



CITY OF MENDOTA

"Cantaloupe Center Of The World"

ROLANDO CASTRO
Chairperson
OSCAR ROSALES
Vice Chairperson
JOSEPH AMADOR
Committee Member

Agenda
Public Safety Sub-Committee Meeting
City Council Chambers
643 Quince Street
June 6, 2022
12:00 PM

The Mendota Public Safety Sub-Committee welcomes you to its meetings. Notice is hereby given that the Committee may discuss any or all of the items listed on this agenda. **Please turn your cell phones on vibrate/off while in the council chambers.**

Any public writings distributed by the City of Mendota to at least a majority of the Committee regarding any item on this regular meeting agenda will be made available at the front counter at City Hall located at 643 Quince Street Mendota, CA 93640, during normal business hours, 8 AM - 5 PM.

In compliance with the Americans with Disabilities Act, those requiring special assistance to participate at this meeting please contact the City Clerk at (559) 655-3291. Notification of at least forty-eight hours prior to the meeting will enable staff to make reasonable arrangements to ensure accessibility to the meeting.

Attendees may participate in the meeting in-person or remotely via Zoom. If you would like to participate at this meeting via Zoom, please use the following information:

Dial-in number: 1(669) 900-6833

Meeting ID: 945 7191 7279

Password: 990735

<https://zoom.us/j/94571917279?pwd=SVlqNm5Qd1dKUTlrU1BodGMvb29xdz09>

I. Introductions

II. Approval of Minutes

1. Approval of Minutes of the February 7, 2022 Regular Public Safety Sub-Committee Meeting.

III. Business

1. Chairperson Castro
 - a) Provost & Pritchard Consulting Group to present the Safety Data Summary for the Safe Routes to School Master Plan
2. Vice-Chairperson Rosales
3. Committee Member Amador
 - a) Citizens requesting a stop sign at the intersection of 6th and Riofrio Streets
 - b) Mendota Unified School District to provide an update on its safety procedures
 - c) Caltrans to provide an update on local projects
4. Code Enforcement
 - a) Monthly update
5. Police Department
 - a) Monthly update

6. Other Business

IV. Adjournment

CERTIFICATION OF POSTING

I, Celeste Cabrera-Garcia, City Clerk of the City of Mendota, do hereby declare that the foregoing agenda for the Mendota Public Safety Sub-Committee meeting of Monday, June 6, 2022, was posted on the bulletin board at City Hall, 643 Quince Street on Thursday, June 2, 2022 at 5:00 p.m.



Celeste Cabrera-Garcia, City Clerk



MINUTES
MENDOTA PUBLIC SAFETY SUB-COMMITTEE
MEETING
February 7, 2022
12:00 PM
Mendota City Hall

I. CALL TO ORDER

The meeting was called to order by Chairperson Castro at 12:02 p.m.

Members Present: Chairperson Rolando Castro and Committee Member Joseph Amador

Members Absent: Vice Chairperson Oscar Rosales

Staff Present: Cristian Gonzalez, City Manager; Michael Osborn, City Engineer; Kevin Smith, Chief of Police; Ramiro Rodriguez, Police Lieutenant; and Celeste Cabrera-Garcia, City Clerk.

Others Present: Terence Cortez, Caltrans; John Liu, Caltrans; Michael Navarro, Caltrans; and Daniel Stevenson, California Department of Fish and Wildlife.

II. ADOPTION OF MINUTES

The minutes for the meeting of August 2, 2021 were approved based on a motion made and seconded, and unanimous approval.

III. BUSINESS

1. Chairperson Castro
 - a) Officers patrolling at night and police logs

Chairperson Castro inquired about officers patrolling at night and the maintenance of police logs.

Discussion was held on the item.

- b) Police contact with bicyclists

Chairperson Castro asked if the police department makes contact with bicyclists.

Discussion was held on the item, and on drug activity.

- c) Police statistics on drug activity

Discussion was held on the item and a recent significant case.

- 2. Vice-Chairperson Rosales

The item was skipped due to Vice-Chairperson Rosales being absent.

- 3. Committee Member Amador
 - a) Update on Caltrans projects

Committee Member Amador requested an update on Caltrans updates.

John Liu (Caltrans) – provided an update on Caltrans updates.

Discussion was held on upcoming projects; and traffic concerns near Latino Market.

- b) Update on the City Hall/Police Station project

Committee Member Amador requested an update on the City Hall/Police Station project.

Discussion was held on the item.

- c) Complaints received about cars speeding on Sorensen Avenue

Committee Member Amador reported on complaints that he has received regarding cars speeding on Sorensen Avenue.

Discussion was held on the item; ongoing projects; and Mayor Castro asked Captain Daniel Stevenson with the California Department of Fish and Wildlife on the consistency of compliance checks at Mendota Pool Park.

Captain Daniel Stevenson (California Department of Fish and Wildlife) – provided an update on the compliance checks at Mendota Pool Park.

Discussion was held on the information provided by Captain Stevenson.

- 4. Code Enforcement
 - a) Monthly update

Chief of Police Smith provided an update on the Animal Control Department and Code Enforcement Department, including monthly statistics and ongoing tasks for the departments.

Discussion was held on illegal businesses conducting business in the City.

5. Police Department
 - a) Monthly update

Chief of Smith provided an update on the Police Department including monthly statistics; significant cases; and a personnel update.

6. Other Business

Chairperson Castro provided an update on COVID-19.

IV. ADJOURNMENT

At the hour of 12:45 p.m., with no more business to be brought before the Committee.

