positioned to maximize visibility. Flexible, breakaway posts are recommended, and many agencies remove signs during winter to avoid snowplow damage. Placement should consider roadway width, vehicle movements, and maintenance operations. Signs are most effective when combined with high-visibility crosswalks and other pedestrian safety features.

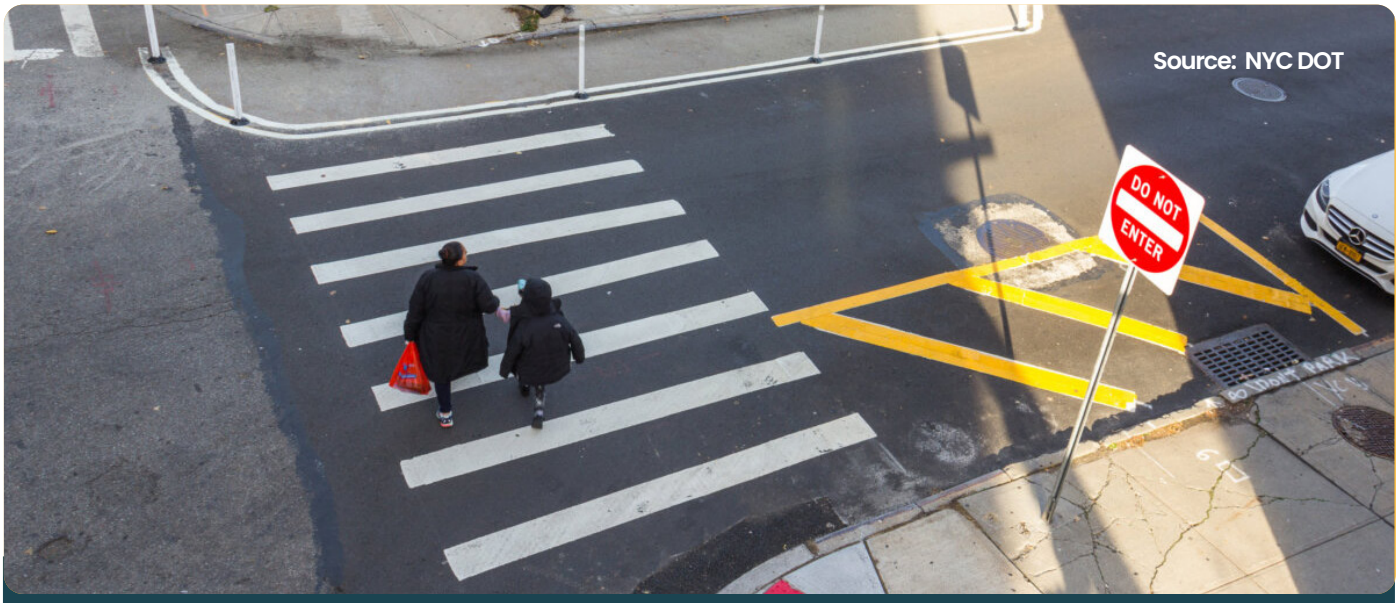
SAFETY BENEFITS

In-road pedestrian crossing signs increase driver yield rates to over 80% compared to traditional roadside signs.

CANDIDATE LOCATIONS

- Marked crosswalks across two-lane roadways with moderate traffic volumes.
- Crossing locations near schools, parks, trails, transit stops, and other high pedestrian activity areas.
- Uncontrolled intersections or midblock crossings with documented yielding concerns.
- Crossings where additional visibility is desired but higher-cost treatments such as RRFBs or Pedestrian Hybrid Beacons are not warranted.

INTERSECTION DAYLIGHTING



CONTEXT: Urban

FOCUS AREAS: Intersections, Bike/Ped. Safety

OVERVIEW

Intersection daylighting restricts parking and other sight line obstructions near intersections.

PURPOSE

Providing good sight lines improves safety for all roadway users. It reduces vehicle-vehicle, vehicle-pedestrian, and vehicle-bicycle conflict potential.

DESIGN CONSIDERATIONS

Intersection daylighting should restrict parking near intersections and crosswalks to improve visibility between drivers, pedestrians, and bicyclists. Treatments can be implemented with flexible delineator posts or permanent features such as curb extensions, with daylighting distances designed to comply with applicable parking restrictions and traffic control device setbacks.

SAFETY BENEFITS

Restricting parking near intersections may reduce inury crashes by 47% and total crashes by 11%. Removing parked cars reduces blind spots and gives pedestrians, cyclists, and drivers, a better view of the intersection. This gives them more time to respond to others approaching road users.

CANDIDATE LOCATIONS

- All intersections where on-street parking is permitted
- Intersections with high pedestrian and bicycle activity.
- Intersections with a history of pedestrian or turning-vehicle crashes
- Locations near schools, parks, transit stops, or other pedestrian destinations.

J-TURN



CONTEXT: Urban/Rural **FOCUS AREAS:** Intersections

OVERVIEW

J-Turns (Reduced Left-Turn Conflict Intersections) are geometric designs that alter how left-turn movements occur. Two effective designs that rely on U-turns to complete certain left-turn movements are known as the Restricted Crossing U-turn (RCUT) and the Median U-turn (MUT).

PURPOSE

J-Turns simplify simplify decision-making for drivers and minimize the potential for higher severity angle crashes.

DESIGN CONSIDERATIONS

Design should include adequately spaced U-turn locations, clear signing and pavement markings, and consideration of access for pedestrians, bicyclists, and large vehicles. J-turns are particularly effective when implemented consistently along a corridor, improving both safety and operational performance.

J-Turns are most common in rural environments, but can also work in urban areas depending on the context. Detailed traffic operations analysis is recommended as part of project development to confirm the design is compatible with traffic patterns.

SAFETY BENEFITS

- Two-way stop controlled to RCUT may lead to a reduction in fatal and injury crashes by 54%.
- Signalized Intersection to Signalized RCUT may lead to a reduction in fatal and injury crashes by 22%.
- Unsignalized intersections to unsignalized RCUT may lead to a reduction in fatal crashes in fatal and injury crashes by 63%.
- MUT may lead to a reduction in intersection related injury crash rates by 30%

CANDIDATE LOCATIONS

- High-speed divided highways with two-way stop-controlled side streets.
- Intersections with a history of severe angle or left-turn crashes.
- Locations where major-road traffic volumes create gaps that are difficult for side-street traffic to find.

Proven Countermeasure

LANE DIETS



CONTEXT: Urban **FOCUS AREAS:** Road Segment, Speed Mgmt, Bike/Ped. Safety

OVERVIEW

Narrowing vehicle lane widths improves safety and comfort for pedestrians, bicyclists, transit riders, and drivers by lowering vehicle speeds, reducing crossing widths, and redistributing roadway space for other uses.

PURPOSE

Lane diets (lane narrowing) improves safety for all roadway users by encouraging lower vehicle speeds and creating a more comfortable, predictable travel environment. It also allows roadway space to be reallocated for pedestrian, bicycle, transit, or streetscape improvements that enhance overall accessibility and multimodal mobility.

DESIGN CONSIDERATIONS

- Consider surrounding land uses, parking turnover, vehicular speeds, and traffic volumes/types.
- Consider truck turning radii at intersections with frequent truck movements.

