

Lapham Elementary Safe Routes to School Plan (April 2026)

About the School	
Number of Students ^a	Approximately 210
% Economically Disadvantaged	41%
% Non-white	42%
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	52,600
S Ingersoll Street	3,250
N Brearly Street	1,250
E Mifflin Street	1,150

^aSource: City of Madison Street Centerlines

Safety Concerns at Lapham

What we heard from the Principal (or Designee)

- Parents drop off on non-school side of Dayton Street, sending students across the street.
- Police have been monitoring traffic problems daily, which helps, but school is looking for long-term solutions.
- Staff must be present to manage traffic; newsletters have been sent to families requesting compliance to traffic laws.
- Biking and busing are the most common ways to get to and from Lapham. The school has a uniquely high number of families that arrive using cargo bikes.

What we learned from the crossing guard

Families riding bicycles with their student or biking with a cargo bike often ride on the sidewalk on Dayton, which may cause conflicts with pedestrians.

Hazardous Transportation Busing

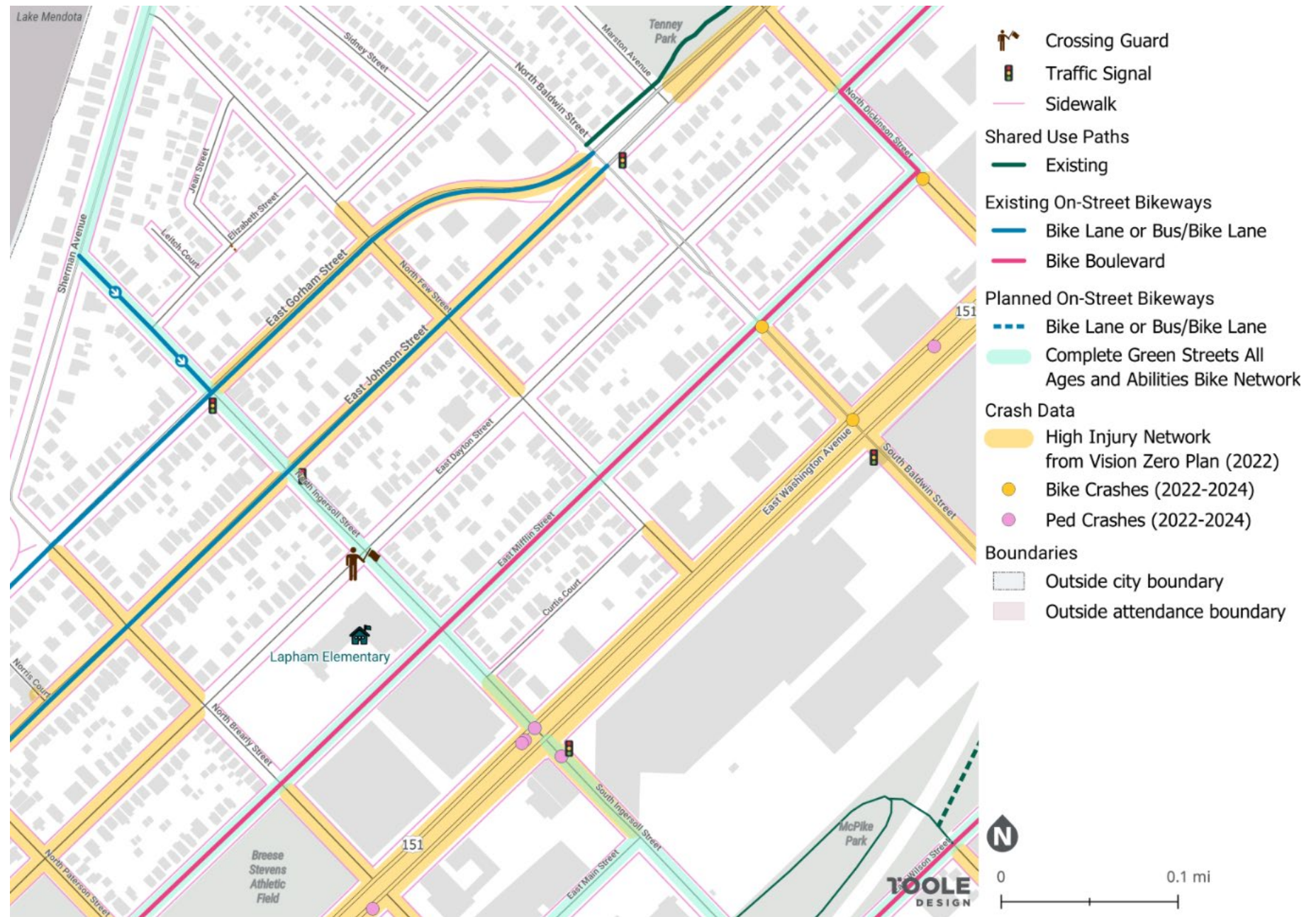
The school district provides unusually hazardous transportation busing for students who live:

