

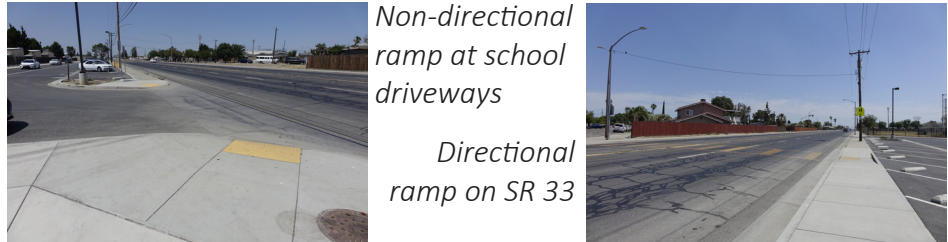
MCCABE ELEMENTARY SCHOOL

1 MISSING CROSSWALK

Some intersections do not have marked crosswalks for the side streets or are missing marked crosswalks entirely.

2 NON-DIRECTIONAL PEDESTRIAN RAMPS

Pedestrian ramps may either point into the center of the road (non-directional) or towards the specific direction of the crossing (directional). Non-directional ramps direct pedestrians into the intersection with cross-traffic, so directional ramps are preferred.



3 FLASHING BEACON CONCERNS

The midblock crossing on State Route 33 has a flashing beacon associated with it. However, the lights are located a significant distance from the actual crossing and flash constantly, which makes it difficult for drivers to associate the lights with a pedestrian crossing the street.



