Randall Elementary Safe Routes to School Plan (November 2026)

About the School	
Grades	3-5
Number of Students[a]	Approximately 320
% Economically Disadvantaged	25%
% Non-white	39%
Arrival / Dismissal Times	7:35 AM / 1:10 PM (Mon) 7:35 AM / 2:30 PM (Tue-Fri)

[a] *Student data source: MMSD 2024-25 State Report Cards*

Major Streets and Highways	Annual Average Daily Traffic (AADT)[b]
Regent Street	12,400 (2019)
Monroe Street	11,850 (2019)
Highland Avenue	7,700 (2019)
Grant Street	4,700 (2019)

[b] *Source: City of Madison Traffic Count Map and WisDOT Traffic Counts TC Map*

Safety Concerns at Randall Elementary

What we heard from the principal (or designee)

- The school consolidated arrival/dismissal at the door at corner of Regent St/Spooner St for the 2025-26 school year.
- Crossings of Regent St and Monroe St are concerning, although crossing guards are present on both streets.
- Chadbourne Ave and Spooner St can get congested during arrival and dismissal periods.

What we learned from the crossing guards

- Randall Elementary has five crossing guards
- At Regent St/Spooner St there are sometimes issues with buses/traffic blocking the crossing or Regent St. There can be considerable congestion issues in front of the school and caregivers do not always pull forward enough on Regent St, blocking the bus zone.
- At Grant St/Monroe St drivers sometimes encroach into the crosswalk while the guard is crossing students.
- The offset intersection of Edgewood Ave/Monroe St can cause issues with drivers sometimes not looking for crosswalk users while navigating the intersection.

Hazardous Transportation Busing

The school district provides unusually hazardous transportation busing for students who live:

