

East High Safe Routes to School Plan (May 2026)

About the School	
Number of Students ^a	Approximately 1,650
% Economically Disadvantaged	58%
% Non-white	65%
Arrival / Dismissal Times	8:15 AM / 3:37 PM (Mon-Fri)

^a**Student data source:** Wisconsin Department of Public Instruction

Safety Concerns at East High

What we heard from school staff and leadership

- Caregivers have raised concerns about the intersection of E Johnson Street and N 4th Street. A key concern is drivers' failure to yield to pedestrians in the crosswalk, vehicles frequently speeding along Johnson Street, and the RRFB button reportedly malfunctioning. Additional safety issues have also been mentioned.
- School staff that assist students onto the specialized transportation vehicles on N 5th Street note that students with special may have challenges with situational awareness. Staff reported that vehicles appear to exceed the posted speed limit during school arrival and dismissal times.
- Many students use the BRT stop at E Washington Avenue and N 4th Street. There are concerns about students running into the street to catch the bus. Student behavior in the shelter is also a concern for both school leadership and students. Because it is not on school premises, school staff do not monitor it.

What we learned from the crossing volunteer

A volunteer was stationed at the intersection of N 4th Street and Johnson Street to help students cross over the lunch hour. He was working in coordination with the community-based group [Moms on a Mission](#) (MOMs) whose offices are across the street. He reported that signage approaching the school zone and crosswalk was inadequate,

Major Streets and Highways	Annual Average Daily Traffic (AADT) ^a
North Street	5,300
E Johnson Street	5,850
E Washington Avenue	45,400
N 1 st Street	23,600

^aSource: City of Madison Street Centerlines

with speed limit signs placed in locations that were not easily visible to drivers. He also mentioned observing unsafe driving behavior daily, including speeding, failure to yield, road rage incidents, distracted driving, and more.