SAFETY BENEFITS

Lane narrowing can improve safety by reducing vehicle speeds and shortening pedestrian crossing distances, which helps decrease the frequency and severity of crashes for all roadway users. Narrowing from 12 ft to 11 ft: leads to around a 1.5 mph speed reduction. Narrowing from 12 ft to 10 ft leads to around a 5 mph reduction in speed.

CANDIDATE LOCATIONS

- Roadways with safety and speeding issues.
- Most roadways with existing lanes wider than 12'
- Locations where space can be redistributed for bike lanes, parking lanes, transit lanes, widened sidewalks, landscaped buffers, and curb extensions.

LEADING PEDESTRIAN INTERVALS



CONTEXT: Urban **FOCUS AREAS:** Intersections, Bike/Ped. Safety

OVERVIEW

A Leading Pedestrian Interval (LPI) allows pedestrians to enter the crosswalk 3-7 seconds before vehicles receive a green signal, increasing pedestrian visibility and reducing conflicts with turning vehicles. LPIs are beneficial at intersections with high pedestrian and turning vehicle volumes.

PURPOSE

Improve pedestrian safety by giving people walking a head start before vehicles receive a green signal. This increases pedestrian visibility, reduces conflicts with turning vehicles, and supports safer crossings at signalized intersections.

DESIGN CONSIDERATIONS

- LPIs are cost-effective when only signal timing alterations are required. Refer to the FHWA's Manual on Uniform Traffic Control Devices (MUTCD) for timing guidance.
- Program LPIs into existing traffic signals, activated by pedestrian push buttons or automatic recall.
- Ensure pedestrian signals are visible to both pedestrians and drivers.

SAFETY BENEFITS

LPIs may reduce pedestrian-vehicle crashes at intersections by up to 13%.

CANDIDATE LOCATIONS

- Signalized intersections with high pedestrian and vehicle turning volumes
- Signalized intersections with high turning vehicle volumes.
- Signalized intersections with patterns of pedestrian or bicycle conflict with vehicles.
- Signalized intersections in central business districts or near schools and college campuses

Proven Countermeasure

LIGHTING



CONTEXT: Urban/Rural **FOCUS AREAS:** Intersections, Road Segments, Bike/Ped. Safety

OVERVIEW

Roadway lighting improves night-time visibility, reducing crash risk by helping drivers and other road users detect hazards earlier.

PURPOSE

Lighting improvements enhance night-time visibility across the roadway network, enabling drivers and other road users to detect hazards and respond sooner. These improvements aim to reduce night-time crash risk and improve overall safety.

DESIGN CONSIDERATIONS

- At intersections, ensure lighting is adequate for night-time visibility and pedestrian safety.
- The AASHTO Roadway Lighting Design guide is a common resource when assessing roadway lighting needs.
- Use shielded lighting features or place lights far enough from the roadway to minimize the risk of fixed-object crashes.
- Use modern lighting technology to minimize light pollution and excessive spillover to neighboring properties.

SAFETY BENEFITS

Research shows the following benefits from roadway lighting:- Reduces night-time pedestrian crashes by 42%- Reduces total night-time by 33% to 38%- Reduces night-time injury crashes by 28%

CANDIDATE LOCATIONS

- All roadway types, especially in urbanized areas
- Intersections with high traffic volume or known crash history at night.
- Pedestrian crossings and transit stop areas, especially in areas with high non-motorized traffic.

Proven Countermeasure

MEDIAN BARRIERS



CONTEXT: Urban/Rural **FOCUS AREAS:** Roadway Segments, Roadway Departure

OVERVIEW

Median barriers are longitudinal barriers that separate opposing traffic on a divided highway and are designed to redirect vehicles striking either side of the barrier.

PURPOSE

Median barriers are typically installed to reduce cross-median crash potential on highways or other high speed roadways.

DESIGN CONSIDERATIONS

Median barriers should be considered on high-speed, fully controlled-access roadways for locations where the median is 30 ft in width or less and the average daily traffic (ADT) is greater than 20,000 vehicles per day (vpd). For locations with median widths greater than 50 ft and where the ADT is less than 20,000 vpd, a median barrier is optional. For locations where the median is between 30 and 50 feet, the AASHTO Roadside Design Guide suggests an analysis to determine the cost effectiveness of median barrier installation. Median barriers can be cable, metal-beam, or concrete.

SAFETY BENEFITS

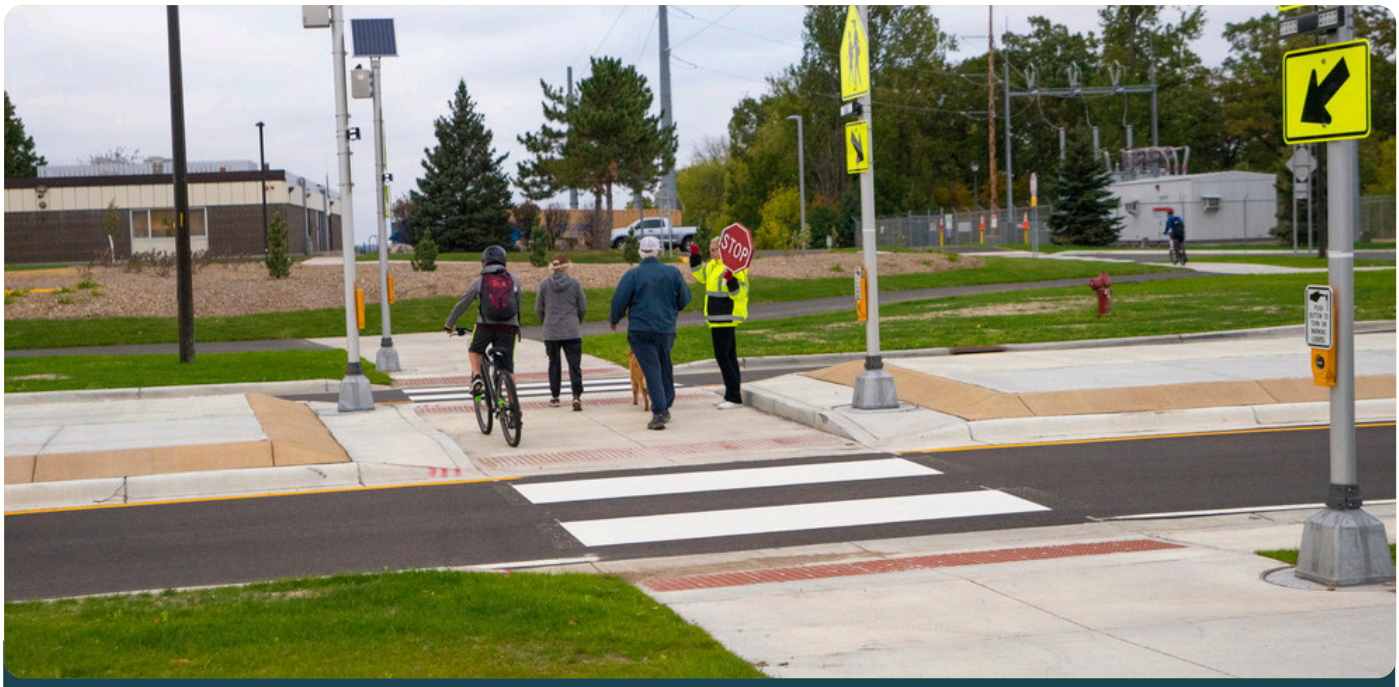
On rural divided highways, median barriers have been found to reduce fatal crashes by 43% and injury crashes by 30%.

