

Quilcene Complete Streets Project

Compiled Questionnaire Results

Jefferson County Public Works informally met with members of the Quilcene Community in front of the Quilcene Post Office on July 29th and the Quilcene Community Center on the 30th. The intent of doing so was to raise awareness of the Complete Streets Project and solicit preliminary community input. A project Overview and Questionnaire were distributed, below are the compiled results from the 30 responses received.

How do you currently use this area?

- *Shop at Habitat, attend meetings at Community Center & Fire Station, go to Post Office & Twana Cafe, and to buy lattes.*
- *Business Owner on Rose & Hwy 101.*
- *Walking and accessing local businesses.*
- *At business.*
- *Work landscaping a couple of roadside areas.*
- *I've lived in Quilcene for 51 yrs. I like it just how it is!! Stop trying to make a City out of our County! The Newbies left California maybe they should go back.*
- *By driving to the bank, our children's house the restaurant, etc. – not by walking or riding a bicycle.*
- *Walking, driving, bike riding.*
- *School functions and meetings at the Community Center. Occasional Dinner at the Loggers (Landing).*
- *Shopping, visiting with friends, pulling weeds at community gardens.*
- *I currently come into town occasionally for meetings and school functions.*
- *I actually live across the bay, however I do a lot of volunteer work and sell items through a store in the core area.*
- *Walk along and walk across.*
- *I drive from East Quilcene past US Bank to the Post Office four to five times a week, and on to the US Forest Service one or twice a week.*
- *We own a business across the street from the community center.*
- *Walking and bicycling between businesses, parking, and events.*
- *I weed the plants along the school fence sometimes. The traffic can be intimidating.*
- *I am in Quil several times a week for daily life transactions.*

- *Walk, bike and drive through this area. Daily mail, stores and restaurants are beside this area.*
- *Shopping, post office, community center.*
- *By car to post office and then on foot to shop at local businesses.*
- *As a retired teacher of 40 years with the Quilcene School District, it was always a scary part of the educational process to see kids, parents and community members navigate the crossing of Highway 101 to access the School. Over the years several accidents have happened at the school crosswalk across Highway 101. Fortunately there were no pedestrians involved ... cars rear-ending each other as they slammed to a stop!*

How could the proposed improvements potentially benefit you?

- *It would be much safer to walk (instead of driving) to all my destinations along Hwy 101.*
- *Just slowing down (speed limit to) 20 mph through town from Ranger Station to Wildwood Rd. & double yellow no passing (centerline).*
- *Keep my walk safer and more aesthetic.*
- *Safety, speed is too fast. Reduce speed (through center) to 25 mph. Reduce speed to 40 mph 1 mile out of town.*
- *Improve safety when I cross the road to go to the espresso stands due to fast moving traffic.*
- *Not at all!*
- *They would not benefit me or our town.*
- *Safer walking.*
- *Safe crosswalk for School & Residents. Nothing would benefit us.*
- *Safety and aesthetic benefits – want it to look nice and to keep people safe.*
- *I don't have a problem walking around. Maybe you are trying to fix something that ain't broke.*
- *It doesn't, in fact it will lead to more disruption and people bypassing the area. May of the proposals are by weekenders and city transplants that want a Sequim/Kirkland atmosphere.*
- *Crosswalk at School & Store, and at Rogers & US 101.*
- *Better bicycle passage.*
- *There would be little personal benefit.*
- *Not only would getting people to slow down for safety reasons, but they could stop at our business, so this would be an economic impact for us.*
- *Increased safety and improved appearance, slower traffic.*
- *Safer and quieter.*

- *I could walk between establishments instead of drive, and it would be less depressing to look at!*
- *Safety...With sidewalks, bike path, crossings light improved for students and adults. Dangerous at present with speed of cars and curve in road.*
- *It would be nice to walk about town rather than driving.*
- *It will not.*
- *Safer crossing of Highway 101. Easier and more convenient access to the Transit System. I would feel safer not only as a pedestrian, but also as a driver with traffic at a more controlled speed. Driver awareness of those not familiar with the area, and/or not even realizing they are in a "small town" with slower speeds and caution needed.*

if this area was developed into more of a 'Main Street', how would you envision using it?

