

Franklin Elementary Safe Routes to School Plan (June 2026)

About the School	
Grades	K4-2
Number of Students ^a	Approximately 308
% Economically Disadvantaged	30%
% Non-white	38%
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
W Lakeside Street	2,800 (2015)
W Olin Avenue	9,300 (2019)
S Park Street	26,050 (2017)
John Nolen Drive	47, 450 (2019)

^b Source: [City of Madison Traffic Count Map](#)

Safety Concerns at Franklin Elementary

What we heard from the principal (or designee)

- A vast Majority of students ride the bus to and from school.
- Lakeside Street is busier than it used to be, particularly since the John Nolen Drive reconstruction project began.
- Parents often park on the far side of Lakeside Street and cross with their students mid-block or at the crosswalks at Clarence Court or Lake Court that do not have a crossing guard.
- Visibility of the crosswalk at Clarence Court is poor, particularly in the afternoon when five buses are lined up to receive students.

What we learned from the crossing guard

- Caregivers frequently leave their vehicles in no parking zones, particularly during drop-off in the morning.
- Anecdotally, there seems to be an increase in speeding on Lakeside Street.
- The No U-Turn sign that the crossing guard deploys helps with the issue of caregivers making unsafe U-turns, but some U-turns still occur.
- Some bikers using the two-way separated bike lane are confused as to where they should go when they get to Rowell Street if they want to continue east.

Hazardous Transportation Busing

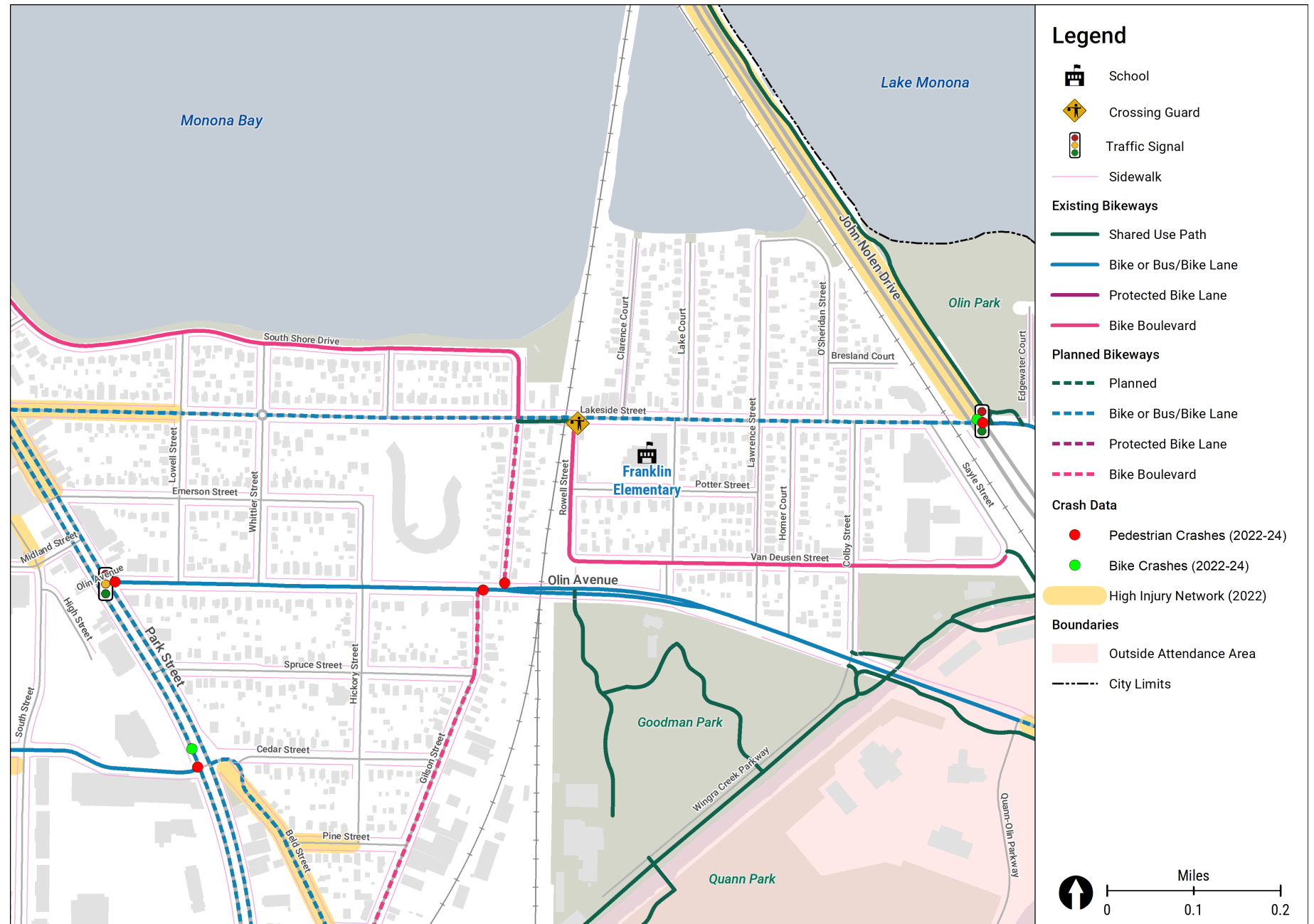
The school district provides unusually hazardous transportation busing for students who live:

