



City of Madison

Safe Streets and Roads for All Federal Grant Program Safety Demonstration Project: School Street

Final Report
September 2026



1. Project Description, Location, and Implementation

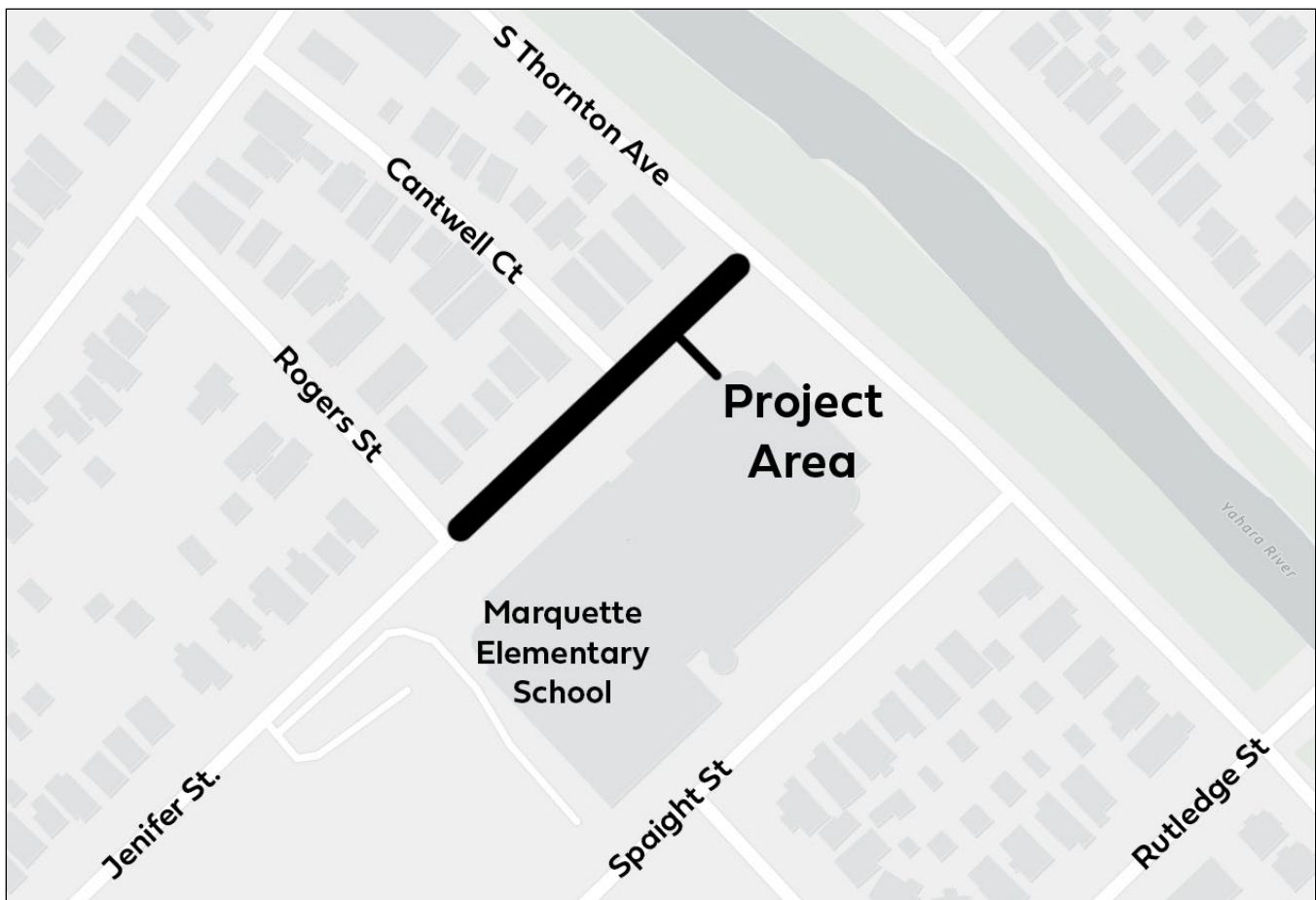
There is no strict definition of a School Street – each community implements them differently. However, the primary goal of a School Street is improving traffic safety around a school so that students can walk or bike to school more safely and more comfortably. Some School Streets are completely closed to traffic, while others are open to local traffic during varying times of the day.

This safety demonstration project was conducted in front of Marquette Elementary School on Jenifer Street between Rogers Street ([43°05'11.0"N 89°21'29.3"W](#)) and South Thornton Avenue ([43°05'13.6"N 89°21'25.6"W](#)) (Figure 1). Located northeast of Madison's downtown, this area is considered part of the city's near east side. Jenifer Street is a local neighborhood street with limited traffic outside of school hours.

This school site was selected for the demonstration project for a variety of reasons:

- The school principal, Parent Teacher Group (PTG), and neighborhood residents have reported that the school site gets congested during student arrival and dismissal periods which creates a chaotic environment and safety concerns, particularly for students walking and bicycling to school.
- The school site is surrounded by a well-connected, gridded street network, allowing temporary closure of Jenifer Street without significantly impacting non-school traffic.
- The majority of Marquette Elementary School students live within walking and bicycling distance of the school and only one school bus serves the school, making it a site that most students can walk or bike to if their caregivers feel comfortable letting them do so.
- There was support for the project from the school principal, the PTG, and the local neighborhood association.

Figure 1: Location of the School Street Pilot Project



1.1. Project Implementation

The School Street was implemented by closing Jenifer Street to traffic between Rogers Street and South Thornton Avenue on school days. The closure was for one hour during arrival and dismissal times from Monday, May 18 through Wednesday, June 10, the last day of school, a total of 17 school days. The closure was for the following times:

- **Mondays:**
 - Arrival: 7:00am – 8:00am (7:35 bell time)
 - Dismissal: 12:45pm – 1:45pm (1:10 bell time)
- **Tuesdays – Fridays:**
 - Arrival: 7:00am – 8:00am (7:35 bell time)
 - Dismissal: 2:00pm – 3:00pm (2:30 bell time)

The closure was accomplished using standard traffic cones placed across the street at each end of the closure. An accompanying sign stated that the street was closed to motor vehicles, but open to people walking and bicycling and included a QR code to direct people to a webpage with project information. An additional larger sign was placed near each end of the closure that provided more detailed information about the project. The closure was conducted by City staff and the City Adult Student Crossing Guard who is assigned to the corner of Jenifer Street and South Thornton Avenue.

During the closure, select motor vehicles were allowed into the closure area including:

- Residents who live within the closure area
- Delivery drivers making deliveries within the closure area
- School specialized transportation vehicles delivering or picking up students from the school

All bicyclists were allowed through the closure area, even if they were not traveling to or from the school. Caregivers dropping off or picking up students were not allowed into the closure area.

2. Crash Data

There were five reported crashes on the four blocks surrounding Marquette Elementary School from 2021 through 2025 (5 years). All five crashes resulted in property damage only and all five crashes occurred outside of school arrival and dismissal times. Two of the five reported crashes occurred on the section of Jenifer Street used for the School Street; both crashes were nighttime hit-and-run crashes with parked vehicles that resulted in property damage only.

There were no reported crashes on the four blocks surrounding Marquette Elementary School from January 1, 2026 through June 30, 2026, including during the School Street Demonstration Project.

Figure 2: Students arriving at school on bikes



3. Project Costs and Staff Time

3.1. Financial Costs

Financial expenditures for the pilot project were limited to approximately \$260 for various supplies. These primarily included A-frame sign boards to notify the public about the project and provide information about the project. Existing city-owned traffic control supplies were used, including 10 traffic cones and two temporary sign poles.

A permanent project would require purchase of signs and traffic control supplies, rather than using existing city-owned supplies on a temporary basis. The estimated cost of these materials is less than \$1,000 per project site for traffic control items and project signage.

3.2. Staff Time

The project involved the following staff time:

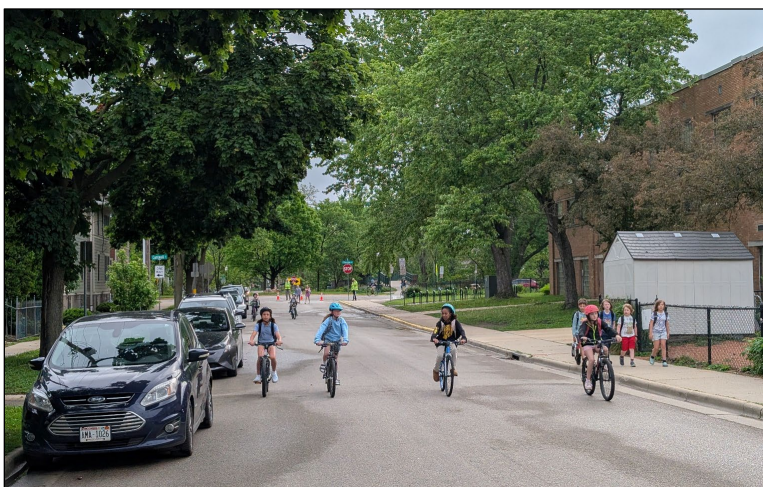
Project Phase	Staff Hours	Description
Project planning	60	Includes site selection, development of traffic control plans (Traffic Engineer), school engagement, public engagement
Project implementation	8 hours set up/break down	Setup and breakdown includes delivery and staging of traffic control devices and public communication signs.
	76.5 hours daily maintenance	Daily maintenance includes one staff member at each end of the closure for approximately one hour in the morning and one hour in the afternoon. Calculated at 4.5 hours per day for 17 days.