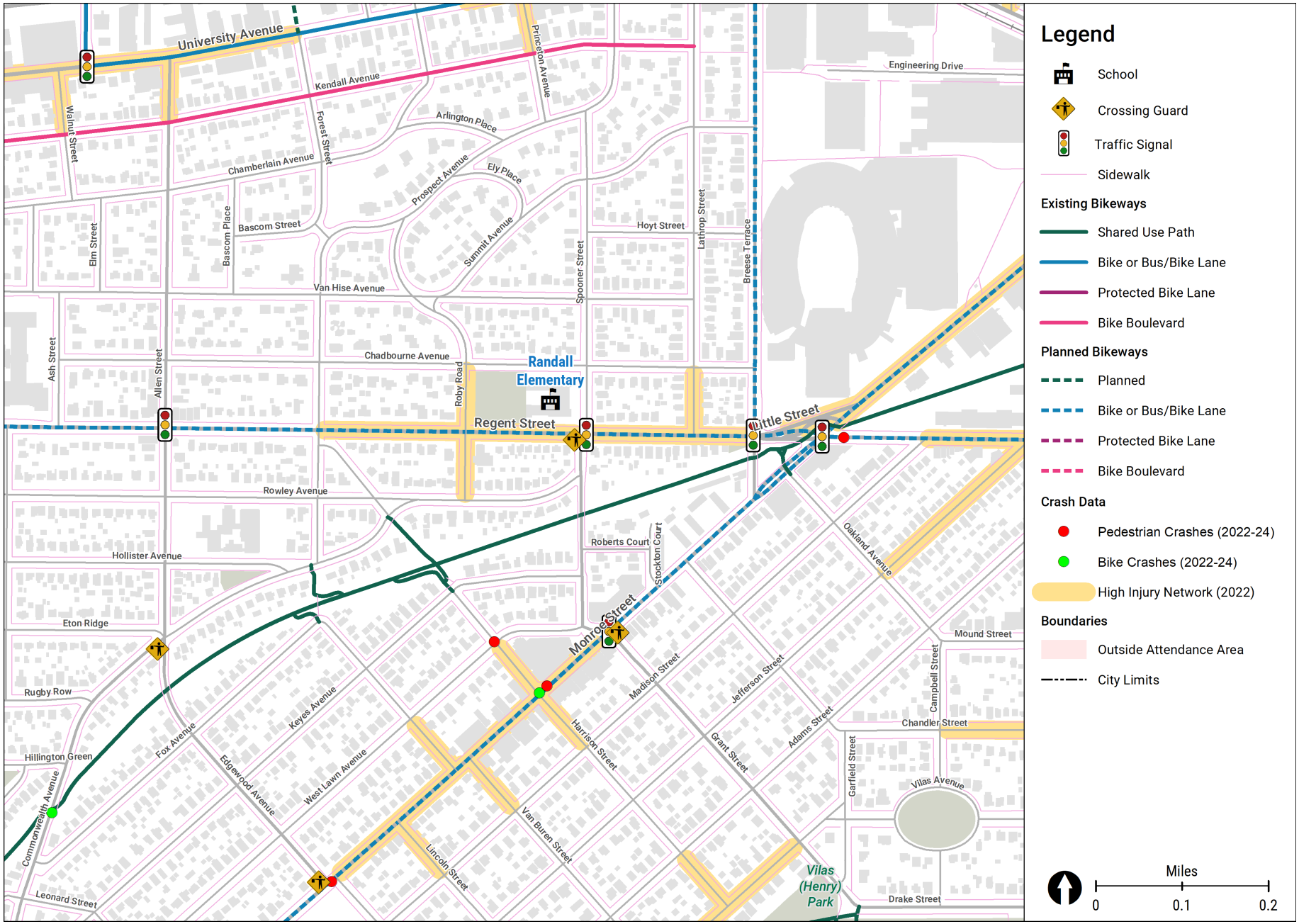
- East of Randall Avenue

What we learned from caregiver feedback

- Anecdotally, speeding is common on Regent Street and Monroe Street and drivers often do not yield to pedestrians at crosswalks.
- The Regent Street peak hour travel lane (eastbound) in the morning places fast traffic immediately adjacent to the sidewalk where students are waiting at intersections.
- The Monroe Street peak hour travel lane (northbound) in the morning places fast traffic immediately adjacent to the sidewalk where students are waiting at intersections.
- Grant Street and Spooner Street have a lot of students walking and bicycling along it, but also carry considerable traffic, particularly Grant Street.

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Existing Conditions (and Previously-Planned Bikeways and Paths)



Arrival and Dismissal Observations

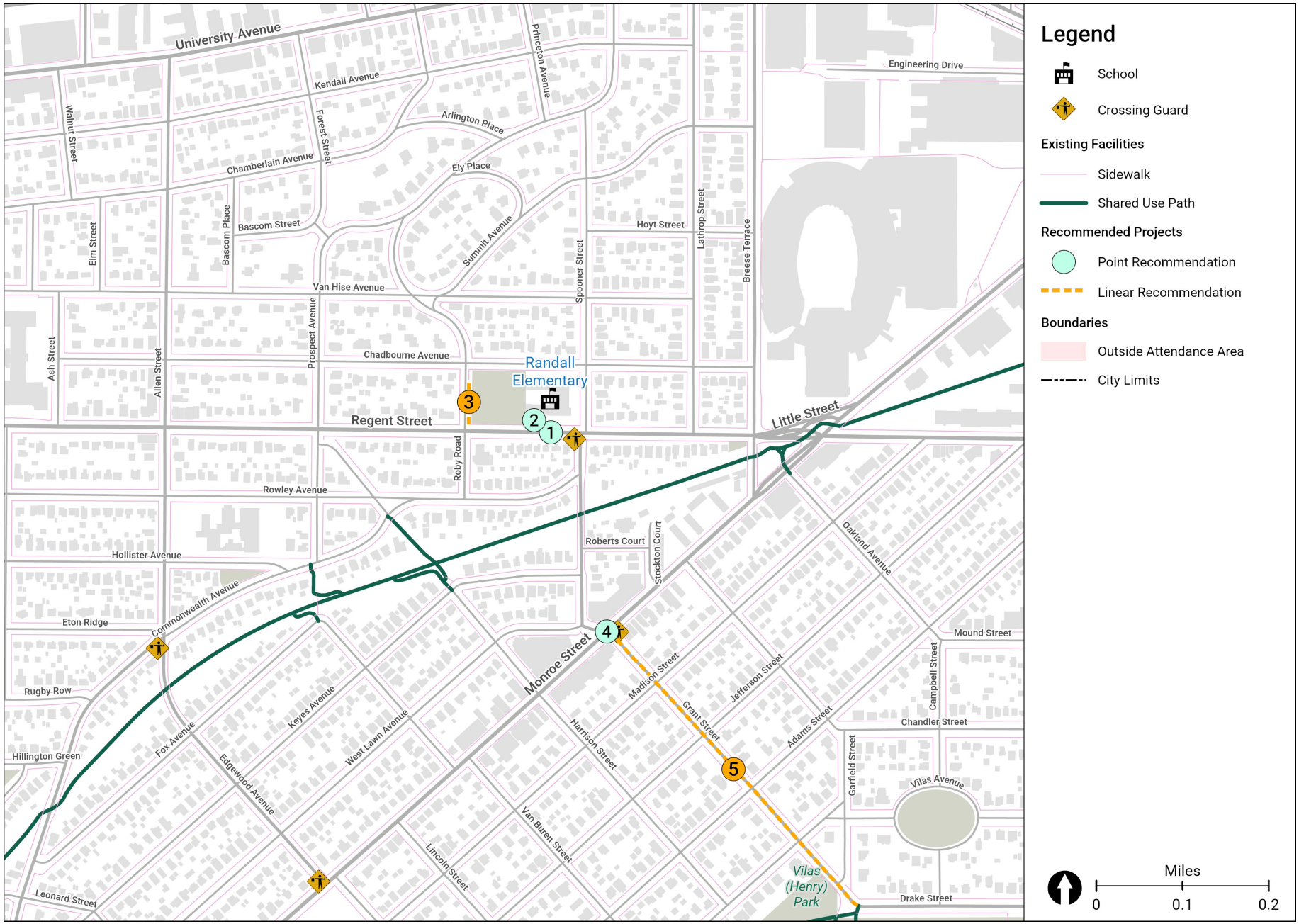
Observation Details	
Observation Date	• The consultant team observed morning arrival on Thursday, October 23, 2025.
School Buses	• School buses drop off students in front of the school on Regent Street.
Specialized Transportation	• Specialized transportation vehicles drop off students in front of the school on Regent Street. • Specialized transportation vehicles for students with mobility impairments use the alley between the school and Olive Jones Park to drop off students.
Caregiver Vehicles	• During arrival, most caregivers driving parked along the school side of Regent Street, although some parked on other streets surrounding the school, including Chadbourne Avenue and North Spooner Street. • Caregivers stopping on Regent Street are supposed to stop west of the alley next to the school to leave space for buses and specialized transportation vehicles to stop, but some stop directly in front of the school which can cause issues with buses.
School Staff Roles	• School staff are placed throughout the school grounds to supervise arrival and dismissal. • Principal was in front of the school helping keep traffic moving.

