



Mount Vernon Elementary School Unincorporated Kern County Workshop Summary and Recommendations

Community Pedestrian & Bicycle Safety Training and Action Planning
Creating Safer Streets for Walking and Biking



October 2019



**Mount Vernon Elementary School,
Unincorporated Kern County, California**

Acknowledgments

We would like to thank the Planning Committee for inviting us into their community to host the Community Pedestrian and Bicycle Safety Training at Mt. Vernon Elementary in unincorporated Kern County.

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Workshop participants share results of Action Planning Activity.

Introduction

Kern County Public Works Department, the Planning Committee, California Walks (Cal Walks), and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC) collaboratively planned and facilitated a Community Pedestrian and Bicycle Safety Training (CPBST) at Mt. Vernon Elementary School in unincorporated Kern County on September 6, 2019 from 8:30 a.m. to 11:30am. The CPBST is a joint project of California Walks and SafeTREC (Project Team) that works with local residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities by collaborating with local officials and agency staff.

The Planning Committee identified a Safe Routes to School focus for the Mt. Vernon Elementary School community to:

1. Improve walking and biking conditions for students at Mt. Vernon Elementary School; and
2. Encourage more students to walk and bike to and from school

The training consisted of:

1. Walking and biking assessments along three key routes;
2. An overview of strategies to improve walking and biking safety using the intersectional 6 E's framework including: Evaluation, Equity & Empowerment, Evaluation, Engineering, Education, Encouragement, and Enforcement; and
3. A small group action-planning session to prioritize and plan for programs, policies, and infrastructure projects.

We would like to acknowledge the 25 participants who attended the workshop including Mt. Vernon Elementary School parents and grandparents, Kern County residents, Kern County Public Works Department, Leadership Counsel for Justice and Accountability, and Bike Bakersfield. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

This report summarizes the workshop proceedings, as well as recommendations for programs, policies, and infrastructure to improve walking and biking safety at Mt. Vernon Elementary School in unincorporated Kern County.

The CPBST Planning Process



Step 1: Assemble a Planning Committee - April 2019

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs



Step 2: Review and Analyze Existing Plans and Data - April 2019

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends



Step 3: Conduct CPBST Site Visit - May 6, 2019

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



Step 4: Conduct CPBST Workshop - September 6, 2019

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



Step 5: Implement CPBST Actions - Ongoing

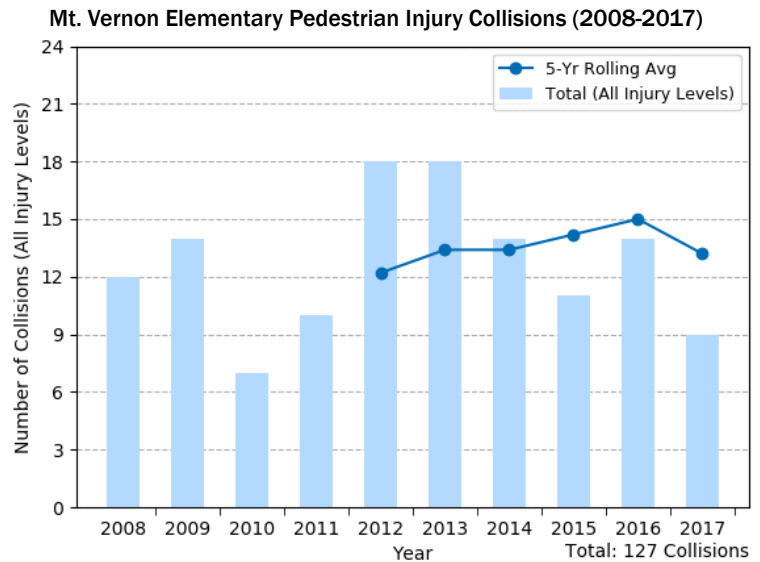
- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

Pedestrian and Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians¹ and bicyclists within a one-mile radius of Mt. Vernon Elementary School in unincorporated Kern County. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2008 to 2017. Collision data for 2016 and 2017 are provisional as of March 2019. A full discussion of the pedestrian and bicycle collision data can be found in Appendix C.