Staff carried out the following tasks to create the closure:

- The Crossing Guard posted at the corner of Jenifer Street and Thornton Avenue placed traffic cones across Jenifer Street at the beginning of each closure period (twice per day).
- City staff placed traffic cones across Jenifer Street at Rogers Street at the beginning of each closure period (twice per day).
- City staff and the Crossing Guard monitored the closure area and moved cones as necessary to allow permitted vehicles into or out of the closure area. Permitted vehicles included residents living within the closure area; one business with building access within the closure area; deliveries and service vehicles to residences within the closure area; and specialized transportation vehicles delivering or picking up students from Marquette Elementary.
- City staff and the Crossing Guard removed the traffic cones at the end of each period and stored them (twice per day).

This staffing was required for both the morning and afternoon street closures throughout the pilot project, both to allow limited vehicle access and for general monitoring of the closure. While this was feasible for the time-limited pilot project, neither the City nor the School District can provide this staffing on an ongoing basis at current staffing levels. There is more discussion about staffing in the Lessons Learned section of this report.

Figure 3: Students walking and bicycling to school on the School Street



4. Project Benefits

The goals of this project were:

- Increase the safety and comfort of students (and their caregivers) walking and bicycling to school.
- Increase the number of students walking and bicycling to school.
- Improve traffic flow around the school during arrival and dismissal periods.

Other considerations for the project included:

- Improve air quality in front of the school by increasing student walking/bicycling rates and reducing the number of motor vehicle trips.
- Improve school attendance by making caregivers feel more comfortable allowing their students to walk or bike to school.

4.1. Quantitative Project Benefits

Traffic Speed

Traffic speeds were monitored over a 24-hour period on the four blocks surrounding Marquette Elementary School on a Wednesday before the pilot project began, and on a Wednesday during the pilot project. Although speeds were monitored for the full day, the charts below display the percentage of vehicle traveling within specific speeds ranges only during the morning school arrival time (Figure 1) and the afternoon dismissal time (Figure 2), the same time periods the School Street was in effect. Key observations include:

- Average speeds decreased slightly during both the AM arrival and PM dismissal periods.
- Speed decreases were the greatest on Jenifer Street.
- Only one vehicle in the morning and five vehicles in the afternoon were traveling above the 20mph school zone speed limit during any period of the day, both before and during the pilot project.

Figure 4: Average motor vehicle speeds during school arrival times before and during the pilot project (7:00am – 8:00am, May 12, 2026 and June 3, 2026)

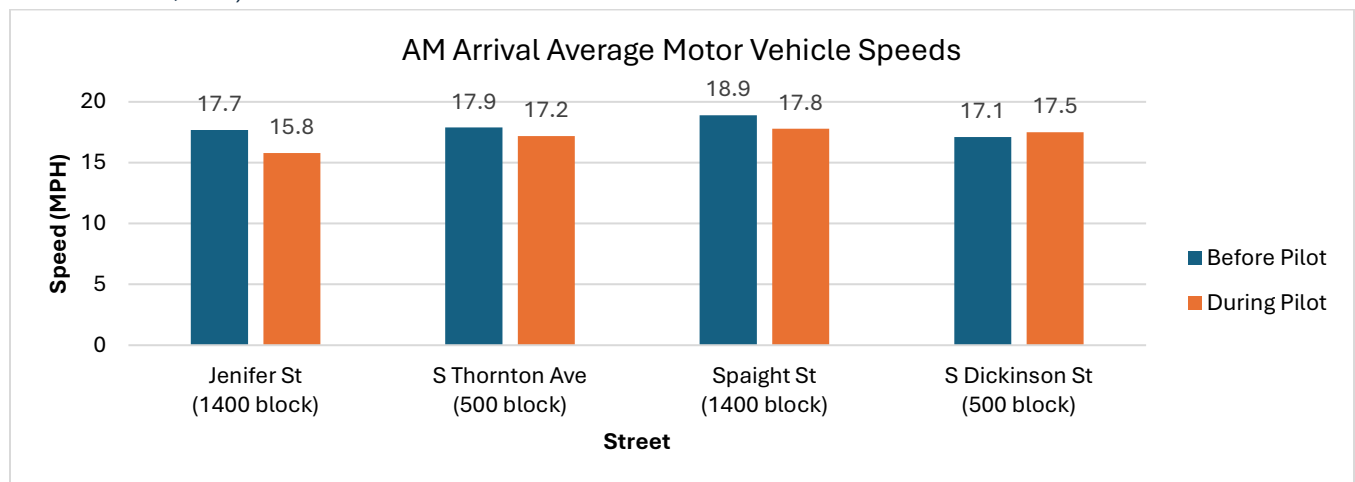
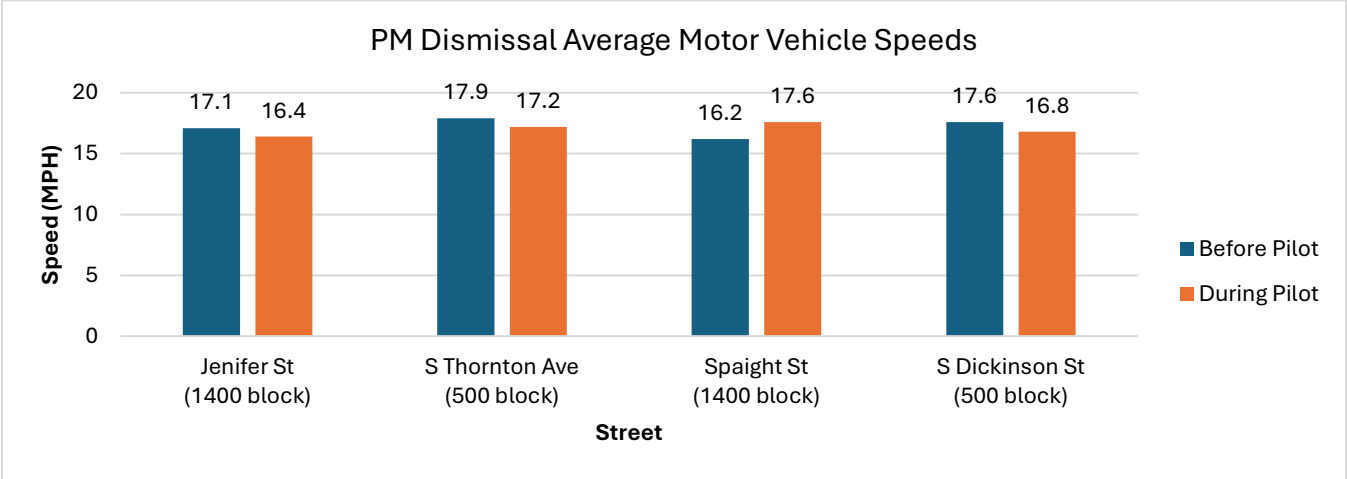


Figure 5: Average motor vehicle speeds during school dismissal time before and during the pilot project (2:00pm – 3:00pm, May 12, 2026 and June 3, 2026)



Traffic Volume

Traffic volumes were measured over a 24-hour period at the same times and locations as traffic speeds. Although volumes were monitored for the full day, the charts below display the percentage of vehicles traveling within specific speeds ranges only during the morning school arrival time (Figure 3) and the afternoon dismissal time (Figure 4), the same time periods the School Street was in effect. There was not a clear pattern to the change in the number of motor vehicles using each street before the pilot project and during the pilot project.

