

## Mark Twain ES Crosswalk Wait Areas (off-campus and/or on-campus)

At both ends of the crosswalk of Carriage Crest Dr and Mountain Park Dr, there are insufficient wait areas for students waiting to be crossed by the adult school crossing guard. This encourages students to spill into the street while waiting, and pressures the crossing guard into faster crossing rather than being able to wait for gaps in traffic. The wait area on the west side is further constrained by vegetation on private property and a low retaining wall.

At the west end of the crosswalk, increasing the wait area would require either bulb-outs (curb extensions) or creation of a wait area on private property through negotiation or purchase. Carriage Crest Dr is a designated alternate bicycle route on the Carson City Bicycle Map, though it is not striped or signed, and Mountain Park Dr has been recognized less formally as a bicycle route, so consideration of bulb-outs needs to consider bicycle use since making things safety for student pedestrians by making them less safe for student bicyclists makes no sense. At 40 feet, Carriage Crest could offer two travel lanes and three of four bicycle or parking lanes, but not full facilities.



At the east end of the crosswalk, and increased wait area is need because the wait area is immediately between the bus lane entry and the drop-off/pick-up lane entry, with its high traffic flow. Though there is some grass at this location for wait area spill over, wet or snowy weather precludes its use. It is not known at this time whether the potential wait area is in the public right of way or on school district property, so that will need to be clarified. Simply widening this sidewalk area to eight feet would provide a sufficient wait area and create more appealing entry to the campus for student pedestrians.



Apart from property considerations, a wait area of an additional 40 square feet at each end should be sufficient to handle the current load of about 60 students crossing morning and afternoon, as well as an increase through the safe route program. Though safe routes have not yet been defined for Mark Twain, Mountain Park Dr would clearly be a primary safe route, along both sides of the street, so the northwest corner of the intersection and the two crosswalks here, is a key component of the safe routes.

**Other Crosswalks**

The crosswalk over Carriage Crest Dr at Slide Mtn Dr has some of the same wait area concerns. However, the east end is not between two areas of traffic flow and is more open, the west end is not constrained by vegetation and a retaining wall on private property, and the number of students crossing is a bit less than the other crosswalk.

**Remove Crosswalk Over Carriage Crest at Lindsay**

The crosswalk over Carriage Crest Dr at Lindsay Ln is not an appropriate crossing for students to use because it leads to an area that is isolated from safe access to the school by the bus loop and drop-off/pick-up loop. This crosswalk has been allowed to fade, but it is still quite visible and still attracting inappropriate use. This crosswalk should be erased by abrasion, painting over, or resurfacing. Once the crosswalk is removed, the red curb on the east side of Carriage Crest associated with this crosswalk should also be removed by painting over with white or grey.

