

Lake View Elementary Safe Routes to School Plan (March 2026)

About the School	
Number of Students ^a	Approximately 300
% Economically Disadvantaged	79%
% Non-white	90%
Arrival / Dismissal Times	8:25 AM / 2:00 PM (Mon) 8:25 AM / 3:20 PM (Tue-Fri)

^aStudent data source: Wisconsin Department of Public Instruction

Major Streets and Highways	Annual Average Daily Traffic (AADT) ^a
N Sherman Avenue	7,900
Northport Drive	37,100
Packers Avenue (north of Darwin Road)	13,300
Wheeler Road	6,100

^aSource: City of Madison Street Centerlines

Safety Concerns at Lake View

What we heard from the Principal (or Designee)

- Students that live east of Packers Avenue are bused, but some still walk and cross at the RRFB at Packers Avenue and Tennyson Lane. There is concern about high speeds and lack of compliance with the RRFB at this location.
- The block of Tennyson Lane closest to Packers Avenue becomes highly congested at dismissal due to on-street parking, city bus stops, and vehicles waiting to turn left onto Packers Avenue, creating safety concerns.
- Bicycling to school is uncommon. Concerns about bike security and a lack of locks may discourage students from bicycling.

What we learned from the crossing guard

The crossing guard felt there should be more school zone signage approaching this crosswalk in the southbound direction. She also noted that the existing northbound school crossing sign on the east side of the crosswalk across Sherman Avenue at Tennyson Lane is blocked by a wooden telephone pole.

Additionally, the crossing guard noted that cars that are waiting to turn onto Sherman Avenue from Tennyson Lane near the intersection block

the visibility of the northeast corner of the intersection where the crossing guard (and students crossing) wait.

Hazardous Transportation Busing

According to the UHT plan, students are bused less than 1.5 miles due to hazardous walking conditions such as high speed and volume roads to cross and lack of sidewalks, from the following areas: east of Packers Avenue, and south of Northport Drive (students living in Maple Bluff).

What we learned from surveys and other caregiver feedback

- Survey respondents' students were most likely to travel to school by foot or bike, followed by being driven by a parent, guardian, or caregiver. Busing was the least common transportation mode to school for respondents.
- Respondents indicated that students were most often driven because of concerns about unsafe street crossings and the students being too young to walk on their own.
- Some respondents noted that the walking school bus helps provide a safer way for students in the area to commute.

Existing Conditions (and Previously-Planned Bikeways and Paths)



Arrival and Dismissal Observations

Observation Details	
Observation Date	The consultant team observed arrival on Thursday, May 8, 2025.
School Buses	Buses lined up in front of the school in the parking lot off Tennyson Lane.
Specialized Transportation	Before/Aftercare and specialized transportation vehicles dropped off students in the parking lot.
Caregiver Vehicles	Caregivers driving students to school used Tennyson Lane for drop-off, with most stopping on the north side of the street. However, some students were also dropped off on the south side of Tennyson Lane and nearby roads like Eliot Lane and Spenser Lane. While a few students crossed at the designated crosswalk after being dropped off on the south side, many crossed the street outside the crosswalk directly from their vehicle.
School Staff Roles	School staff are stationed at the car drop-off and pick-up area to assist caregivers and students. At dismissal, teachers accompany their classes and supervise at all exit doors, and another teacher is present near the specialized transportation area in the parking lot. The Walking School Bus (WSB) is also staffed by a school staff on a rotating basis.
Adult Crossing Guards	A school staff member is posted in front of the school on Tennyson Lane and assists students crossing the street. An Adult School Crossing Guard is posted to help students cross North Sherman Avenue north of Tennyson Lane.
Bike Rack Locations and Use	A bike rack is available for students and visitors in front of the school, positioned on the west side of the parking lot. No bicycles were parked at the rack on the day of observation.
Students Walking and Biking	Many students were observed walking to school. Most of the students walking were part of the Walking School Bus, which had around 50 students. The WSB leaves from the Northport Apartments parking lot, heads north on Dryden Drive, turns west onto Thackeray Road, then north on Eliot Lane, and finally west on Tennyson Lane. They cross Tennyson at the Spenser Lane crosswalk with the assistance of school staff assisting arriving students.