Figure 6: Number of motor vehicles during school arrival times before and during the pilot project (7:00am – 8:00am, May 12, 2026 and June 3, 2026)

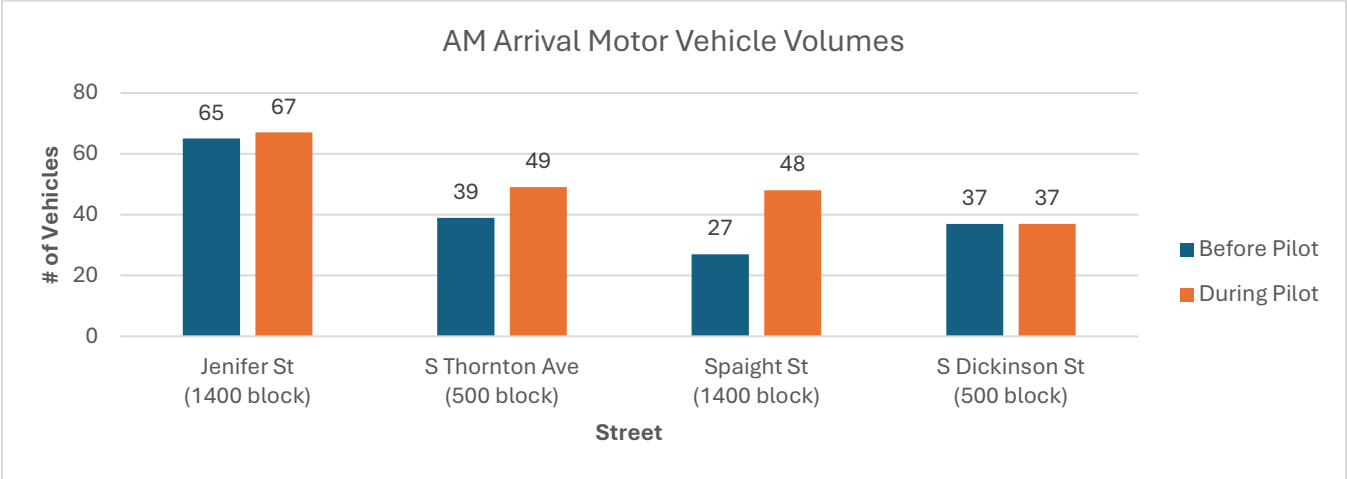
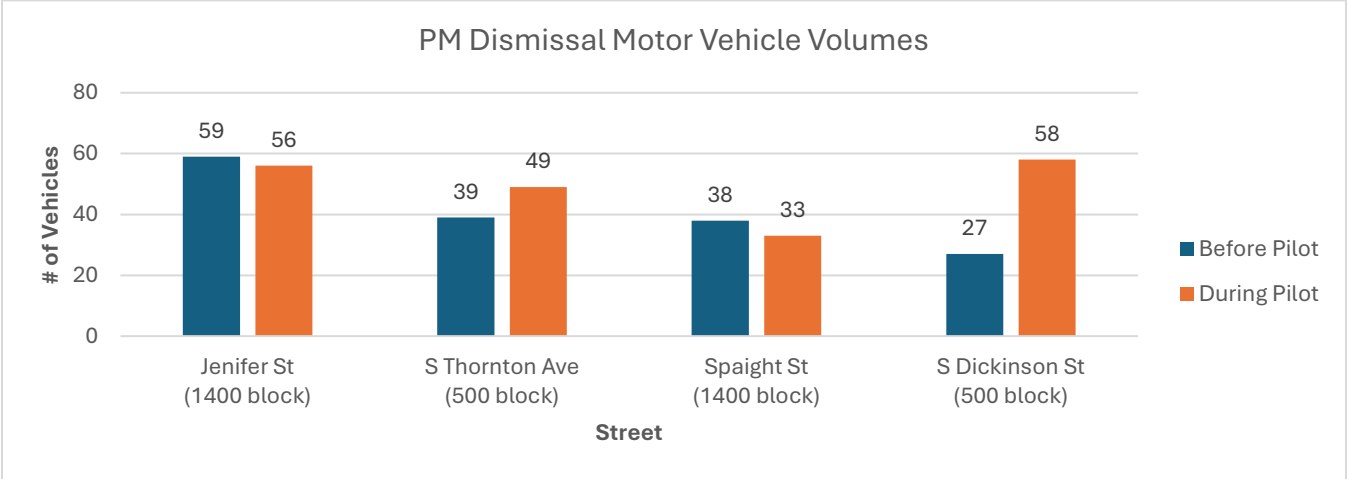


Figure 7: Number of motor vehicles during school dismissal time before and during the pilot project (2:00pm – 3:00pm, May 12, 2026 and June 3, 2026)



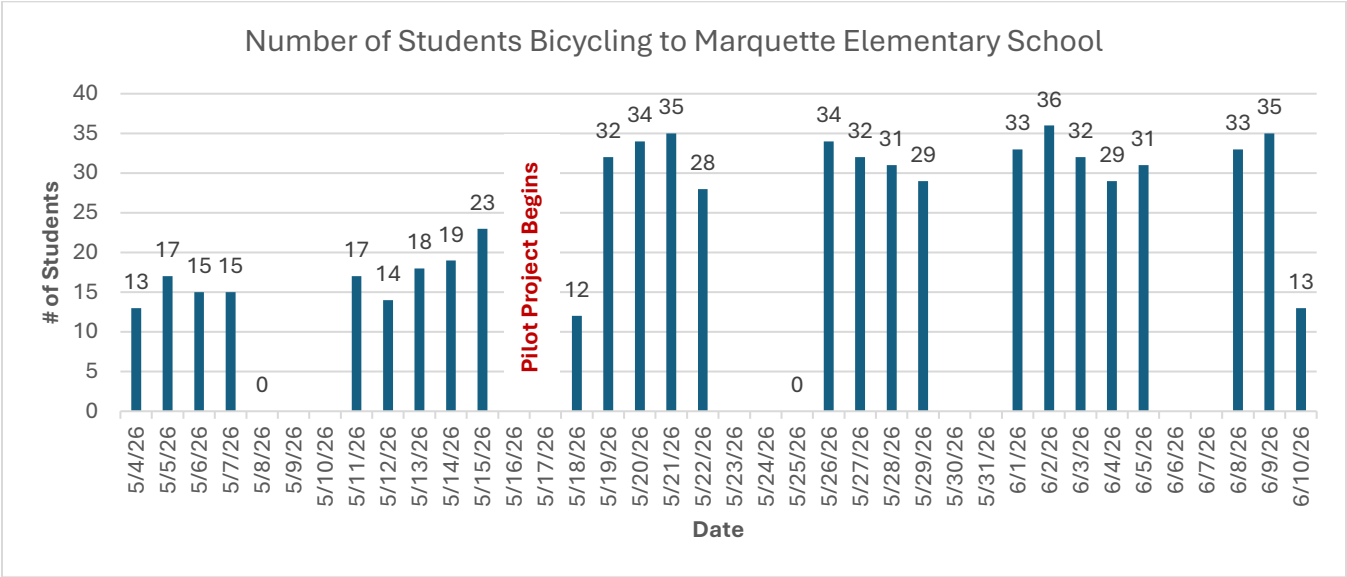
Walking and Bicycling to School

Marquette Elementary School has a large number of students who walk to school. However, because students approach the school from all directions and because it is difficult to tell if a student has walked from their home, or if a parent dropped them off nearby, the number of students walking to school was not monitored before or during the pilot project.

A large number of Marquette students also bicycle to school. Like students who walk, students bicycle from all directions. However, because bicycles are locked to racks at the school, it is easier to monitor the number of students bicycling to school. The number of students bicycling to school increased during the pilot project, as shown in Figure 5. However, it is difficult to know if this was due to the impacts of the pilot project, improving weather in late May and early June, or other factors.

- Average number of bikers before pilot project (two weeks): 16.8
- Average number of bikers during pilot project (three and a half weeks): 29.9

Figure 8: Number of students bicycling to Marquette Elementary School, May 6 - June 10, 2026