CANDIDATE LOCATIONS

- Divided highways and roadways with a history of cross-median crashes.
- High-speed corridors with elevated traffic volumes.
- Road segments with frequent head-on or wrong-way crashes.

Proven Countermeasure

MEDIAN REFUGE AND CROSSING ISLANDS



CONTEXT: Urban **FOCUS AREAS:** Speed Mgmt., Road Segments, Bike/Ped. Safety

OVERVIEW

Refuge islands and medians are designated areas located within roadways that provide a protected space for pedestrians crossing the street. These treatments are commonly used on wider roadways and at high-volume crossings to support safer and more accessible pedestrian movement.

PURPOSE

Medians and pedestrian refuge islands provide a safer area for pedestrians to wait while crossing one direction of traffic at a time. These features are crucial in areas with high pedestrian and vehicle traffic volumes, reducing pedestrian crashes and improving safety.

DESIGN CONSIDERATIONS

Use high-visibility crosswalk markings, pedestrian warning signs, and ADA-compliant tactile curb ramps to improve accessibility and driver awareness. On higher-volume roadways, consider pairing refuge islands with Rectangular Rapid Flashing Beacons (RRFBs) to further enhance crossing visibility and driver yielding behavior.

SAFETY BENEFITS

Refuge islands and medians can reduce pedestrian crash risk by shortening crossing distances, limiting exposure to traffic. Median refuge and crossing island may lead to a 46% to 56% reduction in pedestrian crashes.

CANDIDATE LOCATIONS

- Mid-block crossing locations.
- High-priority pedestrian crossing locations such as transit stops, schools, and parks.
- Roads with four or more lanes, speeds greater than 35 mph, and/or AADT greater than 9,000.

Proven Countermeasure

MINI ROUNDABOUTS



CONTEXT: Urban

FOCUS AREAS: Intersections

OVERVIEW

Mini roundabouts slow vehicle speeds at low-volume intersections, improving safety for all users. They are compact, cost-effective alternatives to stop signs and signal controls, ideal for residential streets.

PURPOSE

Improves traffic flow by keeping vehicles moving at lower, consistent speeds instead of stopping at traffic lights or stop signs.

DESIGN CONSIDERATIONS

Use mini roundabouts with proper clearance and turning radii to maintain traffic flow. Install shared lane or intersection-crossing markings to guide cyclists. Maintain visibility if landscaping with trees or shrubs. Define crosswalks clearly and prioritize pedestrian movement. Retrofit within existing footprints or design to resemble standard single-lane roundabouts.

SAFETY BENEFITS

Mini roundabouts converted from all-way stop-controlled intersections may reduce multi-vehicle crashes by 39%.

CANDIDATE LOCATIONS

- Residential streets and low-volume intersections.
- Locations where speed control and pedestrian safety are priorities.

NO RIGHT TURN ON RED SIGNAGE



CONTEXT: Urban

FOCUS AREAS: Intersections, Bike/Ped. Safety

OVERVIEW

No Right-turn on red (RTOR) prohibitions at signalized intersections enhances pedestrian and bicyclist safety by reducing conflicts with turning vehicles. No RTOR signs can either be static signs or electronic dynamic displays.

PURPOSE

This practice helps mitigate risks stemming from motorists focusing on gaps in traffic rather than looking for crossing pedestrians.

DESIGN CONSIDERATIONS

RTOR prohibitions may be signed to occur only during peak travel times. Place signs within proper sight lines of potentially turning drivers. No Right-Turn LED Blank-out signs can be programmed to be activated by pedestrians or during certain traffic signal phases.

SAFETY BENEFITS

Prohibiting right turns on red improves safety for pedestrians and cyclists by mitigating conflicts between turning vehicles and vulnerable road users in crosswalks and intersection approaches. It also reduces driver distraction and split-second decision-making, leading to more predictable and controlled intersection behavior. MnDOT research found driver compliance was around 90%.

CANDIDATE LOCATIONS

- Locations with limited sight distance and/or unusual geometry.
- School zones, libraries, senior centers, transit stations, or other pedestrian traffic generators.
- Intersections with exclusive bicycle facilities or trail crossings.

PEDESTRIAN COUNTDOWN SIGNAL HEADS



CONTEXT: Urban

FOCUS AREAS: Intersections, Bike/Ped. Safety

OVERVIEW

Pedestrian countdown signals consist of a push button that signals for a "walk/don't walk" signal and a display showing the amount of time a pedestrian has left to cross the roadway.

PURPOSE

Pedestrian countdown signal heads inform how much time remains to safely complete a crossing after the walk interval ends, improving pedestrian decision-making and compliance by providing clear crossing information.

DESIGN CONSIDERATIONS

Pedestrian countdown signals should be configured to display the remaining time in the pedestrian clearance interval and be coordinated with pedestrian signal timing. Displays should be highly visible to pedestrians, provide adequate crossing time based on roadway width and user needs, and comply with MUTCD requirements for placement, size, and operation.

SAFETY BENEFITS

Reduces pedestrian uncertainty and helps pedestrians make safer crossing decisions. Pedestrian countdown signals may lead to a 9% reduction in total crashes

CANDIDATE LOCATIONS

- All newly constructed or revised traffic signals
- Intersections with high pedestrian crossing volumes.
- Signalized intersections with marked crosswalks
- School crossings at signalized intersections.
- Wide roadway crossings where pedestrians may need additional crossing guidance.

PEDESTRIAN HYBRID BEACONS



CONTEXT: Urban/Rural **FOCUS AREAS:** Intersections, Bike/Ped. Safety

OVERVIEW

The pedestrian hybrid beacon (PHB) is a traffic control device that helps pedestrians safely cross higher-speed roads at midblock crossings and uncontrolled intersections. Its beacon head has two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian presses the call button, triggering a yellow-to-red sequence that directs motorists to slow and stop, giving the pedestrian the right-of-way before going dark again.

PURPOSE

PHBs increase driver awareness, encourage yielding behavior, and reduce pedestrian-vehicle conflicts by providing clear right-of-way guidance for both pedestrians and motorists.

DESIGN CONSIDERATIONS

PHBs are effective at locations with high pedestrian activity and insufficient traffic gaps for safe crossing. Agencies should conduct education and outreach if PHBs are not familiar to the community. Installation must include a marked crosswalk and pedestrian countdown signal.

SAFETY BENEFITS

PHBs can significantly improve pedestrian safety by increasing driver yielding rates and reducing serious pedestrian crashes at uncontrolled crossing locations. PHBs may lead to a 55% reduction in pedestrian crashes and a 29% reduction in total crashes.

CANDIDATE LOCATIONS

- Meeting Wisconsin or Minnesota MUTCD volume warrants is typically a precondition for implementing a PHB.
- Areas with insufficient traffic gaps or speed limits over 35 mph.
- Locations with three or more lanes and traffic volumes above 9,000 AADT.
- Midblock crossings and uncontrolled intersections with high pedestrian volumes.