Rolando Castro, Chairperson

ATTEST:

Celeste Cabrera-Garcia, City Clerk

CITY OF MENDOTA

SAFE ROUTES TO SCHOOL MASTER PLAN

Memorandum

To: City of Mendota Public Safety Subcommittee

From: Sara Allinder, Project Manager, Provost & Pritchard
Morgan Wright, Planner, Provost & Pritchard

Date: June 1, 2022

The City of Mendota is developing a Safe Routes to School (SRTS) Master Plan through a Caltrans Active Transportation Program (ATP) grant. The attached Safety Data Summary was prepared as part of that effort and summarizes traffic incident data in the City of Mendota from 2015 to 2021. It looks at incidents throughout the city overall, as well as focuses on collisions in the vicinity of five Mendota schools: McCabe Elementary School, Mendota Elementary School, Washington Elementary School, Mendota Junior High School, and Mendota High School.

The Safety Data Summary is being submitted to the City of Mendota Public Safety Subcommittee for discussion at the June 6, 2022 meeting to gather safety information that is not represented in the data. Project staff is requesting the Subcommittee members review the attached Safety Data Summary and provide input on potential discrepancies between incident data, as reported to the Statewide Integrated Traffic Records System (SWRTS) and the Transportation Injury Mapping System (TIMS), and observational data experienced by members of the Subcommittee that may not be represented in the data. Such observational data may include additional areas of concern where incidents are occurring and not being reported or where near misses are happening.

The observational inputs from the Public Safety Subcommittee will be documented and integrated into a Safety Analysis Memorandum, which will include potential improvement recommendations for consideration as part of the overall SRTS Master Plan.

CITY OF MENDOTA

SAFE ROUTES TO SCHOOL MASTER PLAN

SAFETY DATA SUMMARY

Introduction

The City of Mendota is developing a Safe Routes to School (SRTS) Master Plan through a Caltrans Active Transportation Program (ATP) grant. The primary objectives of the SRTS Master Plan are to increase accessibility and safety for pedestrians, bicyclists, and motorists going to and from schools within the city and to improve student health by actively supporting walking and bicycling to and from school. A secondary objective is to increase driver awareness and promote safe driving habits. From January 1, 2015, to December 31, 2021, the City of Mendota reported a total of 98 collisions, resulting in 5 fatalities and 122 injuries. Most of these collisions, a total of 60 (61.2%), occurred along either State Route (SR) 33 or SR 180.

This summary includes traffic incident data in Mendota, specifically focusing on collisions occurring around the school sites being evaluated as part of the SRTS Master Plan. The Plan will look at McCabe Elementary School, Mendota Elementary School, Washington Elementary School, Mendota Junior High School, and Mendota High School. The data contained in this summary is intended to facilitate a conversation with the Public Safety Committee to gather observational data which may not be reflected in the State incident reporting tools.

Incident Reporting

There are a few reasons collisions may not be included in TIMS data. First, collisions may not be reported to police and have no official incident report. Additionally, there may be reporting discrepancies between police departments and TIMS. There is also no way to report a near-miss, and anecdotal evidence of close calls can still be a good indicator of the safety of an intersection or road segment.

Data Collection & Mapping

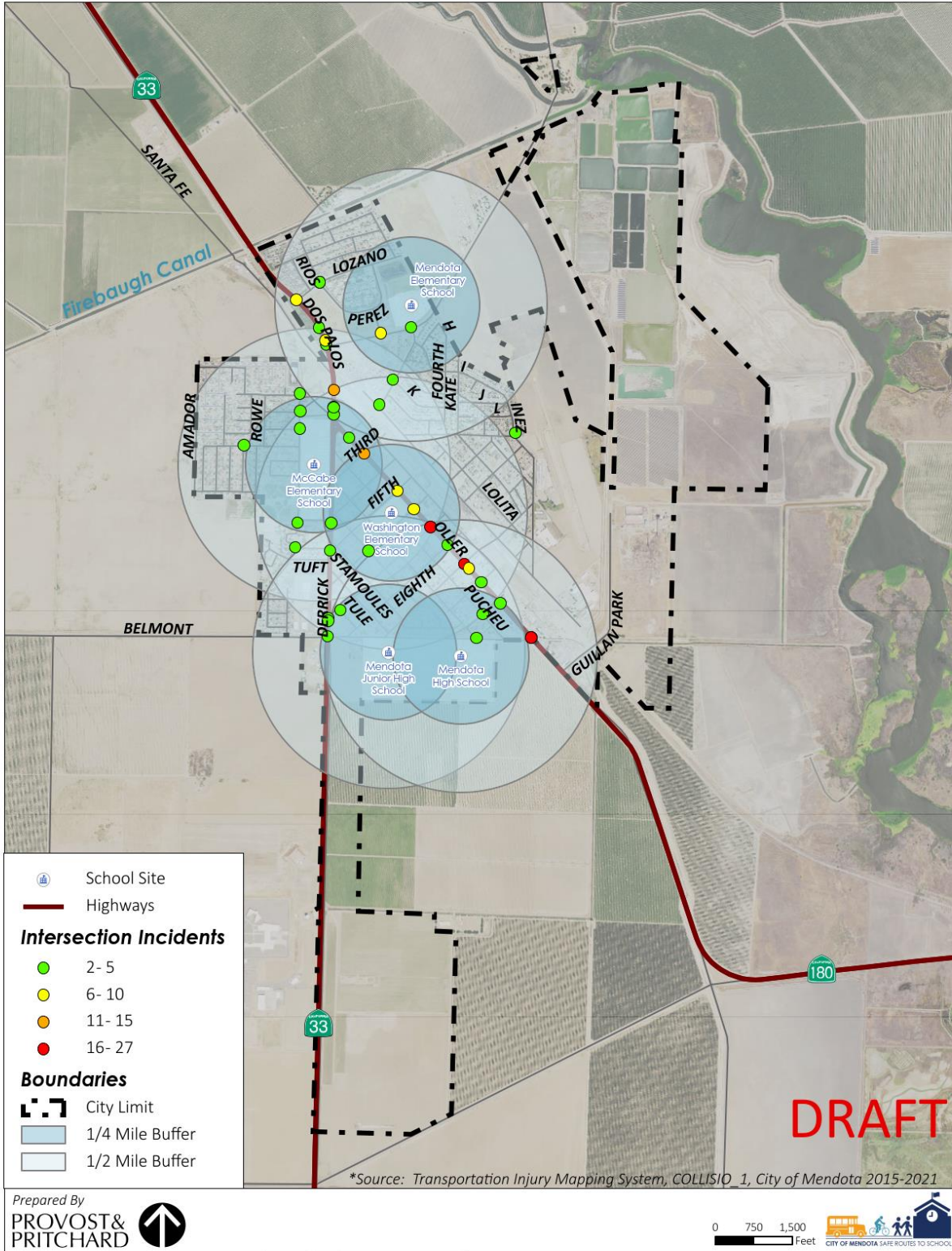
Using historical collision data from the Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (TIMS) from 2015 through 2021, four maps of occurrences within the City of Mendota were created detailing collision types, collision severity, pedestrian collisions by location, and pedestrian collisions by violation type. Each map is summarized below and can be seen in Figures 2 through 5. The maps provide a city-wide view of the TIMS Data from 2015 to 2021. School sites are buffered on the maps, highlighting collisions which occurred within ¼-mile and ½-mile of a school.