Pedestrian Collisions

Over the 10-year period from 2008 to 2017, pedestrian collisions appear to remain relatively stable, except for a spike in 2012 and 2013. In the most recent five years of data available, 2013 to 2017, pedestrian collisions were concentrated on main thoroughfares: Mt. Vernon Avenue, Niles Street, and on Virginia Avenue between Quantico Avenue and Oswell Street. There were also clusters of collisions where Mt. Vernon Avenue intersects Niles Street and East Truxtun Avenue. Pedestrian collisions primarily occurred on Friday evenings and peaked between 6 p.m. and 9 p.m., as well as on Tuesdays from 3 p.m. to 6 p.m. The top primary collision factors for pedestrian collisions were pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk (51.5%) and driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (30.3%).²



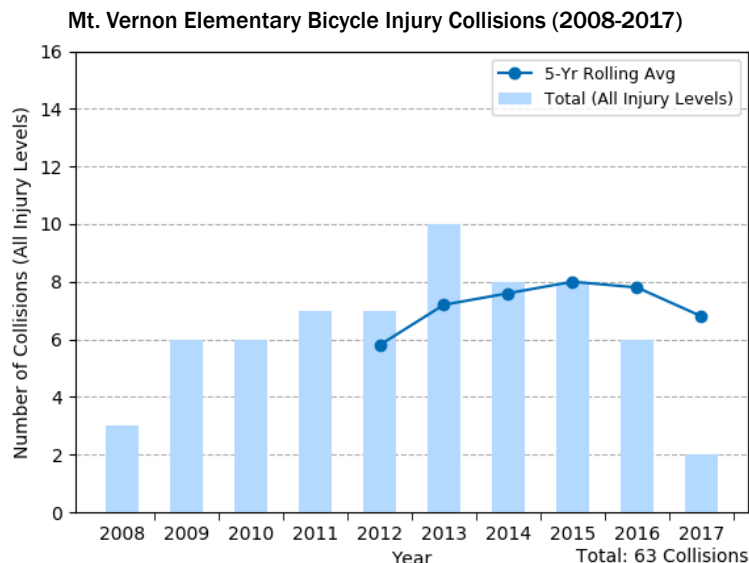
There were sixty-eight (68) pedestrian victims injured, including five (5) fatalities and eight (8) severe injuries. One half (50%) of pedestrian victims were children and youth between the ages of 0 and 24.

¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device

² Pedestrians have the right-of-way at marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of a marked or unmarked crosswalk, pedestrians must yield the right-of-way to drivers. A pedestrian is legally allowed to cross outside of a marked or unmarked crossing between two intersections where one or none of the intersections is signalized but only if the pedestrian yields the right-of-way to oncoming drivers. This should not be mistaken for "jaywalking," which refers to crossing outside of a marked or unmarked crossing between two signalized intersections.

Bicycle Collisions

Over the 10-year period from 2008 to 2017, bicycle collisions peaked in 2013 through 2015 but appear to be decreasing based on currently available SWITRS 2016 and 2017 data. In the most recent five years of data available, 2013 to 2017, bicycle collisions were concentrated on main thoroughfares: Mt. Vernon Avenue, Niles Street, and East California Ave. There were also clusters of bicycle collisions on Mt. Vernon Avenue between Niles Street and Center Street. Bicycle collisions primarily occurred during evening commute hours between 6 p.m. and 9 p.m., on most days of the week. The top primary collision factors were due to unsafe turning or moving right or left on a roadway (20.6%) and failure to drive/ride on the right half of the roadway (17.6%).³



There were thirty-five (35) bicyclist victims injured in thirty-four (34) bicycle collisions, including three (3) severe injuries. Close to one half (45.7%) of bicyclist victims were children and youth between the ages of 5 and 24.

Equity Concerns

Equity in this project means working to ensure that all groups of people, regardless of age, race, gender, ability or income, are considered in planning and decision-making processes. For transportation, we aim to address inequities in vulnerable communities, which have disproportionately high levels of injuries. Improving safety requires tackling the complicated interplay between inequity, the walking and biking built environment, and driver, bicyclist, and pedestrian behaviors.

At the national level, pedestrian fatality rates in lower-income communities are more than twice that of higher income communities.⁴ The Project Team used SWITRS, U.S. Census Bureau, and American Community Survey (ACS) data to overlay pedestrian and bicycle collisions with income data to understand how collisions are distributed in this area based on income level. This analysis revealed that a disproportionately high number of collisions occurred in the lower-income areas primarily along main roads within one mile of Mt. Vernon Elementary School in Bakersfield, CA.

³ According to California Vehicle Code 21200, bicycles are considered vehicles, therefore, bicyclists on public streets have the same rights and responsibilities as automobile drivers. This makes it difficult to discern whether a bicyclist or driver is at fault.