Proven Countermeasure

RAISED CROSSWALKS



CONTEXT: Urban **FOCUS AREAS:** Bike/Ped. Safety, Intersections, Speed Mgmt

OVERVIEW

Raised crosswalks combine a marked crosswalk with a speed table that extends the full width of the crossing.

PURPOSE

This type of vertical deflection reduces motor vehicle speeds and improves visibility between drivers, bicyclists, and pedestrians at crossing locations.

DESIGN CONSIDERATIONS

Raised crosswalks are typically 3 to 6 inches high. They can be placed mid-block or at an intersection and are commonly constructed to be flush with the roadside curb. ADA standards should be incorporated. Approaches should have approach grades between 4% and 7%.

SAFETY BENEFITS

Raised crosswalks may reduce pedestrian crashes by 45%.

CANDIDATE LOCATIONS

- Locations with high pedestrian or bicycle activity, such as at school crossings, park entrances, and commercial shopping districts.
- Crossings around roundabouts.
- Locations where shared use paths cross commercial driveways or ramps.

RECTANGULAR RAPID FLASHING BEACONS



CONTEXT: Urban/Rural **FOCUS AREAS:** Intersections, Bike/Ped. Safety

OVERVIEW

Rectangular Rapid Flashing Beacons (RRFB) are pedestrian-activated devices that improve visibility and driver awareness at uncontrolled, marked crosswalks. They feature dual yellow LED indicators flashing in an alternating high-frequency pattern when activated.

PURPOSE

Improve pedestrian safety at uncontrolled marked crosswalks by increasing the visibility of people crossing and alerting drivers to their presence. These devices encourage driver yielding behavior, reduce pedestrian-vehicle conflicts, and enhance crossing safety for pedestrians, bicyclists, mobility device users, and transit riders.

DESIGN CONSIDERATIONS

- Especially effective when paired with other countermeasures like median refuges or curb extensions
- Install below pedestrian signs and above arrow plaques on both sides of the crosswalk.
- Activation via pushbutton or passive detection.
- Solar power is common to avoid external power needs.
- Use selectively at high-risk locations to maintain effectiveness. For multi-lane roads, use advance stop bars to improve sight lines.

SAFETY BENEFITS

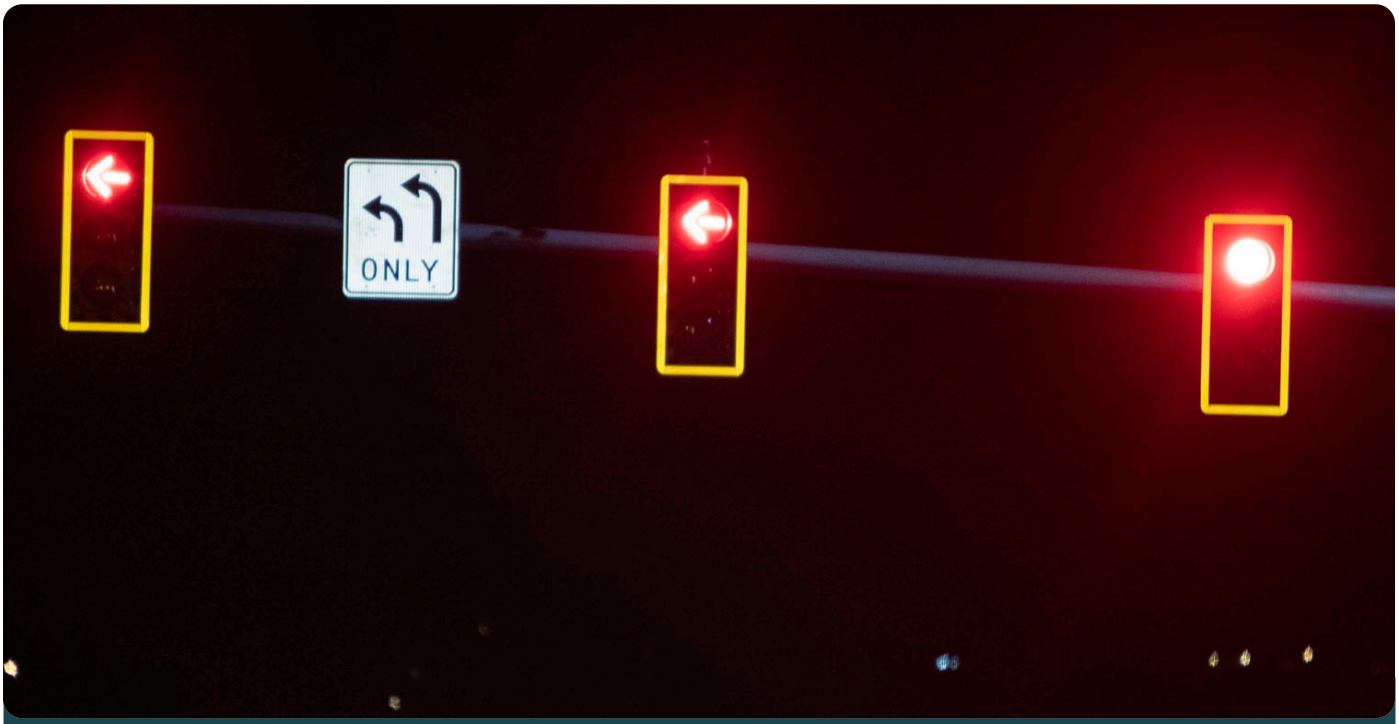
RRFBs may reduce pedestrian crashes by up to 47% and increase motorist yielding rates by up to 98%.

CANDIDATE LOCATIONS

- High activity mid-block crossings that do not warrant Pedestrian Hybrid Beacon installation
- Near schools, parks, transit stops, and other pedestrian generators.

Proven Countermeasure

RETROFLECTIVE BACKPLATES



CONTEXT: Urban/Rural

FOCUS AREAS: Intersections

OVERVIEW

Backplates with retroreflective borders improve the visibility and conspicuity of traffic signals by creating a controlled-contrast background and adding a 1–3 inch yellow retroreflective outline.

PURPOSE

This enhancement benefits all drivers, particularly older adults and those with color vision deficiencies, and provides a passive safety cue during power outages when signals are dark.

DESIGN CONSIDERATIONS

- Retroreflective borders should be 1–3 inches wide and applied to the perimeter of the backplate.
- Use durable, high-quality retroreflective sheeting or tape.
- Verify that existing signal support structures can handle any added wind load.
- Maintain compliance with Wisconsin and Minnesota MUTCD standards.

SAFETY BENEFITS

Retroreflective backplates may reduce total crashes by 15%.

CANDIDATE LOCATIONS

- All signalized intersections, especially those on High Injury Network corridors.
- Intersections with a history of angle or rear-end crashes.
- Locations with limited ambient lighting or frequent power outages.

Proven Countermeasure

ROAD DIETS



CONTEXT: Urban/Rural **FOCUS AREAS:** Road Segment, Speed Mgmt, Bike/Ped. Safety

OVERVIEW

A road diet, or roadway reconfiguration, is a traffic management strategy that aims to improve safety, calm traffic, and provide better mobility and access for all road users. Most commonly, a road diet involves converting an existing four-lane undivided roadway into a three-lane roadway with two through lanes and a center two-way left-turn lane (TWLTL).