Adult Crossing Guards	• Adult crossing guards are posted at:
	  ○ Regent Street and Spooner Avenue in front of the school
	  ○ Highland Avenue and Van Hise Avenue west of the school
	  ○ Monroe Street and Grant Street south of the school
	  ○ Commonwealth Avenue and Edgewood Avenue southwest of the school
	  ○ Monroe Street and Edgewood Avenue south of the school

Bike Rack Locations and Use	• Bike racks are located at the southeast corner of the school along Regent Street, adjacent to the alley next to the school. • The bike racks were heavily used on the day of observation. • The bike racks are old, do not support bikes at two points of contact, are difficult to securely lock to, and may damage bicycles.
Students Walking and Biking	• Students were observed walking and biking to school from all directions. • Many students walk and bike to school.

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Priority Recommendations at Randall Elementary



The numbered issues and recommendations in the table correspond to the points in the Recommendations Map (shown on previous page).

#	Location	Issues or Observations	Recommendations (Responsible Party)

1	Regent St in front of the school	• This street carries substantial caregiver vehicle traffic and gets congested during arrival and dismissal. The congestion itself is not a safety concern, but can create issues with the bus loading zone and block the crossing at Spooner St.
		• Caregivers and students were observed crossing with the crossing guard at this intersection, as well as midblock from the far side of the street.
		• Existing single curb ramps at corners do not orient users directly into the crosswalk.
			Immediate Priority:
			• Communicate expectations by sharing the school's Transportation Safety Brochure, which should encourage:
			  ○ Caregivers should not stop in the bus loading zone and Metro bus stop under any circumstances.
			  ○ Caregivers that park on the non-school side of a street should cross with their students at marked crosswalk, and not mid-block or between vehicles. **(School leadership)**
			Medium Term (2-6 years):
			• Consider removing the peak hour travel lane in each direction on Regent Street from Park St to Speedway Rd. **(City of Madison)**

2	Bike parking area	• Existing bicycle racks are placed on grass and not securely anchored. • Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	*Short Term (1-2 years):* • Install a concrete pad and anchor bicycle racks to the pad. **(MMSD Building Services)** • Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. **(MMSD Building Services)**
3	Roby Rd	• There is no sidewalk along the east side of Roby Rd adjacent to Olive Jones Park, which is used as the school playground.	*Medium Term (2-6 years):* • Add a sidewalk to the east side of Roby Rd. **(City of Madison)**
4	Grant St at Monroe St	• Drivers sometimes encroach into the crosswalk while the guard is crossing students.	*Immediate Priority:* • Add No Turn on Red While Crossing Guard Present signs to the crossing of Monroe St. **(City of Madison)** *Medium Term (2-6 years):* • Consider removing the peak hour travel lane in each direction on Monroe Street from Regent St to Odana Rd. **(City of Madison)**

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#	Location	Issues or Observations	Recommendations (Responsible Party)
5	Grant St	• Grant St carries considerable student and non-student bicycle traffic but is not comfortable for students to bicycle on due to vehicular traffic.	*Medium Term (2-6 years):* • Install an All Ages and Abilities bicycle facility on Grant Street connecting to Vilas Park. **(City of Madison)**

** This recommendation also appears in the Hamilton Middle School Safe Routes to School Plan.*

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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