- *I would become a "pedestrian" in Quilcene Village instead of driving my car everywhere.*
- *Really this is not Seattle nor anything close.*
- *For walking and biking. (Public) Restrooms for travelers.*
- *Would walk through town.*
- *Using crosswalks.*
- *Again, stop trying to make Quilcene into a city, go to Port Townsend they need new streets.*
- *We do not need this area developed into more of a "Main Street".*
- *More likely to walk & to shop.*
- *If it becomes mini-Bainbridge Island, Seattle or Port Townsend, we'll all avoid it.*
- *Would love to just stroll from one end of town to the other, and want visitors to stop here.*
- *I can't envision what you mean by more Main Street.*
- *It would provide obstacles to the places I visit so I'd go elsewhere or via the back streets. Village lighting?...nobody is out after dark...just a waste.*
- *Depending on the mix of businesses, parks, parking and general attractiveness, I MIGHT spend time or money in the area.*
- *Walk to neighboring businesses.*
- *Gathering spot, community events, more non-motorized travel.*
- *The same but better. Could also ride my bike downtown.*
- *More strolling, chatting, lingering, sitting about eating ice cream cones----instead of hiding in car.*
- *Would be more willing to walk and bike. Also more shops would develop village atmosphere.*

- *I would walk about more. More crosswalks. Lights or signs (or both) at each entrance into town: 1.) Near the Village Store (NS) 2.) Near the Motel (SN).*
- *I do not want to see it developed into more than what it is. I like the very small town atmosphere without the traffic lights.*
- *It would become a wonderful "walking and biking" area with better and safer access to downtown; and onto walking and bike trails. Safer, convenient access to transit stops; present stops are not in the town center.*

Are there community events that traditionally take place in the Village Center that should be considered into the design process, what are they?

- *(x6) Annual Quilcene Fair & Parade, 3rd week of Sept. (south on Hwy 101, from US Bank to Roberts Rd.)*
- *No, cut the fluff.*
- *Linger Longer Stage productions.*
- *Community events at the Community Center.*
- *Village Store parking.*
- *None that I can think of.*
- *There are no community events that traditionally take place in our town center.*
- *Concerts, kids riding bikes.*
- *Have no idea. We just try to avoid rude bikers, getting to and from the school functions. No problems with pedestrians.*
- *The only item that uses the core is the annual (fair &) parade...anything else is on a side street and those have not been successful or sustainable. Heck it's a state highway not a village green.*
- *1. School (events and fair). 2. Linger Longer concerts @ 151 E. Columbia (outside of the proposed area). 3. Community Center events. 4. Shindig @ Theater (Waltz Lumber/Old Church Rd.).*
- *Quilcene Fair, farmers market (Old Church Rd.), music events at theater and Worthington Park.*
- *Crossing at the community center is important. Of course the school has lots of events.*
- *Well, eating ice cream...Also Waltz Lumber has a (Labor Day) yearly shindig on Old Church Road.*
- *School events that increase traffic and congestion.*
- *At this time there are none. But it would be nice to have a farmer's market area.*
- *The only community event that has been a tradition is the annual (fair &) parade. This is not affected by any of the proposed changes.*
- *Quilcene Fair & Parade, Concerts, Bike Tours, Car Shows. Visitor traffic, safe stopping and parking to shop; left turns to access the School sports fields and loading/unloading areas for school buses.*

What are the typical bicycle/pedestrian patterns in the Village Center; where do people primarily walk to and from?