⁴ Pedestrian Deaths in Poorer Neighborhoods Report," Governing, August 2014. Available at <http://www.governing.com/gov-data/pedestrian-deaths-poor-neighborhoods-report.html>

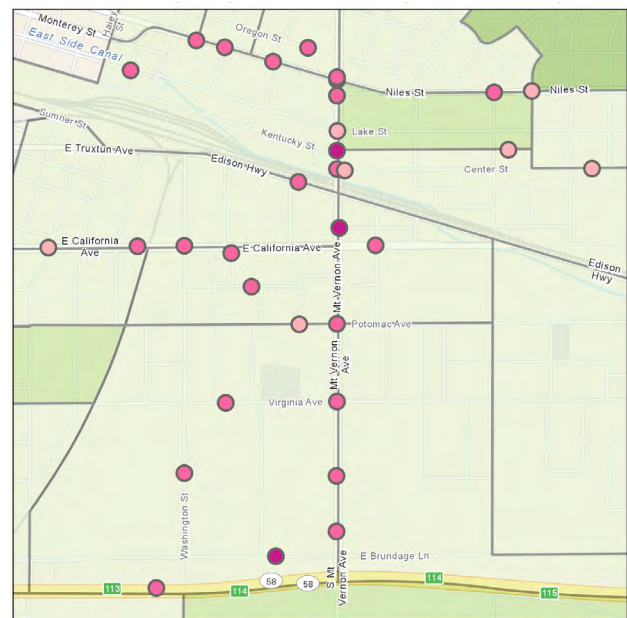


Collision Severity (2013-2017)

- Fatal (5)
- Injury (Severe) (8)
- Injury (Other Visible) (26)
- Injury (Complaint of Pain) (27)

2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K



Collision Severity (2013-2017)

- Injury (Severe) (3)
- Injury (Other Visible) (24)
- Injury (Complaint of Pain) (7)

2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K

Left: Pedestrian collision map overlaid with median household income (2013-2017).

Right: Pedestrian collision map overlaid with median household income (2013-2017).

Data Source: SWITRS 2013-2017; 2016 and 2017 data are provisional as of March 2019. ESRI, US Census Bureau, and American Community Survey

The community around Mt. Vernon Elementary School faces unique jurisdictional challenges for pedestrian and bicycle safety improvements. Specifically, the school is a few blocks outside of the City of Bakersfield boundaries in unincorporated Kern County. The neighborhoods immediately west and south of the school are in the City of Bakersfield, while the neighborhoods immediately north and east of the school are in unincorporated Kern County. Given this distinct difference, the processes for securing funds to make improvements would also be distinctly different. Unincorporated areas typically must compete against other unincorporated communities and overall County priorities for limited County transportation funds for such activities as street maintenance, traffic signals, and law enforcement. Often, they will also need to apply jointly with the County for state and federal funding. Cities, on the other hand, may have their own revenue stream for transportation improvements and can also apply for state and federal funding without county input.

Walking & Biking Assessment

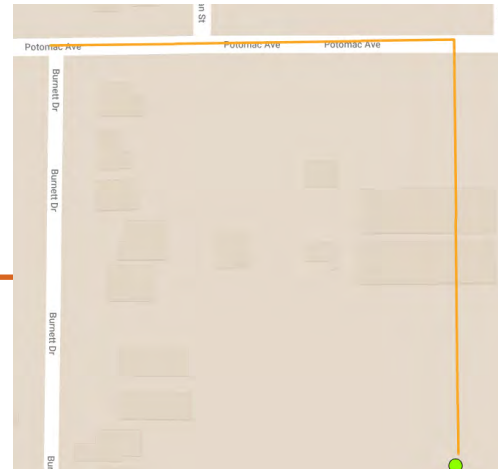
Routes

Workshop participants conducted walking and biking assessments along 3 key routes and were asked to

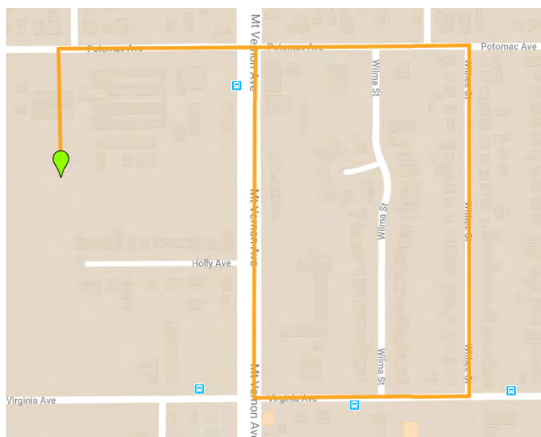
1. Observe infrastructure conditions and the behavior of all road users;
2. Assess the qualitative and emotional experience of walking or biking along the route;
3. Identify positive community assets and strategies which can be built upon; and
4. Consider how the walking and biking experience might feel different for other vulnerable users.