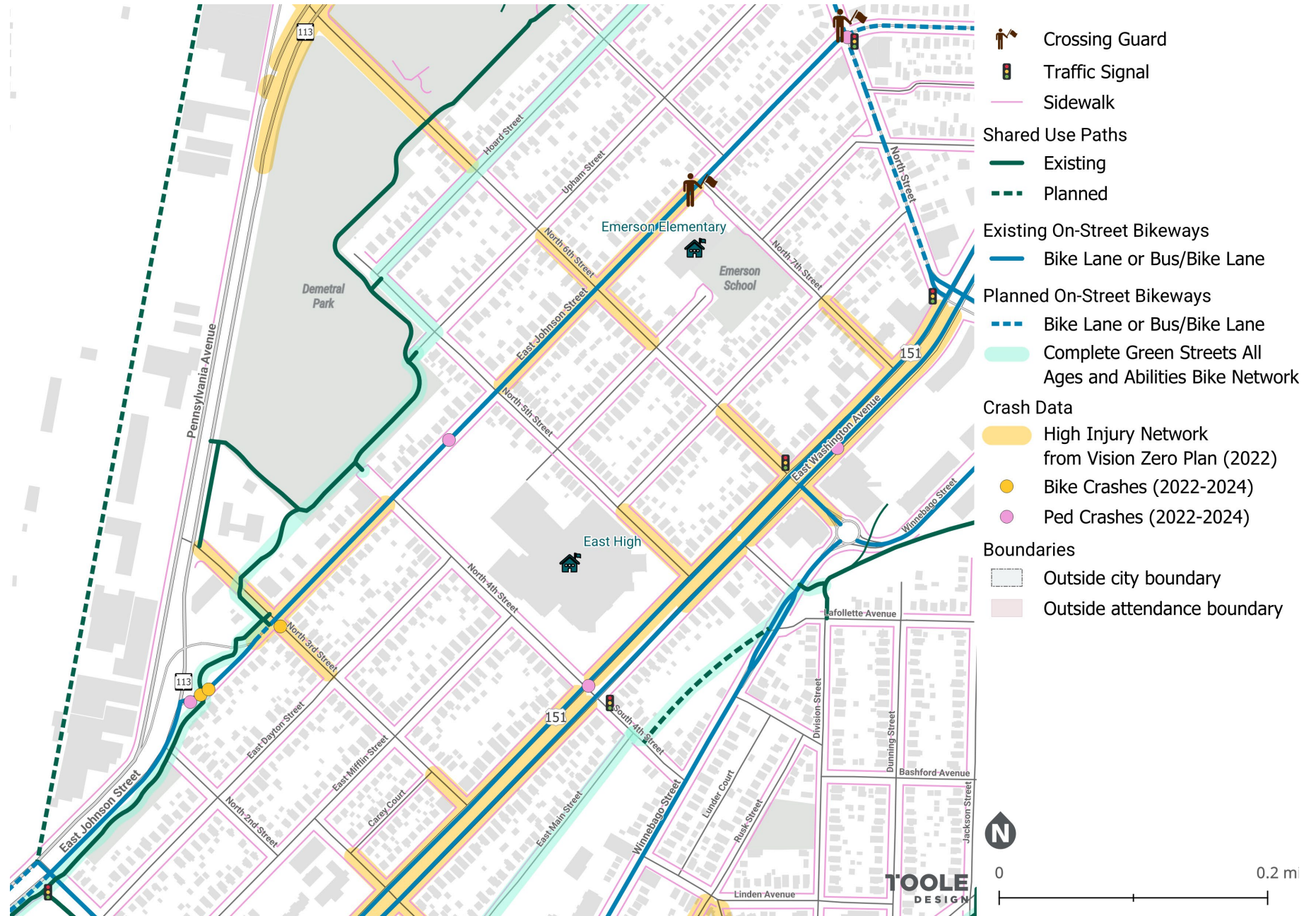
Hazardous Transportation Busing

- No areas are designated as unusual hazards for East High School.

What we learned from surveys and student feedback

- Nearly all students enter the school at the main entrance on N 4th Street, which causes congestion and conflicts between walkers, bikers, and drivers in front of the school.
- Survey takers commented about the intersection of E Washington Avenue and N 4th Street, which has high traffic volumes, many turning cars, and many students crossing at arrival and dismissal. Suggestions included better pedestrian timing and improved visibility.
- E Washington Avenue's multiple lanes and fast traffic pose pedestrian risks.
- Three intersections—Packers Avenue and N 6th Street, N 1st Street and E Washington Avenue, and N 1st Street and E Johnson Street—were all noted as areas with high pedestrian traffic, safety issues, and/or complex or confusing signals.

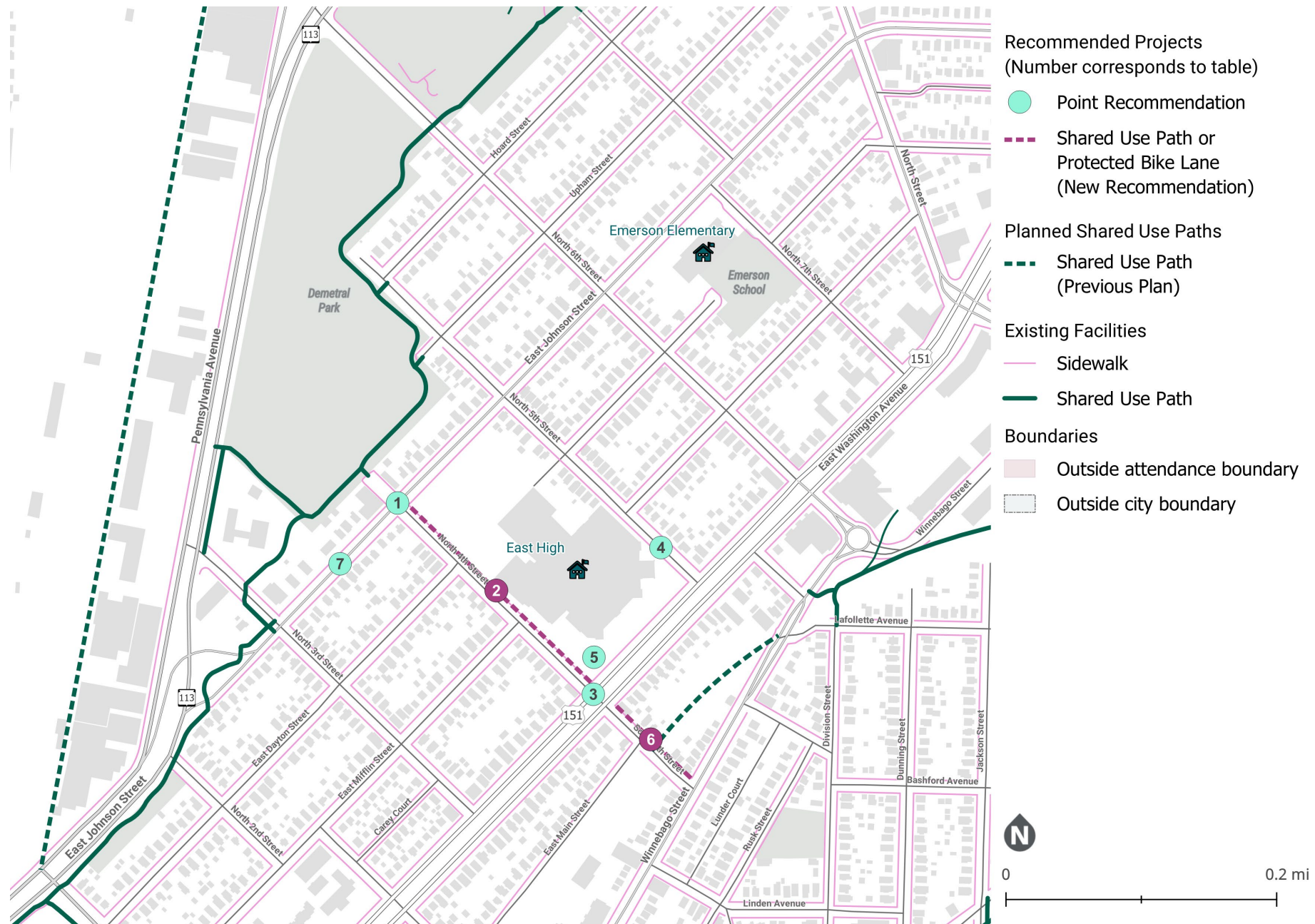
Existing Conditions (and Previously-Planned Bikeways and Paths)