PURPOSE

Road diets improve safety and mobility for all roadway users by reducing vehicle speeds, reducing conflict points, and creating opportunities for enhanced pedestrian, bicycle, and transit accommodations. They help create a more balanced street environment while maintaining access and supporting efficient traffic operations.

DESIGN CONSIDERATIONS

Provide opportunities to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops. A road diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay.

SAFETY BENEFITS

Road diet conversion from 4-lane to 3-lane may reduce total crashes by 19-47%

CANDIDATE LOCATIONS

- Reliably effective on roadways with less than 15,000 AADT. Can accommodate volumes up to 20,000 AADT in some contexts.
- Improved effectiveness with good access management

Proven Countermeasure

ROADSIDE BARRIERS


Source: FHWA

CONTEXT: Urban/Rural **FOCUS AREAS:** Roadway Segments, Roadway Departure

OVERVIEW

Roadside barriers are barriers that run parallel to the roadway on the outside edge that redirect run-off vehicles away from slopes or roadside objects.

PURPOSE

Roadside barriers prevent vehicles that leave the roadway from striking fixed objects or hazardous terrain. Roadside barriers redirects vehicles back towards the roadway, reducing the severity of run-off-road crashes.

DESIGN CONSIDERATIONS

Roadside barriers should be installed only where they present less risk than the hazard being shielded, such as steep slopes, bridge piers, utility poles, or other fixed objects. Design considerations include barrier type, length of need, offset from the roadway, end-terminal treatment, and accommodation of drainage, maintenance, and recovery areas for errant vehicles.

SAFETY BENEFITS

Roadside barriers reduce the severity of run-off-road crashes by shielding vehicles from fixed objects, steep slopes, and other roadside hazards. They can help prevent serious injuries and fatalities by redirecting errant vehicles and reducing the likelihood of high-severity collisions.

CANDIDATE LOCATIONS

- Locations with steep slopes, embankments, or ditches adjacent to the roadway.
- Roadway segments with fixed objects close to the travel way, such as trees, utility poles, or bridge supports.
- Bridge approaches, culverts, and elevated roadway sections.
- Road segments with a history of run-off-road crashes.

Proven Countermeasure

ROUNDABOUTS



CONTEXT: Urban/Rural **FOCUS AREAS:** Intersections, Speed Mgmt, Bike/Ped. Safety

OVERVIEW

Roundabouts are circular intersections featuring channelized approaches, a central island, and yield control for entering traffic.

PURPOSE

Roundabouts are designed to improve traffic flow by keeping vehicles moving at lower, consistent speeds instead of stopping at traffic lights or stop signs. They also enhance safety by reducing the number and severity of potential collision points.

DESIGN CONSIDERATIONS

- Single-lane roundabouts are generally simpler and safer for pedestrians, while multi-lane designs require additional safety features such as raised lane dividers or more pronounced markings.
- Proper entry and exit deflection helps reduce vehicle speeds, and truck aprons allow large vehicles to navigate the roundabout.
- An intersection control evaluation (ICE) is recommended when considering the conversion to a roundabout.

SAFETY BENEFITS

Roundabouts are especially effective at reducing high severity crashes, with research finding an 82% reduction in fatal and serious injury crashes after roundabout implementatoin. By lowering speeds and eliminating high-risk conflict points such as left turns and crossing paths, they can significantly reduce the frequency and severity of collisions.

CANDIDATE LOCATIONS

- Sites experiencing frequent fatal, angle, turning, or head-on crashes
- Intersections with poor stop-control performance
- Locations where traffic signals are not justified.
- Roundabouts can however also be considered at intersections where traffic signal are warranted.
- Areas requiring better traffic flow and gap acceptance

Proven Countermeasure

RUMBLE STRIPS



CONTEXT: Rural **FOCUS AREAS:** Roadway Segments, Roadway Departure

OVERVIEW

Rumble strips are pavement treatments designed to alert drivers when they leave their lane through noise and vibration. They can be placed along the shoulder, edge line, or centerline of undivided roads.

PURPOSE

Rumble strips help reduce roadway departure crashes, which are a leading cause of fatal accidents.

DESIGN CONSIDERATIONS

- Use centerline rumble strips on two-lane roads, especially in passing zones.
- Install edge line or shoulder rumble strips with bicycle gaps in areas prone to run-off-road crashes.
- Consider “mumble strips” (lower noise) where noise is a concern.
- Develop a maintenance plan to prevent issues with snow or rain build-up.

SAFETY BENEFITS

Centerline rumble strips may reduce head-on crashes by 44-64%. Shoulder rumble strip may reduce run-off-road crashes by 13-51%.

CANDIDATE LOCATIONS

- Rural roads, highways, and areas with high traffic volumes.
- Roads undergoing resurfacing or reconstruction.
- Roads with elevated lane departure crash frequency

Proven Countermeasure

SHARED USE PATH



CONTEXT: Urban/Rural **FOCUS AREAS:** Road Segments, Bike/Ped. Safety

OVERVIEW

Shared use paths are off-roadwaybicycle and pedestrian facilities that are physically separated from motor vehicle traffic by an open space or barrier.

PURPOSE

Designed for two-way travel, they serve various non-motorized users and can be located within roadway right-of-way or an independent right-of-way.

DESIGN CONSIDERATIONS

Shared use paths' typical widths range from 8 to 15 feet, allowing for separation of bicyclists and pedestrians. A 10 foot minimum width is typical, but 8 feet is acceptable for short segments when ROW is constrained or physical barriers are present. ADA accessibility features are required, including ramps and detectable warnings at intersections.

SAFETY BENEFITS

Shared use paths separate cyclists and pedestrians from motor vehicle traffic. Research shows shared use paths reduce bicycle crashes by 25%. By providing a designated space for non-motorized users, shared use paths create safer, more comfortable environments for everyone.

CANDIDATE LOCATIONS

- Roadways with high traffic volumes and speeds.
- Areas with a high volume, mix, and wide travel speed range of pedestrian and bicyclists.
- Locations where space is limited, shared use paths can replace separated bike lanes.
- Wider paths are necessary where there are large numbers of bicyclists or other non-motorized users

SIDEWALKS



CONTEXT: Urban

FOCUS AREAS: Road Segments, Bike/Ped. Safety

OVERVIEW

Sidewalks, or walkways, are defined spaces or pathways designated for use by pedestrians or individuals using mobility devices.

PURPOSE

Well-designed walkways enhance pedestrian safety and mobility by providing a direct and connected network of walking routes to desired destinations without gaps or abrupt changes.

DESIGN CONSIDERATIONS

- Walkways should ensure network connectivity.
- Ensure that they provide minimum ADA-compliant widths that are clear of obstructions like signs and utility poles.
- Provide and maintain accessible walkways along both sides of the road in urban areas.
- Wider walkways are needed in urban areas and commercial districts.
- Include features like high-visibility crosswalks, pedestrians warning signs, and tactile curb ramps.
- Separation between roadways and walkways is preferred

SAFETY BENEFITS

Research shows shared use paths reduce bicycle crashes by 25%

CANDIDATE LOCATIONS

- All urban streets and suburban arterials and collectors.
- Streets that connect pedestrian origins and destinations.
- High-speed and high-volume roadways without adequate shoulder width.