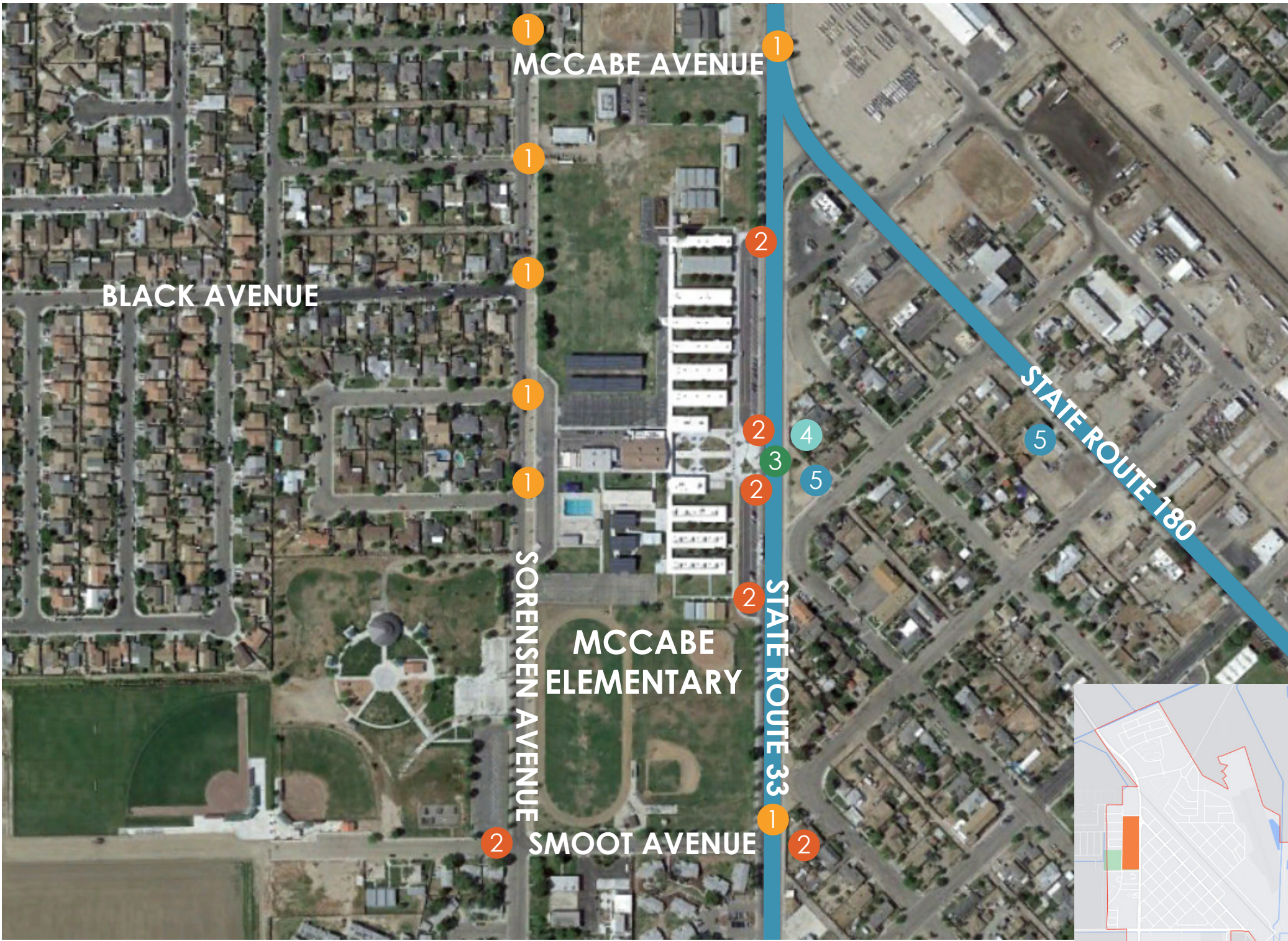
4 CONFUSING SIGNAGE

Pedestrian crossing signage near the State Route 33 midblock crossing and Quince Street crossing creates confusion about where pedestrian activity is likely.



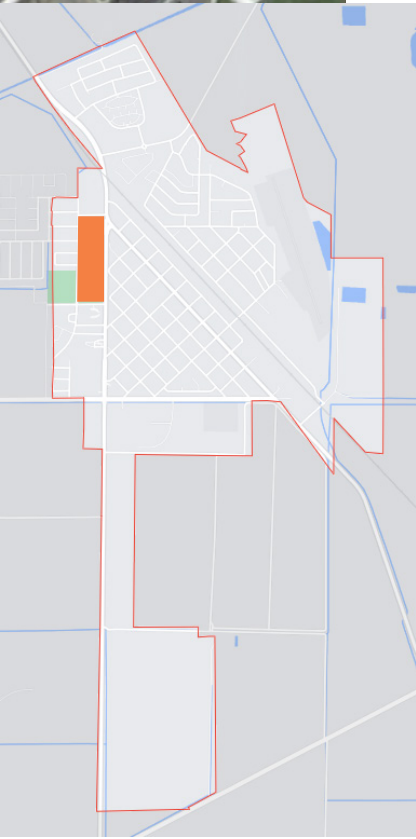
5 HIGH SPEED CORRIDOR

Street design has contributed to frequent speeding along Oller Street (State Route 180) and Derrick Avenue (State Route 33). A road diet was completed in mid-2022 which reduced the streets to one travel lane in each direction with a bike lane and parking lane where appropriate. Marked crossings were also added as part of this project. The road diet is anticipated to address speeding concerns.



A CROSSING GUARD PROGRAM

Crossing guards are needed for short periods of time during typical working hours, which makes it difficult to find people who are available to work as guards. The schools have identified this as an issue and are working to develop solutions to having limited crossing guards.



MENDOTA ELEMENTARY SCHOOL

1 MISSING CROSSWALK

Some intersections do not have marked crosswalks for the side streets or have no marked crosswalks at all.

2 NON-DIRECTIONAL PEDESTRIAN RAMPS

Pedestrian ramps may either point into the center of the road (non-directional) or towards the specific direction of the crossing (directional). Non-directional ramps direct pedestrians into the intersection with cross-traffic, so directional ramps are preferred.

3 MISSING SIDEWALK

Gaps in the sidewalk network make it difficult to plan routes to school, often requiring people to cross the street midblock or to walk in the street.