- (Reiterated numerous times)
Peninsula Foods Market to → School (and back)
Community Center to → Plaid Pepper/Gear Head Deli/Habitat Store (and back)
Post Office to → Espresso Stand (behind community garden) (and back)
Peninsula Foods to → US Bank (and back)
- *The need for crosswalks. Crossing across Hwy 101 to US bank, Rose St., and Community Center.*
- *Walking/Biking to Businesses/Stores, School, Fire Department, Bank.*
- *Few existing pedestrian patterns (no sidewalks). Bicycles in summer try to use Hwy 101 shoulder, but not fun.*
- *Crossing Hwy 101 with no crosswalk. Standing under cover at businesses while raining waiting for Transit.*
- *(People primarily walk from) the school to the store. I don't care about bicycle traffic, they don't pay taxes on our roads or tabs on their bikes!*
- *There aren't any.*
The Post Office - bank - maybe the store – very few walk to and from anywhere.
- *Post Office, Grocery Store, Marina.*
- *Would have no idea (car to ball field).*
- *Bicyclists, locals use back streets, travelers passing through use US 101. Pedestrians, the traffic is between the school and the store...walkers and joggers generally stay on side streets.*
(People primarily walk to and from) school and Peninsula Foods...some to and from school...there are health walkers but they usually stay off US 101.
- *Across Hwy 101 in many places & along Hwy 101 going south & north.*
(People primarily walk to and from) School, coffee places, stores along Hwy 101. Walk for health purposes.
- *Most people use cars. Even children as close as three blocks from the school ride the bus. Some people walk in from East Quilcene.*
(People primarily walk to and from) village center or East Quilcene residences to businesses, Post office or School. One or two of limited mental capacity just walk anywhere.
- *From the north of town, "Quilcene Village Store" to the Mount Walker Inn (at south of town).*
(People primarily walk to and from) stores to restaurants to community center to post office.
- *Crossing Hwy 101 from parking to meetings at the fire station, community center, and school; travel from businesses to restaurants, recreational bicycling through town to the Marina and the rivers.*
Personally (walk to and) from the community center to Logger's Landing and Twana Roadhouse; from the restaurants to fire station and community center.

- *Nobody rides a bike there. There is really no way to walk through either.*
- *Folks do walk between Henry's and Habitat, even with strollers, and kids ride bikes throughout, but it is neither pleasant nor safe.*

(People primarily walk to and from) Henry's, the bank, Twana's Habitat, and the Community Center--- perhaps also the Serendipity Farm Road and the Village Store.

- *Many students walk and ride bike to school. Many pedestrians also present in this area.*

(People primarily walk to and from) Bank to Community Center, School to homes.

- *The school kids going to Peninsula Foods, some bicycling.*

(Most pedestrians live in the "center", or close to it, many walk to and from, the store, school, home.

- *Very few people walk, even in the residential area of the town. Bicyclists are typically tourists cycling through (and stopping) the town on their way to other areas.*
- *The only option is to walk or bike ride on the "side" of Highway 101; there are no specific lanes, trails, or sidewalks. People walk on the side and then scramble to cross the highway as traffic allows.*

To cross the highway at any point; and from the school parking lot at either car entrance/exit or at the crosswalk opening. People do NOT always use the crosswalk; it depends on where they are going. Students walk to and from school during the school week, afternoon and evening activities. The Transit sometimes stops at the crosswalk in the middle of the highway to allow for students to board and/or exit the transit system.

What specific safety concerns do you have that might be addressed by this project?

- *Cars & truckers go too fast thru Quilcene.*
- *The traffic is too heavy to have a speed limit faster than 20 mph at all times; and double yellow no passing signs through all of town.*
- *Trees need to be cut back on Hwy 101 between Presbyterian Church and US Bank.*
- *No parking should be allowed along Peninsula Foods Hwy 101 frontage.*
- *Habitat/Plaid Pepper/Gear Head Deli to community Center people try to cross (highway), cars and trucks drive at 40 -50 mph. no fun trying to cross.*

Not a pleasant walk along Hwy 101. With cars driving by at 35 to 45 mph.

- *Crosswalks for blind & pedestrians.*
- *That the traffic goes thru town too fast – You need flashing yellow lights to slow them down – and a deputy down here to write some tickets.*
- *Just slowing the traffic & this can be done without \$650,000.*
- *Safer ways to be on foot.*

- People “passing thru” still drag-race. It can be really hard to cross a major highway. How about money spent on a really cool, safe overpass, rather than wasting money on cutesy street lamps & hanging planters / baskets (Seattle / Bainbridge homogenized fluff).
- Being hit by a truck!
- The crosswalks situation is where your concerns should be.
- Channeling traffic into narrow corridors, cars making U-turns to go to businesses, fire and aid car cross traffic, volunteer maintenance people with no signs, vests, etc.
- Drivers do not slow down. We have places of business that are located on curves. If someone loses control they have a good chance of going into 6 businesses. There are blind places that people try to cross US 101 at walk along.
- For the VERY FEW children who could walk or bike to school, I’d like to see sidewalks or trails that keep them out of traffic. Crossing bridges (outside the project area) is problematic.
- We need to get vehicles to slow down at least to posted speed. Normally when I’ve watched they start to slow heading north at the corner (Post Office).
- Many speeding cars and short sight distances around curve; turning traffic.
- Heavy trucks often roll through at 40+ mph. Also young hot dogs in loud cars.
- Sidewalks and crosswalks. The ideal would be sidewalks & visual cues from the Community Center to the Village Store that this is a town.
- Safety for students is utmost! Huge potential for accidents with trucks, cars, pedestrian crossing and multiple entrances for cars.