SWITRS & TIMS

SWITRS and TIMS represent integrated systems of data reporting and mapping. SWITRS is the record system tracking incident reports. TIMS is a mapping tool which assists in spatial analysis of the reported incidents. The data is referred to as TIMS data throughout this document.

In addition to Figures 2 through 5, a map of collision instances by intersection was also created to understand generally where collisions were concentrated. The collision instances by intersection can be seen in **Figure 1: Collision Frequency at Intersections**. While the majority of intersections in Mendota did not have more than five collisions between 2015 and 2021, ten intersections had six or more collisions. These intersections are almost entirely located along one of the state routes, with only the intersection of Barboza Street and Bass Avenue not including a state route. The three intersections with the highest number of collisions, between 16 and 27, were all located along SR 180 (Oller Avenue), and were its intersection with Belmont Avenue, 9th Street, and 7th Street.

Figure 1: Collision Frequency at Intersections



Collision Types

The TIMS data reports seven types of collisions:

- A **head-on collision** is a collision of two vehicles that are moving directly towards each other.
- A **sideswipe collision** occurs when the sides of two vehicles traveling in the same or opposite direction makes impact. The two vehicles make contact, usually when one driver tries to make a lane change and does not see that there is another car in his blind spot. Other times, sideswipe accidents occur when a distracted, tired, or careless driver drifts into another lane and hits the other car.
- A **rear end collision** occurs when one driver runs into the back of another driver’s vehicle. Both vehicles can experience significant damage and injuries.
- **Broadside collisions** are also referred to as angle collisions or T-bones and most frequently occur at intersections when the front end of one motor vehicle strikes the passenger side of another vehicle at a right angle.
- **Hit object collisions** occur when a vehicle collides with a stationary object.
- **Vehicle/pedestrian collisions** occur when there is physical contact of the pedestrian with a moving vehicle.

Out of 98 collisions throughout Mendota, rear end collisions were the most frequent with 41 occurrences. This was followed by head-on and sideswipe collisions, with 15 and 13 occurrences respectively. There were also 15 collisions between vehicles and pedestrians.¹ Additionally, there were eight broadside collisions and five hit-object collisions. Lastly there were three motorcycle collisions, which are included in the numbers reported in **Table 1: Collision Type**. No bicycle collisions were reported.

Table 1: Collision Type

Type of Crash	Count	%
Rear End	41	42%
Head-On	15	15%
Vehicle/Pedestrian	15	15%
Sideswipe	13	13%
Broadside	8	8%
Hit Object	5	5%
Not Stated	1	1%

Percentage totals may not equal 100% due to rounding.

Collision Type by School Site

Traffic data for each collision type was reviewed at each of the school sites for the SRTS Master Plan, using a ¼-mile buffer and ½-mile buffer to determine which types of collisions occurred near each school. This is summarized below and detailed in **Table 2: Collision Type by School Site**. **Figure 2: Collision Types** shows where each of the collisions occurred relative to each school site. Washington Elementary had the most collisions within both the ¼-mile and ½-mile buffers.

¹ There are some discrepancies between how data is reported by TIMS. While the collision type category reported 15 collisions between vehicles and pedestrians, pedestrians were identified as involved parties in a total of 17 collisions between 2015 and 2021.

