

Midvale Elementary Safe Routes to School Plan (June 2026)

About the School	
Number of Students ^a	Approximately 375
% Economically Disadvantaged	45%
% Non-white	55%
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

Safety Concerns at Midvale

What we heard from the Principal (or Designee)

- The current traffic safety plan directs caregivers to get out of their vehicles and wait for students near the flagpole by the main entrance to the school. Many caregivers who drive will park their vehicles next to the athletic field on Caromar Drive (north of the school) in an area that is signed “No Parking.”
- Caregivers and students often Caromar Drive midblock. Due to the number of vehicles, yellow school buses in front of the school, and the narrowness of the street, visibility of children crossing away from marked crosswalks is low.
- Some caregivers prefer to drive their students instead of having them ride the bus (due to their young age), which increases the number of vehicles on Caromar.
- Some students experiencing homelessness or housing instability are brought to and from school in taxis. The taxi operators are not uniformly aware of school arrival/dismissal practices.

What we learned from the crossing guard

At the intersection of Caromar Drive and Clifden Drive, the curbs were recently painted yellow. Previously, drivers would drop off or pick up in the intersection at Caromar and Clifden Drive, which reduced visibility for the crossing guard at that intersection. Most drivers now comply with the parking restrictions.

Major Streets and Highways	Annual Weekday Traffic (AWT) ^a
S Midvale Boulevard	21,750
Mineral Point Road	15,450
Tokay Boulevard	4,250

^aSource: City of Madison Street Centerlines

At the mid-block crossing of Midvale Boulevard, some vehicles park or stop in the “no parking” area just before the crossing in the southbound direction, potentially obscuring visibility of the crossing and crossing guard. The crossing guard must stand in the parking lane to signal drivers to stop.

At Mineral Point Road and Owen Drive, westbound drivers often speed. Eastbound drivers have trouble seeing the crossing during morning arrival at certain parts of the year, due to sun glare obscuring the RRFB.

Hazardous Transportation Busing

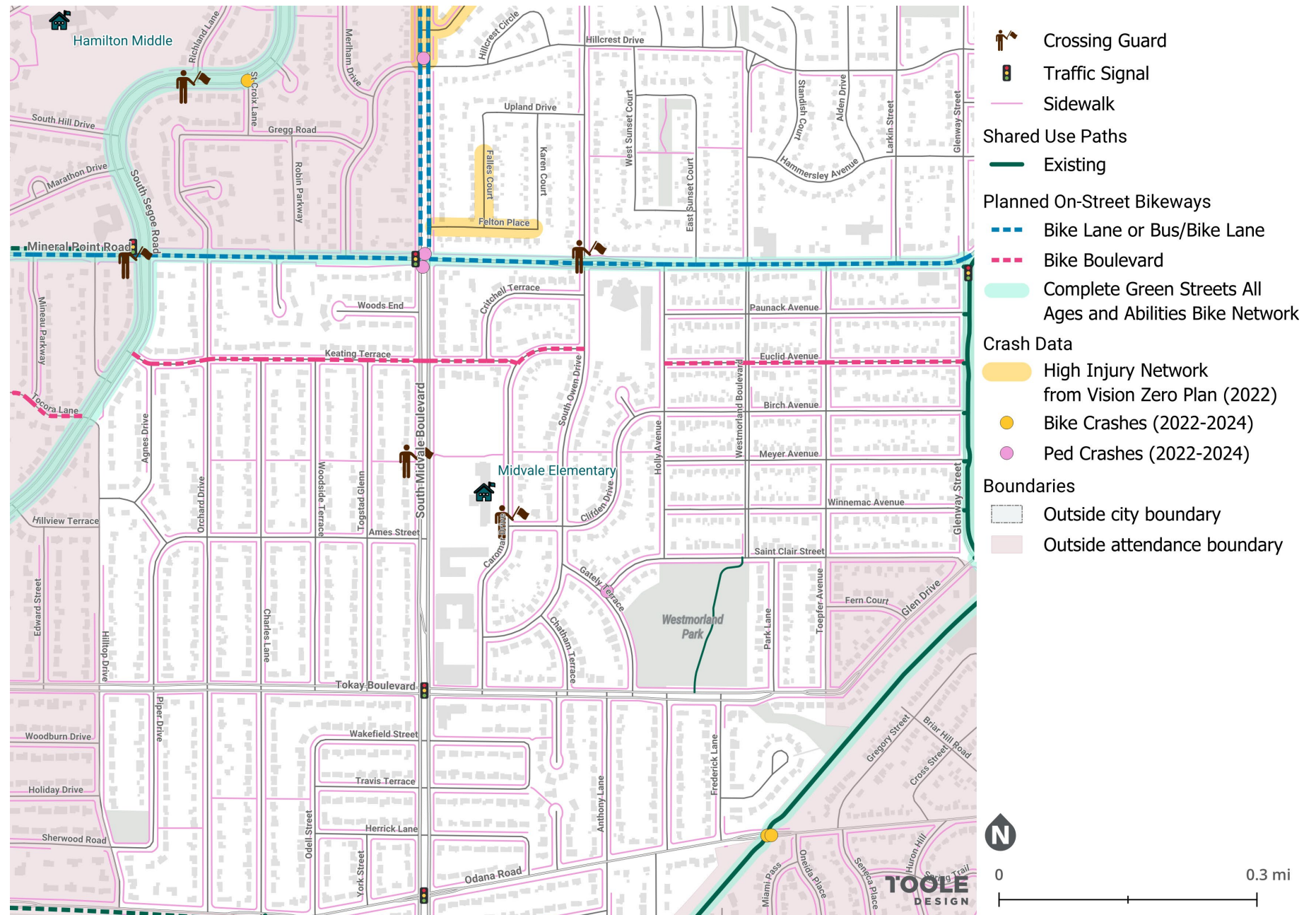
The school district provides unusually hazardous transportation busing for students who live:

- North of Regent Street and east of Schmitt Place
- North of Mineral Point Road, south of Regent Street, west of S Franklin Avenue, and east of Owen Parkway and Alden Drive

What we learned from surveys and other caregiver feedback

- Caregivers have been ticketed for parking in areas signed “No Parking” and waiting for students as instructed in the traffic safety plan.
- The lack of bike lanes on Midvale Boulevard north of Mineral Point Road was noted.

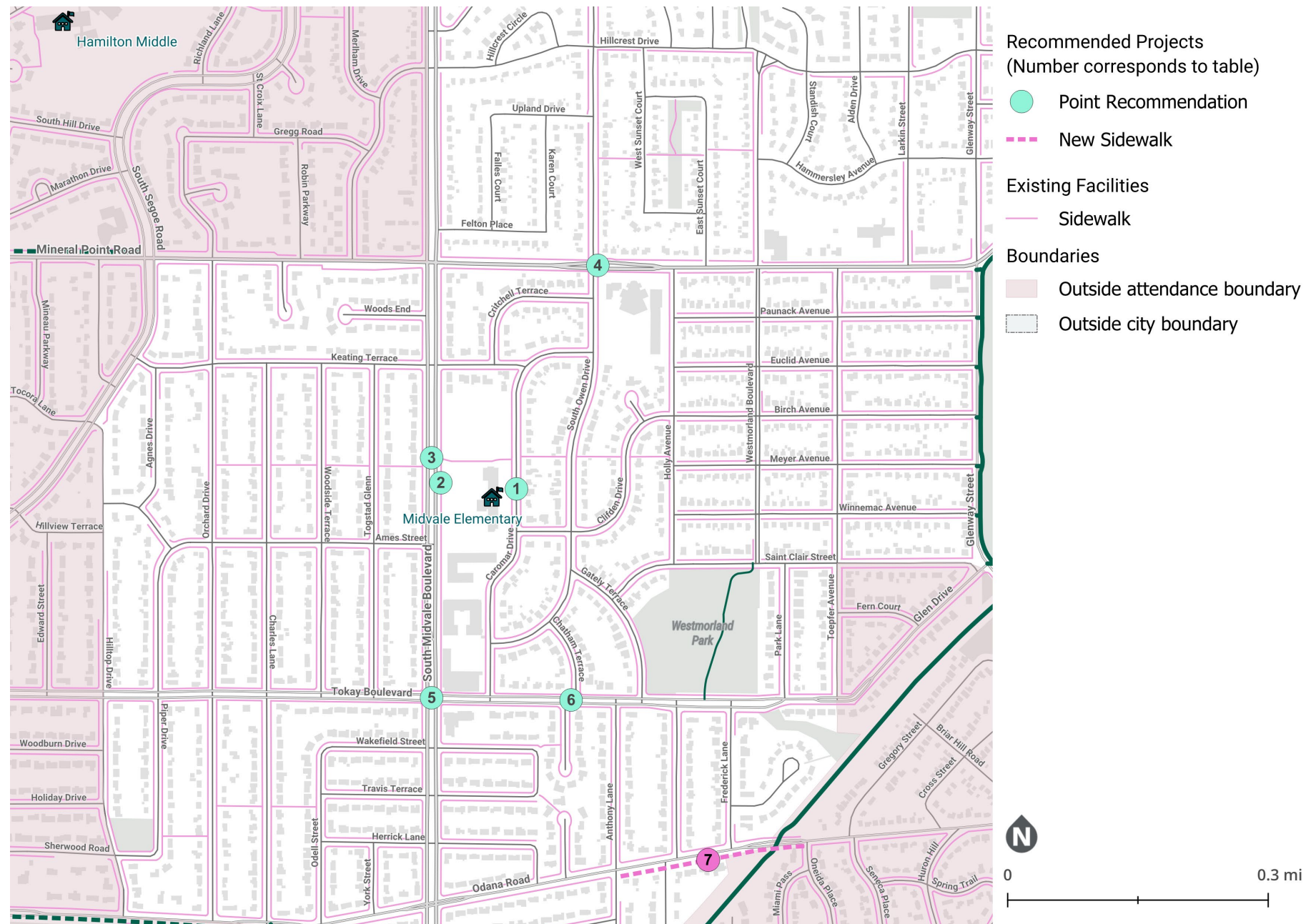
Existing Conditions (and Previously-Planned Bikeways and Paths)



Arrival and Dismissal Observations

Observation Details	
Observation Date	The consultant team observed arrival on Monday, October 13.
Specialized Transportation	Before/Aftercare and specialized transportation vehicles dropped off students on Caromar Drive on the school side of the street.
Caregiver Vehicles	- During arrival, caregivers driving parked or stopped on the east side of Caromar Drive or near the crossing guard at S Midvale Boulevard. - Most caregivers who dropped off on Caromar Drive walked their students across the street, although some dropped off and sent children across the street without an adult. - Caregivers who parked on S Midvale Boulevard did use the marked crosswalk leading to the playground. At least two caregivers parked directly in front of the crosswalk on the west (southbound) side of S Midvale Boulevard, and while the vehicles were parked, they partially blocked the view of the crosswalk.
School Staff Roles	School staff were posted at main entrance on Caromar Drive and at the back entrance from the playground to supervise arrival and dismissal.
Adult Crossing Guards	- A crossing guard is posted at Caromar Drive and Cliften Drive. - Two crossing guards are posted at S Midvale Boulevard, with each responsible for half of the crossing. - A crossing guard is posted at Mineral Point Road and Owen Drive.
Bike Rack Locations and Use	- There was one area with bike racks, located between the playground and the northern entrance to the school. - There were only a few bicycles parked at the bike racks on the day of observation.
Students Walking and Biking	- Many students and caregivers arrived on foot, and a few arrived by bike. - Several students and caregivers reached the midblock crossing on S Midvale Boulevard using the midblock path from Orchard Drive. - Many students and caregivers walking from the path from Holly Avenue crossed Caromar Drive at the midblock crosswalk and curb extension.

