

Whitehorse Middle Safe Routes to School Plan (2026)

About the School		Major Streets and Highways	Annual Average Daily Traffic (AADT) ^a
Number of Students ^a	Approximately 400	Walter St	4,500
% Economically Disadvantaged	60%	Schenk St	1,750
% Non-white	71%	Dennett Dr	750
Arrival / Dismissal Times	9:00 AM / 2:45 PM (Mon) 9:00 AM / 4:25 PM (Tue-Fri)		
^a Student data source: Wisconsin Department of Public Instruction		^a Source: City of Madison Street Centerlines	

Safety Concerns at Whitehorse

What we heard from the Principal (or Designee)

- Principal interview has not been completed

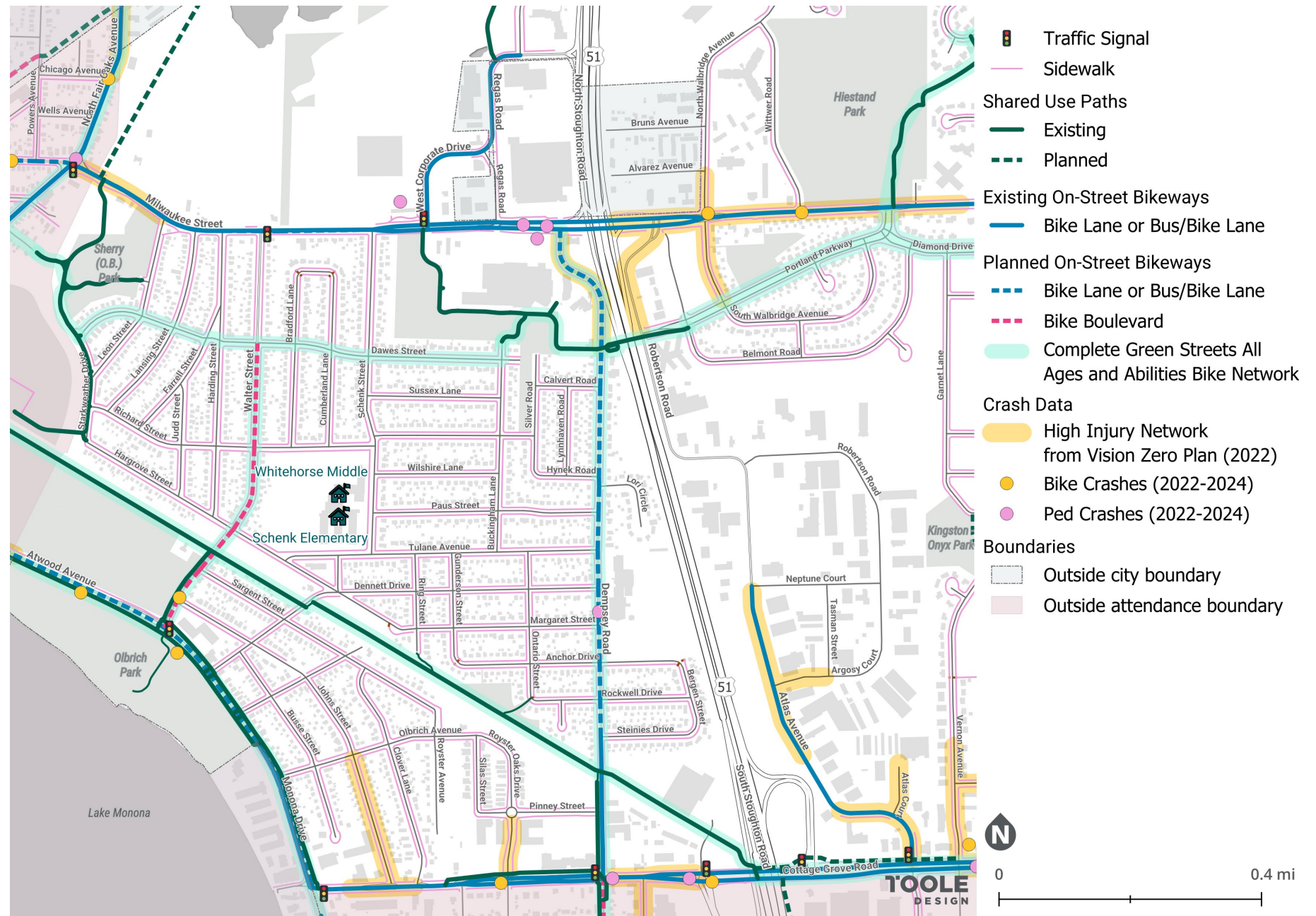
Hazardous Transportation Busing

There are no areas designated as unusual hazards for Whitehorse Middle

What we learned from surveys and other caregiver feedback