Standing water on highway!

- There have been accidents, some due to parking issues, speeding past school, Peninsula Foods, people heading north cross over oncoming traffic, particularly at Peninsula Foods.
- How many people in the community actually participated in this “collaboration”? Were there public notices, posters, media ads about it? Is this an idea borne out of recently transplanted residents?
- Slow down the speeding traffic on Highway 101 that is “just passing through.” Safety for students walking or biking to and from school; students and community access to the school for non-school days and evening activities. Pedestrian traffic in the town center for special events: Quilcene Fair & Parade, school activities (graduation, sports events), use of school facilities for private events (funeral memorials, dinners, conferences, etc.).

Although the grant defines this project’s scope, what are likely future development(s) and/or non-motorized connections which might be appropriate to factor in?

- More stores opening up because of increased foot traffic. More jobs because of more stores.
- Sidewalks or safer pathways (x2).
- Water / Sewer system.

- *Need sidewalks and crosswalks to school, Post Office, Habitat Store.*
- *Once this wonderful project is complete, Phase 2, more sidewalks, plantings, lighting, etc.*
- *There are none – please leave us alone to continue living in the country. Don't make Quilcene like the City.*
- *Anything the town group (gang green) can think up?*
- *Trails, trails, trails – all over town!*
- *What? So no motorized wheel chairs!*
- *Covered bus stops are most important.*
- *Safety.*
- *Crosswalks – more signs or road bumps as you enter 30 mph zone.*
- *Walking trails between forest, town and bay/rivers.*
- *A bike path and walking paths would be great.*
- *We need benches, and a covered public seating area NEAR the sources of ice cream, more greenery, and some general aesthetic upgrades.*
- *Fits with development of walking paths and nature trails in village area and between two rivers.*
- *I believe there should be more sidewalks, a larger center divide with landscaping.*
- *I don't believe that any Quilcene resident who truly loves the town the way it is wants to see development plans that would alter the tranquility of the town.*
- *The development of Worthington Park by the Quilcene Historical Museum; events, concerts, trail system along the Little Quilcene River. To allow for safer use of the Museum and Park by Quilcene School students with walking access from the school by students along Center Valley Road.*

What specifically about Quilcene could be utilized to reflect its character in the proposed improvements?

- *If we have meridians, planting them with native plants that reflect the area.*
- *Let us keep Quilcene like the rural country community it has always been and not like the city where some of these people come from.*
- *Parks and Museum could be utilized better with safe sidewalks and bike lanes.*
- *Sorry, but Quilcene has no character. Any improvement is better than the present drive thru town.*
- *Parking, Crosswalks, Bus Stops (covered).*
- *Nothing that I can see – it would be nice if someone had asked the old timers if they would like anything done, but the Newbies in Quilcene want everything here that they left.*

- *Quilcene's character is just fine as it is – Please leave us as is.*
- *Change as little of its small town charm as possible. (Why we moved here) – get away from Seattle.*
- *Jacob Kohn murals – 7 of them – need to be placed visibly in village center. (Kiosks have been designed to display, locations have been identified for all (Community Center, Village Store, Worthington Park, (4) on to be developed property north of Peninsula Food Store).*
- *The character is what it is today, that's why many stay and some of us moved here...a dying village with few opportunities that supports the population as is.*
- *A safe place to stop, shop and play and stay.*
- *Quilcene has available several art panels that could be displayed along trails. Also, the Quilcene Museum would like to develop a trail system on its property near the Little Quilcene River.*
- *Plantings.*
- *Logging and fishing history, existing sea themed artwork.*
- *We have art that could be displayed. We have several public gardens.*
- *The inherent beauty of the area.*
- *Great community efforts to improve appearance and opportunities for residents and visitors.*
- *A message: "This is a community, people live here, please slow down when traveling through our town".*
- *Any changes made to Quilcene will change the character of the town.*
- *Rural community with a great attraction for eco-tourism: bird watching, hiking, biking, trail walkers. Exercise groups, students and other groups that walk and bike throughout the town center. The location of the school on busy Highway 101.*

Within the scope of this project do you have any concerns that you would like to have addressed?