Priority Recommendations at Midvale 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	Caromar Drive between Cliften Drive and Keating Terrace	- Caregivers did not consistently stop or park on the correct side of the street or use marked crosswalks. Due to the number of vehicles, yellow school buses in front of the school, and the narrowness of the street, visibility of children crossing away from marked crosswalks is low. - Some caregivers dropped off students on bikes by pulling over on the west side of the street, despite traveling northbound on the east side of the street, and some dropped off students directly in front of the bus drop off area. - There is a need for more short-term parking areas so caregivers who drive can park and wait for students as instructed in the Traffic Safety Plan.	<i>Immediate Priority:</i> - Communicate expectations by sharing the school's Traffic Safety Brochure, which should: - Encourage caregivers who drive to use designated parking areas on the east side of Caromar Drive. - Encourage caregivers on bikes to use the path north of the school by the gym. - Encourage caregivers and students to use designated parking areas on Midvale Boulevard and Caromar Drive and use marked crosswalks to cross Caromar Drive.
2	Midblock crossing of S Midvale Boulevard (northbound)	- Many students cross the street at this crossing, which has high-visibility pavement markings, signs, and a Rectangular Rapid Flashing Beacon. The northbound side of the street has a curb extension. - Midvale Boulevard has two travel lanes in each direction, and there is the possibility of multiple threat crashes. - At the crossing of the northbound side of the street, where one crossing guard is posted, vehicles appear to exceed the posted speed limit. The street slopes down from Ames Street, potentially contributing to drivers speeding, and likely carries higher traffic volumes during arrival as arrival overlaps with the morning peak travel hours. - Driver speed feedback signs and school speed limit sign assemblies are present on both approaches.	<i>Immediate Priority:</i> Communicate expectations by sharing the school's Traffic Safety Brochure, which should encourage caregivers to park in designated on-street 10-minute parking areas. Higher use of this parking may have a traffic calming effect and can also reduce the number of students crossing Caromar Drive where visibility is poor.

Recommendations for City of Madison

#	Location	Issue	Recommendations
1	Caromar Drive between Cliften Drive and Keating Terrace	- Caregivers did not consistently stop or park on the correct side of the street or use marked crosswalks. Due to the number of vehicles, yellow school buses in front of the school, and the narrowness of the street, visibility of children crossing away from marked crosswalks is low. - Some caregivers dropped off students on bikes by pulling over on the west side of the street, despite traveling northbound on the east side of the street, and some dropped off students directly in front of the bus drop off area. - There is a need for more short-term parking areas so caregivers who drive can park and wait for students as instructed in the Traffic Safety Plan.	<i>Immediate Priority:</i> Create short-term parking areas next to the athletic field on Caromar Drive (north of the school) and on Clifden Drive.
2	Midblock crossing of S Midvale Boulevard (northbound)	- Many students cross the street at this crossing, which has high-visibility pavement markings, signs, and a Rectangular Rapid Flashing Beacon. The northbound side of the street has a curb extension. - Midvale Boulevard has two travel lanes in each direction, and there is the possibility of multiple threat crashes. - At the crossing of the northbound side of the street, where one crossing guard is posted, vehicles appear to exceed the posted speed limit. The street slopes down from Ames Street, potentially contributing to drivers speeding, and likely carries higher traffic volumes during arrival as arrival overlaps with the morning peak travel hours. - Driver speed feedback signs and school speed limit sign assemblies are present on both approaches.	<i>Immediate Priority:</i> - Add FINES HIGHER (R2-6P) plaques on school speed limit/driver speed limit assemblies. <i>Medium Term (2-6 years):</i> - Add flashing beacons programmed for school arrival/dismissal times and use SCHOOL SPEED LIMIT WHEN FLASHING (S5-1) assembly. - Conduct a speed study to consider other speed management measures or traffic calming such as a raised crossing or lane narrowing. - If warranted, add a pedestrian-activated mid-block traffic signal at this location.