Dismissal Observations

Observation Details	
Observation Date	The consultant team observed lunch hour release and dismissal on Thursday, May 8, 2025.
School Buses/Public Transportation	- Supplemental city buses (Madison Metro) stop in front of the school along E Washington Avenue during arrival and dismissal. Additionally, Route D runs on E Johnson Street. - The Bus Rapid Transit (BRT) station is in front of East High School at E Washington Avenue and N 4th Street.
Caregiver Vehicles	At dismissal, caregivers picked up students on N 4th Street and in the car loop in the west parking lot.
School Staff Roles	Staff are stationed at the doors for general student supervision but are not involved with coordinating transportation flow.
Adult Crossing Guards	Over the lunch hour, a volunteer with MOMs is stationed at the intersection of N 4th Street and E Johnson Street to assist student crossings.
Bike Rack Locations and Use	There are multiple bike racks around the school campus. The largest number of racks are located on the southeast corner of campus (at N 4th Street and E Washington Avenue). Additional bike racks are situated near the entrance to the Milton McPike Fieldhouse, adjacent to the staff parking lot, and near the tennis courts. Many of the bike racks are in poor physical condition. There is insufficient bike parking on many days and bikes are frequently locked to signs or overloaded racks.
Students Walking and Biking	- Many students were observed walking and biking to school. - Students were observed walking and biking to school from all directions, reflecting a strong culture of active transportation. They traveled in groups along E Washington Avenue or E Johnson Street. At dismissal a significant number of students also headed northwest towards fields in Demetral Park. - At lunch and dismissal, many students walked to the N 4th Street BRT station to take public transit. - Despite many public concerns about the intersection of E Washington Avenue and N 4th Street, the consultant team observed that traffic lights and pedestrian countdown timers seemed timed appropriately for the speed and volume of pedestrians. The team did see students rushing through the pedestrian signal.

Priority Recommendations at East High School



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

Recommendations for School Leadership or MMSD Building Services

#	Location	Issues or Observations	Recommendations
2	N 4 th Street in front of school	- Students were observed biking on the sidewalk along N 4th Street. There is a goat path adjacent to the sidewalk, showing a desire for a wider path to accommodate students walking and biking. - During arrival and dismissal, traffic is very congested with many cars pulling out from the curb. No bicycle facilities are present. - Nearly all students enter the school at the main entrance on N 4th Street, which causes congestion and safety conflicts between walkers, bikers, and drivers in front of the school.	<i>Immediate Priority:</i> - Consider changing the arrival and dismissal process by having additional doors open during the morning so that students biking or walking can enter the school from different directions, such as 5th Street. (School Leadership) - Communicate expectations by sharing the school's new traffic safety plan. (School Leadership)
3	E Washington Avenue at N 4 th Street	- Many students use the BRT stop at E Washington Avenue and N 4th Street. There are concerns about students running into the street to catch the bus. Student behavior in the shelter is also a concern for both school leadership and students. Because it is not on school premises, school staff do not monitor it. - Survey takers commented that this intersection has high traffic volumes, many turning cars, and many students crossing at arrival and dismissal. Cars turn right on red from 4th Street onto E Washington despite No Turn on Right signs.	<i>Immediate Priority:</i> Work with student groups and Bike Fed to create a crossing safety campaign and BRT shelter etiquette campaign. (School Leadership and Bike Fed)
4	N 5 th Street next to school	- Students with special needs board onto specialized transportation vehicles on N 5th Street. These students may need more time and have challenges with situational awareness. - Staff reported that vehicles appear to exceed the posted speed limit during school arrival and dismissal times. - The street does not have designated school zone speed limits.	<i>Immediate Priority:</i> - Communicate expectations by sharing the school's Traffic Safety Plan, which should encourage caregivers who drive in this area to use extra caution. (School Leadership) - Consider allowing students to use an entrance along N 5th Street or E Washington Avenue to enter the school in the morning. (School Leadership)