- *No. I think the time has come for Quilcene to offer safe passage thru its village center for both autos and pedestrians.*
- *Town of Quilcene, not Quilcene Village. We are not a third world yet, so stop using third world references.*
- *No roundabouts or plantings in meridians.*
- *Our local funds should be used to resurface our existing roads and not for crosswalks, bicycle facilities, sidewalks and other streetscape improvements, such as landscaping.*

There are just as good or maybe better ways to slow traffic through Quilcene, such as bright yellow blinking lights with a speed limit sign at each end of town, paint brightly colored walkways (not green) at the school and maybe one at the bank or Peninsula Store. Have Law Enforcement on duty.

In addition, we don't not need trails to walk on, as was suggested by some at the Post Office meeting, there are trails everywhere around here already.

- *Remove Scotch Broom along Hwy101 and Center Rd.*
- *Please slow the traffic anyway possible.*
- *Read my other comments, you'll know what my concerns are and I don't like being "lied" to. Public Works has only told us what they thought we wanted to hear.*
- *Make it safer for walkers and bicyclists.*
- *Just make it safe and slow.*
- *Who is going to maintain and at what cost? There is a belief that volunteers will maintain the plantings, there are no volunteers from the core area. So ultimately the County will have to pay for maintenance.*

Plus while tourists see it as a 'village' and slow down, existing thru traffic and locals will not.

Sidewalks, crosswalks must be ADA sensitive, no textured pseudo brick. However there is almost zero non-school pedestrian traffic, people don't park and visit multiple stores – there aren't any. Who will use the sidewalks and crosswalks is really questionable.

Line of sight must be maintained – no sculpture/ tall trees / bushes etc.

If the object is to reduce speeders, increase enforcement.

Accidents have been primarily people disregarding rules of the road, like looking before turning, or improper U-turns.

- *Safety.*
- *No Medians! No turn-about. Silly on the landscape.*
- *1.) The project should be beautiful. 2.) Streetscape trees are important. 3.) Maintenance: where will the time, money and materials come from to maintain the project over the next 30-40 years?*
- *How do we get cars to slow down?*
- *High speed traffic.*
- *That it is being done is wonderful.*
- *Pedestrian and bike safety.*
- *No concerns, just make it happen soon!*
- *(Supportive of improvements, but) My main concern is having too great an influx of people who want too many changes. I love this "little place" and want it to stay this way.*
- *Yes. It is very important for local businesses to thrive, but our town is small and we do not need traffic lights. We do not need to turn into another Sequim.*
- *Safe movement of pedestrian traffic across Highway 101 in MORE THAN 1 place; not just the crossing in front of the school. Pedestrians "jay walk" the shortest distance for their crossing. Process or measures to slow down the through traffic. Landscaping with native vegetation that reflects a rural natural look; NOT the imported look that cities use with non-native plantings and un-natural mulch.*

Additional Comments.

- *The speed limit over Mt. Walker should be no higher than 45 mph. some corners at posted 55 mph are not safe.*
- *We will start this communication by telling you that we are totally opposed to the proposed Quilcene Complete Streets Project.*
- *Thank you for trying to help the community.*
- *I'm tired of grants that people think we get as a free ride. As a taxpayer and on a (limited income) I'm tired of paying taxes on all this free stuff.*
- *Yes! We have been lied to, we (the Community) was never notified of this project or the Grant that was applied for.*
- *A certain 'special interest' group has been very determined/pushy to make it into their little grand dream. They shouldn't have moved here.*
- *Place a cop during daylight.*
- *Thanks for your work on this project. It has great support in spite of the few voices of "do nothing".*
- *Note that there has been discussion of a possible public restroom being developed on property north of the Peninsula Food Store.*
- *One day I watched the speeds of approaching vehicles and noticed very few people (vehicles) actually slowed to the posted 30 mph speed limit. 45 mph+ was the most frequent speed even after two 30 mph signs. The sheriff's office recently had their speed trailer out in front of the Habitat for Humanity store. When vehicles saw their speed on the speed trailer they slowed.*

First we have to get vehicles to slow down. Signs with flashing lights & cut in speed gradients. This would be least costly and something that would hopefully net results.

We are very willing to help in any way we can with this project.

