

Emerson Elementary Safe Routes to School Plan (2026)

About the School	
Number of Students ^a	Approximately 317
% Economically Disadvantaged (link)	53%
Arrival / Dismissal Times	7:35 AM / 1:10 PM (Mon) 7:35 AM / 2:30 PM (Tue-Fri)

^aStudent data source: Wisconsin Department of Public Instruction

Major Streets and Highways	Annual Average Daily Traffic (AADT) ^a
E Washington Avenue	46,000
N 1 st Street	23,600
E Johnson Street	5,900
North Street	5,300

^aSource: City of Madison Street Centerlines

Safety Concerns at Emerson

What we heard from the Principal (or Designee)

- There are some concerns about speed on E Johnson Street.
- At pick-up, the vehicle pick-up line sometimes extends from the designated pick-up area on N 7th Street onto E Johnson Street, which goes through one of the crossing guard locations. Together, the crossing guard and principal make sure that vehicles do not stop in the crosswalk.
- There used to be a Walking School Bus that was led by a school staff member. It started at the apartments east of Algoma Street. There were usually only one to three students that were doing it, so it was stopped.
- The principal has matched up older students to “pick up” younger students on their walk to school to help combat absenteeism. This is done on a case-by-case basis and not advertised as a service.

What we learned from the crossing guard

There are two crossing guards for Emerson Elementary. The crossing guard on E Johnson Street at 7th Street reported that there is some speeding but not many problems with yielding.

Another crossing guard is stationed at E Johnson Street and North Street. Very few students (5-10) cross at this location. The crossing

guard said the main issue at this location is visibility due to sun glare – E Johnson Street curves east which can force drivers to look right into the sun during the morning commute.

Hazardous Transportation Busing

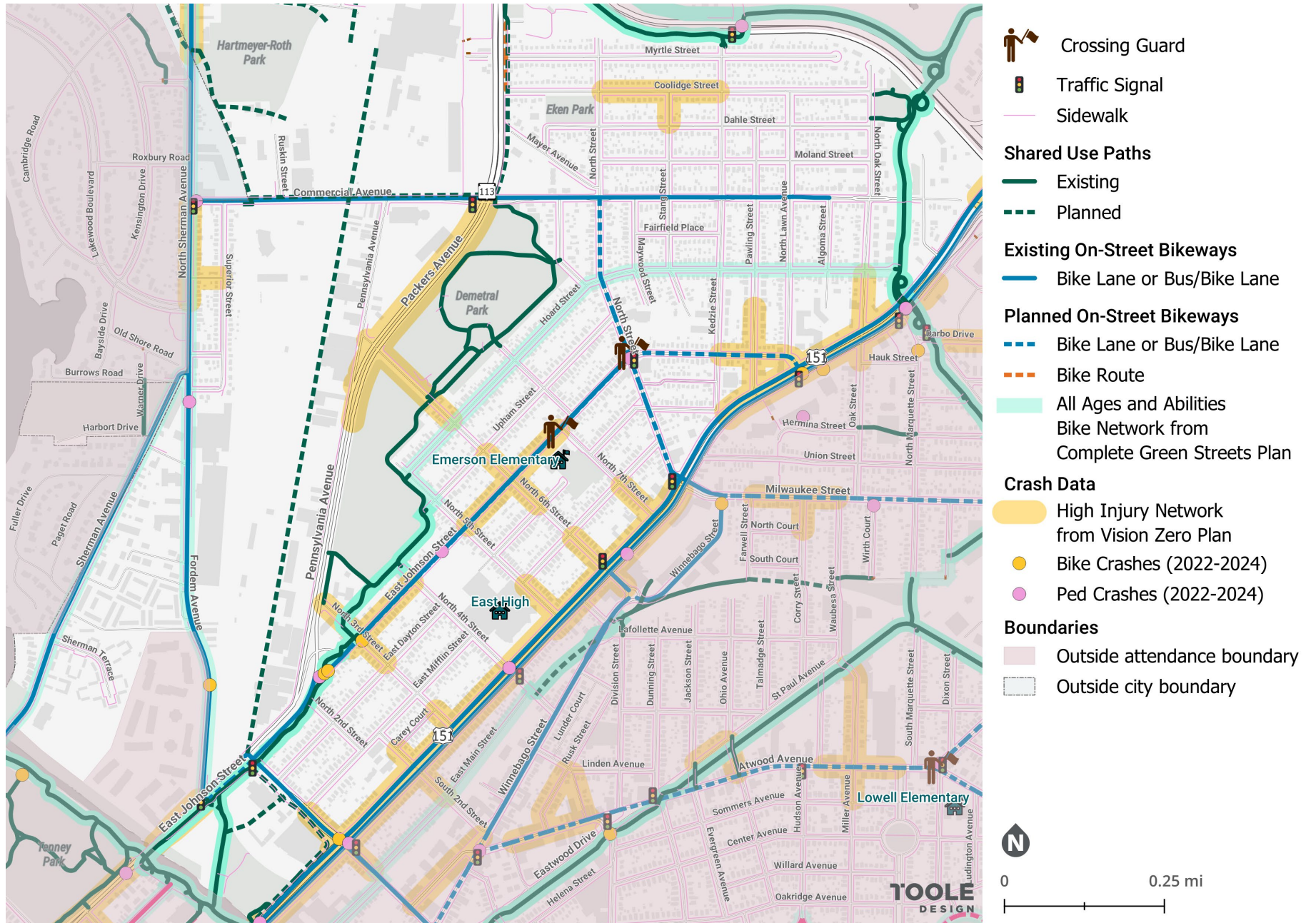
According to the UHT plan, students are bused less than 1.5 miles from the Sherman and Brentwood Village neighborhoods due to hazardous walking conditions along Commercial Avenue and Sherman Avenue and the necessity of crossing Packers Avenue, and from south of E Washington Ave due to hazardous crossing of E Washington Avenue.