- **McCabe Elementary** had nine rear end collisions, two vehicle/pedestrian collisions, one sideswipe, and one broadside collision within ¼ mile of the school. There were an additional 33 collisions within the ½-mile buffer, for a total of 46 collisions. In total there were 21 rear end collisions and 9 vehicle/pedestrian collisions within ½ mile of the school.
- **Mendota Elementary** had five collisions within ¼-mile of the school: three rear end collisions, one broadside collision, and one hit object. There were an additional 21 collisions within the ½-mile buffer, for a total of 26 collisions. The most common collision type within ½ mile of Mendota Elementary was rear end collisions, with 14. There were also two vehicle/pedestrian collisions within ½ mile of the school.
- **Washington Elementary** had 26 collisions within the ¼-mile buffer of the school, including 7 vehicle/pedestrian collisions. There were also six rear end collisions and five sideswipe collisions within this buffer. There were an additional 32 collisions within the ½-mile buffer, for a total of 58 collisions. In total, there were 22 rear end collisions and 12 vehicle/pedestrian collisions within ½-mile of the school, as well as 9 sideswipes and 8 head-on collisions.
- **Mendota Junior High School** had three collisions within the ¼-mile buffer: one head-on collision, one sideswipe, and one hit object. There were 36 additional collisions within the ½-mile buffer, for a total of 39 collisions. The most common collision type within ½ mile of the school was rear end collisions, with 14. There were also seven of both head-on and sideswipe collisions and six vehicle/pedestrian collisions.
- **Mendota High School** had six rear end collisions, one head on collision, one sideswipe collision, and one broadside collision for a total of 9 collisions within the ¼-mile buffer. There were an additional 31 collisions within the ½-mile buffer, for a total of 40 collisions. In total, there were 14 rear end collisions, 9 head-on collisions, and 6 sideswipe collisions within ½-mile of the high school. Four collisions were vehicle/pedestrian collisions.

Table 2: Collision Type by School Site

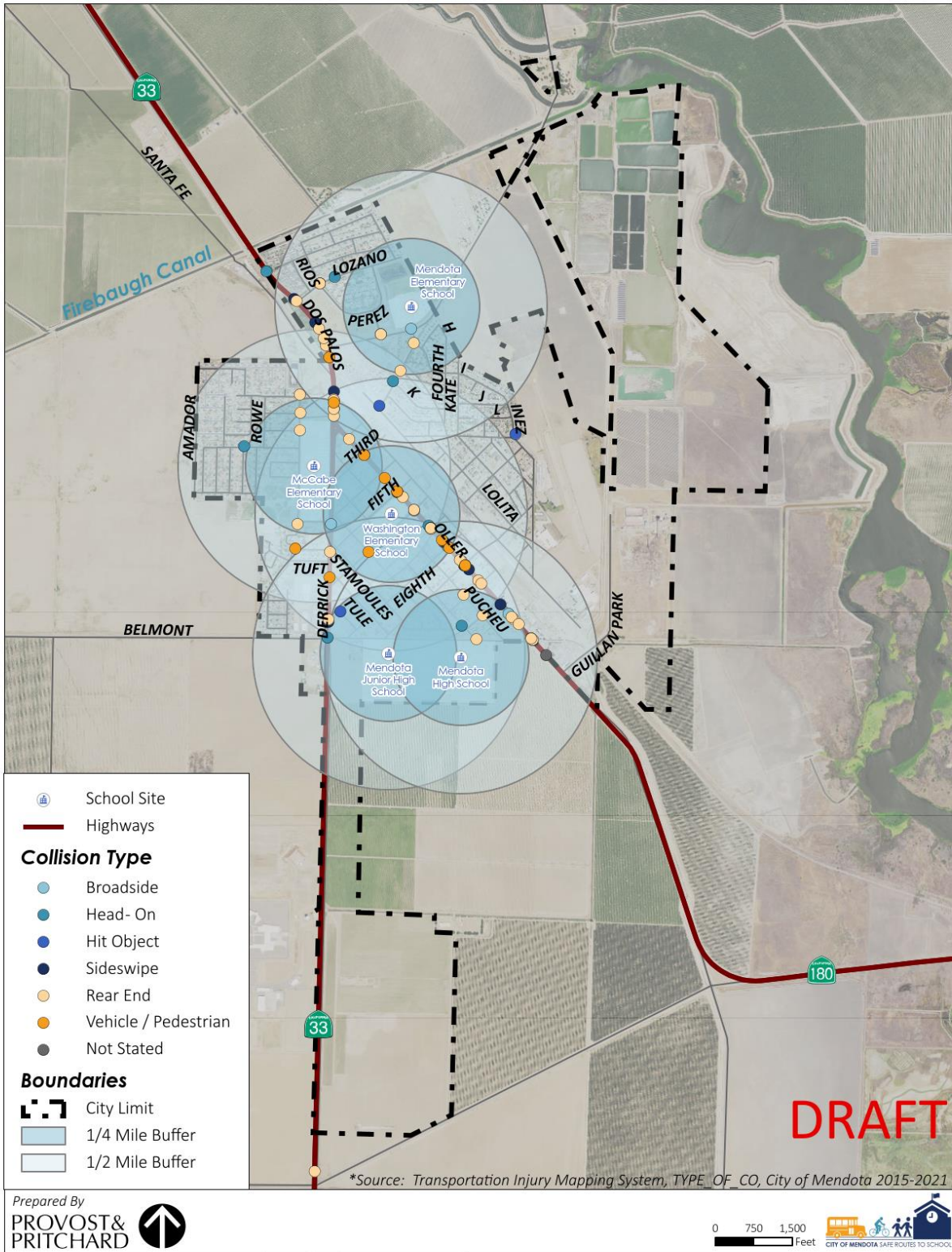
Type of Crash	Distance from School ^a	Counts by School Site ^{b,c}				
		McCabe Elementary	Mendota Elementary	Washington Elementary	Mendota Junior High	Mendota High
Rear End	¼-mile	<u>9</u>	3	6	0	6
	½-mile	12	11	<u>16</u>	14	8
Head-On	¼-mile	0	0	<u>3</u>	1	1
	½-mile	6	3	5	6	<u>8</u>
Vehicle/Pedestrian	¼-mile	2	0	<u>7</u>	0	0
	½-mile	<u>7</u>	2	5	6	4
Sideswipe	¼-mile	1	0	<u>5</u>	1	1
	½-mile	4	4	4	<u>6</u>	5
Broadside	¼-mile	1	1	<u>4</u>	0	1
	½-mile	2	0	0	<u>3</u>	<u>3</u>
Hit Object	¼-mile	0	<u>1</u>	<u>1</u>	<u>1</u>	0
	½-mile	<u>2</u>	1	<u>2</u>	1	<u>2</u>
Not Stated	¼-mile	0	0	0	0	0
	½-mile	0	0	0	0	<u>1</u>
TOTAL		46	26	<u>58</u>	39	40

^a Counts within ½-mile exclude all incidents located within ¼-mile of school site.