4 LIMITED SIGHTLINES

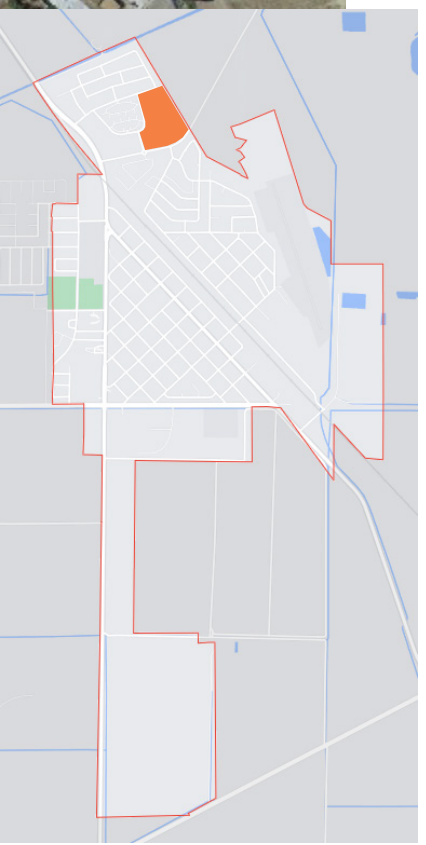
The curve of the street provides little advanced warning of pedestrians who may be crossing the street.



Bass Avenue and I Street

5 HIGH SPEED CORRIDOR

Street design contributes to frequent speeding along Derrick Avenue (State Route 33) and Bass Avenue. A road diet was completed on SR 33 which is anticipated to address speeding concerns.



A CROSSING GUARD PROGRAM

Crossing guards are needed for short periods of time during typical working hours, which makes it difficult to find people who are available to work as guards. The schools have identified this as an issue and are working to develop solutions to having limited crossing guards.

WASHINGTON ELEMENTARY SCHOOL

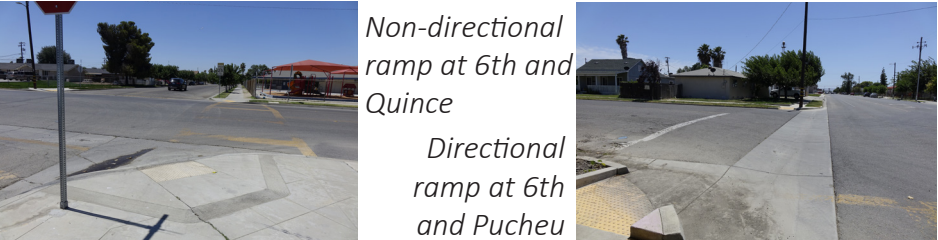
1 MISSING CROSSWALK
Some intersections do not have marked crosswalks for the side streets.



6th and Pucheu

180 and 6th


2 NON-DIRECTIONAL PEDESTRIAN RAMPS
Pedestrian ramps may either point into the center of the road (non-directional) or towards the specific direction of the crossing (directional). Non-directional ramps direct pedestrians into the intersection with cross-traffic, so directional ramps are preferred.



Non-directional ramp at 6th and Quince

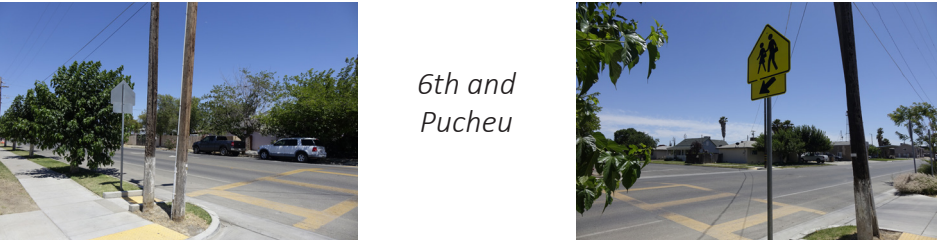
Directional ramp at 6th and Pucheu

3 MISALIGNED CROSSWALK
The crosswalk at 6th and Pucheu streets is not aligned with the pedestrian ramp.



6th and Pucheu

4 BLOCKED SIGNAGE
Trees block pedestrian crossing signage from view from the street.



6th and Pucheu

5 HIGH SPEED CORRIDOR
Street design contributes to frequent speeding along Oller Street (State Route 180). A road diet was completed in mid-2022 which reduced the streets to one travel lane in each direction with a bike lane and parking lane where appropriate. Marked crossings were also added as part of this project. The road diet is anticipated to address speeding concerns.