- South of Olin Avenue
- East of John Nolen Drive
- North of Parr Steet and Monona Bay
- West of Park Street

What we learned from caregiver feedback

- The bicycle boulevard on Gilson Street and S/W Shore Drive is commonly used by drivers trying to avoid congestion on Park Street, resulting in speeding and hazardous driving on these streets.
- Drivers using Lake Court at Lakeside Street (adjacent to the school) during arrival and dismissal create potential conflicts between pedestrians and drivers.
- The pedestrian crossing of Lakeside Street at O'Sheridan Street is wide and challenging with fast traffic coming from John Nolen Drive.
- Park Street was repeatedly cited as hazardous for people walking and biking, particularly the intersections with Olin Avenue, Parr Street/Fish Hatchery Road, and Erin Street where people on foot and bike frequently cross.

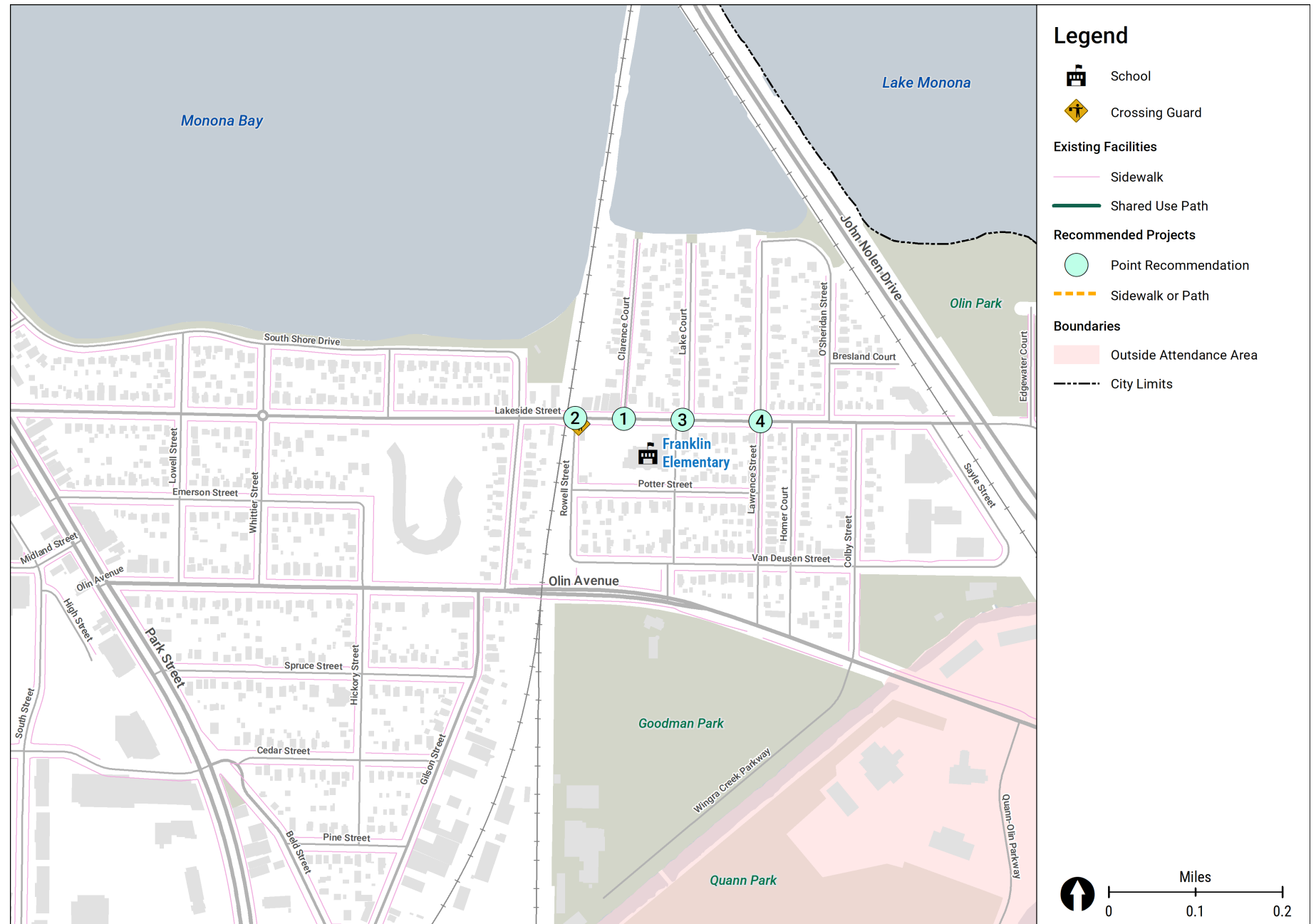
Existing Conditions (and Previously Planned Bikeways and Paths)