Priority Recommendations at Lake View 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	Issues or Observations	Recommendations
1	Spenser Lane and Tennyson Lane	- Despite No Stopping Standing Parking signs on Spenser Lane near the intersection with Tennyson, caregivers stop too close to the intersection, which limits visibility for and of pedestrians. - Existing single curb ramps at corners do not orient users directly into the crosswalk, and the detectable warning surfaces are not contrasting colors.	<i>Immediate Priority:</i> Communicate expectations by sharing the school's Traffic Safety Plan, which should encourage caregivers who drive not to park near the crosswalk. Consider using traffic cones to block parking near the corners.
2	Tennyson Lane & Staff Parking Lot exit	Existing bicycle racks can result in damaged bikes and can make it difficult to securely lock a variety of different types of bicycles.	<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.
5	Thackeray Road & Eliot Lane	- The Walking School Bus crosses Eliot Lane on the north side of this intersection. - Many students cross the street at this intersection and drivers do not always yield to pedestrians in the crosswalk.	<i>Immediate Priority:</i> In high volume situations, Walking School Bus supervisors should walk students north on the east side of Eliot Lane to avoid this crossing.

Recommendation for City of Madison

#	Location	Issues or Observations	Recommendations
1	Spenser Lane and Tennyson Lane	- Despite No Stopping Standing Parking signs on Spenser Lane near the intersection with Tennyson, caregivers stop too close to the intersection, which limits visibility for and of pedestrians. - Existing single curb ramps at corners do not orient users directly into the crosswalk, and the detectable warning surfaces are not contrasting colors.	<i>Medium Term:</i> - Assess curb ramp for improved alignment (southwest heading southeast), and reconstruct or update curb ramp, as necessary. - Add curb extensions on the south leg to discourage caregivers from stopping and improve pedestrian visibility and safety.
3	Tennyson Lane & N Sherman Avenue	- A crossing guard is posted at this intersection, primarily crossing students on the north leg of the intersection. - Many students cross the street at this intersection, and drivers do not always yield to pedestrians in the crosswalk when driving straight along N Sherman Avenue or turning onto N Sherman Avenue from Tennyson Lane. - There is a lack of school zone signage approaching this crosswalk in the southbound direction. The existing northbound school crossing sign on the east side of the crosswalk across Sherman Avenue at Tennyson Lane is blocked by a wooden telephone pole. - Sherman Avenue has a speed limit of 30 miles per hour; the school zone speed is 20 miles per hour. - Existing single curb ramps at corners do not orient users directly into the crosswalk.	<i>Immediate Priority:</i> - Relocate the northbound school crossing assembly to in front of the wooden telephone pole or on the wood pole on the northeast corner. The southbound school crossing assembly on the east side of Sherman Avenue can remain or be relocated to the wood pole. - Consider lowering school zone speed limits to 15 miles per hour on Sherman Avenue. - Install SCHOOL SPEED LIMIT (R2-1) sign on the southbound approach to the intersection, and END SCHOOL ZONE at the end of the school zone in the northbound direction. <i>Medium Term (2-6 years):</i> - If warranted, add a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing. - Install curb extensions and in-lane bus stops with updated curb ramps to shorten pedestrian crossings, slow speeds, and improve visibility and alignment (northeast corner of intersection across N Sherman Avenue), and reconstruct or update curb ramp, as necessary.
4	N Sherman Avenue & Troy Drive	- Existing single curb ramps at corners do not orient users directly into the crosswalk. - N Sherman Avenue is on the City's High Injury Network. Residents report vehicles go too fast for conditions.	<i>Medium Term:</i> Install curb extensions on the northwest and southwest corners of the intersection with updated curb ramps to shorten pedestrian crossings and slow speeds.

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5	Thackeray Road & Eliot Lane	- The Walking School Bus crosses Eliot Lane on the north side of this intersection. - Many students cross the street at this intersection, and drivers do not always yield to pedestrians in the crosswalk.	<i>Immediate Priority:</i> - Add high visibility crosswalk markings. <i>Long Term (6+ years):</i> - Remove west leg of Eliot Lane at Thackeray Road completely, modify existing east leg as needed to accommodate turning vehicles, and reconstruct sidewalks to follow the new curb lines. Relocate pedestrian crossing adjacent to the north side of Thackeray Road.
6	Tennyson Lane & Packers Avenue	- The neighborhood east of Tennyson Lane does have access to busing but some older students walk because the school is close. - Middle and high school students also use this crosswalk to get to and from their bus stops. - Existing single curb ramps at corners do not orient users directly into the crosswalk. - Curb ramp does not appear to be ADA compliant. - Packers Avenue lacks a sidewalk on the east side of the street; there is no paved connection between the waiting pad on the east end of the crosswalk the Oak Park Terrace mobile home neighborhood to the east.	<i>Medium Term (2-6 years):</i> - Construct a pedestrian refuge median on the north leg to shorten crossing distances and improve pedestrian safety. - Assess curb ramp on the northwest corner of the intersection for improved alignment with a reduced corner radius, and reconstruct or update curb ramp, as necessary. - Build a connector sidewalk or install the recommended sidepath on the east side of Sherman Avenue.

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.