^b Collisions occurring within ¼-mile or ½-mile distance from multiple school sites are counted within the totals for each school.

^c Bold, underline numbers indicate the highest occurrence within each category, distance, and by total number of collisions by school site.

Figure 2: Collision Types



Collision Severity

Collision severity can be defined as the intensity of an impact of a vehicle against another vehicle, object, or person. Although specific qualitative data for each collision is unavailable, resulting injury can indicate how intense a collision was. The more severe the resulting injury, the more severe the collision can be considered, with collisions resulting in fatality being the most severe.

The collision severity map shows the 98 total collisions in Mendota based on the level of resulting injury from the incident. Of the 98 total collisions, five were fatal, with one fatal incident occurring each year between 2017 and 2021. Despite representing only 15% of total collisions in Mendota, 80% (4/5) of fatal collisions were vehicle/pedestrian collisions. Two of these fatal collisions occurred on SR 33 (Derrick Avenue). Collisions resulting in injury occurred consistently in all areas of the city. 4 collisions resulted in severe injury, 32 collisions resulted in visible injury, and 57 collisions were reported with a complaint of pain. Collision severity is mapped in **Figure 3: Collision Severity**.

Table 3: Collision Severity

Collision Severity	Count	%
Fatal	5	5%
Injury (Severe)	4	4%
Injury (Other Visible)	32	33%
Injury (Complaint of Pain)	57	58%

Percentage totals may not equal 100% due to rounding.

Collision Severity by School Site

Traffic data for each collision was reviewed at each of the school sites for the SRTS Master Plan, using a ¼-mile buffer and ½-mile buffer to determine how severe the collisions that occurred near each school were, as summarized below and detailed in **Table 4: Collision Severity by School Site**. **Figure 3: Collision Severity** shows where each of the collisions occurred relative to each school site. Washington Elementary had the most collisions within both the ¼-mile and ½-mile buffers.

- **McCabe Elementary** had 13 collisions within the ¼-mile buffer, 8 which resulted in a complaint of pain, 3 with a visible injury, 1 which resulted in severe injury, and 1 which was fatal. Within the ½-mile buffer, there were 28 collisions which resulted in a complaint of pain, 12 which resulted in visible injury, 4 collisions which were fatal, and 2 with severe injury.
- **Mendota Elementary** had five collisions within the ¼-mile buffer, three which resulted in visible injury, one with a complaint of pain, and one which resulted in severe injury. Within the ½-mile buffer, there were 16 collisions which resulted in a complaint of pain, 6 which resulted in visible injury, 2 with severe injury, and 2 collisions which were fatal.
- **Washington Elementary** had 26 collisions within the ¼-mile buffer, 14 which resulted in a complaint of pain, 9 with a visible injury, 2 which were fatal, and 1 which resulted in severe injury. Within the ½-mile buffer, there were 34 collisions which resulted in a complaint of pain, 17 which resulted in visible injury, 3 with severe injury, and 4 collisions which were fatal.
- **Mendota Junior High School** had three collisions within the ¼-mile buffer, one which resulted in severe injury and two with a complaint of pain. Within the ½-mile buffer, there were 23 collisions which resulted in a complaint of pain, 12 which resulted in visible injury, 2 with severe injury, and 2 collisions which were fatal.
- **Mendota High School** had nine collisions within the ¼-mile buffer, four which resulted in visible injury and five with a complaint of pain. Within the ½-mile buffer, there were 27 collisions which

resulted in a complaint of pain, 11 which resulted in visible injury, 1 with severe injury, and 1 collision which was fatal.