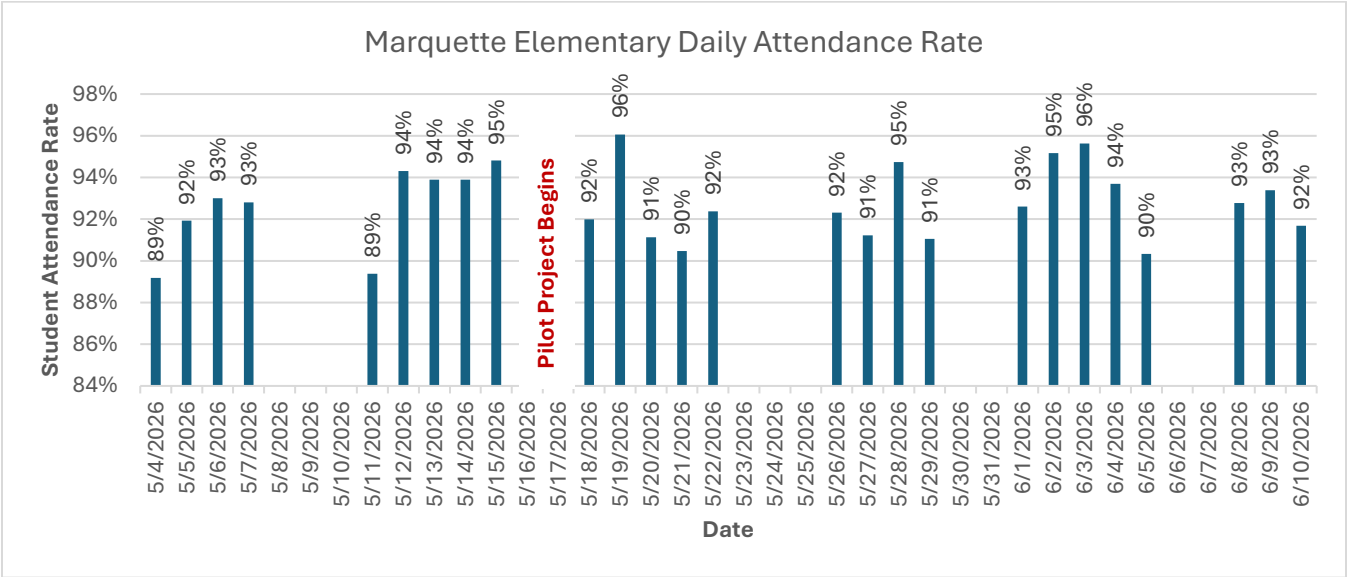


School Attendance

The School Street Pilot Project did not have any noticeable impacts on school attendance, as shown below and in Figure 6.

- **Average student attendance for full school year: 92.2%**
- **Average student attendance before pilot project (two weeks): 92.6%**
- **Average number of bikers during pilot project (three and a half weeks): 92.7%**

Figure 9: Average student daily attendance rate at Marquette Elementary School, May 6 – June 10, 2026



Air Quality

Air quality at the school front was not able to be measured before or during the pilot project due to limitations on outdoor power supply access at the school.

4.2. Qualitative Project Benefits

Public Survey

A public survey was available from May 26, 2026 to July 28, 2026 to gauge the reaction of the public to the School Street. The survey link and a descriptive flier was distributed by the school administration to all student families; the survey was also promoted by the Marquette Neighborhood Association through its social media channels. Survey responses were provided by students and their caregivers (44% of responses), neighborhood residents (47% of responses), and school staff (8% of responses); survey participants were able to select multiple categories, and there may be overlap in these figures.

The survey asked respondents a series of questions about conditions around the school before and during the pilot project. 30 people responded to the survey and provided limited, but valuable, feedback. Complete survey responses are provided in Appendix A. Key takeaways from the survey include:

- Respondents reported that they/their children biked to school more frequently during the pilot project, while walking and private car use was reported to be less frequent
- Respondents felt much safer in front of the school during the pilot project, with 86% of respondents reporting their feeling of safety was “good” or “very good” versus 29% reporting the same feelings prior to the project.

- Caregivers responding to the survey felt more comfortable letting their student walk or bike to school during the pilot project than before the project.
- 74% of respondents were “supportive” or “very supportive” of the pilot project and 68% of respondents would like to see the School Street become permanent for the full school year.
- There were very few negative comments about the pilot project, with the majority questioning if the project was necessary on a relatively low traffic street.

Public Comments

Numerous comments about the School Street were provided through the online survey. A selection of comments is provided below, with full survey comments included in Appendix A:

- I am so happy this pilot took place. The bike racks were bursting at the seams during this time which shows the number of students and families this would impact.
- This is a great initiative. Let’s make space for kids not cars. Kids are uniquely vulnerable to injury even at low vehicle speeds. This achieves physical separation which is the only viable enforcement option in my opinion. We know that speeding and phone-distracted driving are not actually enforced here. I absolutely love this project.
- The section that was blocked off was not a well-traveled section so it felt unnecessary. The section blocked was not very close to the entrance to the school. If it were a greater portion of the street, it may feel different. Additionally, as we are an elementary school, the majority of students who walk or bike to school are accompanied by an adult. This may have a greater impact on the middle school where students are old enough to walk or bike themselves.
- Our route is pretty safe and I wouldn’t say the last block in front of the school influences that much (safety concerns are at other points on the route).
- I think it was a success. Traffic flowed more smoothly and safety increased for people and cars.
- This significantly improved safety in front of the school. It made my daughter feel a lot more comfortable biking home after school by herself.
- As a staff member, I have always been concerned about student safety at the crosswalk. There is no crossing guard. School staff takes on this responsibility. There are times where, with all the cars coming and going in different directions, it can be unsafe. Having the school street made this crosswalk much safer. The front of the school seems less busy and much calmer.
- I felt way more comfortable having her bike home by herself after the school street was implemented. I would love if the school street became permanent. It was really helpful for keeping car traffic down and allowing pedestrians a safe area without cars.

Additional comments were received by staff monitoring the School Street implementation and include:

- This project is great. My daughter has commented that she feels safer biking to and from school.
- It would be nice to keep this in place during the middle school arrival and dismissal – that is much more chaotic. [Note: Marquette Elementary shares a campus with O’Keeffe Middle School, but their start and finish times differ by more than an hour]
- Can you try this at other schools in the city, especially ones that don’t have as many kids already walking and biking?

5. Lessons Learned

The pilot project had wide support.

Prior to implementing the project, City staff met with a variety of stakeholders including the school principal, the school Parent Teacher Group (PTG), the local alder, and the neighborhood association. All expressed interest in, and support for, the project. Conversations with the same people/groups demonstrated continued support once the pilot project was underway.

There was also substantial support from the broader school community and local residents communicated through the public survey and discussions City staff had with people at the street closure points. Support from the school and neighborhood will be critical for any future School Street implementations.

The pilot project achieved its goals.

The primary goal of the School Street was to increase the comfort and safety of students walking and bicycling to school, and to increase caregiver comfort with allowing their students to walk and bike to school. Based on the survey results and comments received by City staff, this was achieved, at least for some families. A desired byproduct of increased comfort is increased numbers of students walking and bicycling to school. While walking numbers were not monitored, the number of students bicycling to school increased during the pilot project. It is not possible to directly attribute the increase in students bicycling to the pilot project, but it may be related.

There were minimal issues with the implementation of the project.

The pilot project ran very smoothly. While there were frustrations expressed by a handful of caregivers who drive their students to school about changes in their typical traffic pattern, there were very few concerns overall. Primary concerns or issues from the pilot project include the staff time required and the feasibility of implementing School Streets at other locations, both of which are discussed below.

Project viability will be site-specific.

Marquette Elementary was chosen for the pilot project in part because of the gridded street layout surrounding the school. At Marquette, a portion of Jenifer Street was able to be closed with traffic diverted down connecting streets. This gridded street network allowed the closure with minimal impacts on people driving to and from the school as well as on people passing through the neighborhood. Many Madison schools are in neighborhoods that do not have gridded street networks or are located on streets with relatively limited access.

Implementing a School Street at these schools will be more challenging because of limited options to divert traffic to nearby streets. While this may still achieve the goals of the School Street—primarily, improving traffic safety and comfort for students walking and bicycling in front of the school—it may engender more complaints or resistance from caregivers who drive or neighborhood residents. Locations will need to be carefully considered for future School Street implementations.

Timing for the School Street closure could be adjusted and may be school-specific.

Jenifer Street was closed for one hour around school arrival and dismissal times, which may

Figure 10: Bike racks at the school were over capacity during the School Street Pilot Project



have been longer than is needed. At arrival, most students walking and bicycling to school arrive within a period approximately 15 minutes before the final bell and 10 minutes after the bell. At dismissal, students leave the school at one time (except for those staying for afterschool programs) and have largely left the area within 10 to 15 minutes. The closure could potentially be shortened during each period. Considerations for shortening the closure should consider:

- If a Crossing Guard is utilized to implement the closure, they should close the street far enough ahead of students beginning to arrive that they need to cross so that implementing the closure does not interfere with their duties. Similarly, they should not reopen the street until they have crossed nearly all students they expect to cross. Crossing guards typically work for one hour at the beginning and end of the school day.
- At arrival, caregivers driving their students and the school buses and specialized transportation vehicles tend to arrive gradually over a 15 minute period; after unloading their students, the vehicles leave the area. At dismissal, caregiver vehicles and buses begin arriving at school 15 to 30 minutes ahead of student release, and park to wait for their students. The closure at dismissal should occur early enough that vehicles arriving to pick up students cannot enter the School Street area while it is still open and then have to leave the area once they have picked up their student.
- The full street closure needs to happen at the same time so that vehicles do not get caught within the closure zone. That is, if different staff are implementing the closure at different ends of the street, they should deploy the closure at each end as close to the same time as possible.

It may be feasible to reduce the closure to approximately a half hour during each period.

Staffing the School Street with City staff is not sustainable with current staffing levels.