What we learned from surveys and other caregiver feedback

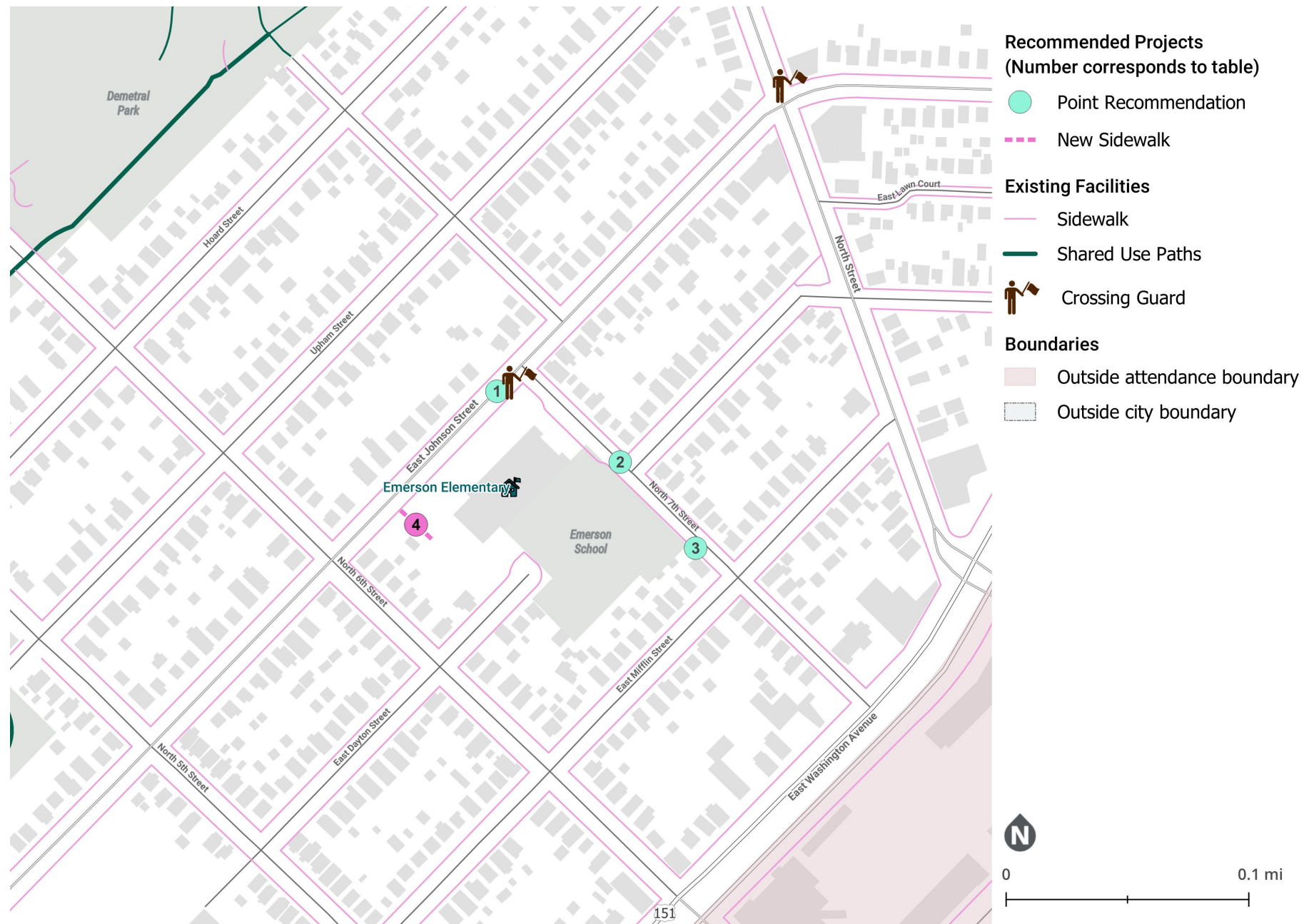
Survey respondents for Emerson thought that the most common way students got to school was being driven to school, followed by bus, and finally walking and biking. Respondents also noted that students were mostly driven due to concerns about traffic safety and lack of separated facilities like sidewalks, bike lanes, or trails.