Table 4: Collision Severity by School Site

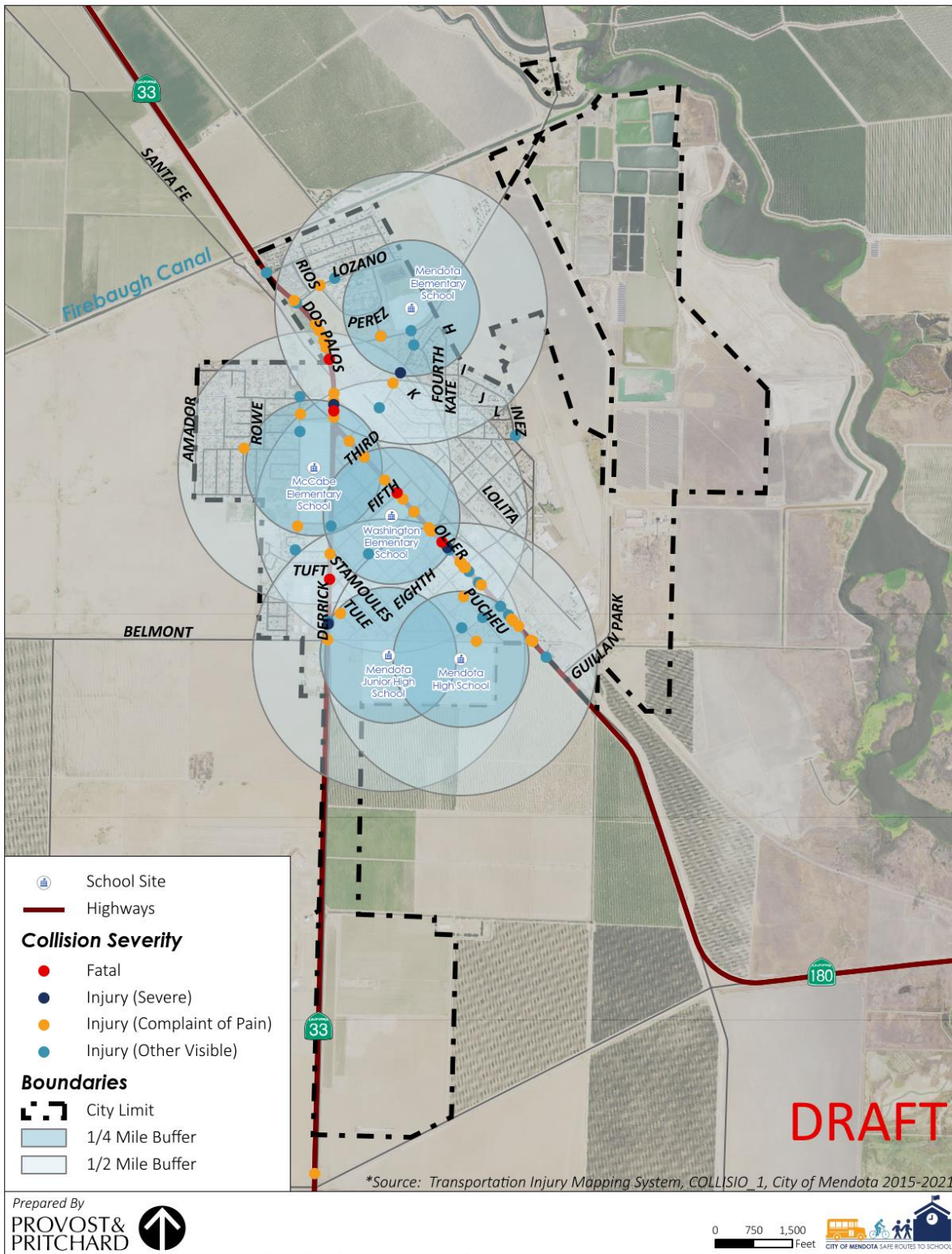
Severity of Crash	Distance from School ^a	Counts by School Site ^{b,c}				
		McCabe Elementary	Mendota Elementary	Washington Elementary	Mendota Junior High	Mendota High
Fatal	¼-mile	1	0	<u>2</u>	0	0
	½-mile	<u>3</u>	2	2	2	1
Injury (Severe)	¼-mile	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	0
	½-mile	1	1	<u>2</u>	1	1
Injury (Other Visible)	¼-mile	3	3	<u>9</u>	0	4
	½-mile	9	3	8	<u>12</u>	7
Injury (Complaint of Pain)	¼-mile	8	1	<u>14</u>	2	5
	½-mile	20	15	20	21	<u>22</u>
TOTAL		46	26	<u>58</u>	39	40

^a Counts within ½-mile exclude all incidents located within ¼-mile of school site.

^b Collisions occurring within ¼-mile or ½-mile distance from multiple school sites are counted within the totals for each school.

^c Bold, underline numbers indicate the highest occurrence within each category, distance, and by total number of collisions by school site.

Figure 3: Collision Severity



Pedestrian-Involved Collisions

Pedestrians were involved in 17 of the 98 collisions that occurred in Mendota between 2015 and 2021, accounting for 17% of collisions. Pedestrian involvement is summarized in two ways: pedestrian location and violation type. Pedestrian location describes where the pedestrian was in the right-of-way when the collision occurred, with pedestrians crossing in a crosswalk, crossing not in a crosswalk, or in the road or shoulder. Violation type identifies an at-fault party and describes the violation that occurred. Pedestrians may be at-fault if they failed to yield the right-of-way to vehicles when crossing outside of designated crossing areas. Drivers may be at-fault if they fail to yield the right-of-way to pedestrians, speed, fail to stop at a limit line or crosswalk, or start or back unsafely.

While pedestrian-involved collisions occurred throughout the city, the majority happened along SR 180 (Oller Avenue) and SR 33 (Derrick Avenue). Most collisions also occurred when pedestrians were crossing outside of designated crossing areas, with nine such collisions (53% of pedestrian-involved collisions). All pedestrian-involved incidents are mapped in **Figure 4: Pedestrian Location**.

Although nine collisions occurred when a pedestrian was crossing outside of a marked crosswalk, only four collisions were attributed to a pedestrian violation (i.e., pedestrian failure to yield the right-of-way when crossing outside of a marked or unmarked crosswalk). 12 collisions were considered driver violations, with the most common violation being drivers failing to yield the right-of-way to pedestrians crossing at a marked or unmarked crosswalk. Other driver violations include speeding, failure to stop at a limit line, failure to yield right-of-way when turning on a red light, or unsafe starting or backing of a vehicle on a highway. One collision had no violation listed. These incidents are mapped in **Figure 5: Violation**.

Table 5: Pedestrian Collisions by Pedestrian Location

Pedestrian Action	Count	%
Crossing Not in Crosswalk	9	53%
Crossing in Crosswalk at Intersection	6	35%
In Road or Shoulder	1	6%
Not Stated	1	6%

Percentage totals may not equal 100% due to rounding.

Pedestrian Involvement by Location by School Site

Traffic data for each pedestrian collision was reviewed at each of the school sites for the SRTS Master Plan, using a ¼-mile buffer and ½-mile buffer to determine where pedestrians were in the road when collisions occurred near each school, as summarized below and detailed in **Table 6: Pedestrian Involvement by Location by School Site**. **Figure 4: Pedestrian Location** shows where each of the pedestrian involved collisions occurred relative to each school site. Washington Elementary had the most pedestrian collisions within both the ¼-mile and ½-mile buffers.