Two staff were required to be on-site for two hours a day during the pilot project to set out the traffic cones, monitor the closure area (let resident and other permitted vehicles in/out), and remove the traffic cones at the end of the closure period. For the pilot, a crossing guard who is always stationed at one end of the closure area was utilized as one staff member, and staff from the City's Traffic Engineering Division filled the other slot. This is not sustainable from a staffing perspective and cannot be used going forward. Alternatives to the pilot project staffing include:

- Use school staff to close/open the School Street and monitor the closure area. This alternative may not be feasible as school staff typically have other duties during this time and may not arrive or depart the school early or late enough to carry out the necessary work. A shorter closure period may make utilizing school staff more feasible, but challenges with conflicting duties may still exist.
- Use volunteers to close/open the School Street and monitor the closure area. Volunteers could be drawn from a school's Parent Teacher Group/Organization (PTG/PTO) or from the local neighborhood association. Concerns with utilizing volunteers include a lack of accountability for the closure being properly implemented twice a day and potential liability concerns for non-City staff implementing a street closure.
- Use signage to "close" the School Street without a physical barrier. Some jurisdictions post large signs announcing that a School Street is closed to all traffic, except local residents, during specific periods of the day, but do not deploy physical barriers to close the street. This eliminates the need for staff, but also requires a high level of compliance from the driving public that may not result in the same experience as a street that is closed with physical barriers.

As discussed above, it may be possible to reduce the closure period, which may help alleviate staffing issues. A reduction in the closure period may make it more feasible for school staff or volunteers to carry out the closure.

School Streets present opportunities for greater activation of the street.

Nearly two thirds (64%) of survey respondents would like to see the School Street better activated if implemented again. During this pilot project, a bike repair clinic for students was hosted in the closure area one afternoon (Figure 10), which was heavily attended. School Streets present an opportunity to use streets as a community space for students and the surrounding neighborhood. While this is a greater benefit in very dense cities where schools may not have adequate open space, it could also be beneficial in Madison for public art, student recess, or other activities.



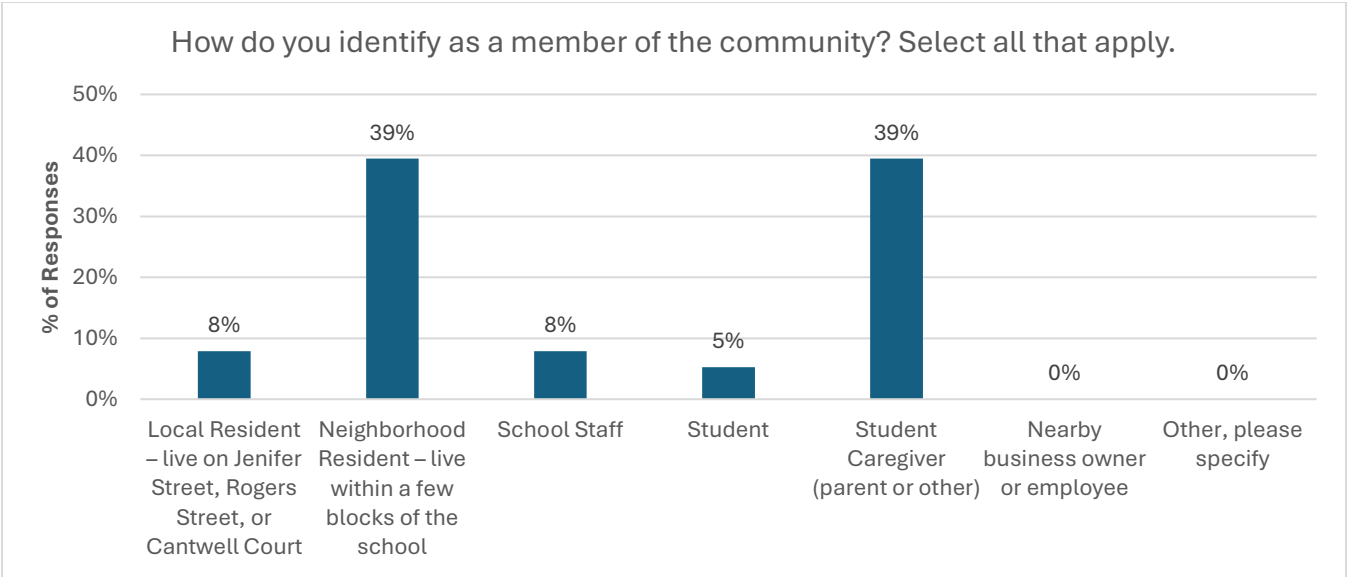
Figure 11: A bike repair clinic for students hosted in the School Street

Appendix A: Public Survey Results

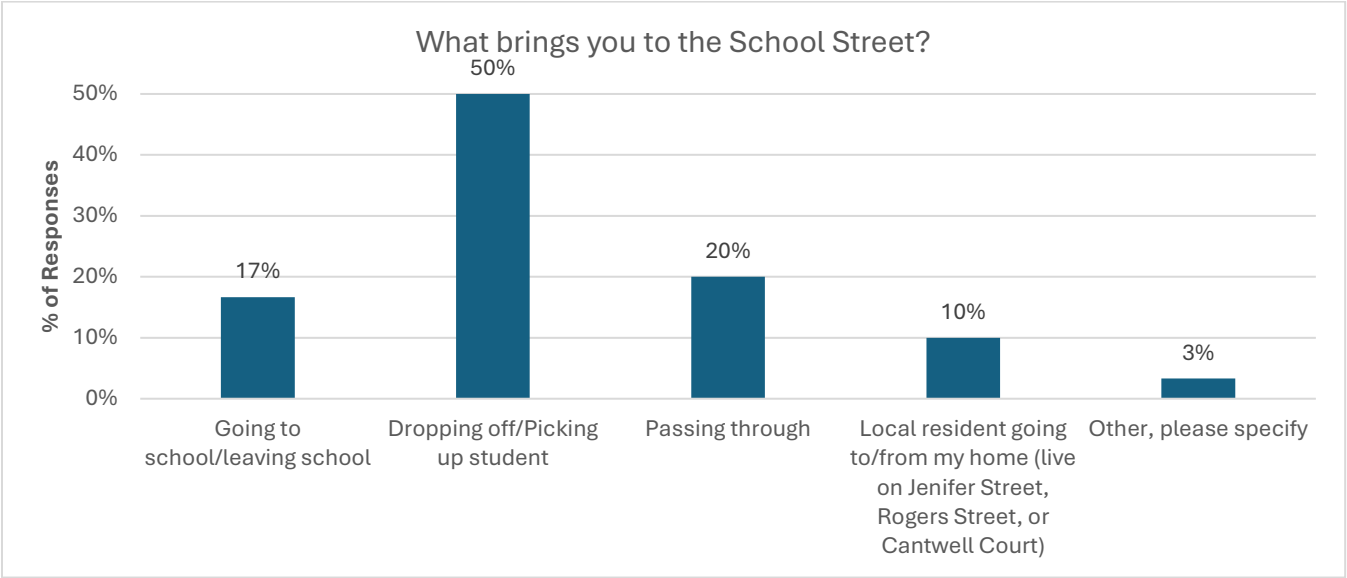
An online public survey about the School Street Pilot Project was available from May 26, 2026 to July 28, 2026. The survey link was publicized by the school to all student families and by the neighborhood association to local residents. A total of 30 people completed at least part of the survey. The relatively low number of respondents means that results may not be fully representative of public sentiment toward the project.

The survey results are presented below. A number of questions related to conditions before and during the pilot project have been combined so that the results can be easily compared.