- West of Blair Street
- North of E Johnson Street
- East of Baldwin Street
- South of E Washington Avenue

What we learned from surveys and other caregiver feedback

- There is concern about the school's main door on E Dayton Street being located between crosswalks, with lots of caregiver vehicles and students on bicycles arriving while many students try to cross the street.
- There is concern about drivers on N Dickinson Street speeding through the intersection with E Dayton Street, which has limited sightlines because of a hill.
- There is concern about inadequate snow removal of the Tenney Park path along E Johnson Street.
- There are concerns about the crossing of E Washington Avenue at Ingersoll Street.
- There are concerns about the crossing of E Washington Avenue at Baldwin Street.

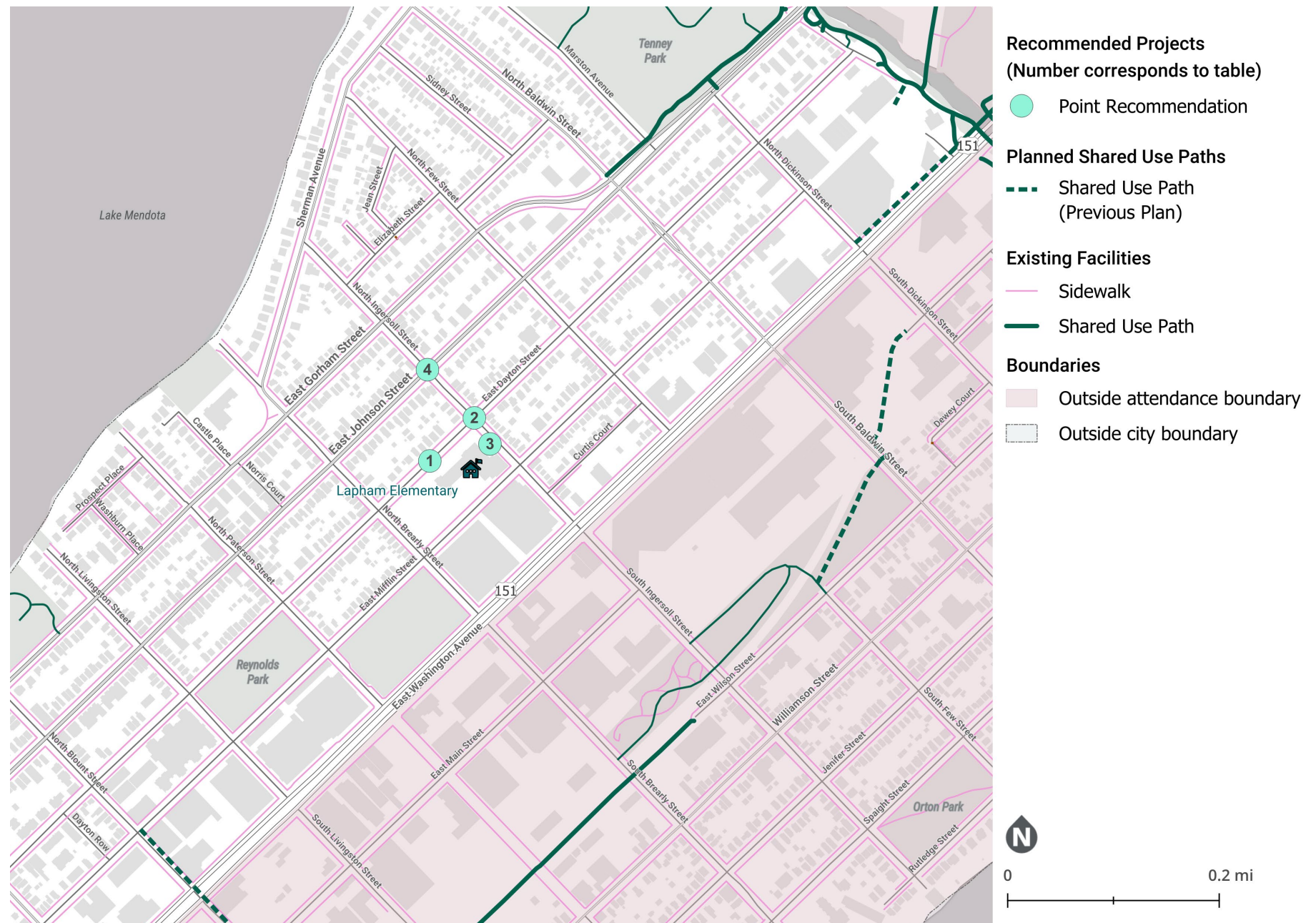
Existing Conditions (and Previously-Planned Bikeways and Paths)