Proven Countermeasure

SIGNAL RETIMING



CONTEXT: Urban

FOCUS AREAS: Intersections, Speed Management

OVERVIEW

Traffic signal retiming can include revising yellow and all-red times, optimizing cycle lengths and phase splits, or coordinating adjacent traffic signals.

PURPOSE

Signal re-timing can reduce red-light running, reduce rear end crash potential, and encourage reduced travel speeds. Signal retiming can also improve traffic flow along a corridor.

DESIGN CONSIDERATIONS

Signal retiming should consider providing adequate yellow and all-red clearance intervals, accommodating pedestrians and bicyclists, and periodically updating timing plans as traffic conditions change.

SAFETY BENEFITS

Research shows that signal re-timing can reduce total crashes by 8% to 14% and reduce injury crashes by 12%.

CANDIDATE LOCATIONS

- Signalized corridors where signals are within 1/2 mile of one another.
- Intersections or corridors with a history of rear-end or red-light-running crashes.
- Corridors where traffic volumes or travel patterns have changed since the last signal timing update.

Proven Countermeasure

SPEED TABLES



CONTEXT: Urban **FOCUS AREAS:** Road Segment, Speed Mgmt, Bike/Ped. Safety

OVERVIEW

Speed tables are traffic calming devices that raise the entire wheelbase of a motor vehicle.

PURPOSE

This vertical deflection reduces vehicle speeds, enhancing safety for all road users, especially non-motorized traffic. Unlike speed humps, which are shorter and curved, speed tables have a flat top that accommodates the entire vehicle wheelbase.

DESIGN CONSIDERATIONS

- Speed tables are typically 3 to 6 inches high, around 15 to 20 feet long, and nearly the full width of the road (often allowing for storm water drainage in adjacent gutters).
- Designers should consider drainage needs for all raised treatments to ensure the roadway still drains properly.
- May not be appropriate on major streets or on truck routes.
- Design with pavement markings that make speed table presence clear to drivers.

SAFETY BENEFITS

Speed tables effectively slow traffic by forcing drivers to reduce speed over the raised platform, which significantly lowers the risk of pedestrian injuries. They also enhance the visibility of crosswalks and encourage greater caution in areas with high foot traffic. Speed Tables may lead to vehicle speed reductions of 4 mph to 11 mph (speed reduction most significant near the speed table).

CANDIDATE LOCATIONS

- Roadways that tend to promote high automotive speeds.
- Roadways where high-speed automobiles conflict with crossing pedestrians and/or bicyclists.
- Transition areas from higher- to lower-speed roadways.

TURN LANES



CONTEXT: Urban/Rural

FOCUS AREAS: Intersections

OVERVIEW

Turn lanes provided dedicated space for turning volumes, separating them from the through traffic stream.

DESIGN CONSIDERATIONS

Added pedestrian crossing distances should be considered when considering adding turn lanes, especially right turn lanes.In lower speed urban environments, a traffic operations analysis can help identify the need for turn lanes. On state highways, MnDOT and WisDOT turn lane design standards should be referenced.When left turn lanes are opposite one another, negative offsets should be avoided to maintain good sight lines.

SAFETY BENEFITS

Left-turn lanes may reduce total crashes 28-48%. Positver offset left-turn lanes may lead to a rteduction in fatal and injury causing crashes by 36%. Right-turn lanes may reduce total crashes by 14-26%.

CANDIDATE LOCATIONS

- Most intersections on arterial roadways and roadways with speeds over 40 mph
- Urban intersections with high turning volumes
- Intersections with frequent rear end crashes involving turning vehicles

Proven Countermeasure



APPENDIX F: REGIONAL ROAD DIET CANDIDATE CORRIDORS

LAPC Regional Road Diet Candidate Corridors

Corridor Number	Roadway	Extents	Existing AADT (2024-25)
1	Losey Blvd	East Ave S - Hwy 14	2,900
2	County Road MH (McHugh Road)	Briggs Rd - Holmen Dr	3,800
3	Crossing Meadows Dr	County Road SS - 350 ft N of Schroeder Rd	5,300
4	S 3rd St, La Crescent	S Elm St - S Walnut St	7,049
5	County Road B (Gillette St)	Onalaska Dr - Hwy 16	5,500 - 7,100
6	La Crosse St (Hwy 16)	11th St N - 12th St N	8,100
7	Theater Rd	County Road PH - County Road OS	8,800
8	County Road OS	Esther Dr - Market Pl/Marcou Rd	8,700-10,240
9	West Ave (Hwy 35)	South Ave - Adams St	8,300 - 10,700
10	Hwy 14	Market St - Cass St	12,100 - 12,300
11	Hwy 33	Losey Blvd - 31st St S	11,500 - 12,800
12	Losey Blvd	Hwy 14 - Lincoln Ave	12,900
13	Hwy 35	Irvin St - Oak Forest Dr	13,800
14	Main St E	Green Coulee Rd - Esther Dr	17,100
15	Hwy 14	Green Bay St - Losey Blvd	15,100 - 18,300
16	Hwy 35	La Crosse St - Clinton St	14,800 - 18,500
17	Hwy 14	Losey Blvd - 13th Pl S	18,800
18	Losey Blvd	Calloway Ln - Travis Street	18,000 - 19,100
19	Hwy 33	23rd Street S - Losey Blvd	19,900
20	West Ave (Hwy 35)	Johnson St - La Crosse St	16,400 - 20,300

This list of corridors are roadways in the region with low average traffic volumes (AADT) relative to their current design capacity, meaning they may be good candidates for road diets (e.g. lane reductions) in the future. Further study and traffic analysis is needed to determine feasibility. The La Crosse Regional Transportation Safety Plan did not conduct traffic analyses on these corridors to justify or prove a road diet is feasible.



APPENDIX G: CONCEPTUAL DESIGNS & PRELIMINARY COST ESTIMATES

LEGEND

NEW PAVEMENT

CONCRETE

TRAIL

PARCEL LINES

WALMART

ALDI

E MAIN ST

PINE RIDGE APARTMENT HOMES

MARKET PL

MARCOU RD

Graded Impacts with median separated right turn lane

MERCHANTS BANK

ASSOCIATED BANK

COMPEER FINANCIAL

ICD = 200'

I-90 ALT

Could be grass median

LA CROSSE DMV

N KINNEY COULEE RD

Potential pull out for Bus Stop

WOODMAN'S GAS STATION

WOODMAN'S FOOD MARKET

N

150

SCALE IN FEET

DRAFT

Further study and coordination with WisDOT needed to confirm concept feasibility. There are no construction funds allocated for improvements at this time.