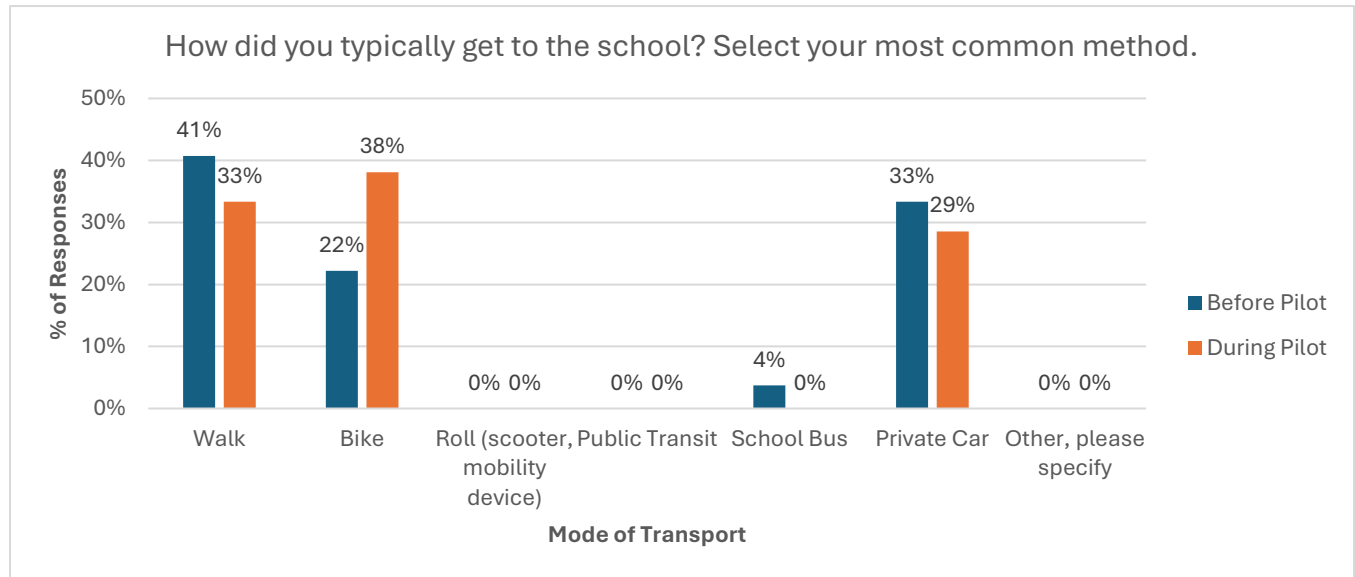
How do you identify as a member of the community? Select all that apply.



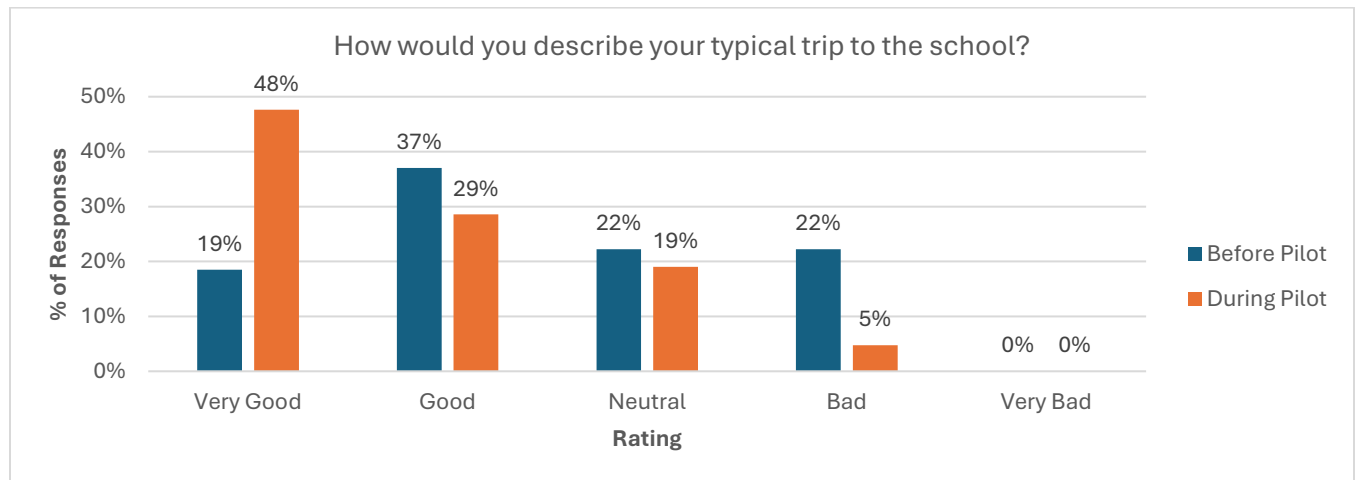
What brings you to the School Street?



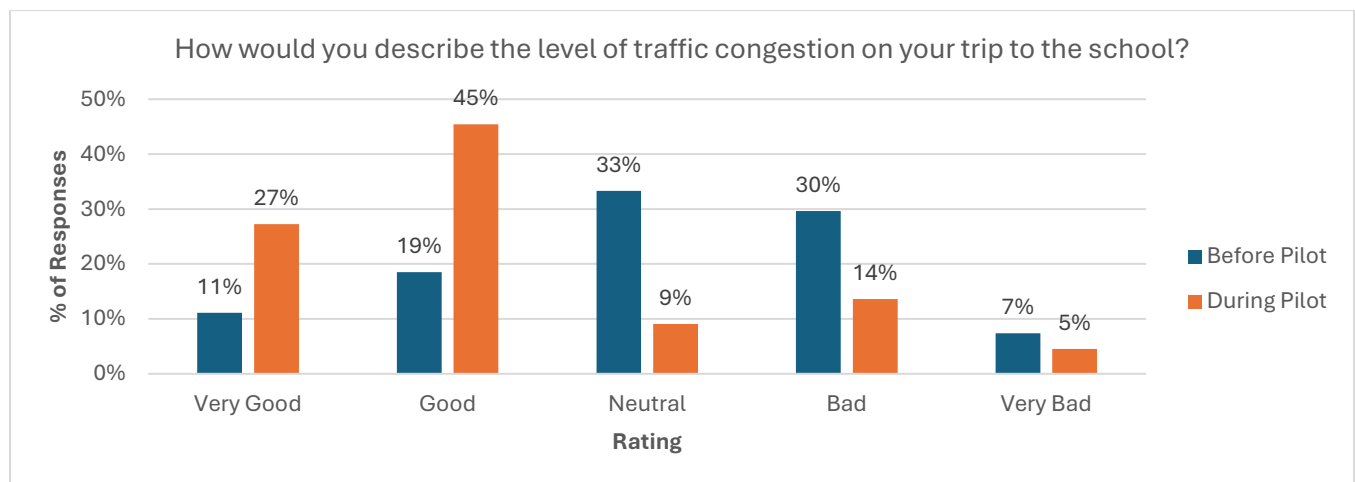
How did you typically get to the school? Select your most common method.



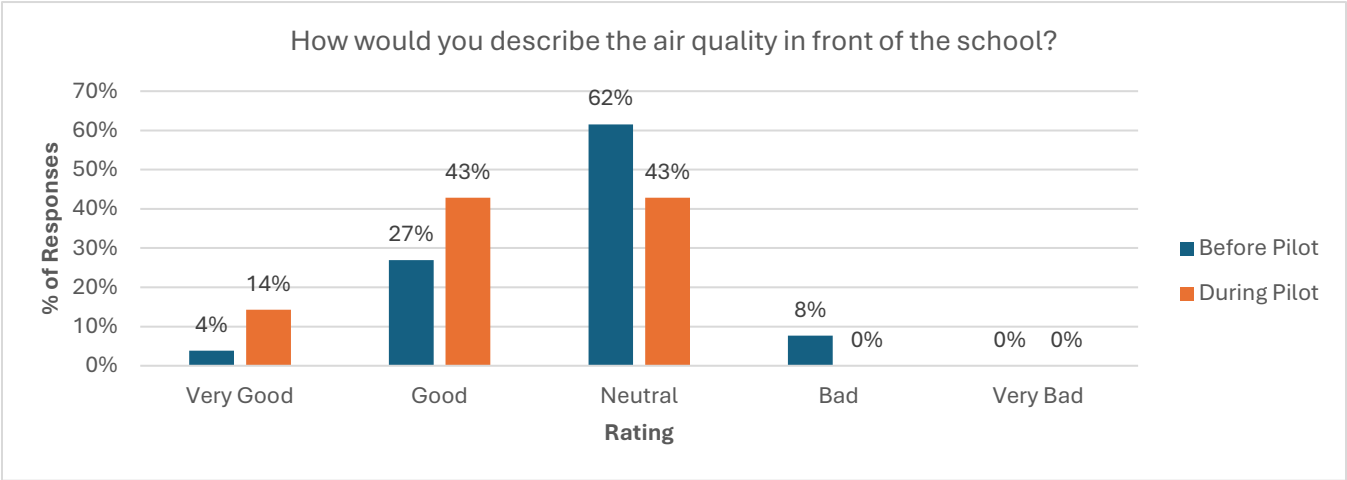
How would you describe your typical trip to the school?