Route 1 Larcus Avenue

Route 1 focused on Potomac Avenue heading into the neighborhood to examine the residential streets students take to walk to and from school. The group focused their observations on the main crosswalk used to access the school and opportunities for improving Potomac Avenue and the crosswalk.



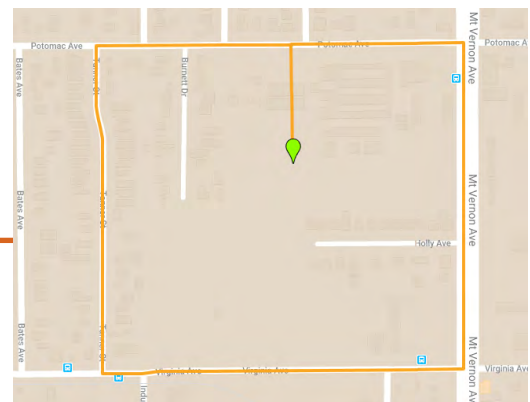
Route 2 Withee Street



Route 2 focused on Potomac Avenue and on Mt. Vernon Avenue, which are larger arterials with heavy vehicle traffic, especially during arrival and dismissal times.

Route 3 Virginia Avenue County Park

Route 3 focused on Virginia Avenue and Tanner Street, which are more residential routes taken by families accessing the nearby Virginia Avenue County Park.



Alternate Activity: Street Story

Workshop participants who did not join the walking and biking assessments shared their transportation safety experiences walking and biking in unincorporated Bakersfield as part of an in-class activity. The Project Team guided two participants through a series of paper surveys and facilitated discussions on the participants' experiences with collisions, near-misses, and unsafe and safe areas to travel. Their stories are integrated into the walking and biking assessment reflections section of this report. Additionally, all of the stories collected were input into the online Street Story platform after the workshop. To view data collected as part of Street Story around Mt. Vernon Elementary School, please visit: <https://streetstory.berkeley.edu/county/kern>

Street Story is a community engagement tool that allows residents and community organizations to gather information that is important to transportation safety. Street Story is an online platform developed by UC Berkeley SafeTREC to collect stories about transportation collisions, near-misses, hazards and safe locations to travel. Street Story is also available in a paper version.

The platform and the information collected is free to use and publicly available. Street Story is available at: <https://streetstory.berkeley.edu>

Reflections

Following the walking and biking assessment and the Street Story activity, participants shared the following reflections:

Sidewalk Conditions and Connectivity

- Throughout the neighborhood, there are numerous missing sidewalk segments, including: the west side of Mt. Vernon Avenue between Virginia Avenue and Holly Street; both sides of Holly Street from Mt. Vernon Avenue to Virginia Avenue County Park; the southside of Virginia Avenue from Mt. Vernon Avenue to Tanner Street; and along both sides of Tanner Street.
- The sidewalks along the west side of Mt. Vernon Avenue between Potomac Avenue and Virginia Avenue are narrow and are difficult for parents with a stroller, two adults, or someone using an assisted mobility device to travel. The sidewalk is further narrowed by dirt overflowing from Mt. Vernon Elementary School's parking lot and sports field.
- Utility poles, vegetative debris, and trash obstructed the sidewalk in numerous locations along Mt. Vernon Avenue, between Potomac Avenue and Virginia Avenue, and along Virginia Avenue from Mt. Vernon Avenue to Tanner Street. These sidewalk obstructions restrict pedestrian access and create an uncomfortable walking experience.
- The sidewalk along Withee Street, between Potomac Avenue and Virginia Avenue, is discontinuous. Some private properties have a sidewalk in front of their house, while other houses have only dirt or grass. In some areas on Withee Street, trash cans and basketball hoops blocked the sidewalk and forced participants onto the street. Participants also had to navigate around an obstruction placed by a resident living on Withee Street who tied a translucent string from their mailbox at the edge of the sidewalk to their fence property. Lastly, some residents parked their vehicles on the sidewalk, which prevented people walking from using the sidewalk.

