

Leopold Elementary Safe Routes to School Plan (2026)

About the School	
Number of Students ^a	623
% Economically Disadvantaged	57%
% Non-white	76%
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 Weekday Traffic (AWT) ^a
Post Road	4,950
Todd Drive	6,900
Fish Hatchery Road	47,850

^aSource: City of Madison Street Centerlines

Safety Concerns at Leopold

What we heard from the Principal (or other School Staff)

- Post Road has a lot of traffic during arrival and dismissal and there is only one crosswalk with a crossing guard.
- The Cannonball Path is not accessible from many Leopold neighborhoods.
- Todd Drive and Traceway Drive are often dark in winter due to street trees and lack of streetlights on Traceway Drive.
- High school and middle school students can crowd the sidewalks while waiting for their buses. Students have to cross Post Road at Traceway Drive to reach the bus stop.
- Concerns about traffic flow and traffic safety within the circle drive loop.

What we learned from the crossing guard

Caregiver vehicles exiting the circle drive have had minor crashes (“fender benders”). Sometimes students do not follow the crossing guard instructions. Families and students sometimes cross Post Road between the yellow school buses. Some caregiver vehicles will stop along Post Road, in a designated “no stopping, standing, or parking” zone, just before the crossing guard crosswalk.

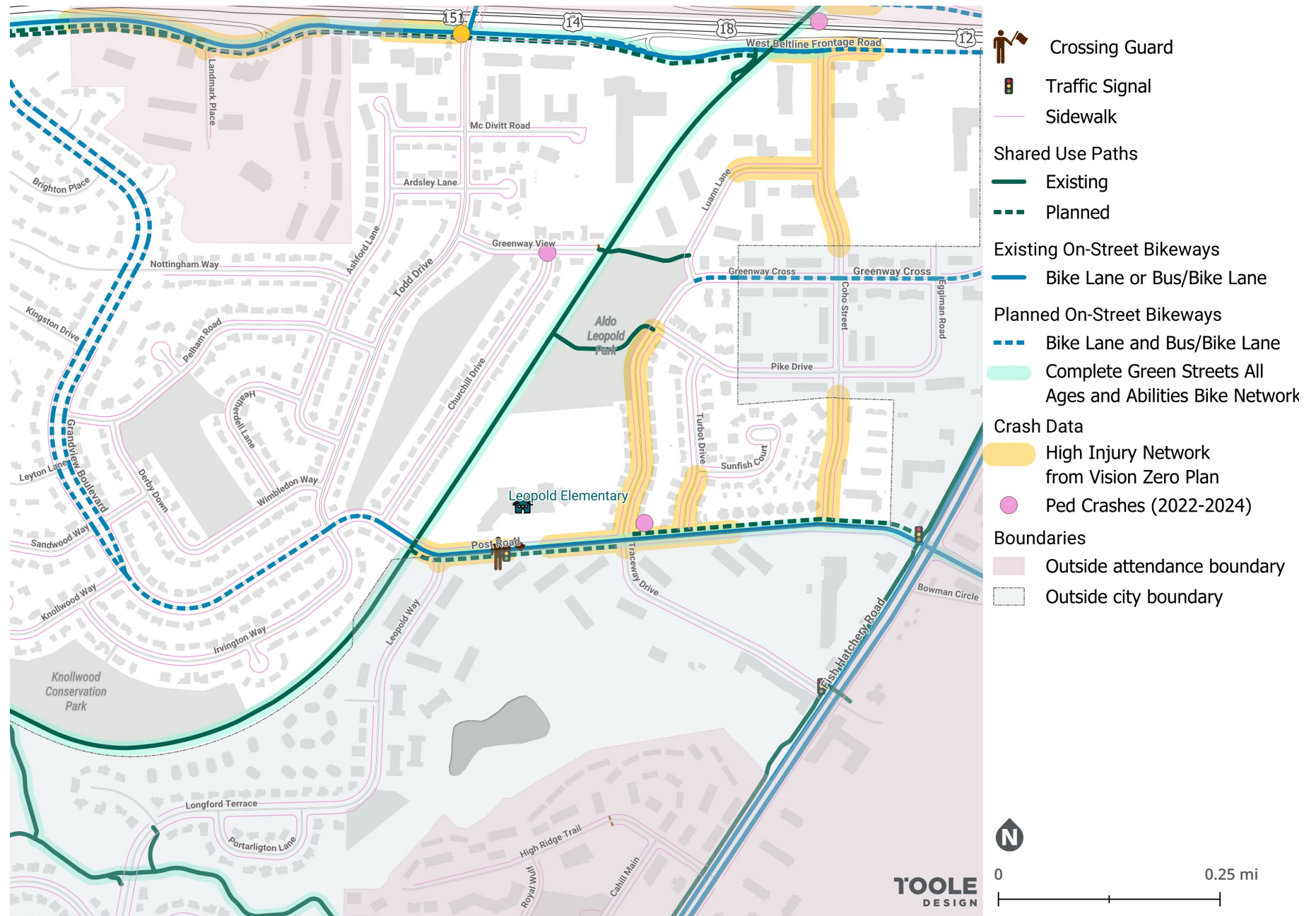
Hazardous Transportation Busing

According to the UHT plan, there are no areas designated as unusual hazards for Leopold Elementary School.

What we learned from surveys and other caregiver feedback

- Survey respondents for Leopold thought that the most common way students got to school was by bussing, followed by being driven by parent, guardian, or caregiver.
- Survey respondents for Leopold thought that students were mostly driven due to concerns about traffic safety, lack of safe street crossings and separated facilities such as sidewalks and bike lanes.
- Caregivers and staff expressed frustration and a variety of concerns related to having vehicles drop off and pick up in the circle drive. Most were in favor of having school buses use the circle drive and moving parent vehicles to Post Road. However, some parents were worried about young students walking between the car and the school.
- Vehicles go too fast on Post Road, and caregivers or staff would like speed humps and/or stop signs to slow speeds.
- There were no comments on the interactive map survey about Leopold.

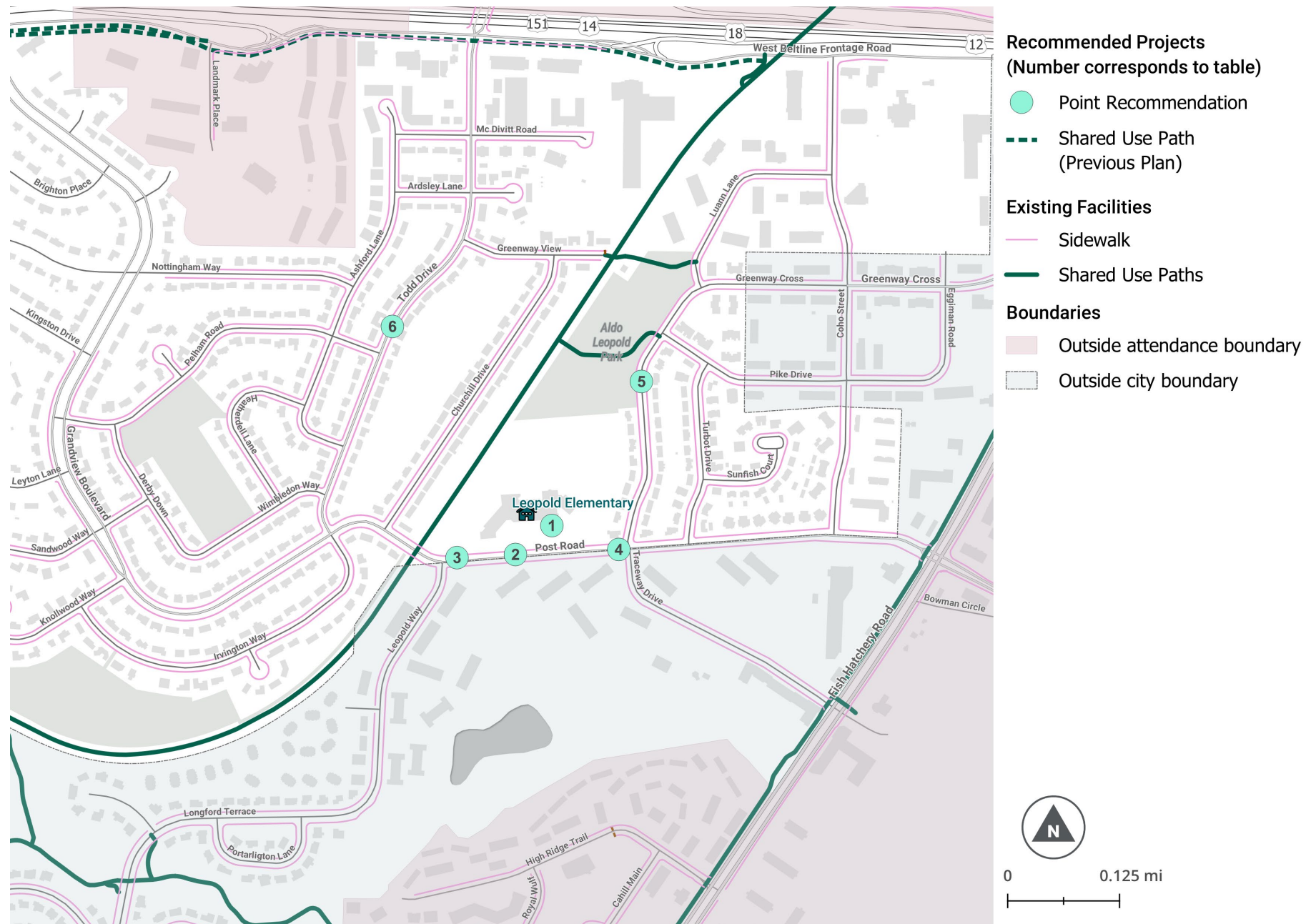
Existing Conditions (and Previously-Planned Bikeways and Paths)