- **McCabe Elementary** had two pedestrian collisions within the ¼-mile buffer, one which occurred within a crosswalk and one which occurred outside of a designated crossing area. There were 10 pedestrian collisions within the ½-mile buffer, five which occurred in a crosswalk, four which occurred outside of a designated crossing area, and one which occurred in the travel lane or shoulder.
- **Mendota Elementary** had no pedestrian collisions within the ¼-mile buffer and three pedestrian collisions within the ½-mile buffer. Within the ½-mile buffer, one pedestrian collision occurred within a crosswalk while two occurred outside of a designated crossing area.

- **Washington Elementary** had seven pedestrian collisions within the ¼-mile buffer, three of which were within a crosswalk, three of which were outside of the designated crossing area, and one which occurred in the travel lane or shoulder. There were 12 pedestrian collisions within the ½-mile buffer, five of which occurred within a crosswalk, six which were outside of the designated crossing area, and one which occurred in the travel lane or shoulder.
- **Mendota Junior High School** had no pedestrian collisions within the ¼-mile buffer and six pedestrian collisions within the ½-mile buffer. Within the ½-mile buffer, one pedestrian collision occurred within a crosswalk, while five occurred outside of the designated crossing area.
- **Mendota High School** had no pedestrian collisions within the ¼-mile buffer and four pedestrian collisions within the ½-mile buffer. Within the ½-mile buffer, one pedestrian collision occurred within a crosswalk, while three occurred outside of the designated crossing area.

Table 6: Pedestrian Involvement by Location by School Site

Pedestrian Involvement	Distance from School ^a	Counts by School Site ^{b,c}				
		McCabe Elementary	Mendota Elementary	Washington Elementary	Mendota Junior High	Mendota High
Crossing Not in Crosswalk	¼-mile	1	0	<u>3</u>	0	0
	½-mile	3	2	3	<u>5</u>	3
Crossing in Crosswalk at Intersection	¼-mile	1	0	<u>3</u>	0	0
	½-mile	<u>4</u>	1	2	1	1
In Road or Shoulder	¼-mile	0	0	<u>1</u>	0	0
	½-mile	<u>1</u>	0	0	0	0
Not Stated	¼-mile	0	0	0	0	0
	½-mile	0	0	0	0	0
TOTAL		10	3	<u>12</u>	6	4

^a Counts within ½-mile exclude all incidents located within ¼-mile of school site.

^b Collisions occurring within ¼-mile or ½-mile distance from multiple school sites are counted within the totals for each school.

^c Bold, underline numbers indicate the highest occurrence within each category, distance, and by total number of collisions by school site.