La Crosse Regional Transportation Safety Plan

Hwy 16 2x1 Roundabout Concept

Onalaska, WI

August 2026

Opinion of Probable Cost - Preliminary Cost Estimate

Regional Comprehensive Safety Action Plan: Hwy 16 2x1 Roundabout

La Crosse, WI

7/21/2026

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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-4)					
	REMOVING PAVEMENT	SY	20,760	$ 8.00	$ 166,100
	REMOVING CONCRETE SIDEWALK	SY	1,360	$ 7.00	$ 9,600
	REMOVING CURB AND GUTTER	LF	9,850	$ 9.00	$ 88,700
	COMMON EXCAVATION	CY	23,420	$ 14.00	$ 327,900
	BASE AGGREGATE DENSE 1 1/4-INCH	TONS	6,810	$ 22.00	$ 149,900
	SELECT CRUSHED MATERIAL	TONS	6,760	$ 26.00	$ 175,800
	GEOTEXTILE FABRIC TYPE SAS	SY	14,500	$ 2.00	$ 29,000
	CONCRETE PAVEMENT 7-INCH	SY	14,500	$ 60.00	$ 870,000
	CONCRETE TRUCK APRON 12-INCH	SY	720	$ 115.00	$ 82,800
	HMA PAVEMENT 4 LT 58-28 S	TONS	100	$ 163.00	$ 16,300
	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	10,460	$ 19.00	$ 198,800
	CONCRETE SIDEWALK 4-INCH	SF	25,170	$ 8.00	$ 201,400
	CONCRETE SIDEWALK 5-INCH	SF	10,930	$ 9.00	$ 98,400
	Subtotal				$ 2,415,000
	All Roadway Construction Subtotal				**$ 2,415,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	REMOVE SIGNAL SYSTEM	LS	1	$ 10,000.00	$ 10,000
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(5)	LIGHTING	LS	1	$ 160,000.00	$ 160,000
(6)	URBAN DRAINAGE	LS	1	$ 480,000.00	$ 480,000
	Subtotal				$ 650,000
PERCENTAGE ITEMS					
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 61,300
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 92,000
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 153,300
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 76,700
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 153,300
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 613,000
	Subtotal				$ 1,150,000
	MOBILIZATION	5%		of all roadway	$ 210,800
				Construction Cost (2027 Dollars)	$ 4,400,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ 20,000
				Engineering Cost (2027 Dollars)	$ 900,000
				Total Cost (2027 Dollars)	**$ 5,320,000**

Notes:

1. Existing pavement is assumed to be concrete with a bituminous overlay
2. Highway pavement section assumed is 7 inch concrete pavement,15 inch aggregate base, and 16 inch sand.
3. Local road pavement section assumed is 7 inch concrete pavement,15 inch aggregate base, and 16 inch sand.
4. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
5. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
6. Storm sewer cost is 20% of roadway construction cost


LEGEND
EXISTING TREES
NEW PAVEMENT
CONCRETE
TRAIL
GRASS
PARCEL
SIGNAL
53
ROSE ST
CALEDONIA ST
AVON ST
LIBERTY ST
CHARLES ST
KANE ST
GEORGE ST
ST PAUL ST
CLINTON ST
BMO BANK N.A BRANCHES
CONCEPT FEASIBILITY AND IMPLEMENTATION DEPENDENT ON FUTURE DESIGN. FURTHER STUDY NEEDED ON DESIGN AND PLACEMENT OF SIGNAL POLES AT CALEDONIA INTERSECTION
NORTHERN COMMUNITY CHURCH
FUTURE GREENWAY ON AVON ST
COORDINATION REQUIRED WITH FUTURE BUSDOT PROJECT DESIGN BY OTHERS
CONNECTION TO EXISTING ON-STREET BUFFERED BIKE LANES WEST OF GEORGE ST
COORDINATION REQUIRED WITH FUTURE BUSDOT PROJECT DESIGN BY OTHERS
CONNECTION TO EXISTING ON-STREET BUFFERED BIKE LANES WEST OF 53 / ROSE ST
RIVER BANK
ART HOUSE LA CROSSE
KRAFFT BARBER SHOP
RAISED INTERSECTION
POGREBA RESTAURANT
DAVE'S COINS STAMPS - ANTIQUES
WISE OWL AUCTIONS OF LA CROSSE
CREATIVE MEDIA PRODUCTIONS
CALEDONIA STREET ANTIQUE MALL
MARK JEWELLERS
WRENCH & ROLL
IMMANUEL LUTHERAN CHURCH
Alt B: Rose St to Caledonia St
Alt A: Rose St to Caledonia St
Alt B: Rose St to Caledonia St
Typical Section: Caledonia St to Avon St
Typical Section: Avon St to George St
N
SCALE IN FEET
Conceptual design does not represent final design recommendations. Further study and engagemnet with community members and stakeholders is required to confirm the feasibility of the concept.
LAPC
LA CROSSE WISCONSIN
La Crosse Regional Transportation Safety Plan
Clinton Street Design Concept - DRAFT
La Crosse, WI
August 2026

Opinion of Probable Cost - Preliminary Cost Estimate

Regional Comprehensive Safety Action Plan: Clinton Street

La Crosse, WI

7/21/2026

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	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-4)					
	REMOVING PAVEMENT	SY	11,120	$ 8.00	$ 89,000
	REMOVING CONCRETE SIDEWALK	SY	3,030	$ 7.00	$ 21,300
	REMOVING CURB AND GUTTER	LF	4,050	$ 9.00	$ 36,500
	COMMON EXCAVATION	CY	7,740	$ 14.00	$ 108,400
	BASE AGGREGATE DENSE 1 1/4-INCH	TONS	700	$ 22.00	$ 15,400
	SELECT CRUSHED MATERIAL	TONS	2,640	$ 26.00	$ 68,700
	GEOTEXTILE FABRIC TYPE SAS	SY	6,750	$ 2.00	$ 13,500
	CONCRETE PAVEMENT 7-INCH	SY	6,750	$ 60.00	$ 405,000
	CONCRETE TRUCK APRON 12-INCH	SY	970	$ 115.00	$ 111,600
	HMA PAVEMENT 4 LT 58-28 S	TONS	110	$ 163.00	$ 18,000
	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	4,900	$ 19.00	$ 93,100
	CONCRETE SIDEWALK 5-INCH	SF	26,460	$ 9.00	$ 238,200
	COLORING CONCRETE CUSTOM	CY	250	$ 119.00	$ 29,800
	Subtotal				$ 1,249,000
	All Roadway Construction Subtotal				**$ 1,249,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	SIGNAL MODIFICATION	LS		$ -	$ -
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(5)	LIGHTING	LS	1	$ 10,000.00	$ 10,000
(6)	URBAN DRAINAGE	LS	1	$ 250,000.00	$ 250,000
	Subtotal				$ 260,000
PERCENTAGE ITEMS					
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 30,200
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 45,300
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 75,500
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 37,800
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 75,500
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 301,800
	Subtotal				$ 566,000
	MOBILIZATION	5%		of all roadway	$ 103,800
				Construction Cost (2027 Dollars)	$ 2,200,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 450,000
				Total Cost (2027 Dollars)	**$ 2,650,000**

Notes:

1. Existing pavement is assumed to be concrete with a bituminous overlay
2. Local road pavement section assumed is 7 inch concrete pavement,6 inch aggregate base, and 16 inch sand.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
4. Assumed 5" colored concrete thicknesss
5. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
6. Storm sewer cost is 20% of roadway construction cost


LEGEND
EXISTING TREES
PARCEL
RRFB
SIGNAL
TREE REMOVAL
SIGNAL POLE
24TH ST S
24TH ST N
BLESSED SACRAMENT SCHOOL
THE MILLENIAL APARTMENTS
BLESSED SACRAMENT CATHOLIC CHURCH
CASS ST
KING ST
MAIN ST
STATE ST
VINE ST
PINE ST
CROWLEY PI
LOSEY BLVD N
SIGNAL POLES NOT TO BE MOVED
EVA MARIE RASTEL
BIKEWAY FEASIBILITY UNDER REVIEW WITH POLE LOCATION
FIRST CONGREGATIONAL CHURCH
JARRET GALLERY
ZEPHYR CIR
26TH PI N
HACKBERRY LN
LOSEY CT
26TH ST S
40
SCALE IN FEET
TYPICAL SECTION
Conceptual design does not represent final design recommendations. Further study and engagemnet with community members and stakeholders is required.
LAPC
LA CROSSE WISCONSIN
La Crosse Regional Transportation Safety Plan
Losey Blvd Design Concept - DRAFT
La Crosse, WI
August 2026

Opinion of Probable Cost - Preliminary Cost Estimate

Regional Comprehensive Safety Action Plan: Losey Boulevard

La Crosse, WI

7/21/2026

BOLTON & MENK
Real People. Real Solutions.