#	Location	Issues or Observations	Recommendations
5	Main School Entrance (East Washington and 5 th Street)	Many existing bicycle racks are in poor condition, placed on grass, not securely anchored, and the rack type makes it difficult to securely lock a variety of different types of bicycles. Bikes are frequently locked to signs or overloaded racks.	<i>Medium Term (2-6 years):</i> Build concrete pads and replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. (School Leadership and MMSD Building Services)

Recommendations for City of Madison

#	Location	Issues or Observations	Recommendations
1	N 4 th Street and E Johnson Street	- Crosswalk markings are not high visibility. - Survey respondents and students on-site expressed concern about lack of driver yielding, pedestrians/bicyclists unable to find sufficient gaps in traffic to cross, and the RRFB malfunctioning. - Many students cross here before school, during lunch hour, and after school, making this a high-use location multiple times a day. - Vehicles appear to exceed the posted speed limit during school arrival and dismissal times.	<i>Immediate Priority:</i> - Add high visibility crosswalk markings. - Verify operation of RRFB hardware and make repairs if necessary. - Install driver speed feedback signs on the southwest approach to the intersection on E Johnson Street. <i>Medium Term (2-6 years):</i> - Depending on the impact of immediate priority actions, consider installing a median island, curb extensions, and/or a raised crosswalk.
2	N 4 th Street in front of school	- The street does not have designated school zone speed limits; the existing SPEED LIMIT 20 MPH speed sign is obstructed by trees. - Students were observed biking on the sidewalk along N 4th Street. There is a goat path adjacent to the sidewalk, showing a desire for a wider path to accommodate students walking and biking. - During arrival and dismissal, traffic is very congested with many cars pulling out from the curb. No bicycle facilities are present.	<i>Immediate Priority:</i> - Designate a school zone on N 4th Street and install SCHOOL SPEED LIMIT 15 MPH (S5-1) on both approaches. Make signage visible by trimming surrounding trees. - Test a temporary Separated Bike Lane on the north side of the street by removing parking on the south side. <i>Long Term (6+ years):</i> - Install a shared-use path or wide sidewalk on the school side of N 4th Street.
3	E Washington Avenue at N 4 th Street	Survey takers commented that this intersection has high traffic volumes, many turning cars, and many students crossing at arrival and dismissal. Cars turn right on red from 4th Street onto E Washington despite No Turn on Right signs.	<i>Immediate Priority:</i> Consider the use of a No Right Turn (R3-1) LED blank-out sign that illuminates during arrival/dismissal hours.

#	Location	Issues or Observations	Recommendations
4	N 5 th Street next to school	- Students with special needs board onto specialized transportation vehicles on N 5th Street. These students may need more time and have challenges with situational awareness. - Staff reported that vehicles appear to exceed the posted speed limit during school arrival and dismissal times. - The street does not have designated school zone speed limits.	<i>Immediate Priority:</i> - Designate a school zone on N 5th Street and install SCHOOL SPEED LIMIT 15 MPH (S5-1) on both approaches. <i>Medium Term (2-6 years):</i> - Install traffic calming measures such as speed humps or neighborhood traffic circles (may require additional study).
6	N 4 th Street, between East Washington Avenue and Winnebago Street	The shared lane markings on N 4th Street do not provide a low-stress bicycle route. Most students coming from south of East Washington Avenue will use this crossing.	<i>Long Term (6+ years):</i> Install a sidepath or a two-way protected bike lane on the northeast side of the street.
7	E Johnson Street (between N 3 rd Street and N 4 th Street)	Vehicles appear to exceed the posted speed limit during school arrival and dismissal times.	<i>Immediate Priority:</i> - Install driver speed feedback sign. <i>Medium Term (2-6 years):</i> - Conduct speed study to consider speed management measures or other traffic calming modifications such as median islands or curb extensions (may require additional study).

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.