Figure 4: Pedestrian Location

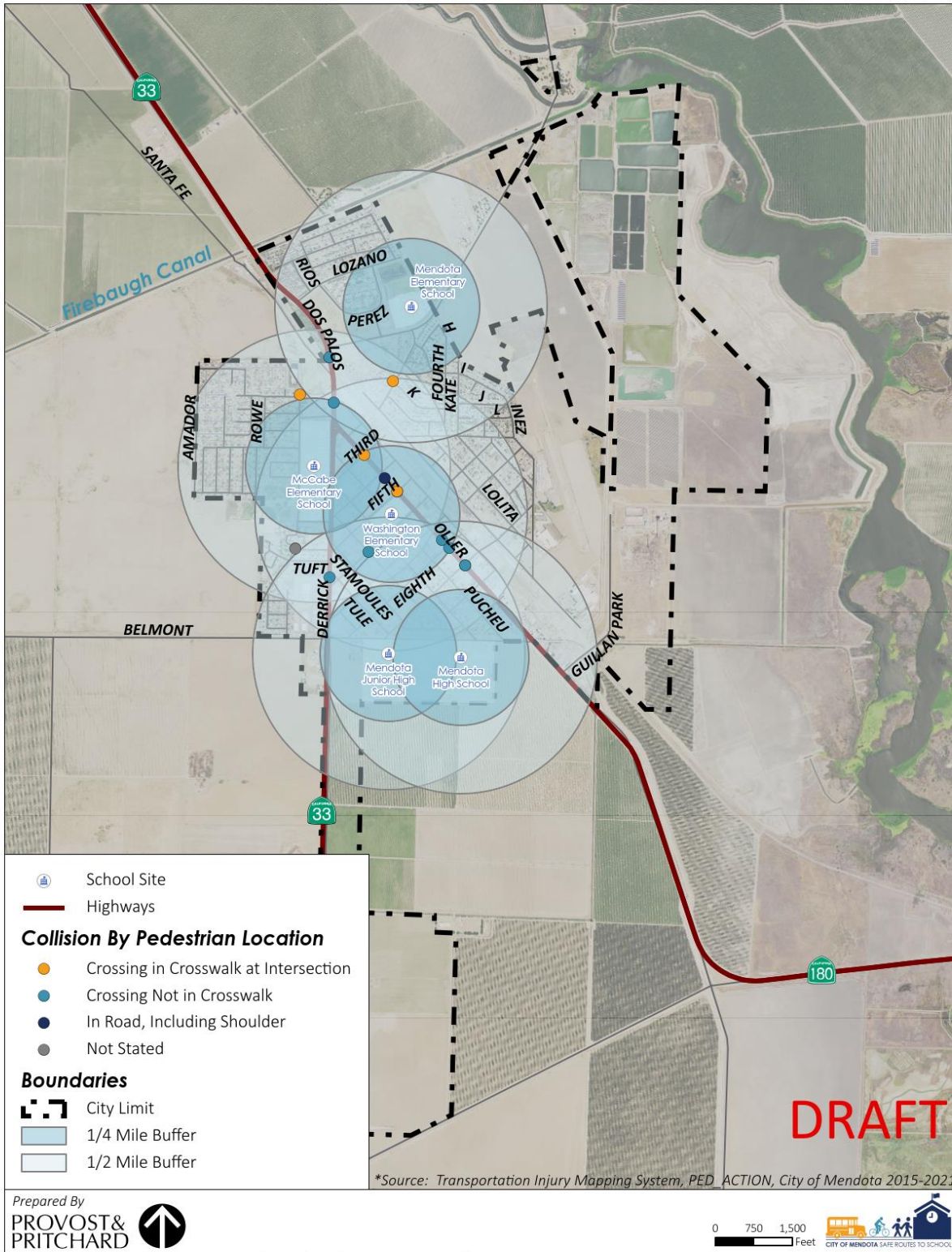


Table 7: Pedestrian Collisions by Violation Type

Party Violation Classification	Violation Description	Count	%
Pedestrian	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	4	25%
Driver	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	5	29%
Driver	Speeding on the highway, driving at a dangerously high speed given highway conditions, or driving at a speed that endangers people or property	3	18%
Driver	Failure to stop at a limit line or crosswalk at a red light or failure to yield right-of-way to a pedestrian when turning on a red light	2	12%
Driver	Unsafe starting or backing of a vehicle on a highway	2	12%
Not Stated	Not Stated	1	6%

Percentage totals may not equal 100% due to rounding.

Pedestrian Involvement by Violation Type by School Site

Traffic data for each pedestrian collision was reviewed at each of the school sites for the SRTS Master Plan, using a ¼-mile buffer and ½-mile buffer to determine who was at fault when pedestrian collisions occurred near each school, as summarized below and detailed in **Table 8: Pedestrian Involvement by Violation Type by School Site**. **Figure 5: Violation Type** shows where each of the violation types occurred relative to each school site. Washington Elementary had the most pedestrian collisions within both the ¼-mile and ½-mile buffers.

- McCabe Elementary** had two pedestrian collisions within the ¼-mile buffer, both considered the fault of the driver. One was attributed to driver failure to stop at a limit line or crosswalk and one attributed to failure to yield the right of way. Within the ½-mile buffer around the school, there were eight additional pedestrian collisions, for a total of ten. The primary violation type was driver failure to yield the right of way, with five collisions. The driver was also considered at fault for one failure to stop at a limit line or crosswalk, one unsafe starting or backing, and one speeding collision. Two collisions were considered a pedestrian failure to yield the right of way to vehicles.
- Mendota Elementary** had no pedestrian collisions within the ¼-mile buffer and three pedestrian collisions within the ½-mile buffer. One of these collisions was considered a pedestrian failure to yield the right of way. The remaining two collisions found the driver to be at fault: one for speeding and one for failure to stop at a limit line or crosswalk.
- Washington Elementary** had seven pedestrian collisions within the ¼-mile buffer, only one of which was attributed to a pedestrian failure to yield the right of way. The remaining six were driver violations, with two collisions attributed to speeding and four attributed to a driver failure to yield the right of way. There were 5 additional pedestrian collisions within the ½-mile buffer, for a total of 12 collisions. In total, the pedestrian failure to yield the right of way within the ¼-mile buffer is the only pedestrian violation near Washington Elementary. There were two driver failures to stop at a limit line or crosswalk, three instances of speeding causing a collision, and five driver failures to yield the right of way. One collision did not have a violation recorded.
- Mendota Junior High School** had no pedestrian collisions within the ¼-mile buffer and six pedestrian collisions within the ½-mile buffer. Only one of these collisions was considered a pedestrian violation (i.e., failure to yield right of way to vehicles). The driver was considered at fault in four collisions: two were speeding violations, one was a failure to stop at a limit line or crosswalk, and one was a failure to yield the right of way to a pedestrian. One collision did not have a violation recorded.

- **Mendota High School** had no pedestrian collisions within the ¼-mile buffer and four pedestrian collisions within the ½-mile buffer. None of these collisions were considered a pedestrian violation. Two were attributed to the driver speeding and one was attributed to a failure to stop at a limit line or crosswalk.

Table 8: Pedestrian Involvement by Violation by School Site

Violation Type	Distance from School ^a	Counts by School Site ^{b,c}				
		McCabe Elementary	Mendota Elementary	Washington Elementary	Mendota Junior High	Mendota High
Pedestrian Violation						
Failure to Yield	¼-mile	0	0	<u>1</u>	0	0
	½-mile	2	1	0	1	0
Driver Violation						
Failure to Yield	¼-mile	1	0	4	0	0
	½-mile	4	0	1	1	0
Speeding	¼-mile	0	0	2	0	0
	½-mile	1	1	1	2	2
Failure to Stop	¼-mile	<u>1</u>	0	0	0	0
	½-mile	0	1	2	1	1
Unsafe Starting or Backing	¼-mile	0	0	0	0	0
	½-mile	<u>1</u>	0	0	0	0
Not Stated	¼-mile	0	0	0	0	0
	½-mile	0	0	<u>1</u>	<u>1</u>	<u>1</u>
TOTAL		10	3	12	6	4

^a Counts within ½-mile exclude all incidents located within ¼-mile of school site

^b Collisions occurring within ¼-mile or ½-mile distance from multiple school sites are counted within the totals for each school.

^c Bold, underline numbers indicate the highest occurrence within each category, distance, and by total number of collisions by school site.

Figure 5: Violation Type