	Item	Unit	Total Qty	Unit Price	Total Cost
MAJOR ROADWAY ITEMS (NOTES 1-4)					
	REMOVING PAVEMENT	SY	24,590	$ 8.00	$ 196,800
	REMOVING CONCRETE SIDEWALK	SY	4,640	$ 7.00	$ 32,500
	REMOVING CURB AND GUTTER	LF	7,590	$ 9.00	$ 68,400
	COMMON EXCAVATION	CY	21,010	$ 14.00	$ 294,200
	BASE AGGREGATE DENSE 1 1/4-INCH	TONS	1,850	$ 22.00	$ 40,700
	SELECT CRUSHED MATERIAL	TONS	8,290	$ 26.00	$ 215,600
	GEOTEXTILE FABRIC TYPE SAS	SY	20,850	$ 2.00	$ 41,700
	CONCRETE PAVEMENT 7-INCH	SY	20,850	$ 60.00	$ 1,251,000
	CONCRETE TRUCK APRON 12-INCH	SY	3,740	$ 115.00	$ 430,100
	CONCRETE CURB & GUTTER 30-INCH TYPE D	LF	7,980	$ 19.00	$ 151,700
	CONCRETE SIDEWALK 4-INCH	SF	3,260	$ 8.00	$ 26,100
	CONCRETE SIDEWALK 5-INCH	SF	33,620	$ 9.00	$ 302,600
	COLORING CONCRETE CUSTOM	CY	450	$ 119.00	$ 53,600
	Subtotal				$ 3,105,000
	All Roadway Construction Subtotal				**$ 3,105,000**
SPECIAL LUMP SUM CONSTRUCTION ITEMS					
	SIGNAL MODIFICATION	LS		$ -	$ -
	CITY UTILITIES (WATERMAIN/SANITARY/ELECTRIC)	LS		$ -	$ -
(5)	LIGHTING	LS	1	$ 10,000.00	$ 10,000
(6)	URBAN DRAINAGE	LS	1	$ 620,000.00	$ 620,000
	Subtotal				$ 630,000
PERCENTAGE ITEMS					
	MISC REMOVALS (CURB, SIGNS, TREES, ETC.)	2%		of all roadway	$ 74,700
	SIGNING & PAVEMENT MARKINGS	3%		of all roadway	$ 112,100
	TURF ESTABLISHMENT AND EROSION CONTROL	5%		of all roadway	$ 186,800
	LANDSCAPING/STREETSCAPE	3%		of all roadway	$ 93,400
	TRAFFIC CONTROL/STAGING	5%		of all roadway	$ 186,800
	CONTINGENCY FOR MISSING ITEMS	20%		of all roadway	$ 747,000
	Subtotal				$ 1,401,000
	MOBILIZATION	5%		of all roadway	$ 256,800
				Construction Cost (2027 Dollars)	$ 5,400,000
				Anticipated Right-of-Way Cost (2027 Dollars)	$ -
				Engineering Cost (2027 Dollars)	$ 1,100,000
				Total Cost (2027 Dollars)	**$ 6,500,000**

Notes:

1. Existing pavement is assumed to be concrete with a bituminous overlay
2. Local road pavement section assumed is 7 inch concrete pavement,6 inch aggregate base, and 16 inch sand.
3. Trail pavement section assumed is 3 inch bituminous pavement and 4 inch aggregate base
4. Assumed 5" colored concrete thicknesss
5. Includes wire, conduit, source of power, base, etc. Assuming MnDOTs LED-40 foot standard poles
6. Storm sewer cost is 20% of roadway construction cost



APPENDIX H: LEADERSHIP COMMITMENT AND GOALS

La Crosse Area Planning Committee
RESOLUTION 16 – 2026
ADOPTING THE
Regional Transportation Safety Plan and Commitment to Vision Zero

WHEREAS, the La Crosse Area Planning Committee (LAPC) is the designated Metropolitan Planning Organization (MPO) for the La Crosse, WI – La Crescent, MN urbanized area; and

WHEREAS, LAPC received funding through the federal Safe Streets for All (SS4A) program to complete a Comprehensive Safety Action Plan (CSAP) for the region's transportation network; and

WHEREAS, the CSAP aims at reducing and eliminating fatal and serious injury crashes affecting all roadways by using crash data analysis to characterize roadway safety problems and strengthen communities' approach through projects and strategies that address the most significant safety risks; and

WHEREAS, adoption of a CSAP is a prerequisite for seeking additional federal funding for infrastructure safety projects through the SS4A program; and

WHEREAS, the CSAP was developed consistent with the U.S. Department of Transportation's Safe System Approach, which creates a positive proactive roadway safety culture; and

WHEREAS, between 2015-2024, there were 26,860 crashes in the La Crosse metropolitan area resulting in 60 fatal crashes and 451 serious injury crashes, averaging 51 fatal and serious injury crashes per year. Traffic crashes are among the leading causes of deaths in the United States; and

WHEREAS, LAPC recognizes that traffic deaths and serious injuries are preventable and that transportation planning, design, operations, and investment decisions play an important role in preventing those outcomes; and

WHEREAS, LAPC recognizes that achieving zero will require sustained collaboration among regional partners and a comprehensive approach to addressing roadway design, speed, human behavior, vehicle safety, emergency response, and other factors that influence safety;

And,

NOW, THEREFORE, BE IT RESOLVED: that the LAPC approves the La Crosse Regional Transportation Safety Plan, the Safe Streets and Roads for All Comprehensive Safety Action Plan for the La Crosse, WI – La Crescent, MN metropolitan planning area;

And,

BE IT FURTHER RESOLVED: that the LAPC commits to a goal of Vision Zero – a transportation system in which no person is killed or seriously injured while traveling in the LAPC metropolitan planning area;

And,

BE IT FURTHER RESOLVED: that the LAPC commits to a target goal of zero traffic-related fatalities and serious injuries by year 2055, with a target of achieving an average annual reduction of 5 percent in fatalities and serious injuries.

LA CROSSE AREA PLANNING COMMITTEE

Patrick Barlow, Chair

Bob Gollnik, Executive Director

Dated: October 21, 2026



LA CROSSE REGIONAL TRANSPORTATION SAFETY PLAN

La Crosse Area Planning Committee
212 6th St N
La Crosse, WI 54601