Arrival and Dismissal Observations

Observation Details	
Observation Date	The consultant team observed dismissal on Wednesday, May 7.
School Buses	Three school buses lined up in front of the school on the north side of Post Road.
Specialized Transportation	Aftercare and specialized transportation vehicles pick up students at the far northeastern end of the staff parking lot behind the school. The first several parallel parking spots adjacent to the school are reserved for large vans, and other vehicles stop adjacent to an island that separates the parking lot from a paved play area.
Caregiver Vehicles	- At dismissal, many caregivers of K-5 students enter the circle drive loop in front of the school off Post Road. Additional vehicles stop on Post Road in front of the school, primarily on the north side of the street. - At the circle drive loop, K-5 caregiver vehicles form two lines, resulting in students walking between vehicles. Many caregivers do not remain in their vehicles, do not pull forward, and pull around other vehicles, resulting in unsafe traffic flow. When exiting the circle drive, some vehicles block the sidewalk, although a staff person is present to prevent students from walking across the sidewalk when it is unsafe. Vehicles exiting the circle drive were observed blocking the flow of traffic while waiting to turn left. - Caregivers of 4K students enter the upper staff parking lot behind the school and line up in parallel parking spaces adjacent to the playground. - Some 4K caregiver vehicles block the sidewalk on the north side Post Road, both waiting to enter the upper parking lot, and when exiting back onto Post Road. Driver visibility when exiting appeared to be poor. Views to the east were partially obscured by school buses stopped on Post Road, and views to the west were impeded by vegetation and a curve in the road. One of the consultant team was nearly struck by a westbound vehicle when crossing Post Road at the Leopold Way crosswalk at the apex of this curve.
School Staff Roles	One staff member is assigned to the school bus loading area on Post Road. One staff member helps students and families walk across the exit to circle drive. Additional staff monitor 4K pick-up in the back of the school, and aftercare and specialized transportation pick-up. School staff are assigned either drop-off or pick-up duties.
Adult Crossing Guards	A crossing guard is posted at the high visibility crossing of Post Road directly west of the loop and aligned with the front entrance to the second floor of the school.
Bike Rack Locations and Use	There are two areas with bike racks around the school – one on the south side adjacent to the loop and one on the north side in the paved play area.
Students Walking and Biking	- Many students were observed walking and biking from school. - Most students observed walking from school walked east along Post Road. - Some students observed walking and biking from school were going west along Post Road, including one biking with a caregiver on the Cannonball Path.