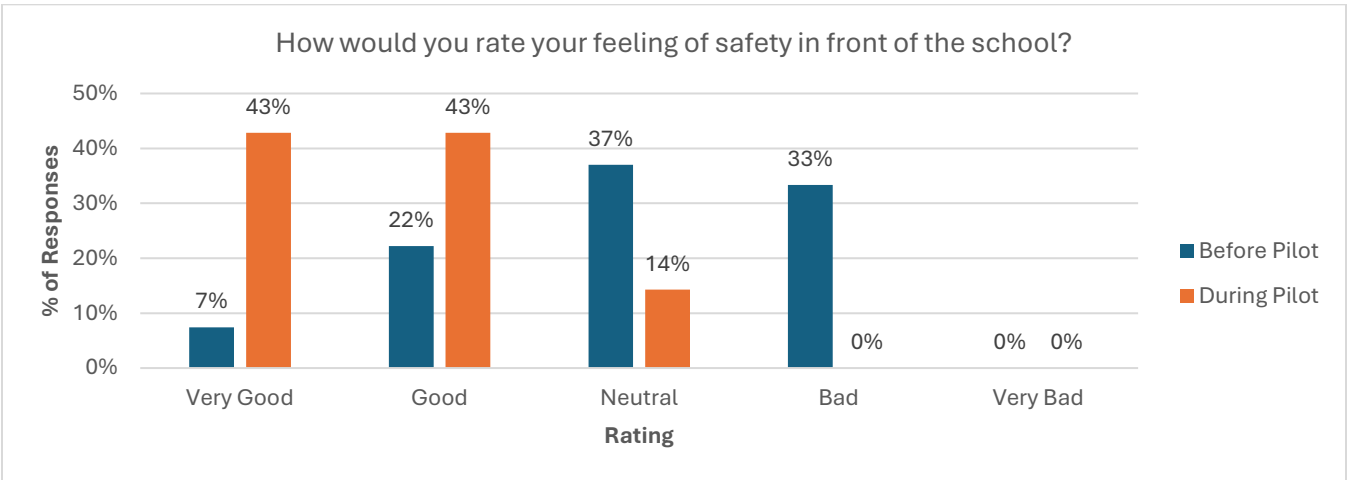
How would you describe the level of traffic congestion on your trip to the school?



How would you describe the air quality in front of the school?



How would you rate your feeling of safety in front of the school?



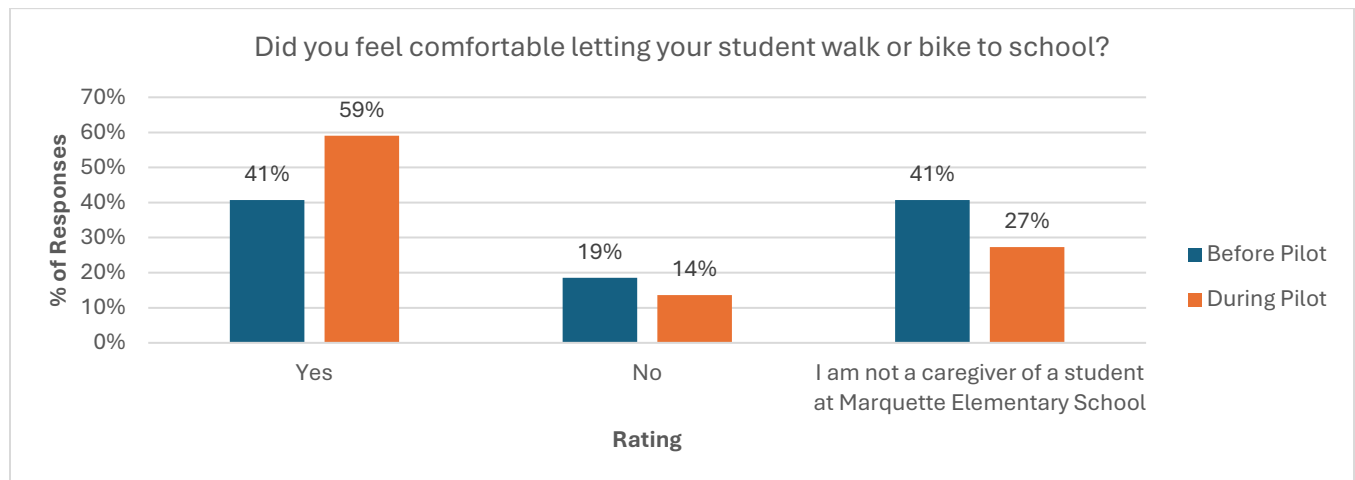
Please tell us more about your feeling of safety before the pilot project.

- I often saw kids biking from the Yahara River and they had to cross the car traffic to get to the school. It seemed dangerous because there was no obvious place where the bike-riders should cross the street, and the drivers of the cars were often distracted by all the students and traffic.
- Slightly unsafe because cars were often stopped in random places to pick up/drop off students. You could not be sure when they would start to move and whether they saw you and they could also be blocking the sight of a child behind the car or open a door into a passing bicycle
- Too many drivers (cars and bikes) going too fast and not paying attention to stop signs. A few times a year, the car owners that park on Riverside Drive will park in front of driveways.
- I am a neighborhood resident and former Marquette teacher. As a member of both communities, I always felt like we were inches/moments away from a tragic accident every day at dismissal and entrance times. As part of my job, I used to help monitor bus loading and crosswalk, and both areas were so scary.
- It was chaotic and unsafe crossings for kids
- There are many parents dropping off or picking up children and there are lot of commuters like myself who are passing through via foot, bike, and car. The crossing at Willy St is particularly hazardous and is just a block from the school. Many students cross here. The drivers accelerate as they try to make the green light at Roger's if heading West. The signage to warn drivers is not as extensive as at other crossings. There is no crossing guard for middle schoolers. I have talked to the crossing guard for elementary school students about

this crossing , and she considers it very hazardous. This needs to be addressed with better signage and narrowing of the street with bump outs to slow traffic. Please do something before another young person is killed by a car.

- Very worried about Williamson Street particularly after the boy was killed last year walking to West.
- We only had to cross one street next to the school, which felt safe already
- Drivers would ignore drop off/pick up rules, signage, and parking rules.
- It was fine, there were only ever minor issues.
- The crossing guards helped make it feel safe
- I had no reason to expect anything bad to happen
- I was worried about cars a little bit.
- People were generally careful and do not speed. I don't really notice a difference.
- Less issues with right in front of school, more with bike blvd on Mifflin which is our commute to school
- As a staff member, I have always been concerned about student safety at the crosswalk. There is no crossing guard. School staff take on this responsibility. There are times where, with all the cars coming and going in different directions, it can be unsafe. Having the school street made this crosswalk much safer.
- Approach school from the back so not directly impacted by front conditions

If you are the caregiver of a student, did you feel comfortable letting your student walk or bike to school?



Please tell us more about your comfort letting your student walk or bike to school before the pilot project.

- We live a block and a half away on the less busy side of the school. The kids can use a crosswalk to get to school safely.
- When my children went to Marquette and O'Keeffe (2003 to 2010), we felt very comfortable with our children walking to school.
- My child would bike but I was always very nervous.
- Our route is pretty safe and I wouldn't say the last block in front of the school influences that much (safety concerns are at other points on the route).
- She doesn't have to cross Williamson so I wasn't worried
- Very uncomfortable due to crossing Gorham Johnson Mifflin E Wash and Willy
- We were recently transitioning to letting our child do this. I did feel nervous about it.
- My daughter sometimes rides her bike to school , mostly with other kids her age
- N/A
- They have to cross as I dropped off and the students and families dropping off were fairly slow, it seems pretty safe.
- We just started letting them bike solo (3rd grade) otherwise, a parent biked with them

- Too much traffic to cross over East Washington
- The river path is vital for helping kids travel safely from the Tenney-Lapham Neighborhood. The 4-way stop at Baldwin and E. Mifflin is what initially led me to allow my children to bike to Marquette. Prior to that 4-way stop, I thought the route to school was unsafe. I still have concerns about the corner of E. Mifflin and N. Brearly.
- No concerns

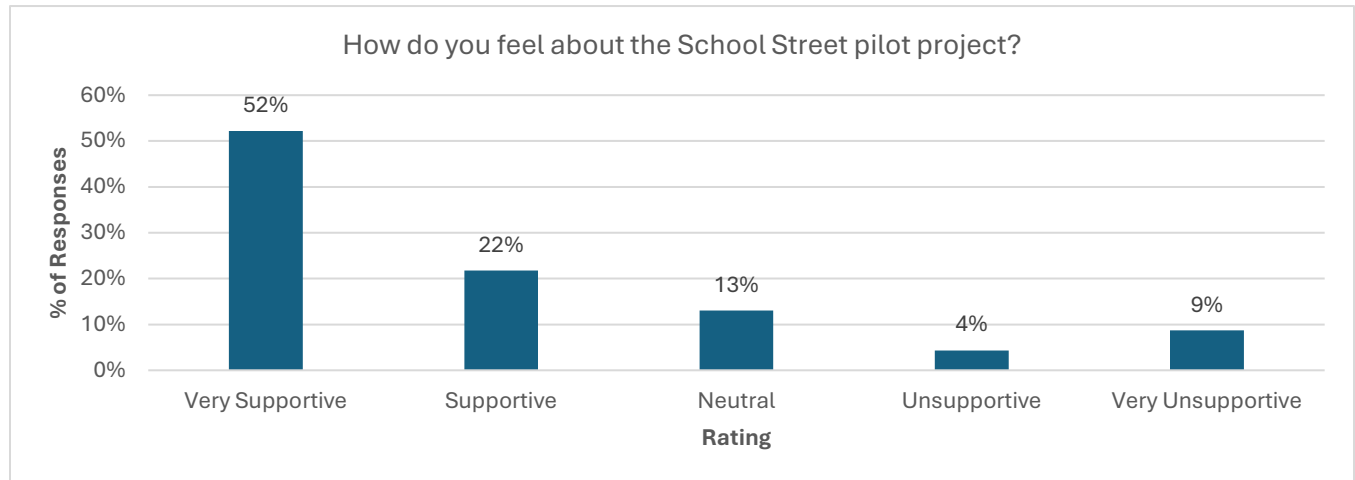
Please tell us more about your feeling of safety during the School Street pilot project.