A caregiver commented that E Dayton Street has student safety patrols (5th graders) that help students cross but that this location has more students crossing than E Johnson at North Street, which has a crossing guard.

Existing Conditions (and Previously-Planned Bikeways and Paths)



Priority Recommendations at Emerson Elementary



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

Recommendations for School Leadership or MMSD Building Services

#	Location	Issue	Recommendations
1	E Johnson Street at N 7 th Street	- E Johnson Street carries the most caregiver vehicle traffic and is reported to get congested, especially at dismissal when caregivers turn right from E Johnson Street onto N 7th Street for dismissal vehicle pick-up. The congestion itself is not a safety concern, but it does limit visibility for people crossing the street and can result in vehicles stopping in the crosswalks. Yellow school buses stop on the school side of East Johnson Street. - The existing parking restriction signs on E Johnson allow parking until 7:30 am, but buses drop off at 7:20 am. - This is the location where most students walking and biking are reported to cross.	<i>Immediate Priority:</i> Communicate expectations by sharing the school's Traffic Safety Plan, which should discourage caregivers from stopping on the south side of E Johnson Street.
3	Northeast side of the school	- Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles. - Existing bicycle racks are not securely anchored. One of the existing racks is placed on grass.	<i>Immediate Priority:</i> - Replace the existing bike racks with new racks that support the bike frame in at least two places and that enable secure locking. - Anchor bicycle racks to concrete base and, where needed, build a concrete pad and anchor bicycles to base.
4	Southwest corner of school along E Johnson Street	The current access path from E Johnson Street to the school is in disrepair and overgrown.	<i>Medium Term (2-6 years)</i> Reconstruct path or build a sidewalk to provide a wider surface.

Recommendations for City of Madison

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1	E Johnson Street at N 7 th Street	- E Johnson Street carries the most caregiver vehicle traffic and is reported to get congested, especially at dismissal when caregivers turn right from E Johnson Street onto N 7th Street for dismissal vehicle pick-up. The congestion itself is not a safety concern, but it does limit visibility for people crossing the street and can result in vehicles stopping in the crosswalks. Yellow school buses stop on the school side of East Johnson Street. - The existing parking restriction signs on E Johnson allow parking until 7:30 am, but buses drop off at 7:20 am. - This is the location where most students walking and biking are reported to cross.	<i>Immediate Priority:</i> - Update parking restriction signs to limit parking after 7:00 am. - Double-back existing school crossing assemblies on E Johnson Street to improve visibility of the signs which may be obscured by stopped or parked vehicles. - Add Advance Yield Here to Pedestrians (R1-5) and in-street Yield to Pedestrians (R1-6) signs and yield lines for both approaches on E Johnson Street. <i>Medium Term (2-6 years)</i> - If warranted, add a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing and assist the crossing guard. <i>Long Term (6+ years)</i> - Consider curb extensions and/or a bus bulb-out on the east leg of this intersection to slow turning traffic, decrease crossing width, and increase visibility of crossing pedestrians.
2	N 7 th Street at E Dayton Street	- Many students cross the street at this intersection and drivers do not always yield to pedestrians in the crosswalk. - Student safety patrols are posted at this location but are not supposed to go in the street to assist with crossing. They stay on the curbs and raise their flag to increase visibility. - Detectable warning surfaces on the curb ramps are not contrasting colors.	<i>Immediate Priority:</i> - Add a high-visibility crosswalk on the north leg of the intersection crossing N 7th Street. - Add five-sided school crossing sign (S1-1). - Consider using in-street yield to pedestrian signs. <i>Medium Term (2-6 years)</i> - Update existing curb ramps to make the detectable warning surface a contrasting color.

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.