Priority Recommendations at Leopold Elementary



Recommendations for School Leadership or MMSD Building Services

#	Location	Issues or Observations	Recommendations
1	Circle drive loop	At the circle drive loop, K-5 caregiver vehicles form two lines, resulting in students walking between vehicles. Many caregivers do not remain in their vehicles, do not pull forward, and pull around other vehicles, resulting in unsafe traffic flow. When exiting the circle drive, some vehicles block the sidewalk, although a staff person is present to prevent students from walking across the sidewalk when it is unsafe. Vehicles exiting circle drive were observed blocking the flow of traffic while waiting to turn.	<i>Immediate Priority:</i> - Change the arrival and dismissal process so that buses and specialized transportation use the circle drive loop and caregivers who drive use Post Road. - Communicate expectations by sharing the school's new Traffic Safety Plan.
2	Post Road in front of the school	- Many caregiver vehicles wait along Post Road, including in a designated "no stopping, standing, or parking" zone just before the crossing guard crosswalk. - Visibility for drivers exiting the loop is poor. - Vehicles travel too fast on Post Road, which is on the City's High Injury Network	<i>Immediate Priority:</i> Encourage more walking and biking to school, and promote the use of the Walking School Buses, to reduce the number of caregiver vehicles.
3	Staff parking lot and 4K drop-off/pick-up	Some 4K caregiver vehicles block the sidewalk on the north side Post Road, both waiting to enter the upper parking lot, and when exiting back onto Post Road. Driver visibility when exiting appeared to be poor. Views to the east were partially obscured by school buses stopped on Post Road, and views to the west were impeded by vegetation and a curve in the road. Previously, when the school had a student safety patrol program, they were posted at this driveway to allow students to cross when safe.	<i>Immediate Priority:</i> - Ensure trees on school property near the curve on Post Road are pruned appropriately. - Change the arrival and dismissal process so that yellow school buses, specialized transportation, and Temporary Education Program (TEP) taxis use the circle drive loop. - Re-establish student safety patrols to guide students crossing driveways and/or assign a staff member to this driveway crossing.

Recommendations for City of Madison

#	Location	Issues or Observations	Recommendations
2	Post Road in front of the school	• Many caregiver vehicles wait along Post Road, including in a designated “no stopping, standing, or parking” zone just before the crossing guard crosswalk. • Visibility for drivers exiting the loop is poor. • Vehicles travel too fast on Post Road, which is on the City’s High Injury Network	<i>Immediate Priority:</i> • Stripe out or install flex posts directly east of the crosswalk on the north side of the street to discourage caregivers from stopping there. • Install driver speed feedback boards going eastbound in addition to the existing westbound boards.
3	Staff parking lot and 4K drop-off/pick-up	• Some 4K caregiver vehicles block the sidewalk on the north side Post Road, both waiting to enter the upper parking lot, and when exiting back onto Post Road. Driver visibility when exiting appeared to be poor. Views to the east were partially obscured by school buses stopped on Post Road, and views to the west were impeded by vegetation and a curve in the road. Previously, when the school had a student safety patrol program, they were posted at this driveway to allow students to cross when safe.	<i>Immediate Priority:</i> • Ensure trees are pruned appropriately near the bend in Post Road.

#	Location	Issues or Observations	Recommendations
4	Post Road at Traceway	- High school and Middle school students cross Post Road at Traceway Drive to reach their bus stop. - Post Road east of the school is long and straight, with some long distances between marked crossings. Residents report vehicles go too fast for conditions. - The east leg of this intersection is missing curb ramps and a crosswalk. - The intersection has painted or low/mountable traffic calming medians. - Post Road is on the City's High Injury network. - Post Road has a speed limit of 25 miles per hour; the school zone speed is 20 miles per hour.	<i>Immediate Priority:</i> - Consider lowering school zone speed limit to 15 miles per hour. - Relocate school speed limit assembly east of the intersection and install SCHOOL CROSSING (S1-1) signs in both directions. Add an END SCHOOL ZONE (S5-2) sign under existing SPEED LIMIT 25 (S2-1) sign going eastbound on Post Road - Use school speed limit assembly instead of SPEED LIMIT 25 (S2-1) sign for speed board going westbound on Post Road west of Traceway Drive. - Use FINES HIGHER (R2-6P) plaques on all school speed limit assemblies. <i>Medium Term:</i> - Add flashing beacons programmed for school arrival/dismissal times and use SCHOOL SPEED LIMIT WHEN FLASHING (S5-1) assembly. - Harden the existing median to provide a raised pedestrian refuge for pedestrians. Install curb ramps and a marked crosswalk on the east leg of the crosswalk.
5	Traceway Drive	Staff reported that these two streets are often dark during arrival in the winter because of a lack of streetlights.	<i>Immediate Priority:</i> - Ensure trees are pruned appropriately. (City of Fitchburg) <i>Medium Term:</i> - Install streetlights to provide adequate lighting levels for a collector roadway with high pedestrian activity. (City of Fitchburg)
6	Todd Drive	Staff reported that this street is often dark during arrival in the winter because of street trees obscuring lights.	<i>Immediate Priority:</i> Ensure trees are pruned appropriately. (Cities of Madison and Fitchburg)

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.