Sidewalk Conditions and Connectivity (*continued*)



Top Row: Missing sidewalk segments along Mt. Vernon Avenue between Holly Street and Virginia Avenue.

Middle Row: Sidewalks along Mt. Vernon Avenue are narrowed by dirt and debris (left). Vegetative debris blocks the sidewalk at Virginia Avenue/Tanner Street (right).

Bottom Row: Incomplete sidewalk network on Withee Street (left). A fallen basketball hoop obstructing the walkway for pedestrians (right).

High Driver Speeds

- Participants shared they felt drivers travelled above the posted speed limits throughout the community. Parents were especially concerned with the heavy-duty truck traffic along Mt. Vernon Avenue and Virginia Avenue and about other parents speeding around the school.
- Some workshop participants used the speed radar device to capture driver speeds on Mt. Vernon Avenue, just south of Potomac Avenue. Out of 26 speed readings, 15% of drivers were driving above the posted 45 mph speed limit. Participants believe the posted speed limit is too high, especially since many students use Mt. Vernon Avenue to walk and bike from school daily. Furthermore, the school speed limit signage that does exist on Mt. Vernon Avenue is partially obscured by an overgrown tree.



Left: Mike Dillenbeck from Kern County Public Works captures speed readings along Mt. Vernon Avenue.



Right: School speed limit signage on Mt. Vernon Avenue is difficult for drivers to see because of an overgrown tree.

Lack of Shade Trees

- There is a lack of shade trees along Potomac Avenue, Mt. Vernon Avenue, Virginia Avenue, and Tanner Street. Along Mt. Vernon Avenue between Potomac Avenue and Virginia Avenue, only trees in residential front yards provided shade.



Tree planting opportunities along the west side of Mt. Vernon Avenue.

Underutilized Community Park

- Virginia Avenue County Park is currently underutilized, according to participants, due to uncleanness and fear of crime. The adjacent lot that served as a community baseball field is now filled with the possessions of people experiencing homelessness, trash, and overgrown vegetation and is currently serving the houseless community.



Left: A former baseball field adjacent to Virginia Avenue Park is fenced off with overgrown vegetation.



Right: The Virginia Park entrance signage is faded and marked with graffiti, making it difficult to read the park operating hours.

Lack of Curb Ramps

- The neighborhood largely lacks curb ramps throughout the assessment area, including: along Potomac Avenue, Mt. Vernon Avenue, Virginia Avenue, and Tanner Street. Where curb ramps did exist, they were older apex-style ramps and some lacked modern accessibility features, such as detectable warning strips for people with visual impairments. Additionally, some curb ramps exist in isolation and are not connected to any sidewalks. This results in people using assisted mobility devices having to travel into the street and use driveway ramps to access sidewalks.

Inadequate Biking Infrastructure

- The conventional bike lane markings along Mt. Vernon Avenue are faded. Participants observed four bicyclists riding on Mt. Vernon Avenue during the assessment: two bicyclists were riding in the bike lane, one was riding on the sidewalk, and the other was riding opposing vehicular traffic.
- Bike route signage along Potomac Avenue and Mt. Vernon Avenue is small and difficult to see for bicyclists and drivers alike. The bike route roadway markings are also faded.
- Portions of Potomac Avenue, especially west of Mt. Vernon Avenue, are cracked, uneven, and poorly maintained, forcing bicyclists and children on scooters to ride in the gutter or in the middle of the street.
- On Route 3, participants observed two bicyclists riding on the sidewalk, while another rode in the parking zone between the bike lane and the curb.
- Vegetative debris, broken asphalt, and trash along Mt. Vernon Avenue and Virginia Avenue make it difficult to bike on neighborhood streets.

Inadequate Biking Infrastructure (*continued*)



Top Left: The faded conventional bike lane markings on Mt. Vernon Avenue are difficult for drivers to see, especially in the shade.

Top Right: Bike route signage and bike route roadway markings on Potomac Avenue, in front of Mt. Vernon Elementary School.

Bottom Left: Young child riding their scooter in the gutter to avoid deep cracks in the road.

Bottom Right: A bicyclist rides outside the bike lane along Mt. Vernon Avenue.