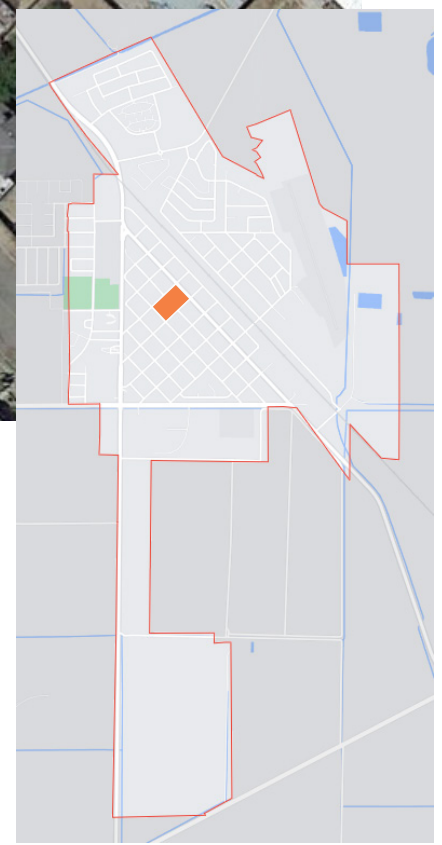


6 MISSING SIGNAGE
Instructional signage at push-button pedestrian crossing at 5th and Pucheu is missing.



5th and Pucheu

A CROSSING GUARD PROGRAM
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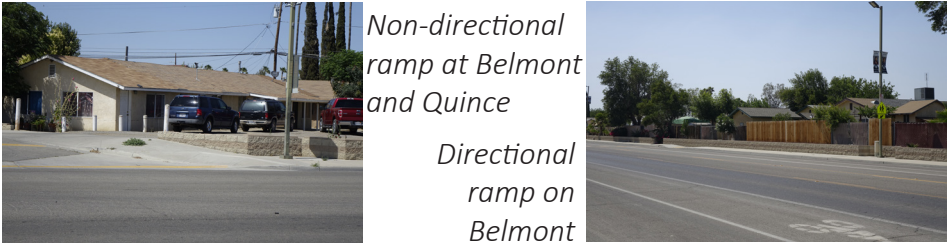
MENDOTA JUNIOR HIGH AND HIGH SCHOOLS

1 MISSING CROSSWALK

Some intersections do not have crosswalks for the side streets.

2 NON-DIRECTIONAL PEDESTRIAN RAMPS

Pedestrian ramps may either point into the center of the road (non-directional) or towards the specific direction of the crossing (directional). Non-directional ramps direct pedestrians into the intersection with cross-traffic, so directional ramps are preferred.



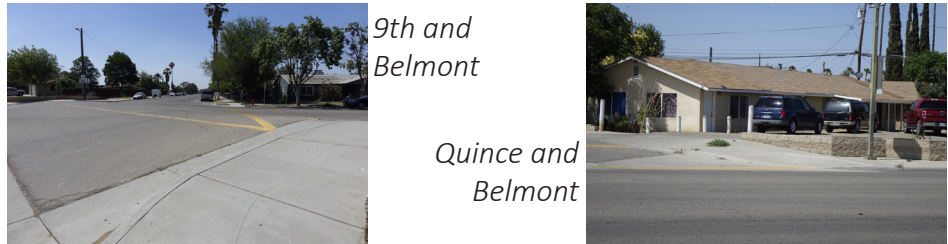
3 CONFUSING INTERSECTIONS

Three-street intersections cause confusion and conflicts between vehicles and pedestrians regarding who should move when. Some ramps do not line up with crosswalks. A project is currently underway to add an overhead beacon at 9th Street and Belmont Avenue, which may help address these concerns, though some additional improvements may be necessary.



4 SLOPED CROSSWALKS

Crosswalks along Belmont Avenue are sloped, making it difficult for vehicles to see the entire crosswalk where pedestrians may be crossing.



5 HIGH SPEED CORRIDOR

Street design contributes to frequent speeding along Derrick Avenue (State Route 33). A road diet has been completed which reduced the number and width of travel lanes. Additional pedestrian infrastructure is also planned along the corridor which may also address speeding concerns.



6 CONFUSING SIGNAGE

Pedestrian crossing signage is not clearly related to the actual crosswalk.



A CROSSING GUARD PROGRAM

Crossing guards are needed for short periods of time during typical working hours, which makes it difficult to find people who are available to work as guards. The schools have identified this as an issue and are working to develop solutions to having limited crossing guards.