- Some students who live west of US-51 (Stoughton Road) use the Portland Parkway overpass to get to Whitehorse. To get to the overpass, there are some safety concerns:
 - Some students must cross Milwaukee Street at Swanton Road, or, if biking, at Portland Parkway.
- Commenters stated that drivers speed on Hargrove Street and Dennett Drive. The intersection of the two can be difficult to cross.
- One commenter stated that drivers speed on Walter Street; they suggested a four-way stop at intersection of Walter Street and Richard Street.
- The intersections of Schenk Street with Wilshire Lane and Paus Street have poor visibility due to parked cars.

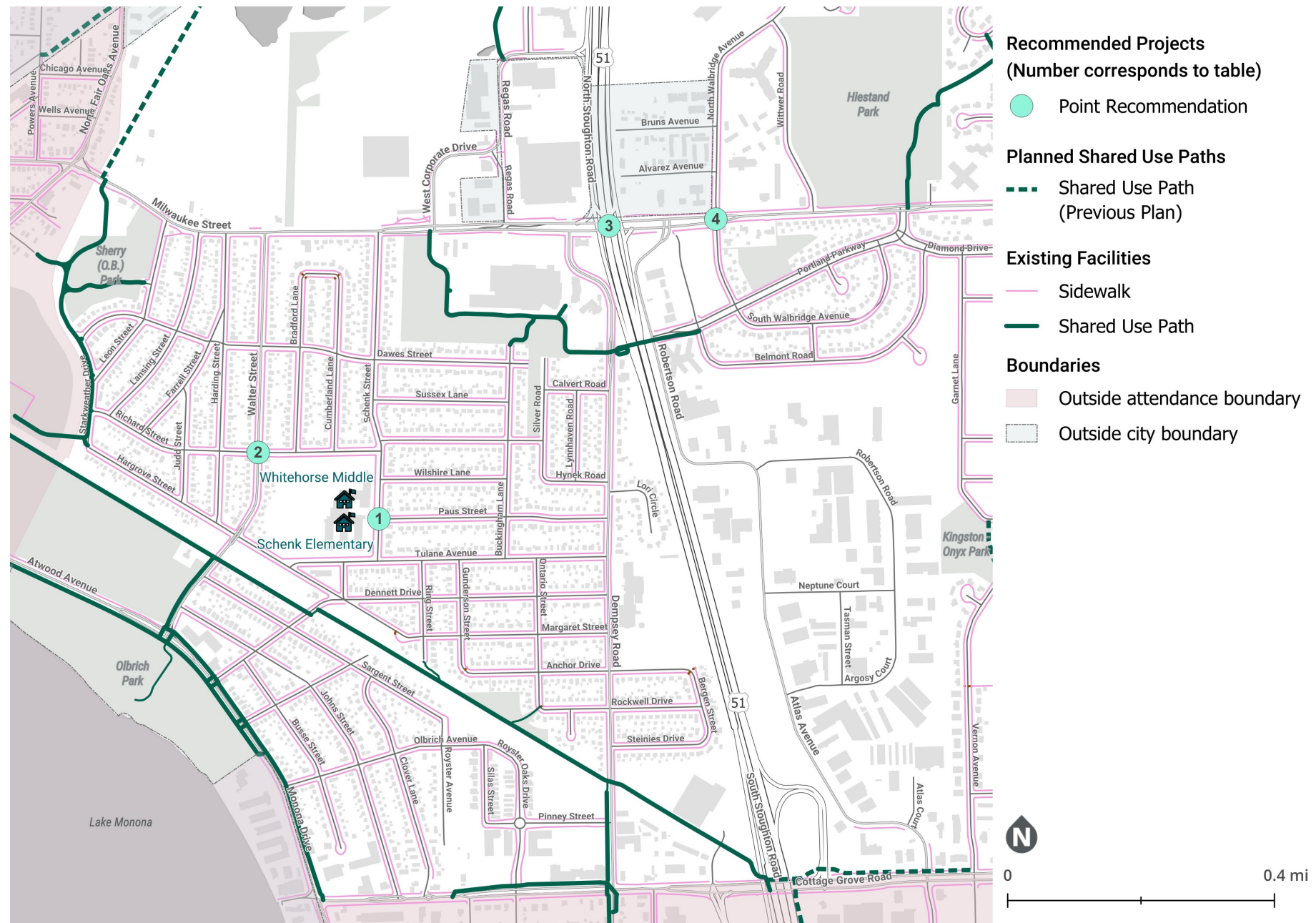
Existing Conditions (and Previously-Planned Bikeways and Paths)