Arrival and Dismissal Observations

Observation Details	
Observation Date	The consultant team observed morning arrival on Wednesday, October 22, 2025.
School Buses	Buses (five) dropped off students in front of the school along Lakeside Street.
Specialized Transportation	Specialized transportation vehicles dropped off students in the staff parking lot off Potter Street.
Caregiver Vehicles	- During arrival, most caregivers driving dropped students off in front of the playground on Lakeside Street. A school staff member in a blue vest directs drop offs at this location and allows drop offs directly in front of Door 1, the school's main entrance. - During arrival, some caregivers and students were observed parking on the non-school side of Lakeside Street and crossing either at the crosswalks at Lake Court or midblock where no crosswalks are present.
School Staff Roles	- School staff were present at the school entrances to greet students on arrival. - Staff in blue vests facilitate drop off from caregiver vehicles. - Many staff are placed throughout the school grounds to supervise arrival and dismissal.
Adult Crossing Guards	A crossing guard is posted at W Lakeside Street and Rowell Street, just west of the school.
Bike Rack Locations and Use	- Bike racks are located adjacent to Door 1. - While several caregivers dropped off students on bikes, very few bikes were locked at the bike rack.
Students Walking and Biking	- Some students were observed walking and biking to school, primarily from areas west of the school. - A few students arrived on caregiver's cargo bikes or in bike trailers.

Priority Recommendations at Franklin 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	W Lakeside Street at Clarence Court	- This street carries most caregiver vehicle traffic and gets congested during arrival and dismissal. The congestion itself is not a safety concern, but it does limit visibility for people crossing the street. - Caregivers and students were observed crossing in crosswalks at Rowell Street, Clarence Court, and Lake Court, as well as midblock from the far side of the street without using nearby marked crosswalks. - Caregivers and students who bike were observed riding on the sidewalk. - The curb ramp on the northwest corner of the intersection is not ADA compliant.	<i>Immediate Priority:</i> - Communicate expectations by sharing the school's Transportation Safety Brochure, which should encourage: - 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. - Caregivers and students who bike to school should dismount and walk their bikes when getting on the sidewalk. (School leadership) <i>Medium Term (2-6 years):</i> - Install a curb extension on the school side of Lakeside Street at Clarence Court to improve visibility of the crosswalk, particularly in the afternoon when school buses are parked along the street. (City of Madison) - Consider relocating the crossing guard from the Rowell Street intersection to the Clarence Court intersection to better serve pedestrians coming from both the west and the east along Lakeside Street. (City of Madison) - Install bike lanes on Lakeside Street from John Nolen Drive to S Park Street. This will require removing parking on one side of the street. (City of Madison) - Install an ADA compliant curb ramp on the northwest corner of the intersection. (City of Madison) <i>Long Term (6+ years):</i> - Widen the existing sidewalk on Lakeside Street between Rowell Street and the main school entrance to 8' – 10' to allow more space for people walking and biking. (City of Madison)
2	W Lakeside Street at Rowell Street	The curb ramp on the north side of the intersection is not ADA compliant.	<i>Medium Term (2-6 years):</i> Install an ADA compliant curb ramp on the northwest corner of the intersection. (City of Madison)

#	Location	Issues or Observations	Recommendations (Responsible Party)
3	W Lakeside Street at Lake Court	- Traffic using Lake Court adjacent to the school presents a hazard for children walking to school along the south side of W Lakeside Street. - The curb ramps on the north side of the intersection are not ADA compliant and do not orient users directly into the crosswalk.	<i>Immediate Priority:</i> - Use cones to close Lake Court during arrival and dismissal periods. Communicate with residents of Lake Court about the reason for the temporary closure. (School leadership) <i>Medium Term (2-6 years):</i> - Install new curb ramps that line up with crosswalks on the north, east, and west legs of the intersection. (City of Madison)
4	W Lakeside Street at Lawrence Street	The crossing of W Lakeside Street is wide at Lawrence Street and O'Sheridan Street and traffic coming from John Nolen Drive is often traveling above the posted speed limit.	<i>Medium Term (2-6 years):</i> Install a pedestrian refuge island and high visibility crosswalk markings. (City of Madison)

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.