#	Location	Issue	Recommendations
3	Midblock crossing of S Midvale Boulevard (southbound)	- Many students cross the street at this crossing, which has high-visibility pavement markings, signs, and a Rectangular Rapid Flashing Beacon. The southbound side of the street does not have a curb extension. - Some caregivers park in the “no parking” area directly north of the crossing, potentially obscuring visibility of the crossing and crossing guard. The crossing guard must stand in the parking lane to signal drivers to stop.	<i>Immediate Priority:</i> - Stripe out or use yellow curb paint to mark the “No Stopping, Standing, or Parking 7:00-4:00 pm on school days” area and to discourage caregivers from stopping there. - Add FINES HIGHER (R2-6P) plaques on school speed limit/driver speed limit assemblies. <i>Medium Term (2-6 years):</i> - Add flashing beacons programmed for school arrival/dismissal times and use SCHOOL SPEED LIMIT WHEN FLASHING (S5-1) assembly. - If warranted, add a pedestrian-activated mid-block traffic signal at this location. - Consider constructing a curb extension before the driveway north of the crossing to discourage caregivers from stopping or parking in front of the crossing.
4	Crossing of Mineral Point Road at S Owen Drive	- A crossing guard is posted at this intersection, which has high-visibility pavement markings, signs, and a Rectangular Rapid Flashing beacon. - The crossing guard reported that drivers generally stop. However, westbound drivers often speed. Eastbound drivers have trouble seeing the crossing during morning arrival at certain parts of the year, due to sun glare obscuring the RRFB. - Mineral Point Road has two travel lanes in each direction, and as a result, there is the possibility of multiple threat crashes. - While crossing distances are not long, the median lacks a raised nose to create a protected pedestrian area. - The initial All Ages and Abilities Bike Network published in the 2022 Madison Complete Green Streets Guide recommends a low-stress bicycle facility on Mineral Point Road.	<i>Immediate Priority:</i> - Install driver speed feedback boards on both approaches to the crossing. - Add Advance Yield Here to Pedestrians sign and yield markings for both approaches on Mineral Point Road. <i>Medium Term (2-6 years):</i> - Conduct a study to consider a traffic signal at this location. - Reconfigure lanes on Mineral Point Road to provide separated bike lanes or a shared use path. Reducing motor vehicle lanes would also reduce speeding and the likelihood of multiple-threat crashes at this intersection. - Extend the existing median to provide a raised pedestrian refuge for pedestrians.

#	Location	Issue	Recommendations
5	S Midvale Boulevard and Tokay Boulevard	- While crossing distances across Tokay Boulevard are not long, they could be shortened by realigning the marked crosswalks. Existing curb ramps at three out of the four corners do not orient users directly into the crosswalk. - The existing medians lack raised noses to create protected pedestrian areas. - There are no leading pedestrian intervals (LPIs) for those crossing Tokay Boulevard.	<i>Immediate Priority:</i> - Provide LPIs for pedestrians crossing Tokay Boulevard. <i>Medium Term (2-6 years):</i> - Extend the existing medians to provide raised pedestrian refuges for pedestrians. - Install new curb ramps to provide shorter crossing distances on the east and west legs of the intersection and then restripe crosswalks.
6	Tokay Boulevard, Caromar Drive to Toepfer Avenue	- There are few marked crosswalks across Tokay Boulevard providing safe crossing opportunities for students living south of Tokay Boulevard in the attendance area. There are no marked crosswalks between S Midvale Boulevard and Toepfer Avenue, a distance of approximately 0.45 miles. - There are many missing curb ramps across Tokay Boulevard in the same area.	<i>Immediate Priority:</i> - Add high visibility crosswalk markings, parking restrictions on the crosswalk approach, and adequate nighttime lighting levels at some crossings of Tokay Boulevard, potentially at Caromar Drive, Chatham Terrace, or Gately Terrace. <i>Long Term (6+ years):</i> - Construct midblock crossing near Chatham Terrace with refuge space in existing median. - Construct missing curb ramps.
7	Odana Road, Anthony Lane to Oneida Place	Missing sidewalks present a barrier to walking and bicycling to school.	<i>Medium Term (2-6 years):</i> Construct sidewalks on the south side of Odana Road between Anthony Lane and Oneida Place.

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.