- I loved the safe streets pilot! It gave the students room to get to school safely and diverted the cars away from busy student walking/bike areas.
- Crosswalk felt considerably safe and the through, speeding cars were way down/eliminated.
- The pilot hasn't been in effect for enough time for evaluation
- I continue to worry about Williamson Street.
- I think it was a success. Traffic flowed more smoothly and safety increased for people and cars.
- It was a disruption of routine, but it was fine. Mostly, the section of street that was blocked off was not a well-traveled section anyway. It felt wildly unnecessary.
- Rogers became very congested with kids weaving in and out of parked cars and extra traffic trying to exit
- This significantly improved safety in front of the school. It made my daughter feel a lot more comfortable biking home after school by herself.
- Safety isn't an issue
- Loved it! Wish it could be permanent
- I don't see a change, but now drop off and pick up is a bit more inconvenient.
- As a staff member, I have always been concerned about student safety at the crosswalk. There is no crossing guard. School staff take on this responsibility. There are times where, with all the cars coming and going in different directions, it can be unsafe. Having the school street made this crosswalk much safer. The front of the school seems less busy and much calmer.
- Most bike kids at Marquette seem to approach from east side towards the main entrance. Reducing car traffic on that street seems very logical

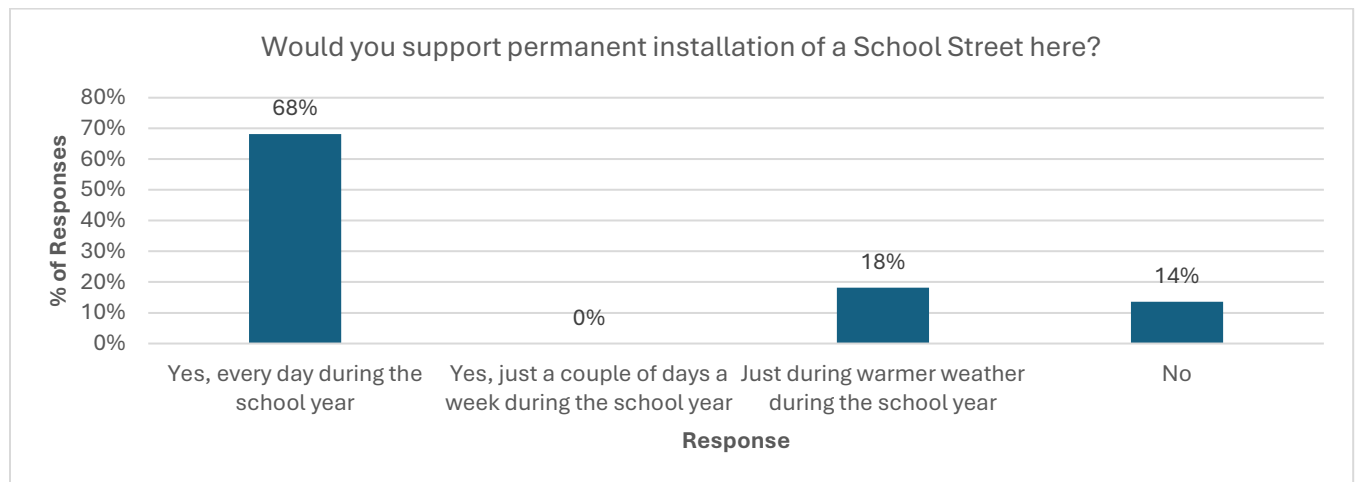
Please tell us more about your comfort letting your student walk or bike to school during the School Street pilot project.

- It seemed safer.
- The street closing made me feel much more comfortable with my student biking.
- No difference here - my concerns are about other points along our route.
- She doesn't have to cross Williamson so I do not worry.
- This project is for kids coming from the East of the school and didn't affect or improve the safety of my child
- I felt way more comfortable having her bike home by herself after the school street was implemented. I would love if the school street became permanent. It was really helpful for keeping car traffic down and allowing pedestrians a safe area without cars.
- I didn't see a huge improvement. It was a bit of a chaos at pick up
- Knowing that a buffer existed and purposeful no car zone gave a greater peace of mind
- Its the same, just more annoying for drivers.
- Too much traffic to cross over east Washington
- I appreciate that the section that is closed to cars makes this section of road safer for students.

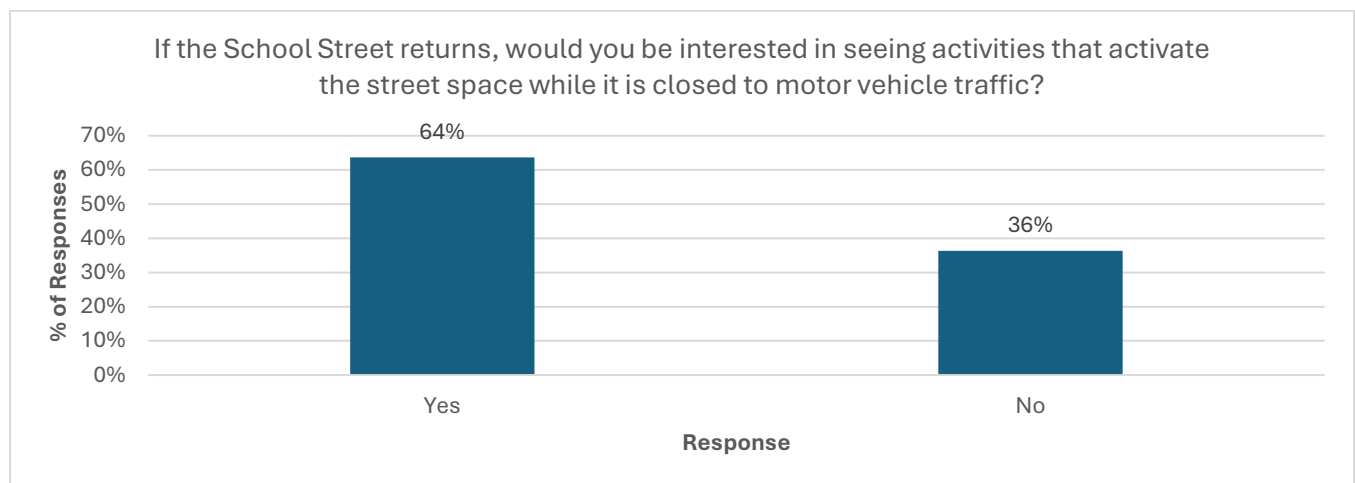
How do you feel about the School Street pilot project?



Would you support permanent installation of a School Street here?



If the School Street returns, would you be interested in seeing activities that activate the street space while it is closed to motor vehicle traffic?



Provide any other comments

- It is great that kids safety was prioritized over motor vehicle convenience!
- There are stoplights and a crossing guard, why is more needed? V frustrating

- Williamson is the primary problem.
- the people biking to school don't have to worry about car traffic
- Again, the section that was blocked off was not a well-traveled section so it felt unnecessary. The section blocked was not very close to the entrance to the school. If it were a greater portion of the street, it may feel different. Additionally, as we are an elementary school, the majority of students who walk or bike to school are accompanied by an adult. This may have a greater impact on the middle school where students are old enough to walk or bike themselves.
- For some, the only option for getting to and from school is private car. The Rogers St situation must be addressed. Maybe make it one way as an outlet to Willy.
- I am so happy this pilot took place. The bike racks were bursting at the seams during this time which shows the number of students and families this would impact.
- I don't really see the point. There has been no change in safety and in fact, it is far less convenient now.
- It was great so many kids and bikes at the bike repair event that was held on the School Street.
- This is a great initiative. Let's make space for kids not cars. Kids are uniquely vulnerable to injury even at low vehicle speeds. This achieves physical separation which is the only viable enforcement option in my opinion. We know that speeding and phone-distracted driving are not actually enforced here. I absolutely love this project.