

Priority Project #2

School Pedestrian Access Improvements including crosswalks and new pedestrian entrance

Findings:

- ✓ As the amount of residential homes in the area immediately surrounding the school increases, the amount of pedestrian and bicycle activity will also increase.
- ✓ Currently pedestrians and cyclists should enter the school at the pedestrian access south of the car loop driveway, this requires all pedestrians and cyclists coming from the north to pass the school and cross the car loop driveway.
- ✓ Most of the existing (and future) residential development is to the north/and east of Superior Blvd. The only existing marked crosswalks for these future students would be at Ryegrass Street or the unnamed, unbuilt roadway north of the school. Superior Blvd is not stop controlled at these intersections which may be a future safety concern.



Cyclist walking bicycle across driveway and into parking area, as directed by staff



Staff assisting with crossings



Priority Project #2

School Pedestrian Access Improvements including crosswalks and new pedestrian entrance

Recommendations:

- ✓ Add midblock crossing of Superior Blvd in front of the school with raised median island; build sidewalk connection to the existing handicap parking space & crosswalk across the loop driveway
- ✓ Use “standard” school midblock treatment
 - ✓ High visibility ladder-style crosswalks
 - ✓ Standard school crossing signs supplemented with advance yield lines (set back 30 feet from crosswalk) & yield here to pedestrians signs
- ✓ Angled median break allows crossing of one direction at a time and forces crossing pedestrians to look towards oncoming traffic
- ✓ Raised median should not be installed until inbound drop-off/pick-up pattern is changed with new access in order to continue to allow southbound vehicles to pass a queue in the center lane; if crosswalk constructed before new access, set up as shown but add median islands later