Arrival and Dismissal Observations

Observation Details	
Observation Date	The consultant team observed dismissal on Tuesday, October 14.
School Buses	Buses lined up on the west side of Schenk St in front of the school entrance.
Specialized Transportation	Specialized transportation vehicles lined up on the west side of Schenk St adjacent to the northern parking lot.
Caregiver Vehicles	- At dismissal, most caregivers in vehicles picked up students along the east side of Schenk St. Some caregivers picked up students Richard St. - At dismissal, some parents and students were observed crossing Schenk St behind or through the buses to reach vehicles parked on the other side. Some parents were also observed using the staff parking lot to turn around and get back onto Schenk St. going in the other direction.
School Staff Roles	- School staff loaded students onto the correct buses at dismissal - Many staff are placed throughout the school grounds to supervise arrival and dismissal for general supervision
Adult Crossing Guards	There are no crossing guards posted during arrival and dismissal for Whitehorse Middle School. The City of Madison Adult School Crossing Guard Policy does not provide for crossing guards at middle schools.
Bike Rack Locations and Use	- There are two bike racks located between the staff parking lot and Door 1 - There were around 15 bicycles parked at the bike racks on the day of observation.
Students Walking and Biking	- Some students were observed walking and biking to school. - A few students were observed walking north on Schenk St, turning east on Milwaukee St, and continuing on Milwaukee St under US-51, crossing on- and off-ramps

Priority Recommendations at Whitehorse Middle



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	Schenk St in front of school	• 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 between the yellow school buses to reach vehicles parked on the other side of the street.	<i>Immediate Priority:</i> • Communicate expectations by sharing the school's Transportation Safety Brochure, which should encourage caregivers who drive to use Richard St, or the east side of Schenk St. Encourage more walking and biking to school to reduce the number of caregiver vehicles.

Recommendations for City of Madison

#	Location	Issue	Recommendations
2	Richard St at Walter St	- Residents report vehicles go too fast for conditions. - Existing traffic circle does not reduce vehicle speeds adequately.	<i>(The recommendation below is also included in the Schenk Elementary SRTS Plan)</i> Immediate Priority: - Add high-visibility crosswalks on all legs of the intersection. Long Term (6+ years) - Tighten up the curb radii on all legs of the intersection and install new curb ramps that line up with crosswalks at all corners.
3	Milwaukee St at US-51 (on-ramp and off-ramp)	- The existing crossing is not highly visible to drivers (no high visibility crosswalk markings or school crossing signs are present). - Milwaukee St has multiple lanes in each direction and as a result, there is the possibility of multiple threat crashes. A multiple threat crash occurs when the motorist in one lane stops for a pedestrian in the crosswalk but the motorist in the other lane does not. - Existing single curb ramps at corners do not orient users directly into the crosswalk.	Immediate Priority: - Add high visibility crosswalk markings. - Add advance warning signs for pedestrian crossings on off ramps and Milwaukee St approaching on ramps. Long Term (6+ years) - Install new curb ramps that line up with crosswalks on all legs of the intersection.
4	Milwaukee St at Walbridge St	- The existing crossing is not highly visible to drivers (no high visibility crosswalk markings or school crossing signs are present). - Milwaukee St has multiple lanes in each direction and as a result, there is the possibility of multiple threat crashes. A multiple threat crash occurs when the motorist in one lane stops for a pedestrian in the crosswalk but the motorist in the other lane does not. - Existing single curb ramps at corners do not orient users directly into the crosswalk.	Immediate Priority: - Add high visibility crosswalk markings. - Add Advance Yield Here to Pedestrians sign and yield markings for both approaches of Milwaukee St. Medium-Term (2-6 years) - If warranted, add a Rectangular Rapid Flashing Beacon to further improve the safety of the crossing. Long Term (6+ years) - Add pedestrian refuge island to shorten crossing distances and improve pedestrian safety. - Install new curb ramps that line up with crosswalks on all legs of the intersection.

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.