- *Quilcene is a renewed community that is taking pride in accomplishments such as beautifying the downtown area with trees and plants, painting building and remodeling some of the old buildings. Of course we have much more work ahead of us to do.*

Habitat for Humanity of East Jefferson County opened a store 294963 Hwy 101. In 2011 Habitat took a survey of community residents and in the question was asked; "What would you like to see changed in your community?" The top three answers were Medical Traffic concerns and Retail shopping.

We have noticed that traffic is much more (of course) in the summer months. However, during the winter months (now) traffic goes much faster coming through our town. I have seen cars and trucks passing in the turn lane and speeding through town. Residents have voiced a concern that this is a problem and we would like to address it.

Is there something we as residents and business owners can do to help in the resolution of this matter? Could we get signage with blinking lights on them? Drivers rarely slow down until they see the third "30 mile an hour" sign which is at approximately 294963 Hwy 101. (Going north bound) I believe that to be the case at the other end of town too (Quilcene Village Store). It is unsafe to even cross the street most times.

Maybe you could take time to monitor this to see if it is a problem as we perceive it.

In February 2011, Habitat for humanity of East Jefferson County conducted survey in Quilcene for the pilot project of "Neighborhood revitalization". The results of the survey were; 183 households in the boundary, 158 of those were occupied homes, 25 were vacant. 102 surveys were completed, with 65% participation. Of those, 77% owned their own homes, 23% were renters. Here are the results from the residents when asked about neighborhood problems:

The Top 5 Neighborhood Problems:

- | | |
|---|-----|
| - Traffic or speeding vehicles | 62% |
| - Drug activity | 53% |
| - Abandoned or vacant houses | 45% |
| - Dumping | 44% |
| - Abandoned or vacant non-residential buildings | 44% |
| - | |

If you would like any more information about the survey, feel free to contact me. I would be happy to help in any way that I can since the community indicates that traffic is such a problem.

- *I'm happy to have the opportunity to share my thoughts on speed zones through the area. I would begin describing a plan from north to south starting at the junction of Lord's Lake Loop Rd and US Hwy 101 where after coming down a long hill many drivers are faced with a nice long straightaway heading toward the Little Quilcene river bridge at Wildwood Rd. What I've noticed is that even the truckers seem to realize there is a need to slow down and very often hit their jake brake at around the Christmas tree farm. I think it would be a wise idea to take advantage of that natural tendency and place a speed reduction sign there down to 45 mph in that very visible straightaway. This coupled with a sign saying congested area ahead and extending the double yellow line through and over the bridge surface would help to complete the effort to slow down traffic before entering Quilcene and reduce passing at the bridge and road intersection.*

The next reduction should be to 35 where it is posted 30 now and then one final reduction to 25 across from US Bank. That would be maintained on through the center of town and end at the Forest service building where the speed could go back up to 45 and then 55 at the top of the hill at the cut off to Penny Creek Rd.

Coming into town from the south, the suggested 45 speed limit yellow sign should be made a white mandatory one and another sign announcing entering a congested area. I understand it is hard to put up speed changes so often and the business people after the forest service would love to have lower speeds. I see a problem with dropping to 30 and then to 25 through the center, so I'm wondering if we couldn't simply drop to 25 from 45 with an added yellow flashing advisory, possibly a crosswalk advisory at the community center bus stop area combination. This might be a good place to emphasize the idea of entering a community with other things like nice street lamps?

This area has changed over the last thirty years and could use some traffic revision to address those changes. One of the changes that some find difficult to understand is having the section from the village store to the US bank be raised to 35, but the road being straight and wide open can handle it. Rhody drive from the school on through is posted 40 and there are tons of turns & businesses. Steve Bennet and the state police realize the natural tendency for people to speed up at the straightway going north after the Bank and it is used as a speed trap. Why not allow people their natural urge, throw them a bone and allow them to have the feeling of speeding up where it is actually natural to do so and cut down on the passing through that area?

I personally value the middle turn lane through town as a huge safety factor and think that any median or islands would serve only to create a choking factor with limited turning and create the potential for rear end collisions. In fact I believe the turn lane should be extended out to the Forest Service building. We can do proactive signage upgrades to get people moving at the proper speeds before they get into the congested area. I would think that common sense would dictate that any crosswalks would have to be placed where there is adequate sight distance before coming upon them.