Arrival and Dismissal Observations

Observation Details	
Observation Date	The consultant team observed arrival on Wednesday, October 15.
School Buses	Buses dropped off students on in the parking lot along Mifflin Street
Specialized Transportation	Specialized transportation vehicles dropped off students in the staff parking lot along Mifflin Street
Caregiver Vehicles	- During arrival, most caregivers driving dropped students off by Door 2 along Dayton Street. School staff were there to greet students. Some caregivers dropped off their student using the pull-up area along Ingersoll Street. These students were presumably the school's youngest (3 year olds) that are directed to use these doors. - During arrival, some caregivers and students were observed parking on the non-school side of Dayton Street and crossing midblock where no crosswalks are present.
School Staff Roles	- School staff were present at the school entrance to greet students at arrival. - Many staff are placed throughout the school grounds to supervise arrival and dismissal.
Adult Crossing Guards	A crossing guard is posted at N Ingersoll Street and E Dayton Street.
Bike Rack Locations and Use	- There are two areas with bike racks around the school – one by Door 2 along Dayton Street and one near the Door 1 in the staff parking lot. - There were about 15 bicycles parked at the bike racks on the day of observation. Most bicycles were on the rack by Door 2.
Students Walking and Biking	- Many students were observed walking and biking to school. - Most of the students who were observed walking and biking to school on Dayton Street from the east. - A few students arrived on caregiver's cargo bikes. According to the crossing guard, there were significantly fewer cargo bikes than usual, most likely because of the rain during arrival time. The caregivers observed on cargo bikes either came onto the sidewalk near the crossing guard at N Ingersoll Street and E Dayton and rode to Door 2 using the sidewalk or parked their bike on the street near Door 2, dismounted, and then walked with their child to the front entrance.

Priority Recommendations at Lapham 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	Dayton Street (between Brearly Street and Ingersoll Street)	- This street carries the 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 midblock from the far side of the street without using nearby marked crosswalks. - Caregivers and students who bike were observed riding on the sidewalk.	<i>Immediate Priority:</i> - Communicate expectations by sharing the school's Transportation Safety Brochure, which should encourage: - Caregivers driving should only drive east on Dayton Street to pull over in the Passenger Loading Zone on the school side of Dayton Street and drop off their students. - 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.
3	Pull-in drop off area along Ingersoll Street (Door 4)	Caregivers and students who bike were observed riding on the sidewalk along the school side of Ingersoll Street. Drivers using the pull-in area have limited visibility south of the school because of the building design.	<i>Immediate Priority:</i> - Communicate expectations by sharing the school's Transportation Safety Brochure, which should encourage caregivers and students who bike to school to dismount and walk their bikes when getting on the sidewalk. - Install signage and increase visibility at the loop exit: - Place a "Watch for bicyclists and pedestrians" sign at the exit of the loop aimed at people driving. - Place a "Walk bikes, watch for cars" sign on the sidewalk east of the loop exit aimed at pedestrians and bicyclists using the sidewalk. - Consider placing a round convex mirror at the loop exit to help people walking, biking, and driving better see around the building corner.

Recommendations for the City of Madison

#	Location	Issue	Recommendations
1	Dayton Street (between Brearly Street and Ingersoll Street)	- This street carries the 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 midblock from the far side of the street without using nearby marked crosswalks. - Caregivers and students who bike were observed riding on the sidewalk.	<i>Medium Term (2-6 years):</i> - Install a high-visibility crosswalk and curb ramps in front of Door 2 that allows people arriving by bike on Dayton Street to more easily access the bike racks or move out of the street while they drop off children and to encourage students that are being dropped off on the non-school side of the street to cross at a marked location. The area around the curb ramps should be marked with yellow curb and signed to prohibit drop off (no stopping, standing and parking) to ensure it remains accessible during arrival and dismissal. Curb extensions may be needed to discourage parking in the crosswalk and reduce crossing distance. - In order to alleviate the reduction in drop-off loading zone that will occur with such a restriction, extend the 10-minute loading approximately 60 feet closer to Brearly Street. <i>Long Term (6+ years):</i> - Widen the existing sidewalk on Dayton to 8' – 10' to allow more space for people walking and biking.
2	Dayton Street at Ingersoll Street	The existing crossing (where a crossing guard is posted) lacks high visibility crosswalk markings on the north, west, and east legs of the intersection.	<i>Immediate Priority:</i> Add high visibility crosswalk markings to the north, west, and east legs of the intersection.
4	Ingersoll Street at E Johnson Street	Crosswalk markings across all legs of the intersection are faded	<i>Immediate Priority:</i> Add high visibility crosswalk markings.

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.