Loose and Aggressive Dogs

- Aggressive dogs in front yards and loose dogs on the street throughout the community bark loudly and intimidate people walking in the neighborhood, including along Withee Street and in the Virginia Avenue County Park. On Withee Street, walking assessment participants observed numerous dogs were barking loudly from behind fences in front yards. A couple of participants walked in the roadway to prevent from being startled by dogs behind their fences.



A stray, but friendly, dog followed workshop participants on their entire walking assessment.

Transit Stops

- Participants observed bus riders at the intersection of Mt. Vernon Avenue and Virginia Avenue crossing diagonally across the intersection outside of the existing marked crosswalks and failing to wait for the traffic signal to give them the walk signal.
- Participants also noted a bus rider using a motorized assisted mobility device crossed outside of the marked crosswalk due to the older apex-style curb ramp at Mt. Vernon Avenue/Virginia Avenue that directs pedestrians into the street rather than into the crosswalk.
- The bus stop on Mt. Vernon Avenue and Virginia Avenue lacks a shelter, lighting, a trash bin, and seating that would make the riding experience more comfortable and safe.



A bus stop along Mt. Vernon Avenue near the Virginia Avenue intersection.

Recommendations to Improve Walking and Biking Safety

Safety Participants engaged in small-group action planning discussions to identify community programs and infrastructure projects aimed at increasing the health and safety of the community. Small groups were separated into four thematic areas: encouragement, education, enforcement, and engineering, to brainstorm a list of programs and projects. Each small group then chose one recommendation to prioritize and expand on via preliminary planning. The other results of the brainstorm are listed by theme below.

Encouragement

- Establish a bike train and bike rodeo program to build confidence
- Host an Open Streets event during back to school night or during Pedestrian Safety Month in September or National Walk to School Day in October

Engineering

- Crossing improvements at Chapman Street/Larcus Avenue and Richmond Street/Larcus Avenue including drainage improvements and raised crosswalks, crosswalk markings, stop bars, rectangular rapid flashing beacons (RRFB), ADA ramps, and bulb outs.
- School zone signage around Mount Vernon Elementary School.
- Installation of shade trees throughout the community.

Community Recommendations

The following tables summarize the recommendations developed by the community during the workshop.

Education Project Name: Family Educational Campaign

Project Description: The Family Educational Campaign will initiate with a series of age-appropriate walking and biking safety lessons for students during their Physical Education period. As a culmination of their lessons, the students will create walking and biking educational safety messages to post around the school and to share with their families.

Project Goals:

1. Educate students and their families about responsible, and safe road behaviors;
2. Integrate walking and biking safety education into the regular school day; and
3. Collaborate with walking and biking safety partners in Bakersfield.

Action Items	Timeline	Responsible Party	Resources
Parent Resource Center Leadership Group obtain approval for walking and biking safety education classes during physical education <ul style="list-style-type: none"> • Parent Leadership Group to get Principal's approval for the program • Principal to notify Physical Education teachers about the program • Parent Leadership Group to ask Bike Bakersfield to facilitate the age-appropriate safety courses 	Fall 2019	Parent Leadership Group Mt. Vernon Elementary School Principal and Staff	
Program Planning <ul style="list-style-type: none"> • Collaborate with the School Principal, and Bike Bakersfield to create a course schedule for each grade • Bike Bakersfield to clear walking and biking safety curriculum with the School Principal 	Fall 2019	Parent Leadership Group Mt. Vernon Elementary School Principal and Staff Bike Bakersfield	Safe Routes to School National Partnership. Bicycle and Pedestrian Curricula Guide: Making the Case for Bicycle and Pedestrian Youth Education
Program Implementation <ul style="list-style-type: none"> • Bike Bakersfield facilitates walking and biking safety course during physical education • Student create safety messages to post around the school and to share with their families. 	Spring 2020	Parent Leadership Group Mt. Vernon Elementary School Principal and Staff Bike Bakersfield	

Encouragement Project Name: Walking School Bus Program

Project Description: The Walking School Bus program will be a parent-led initiative aimed at creating an initial structure for a weekly program where parents take turns walking a group of students to school. The program will encourage Mt. Vernon Elementary School students to practice active transportation safety, boost student confidence in walking and rolling to school, and reduce traffic congestion around the school vicinity.

Project Goals:

1. Create a Walking School Bus program planning committee;
2. Invite Mt. Vernon Elementary families to join the walking school bus program;
3. Launch the weekly Walking School Bus program, focusing on Fridays; and
4. Increase number of students walking to Mt. Vernon Elementary School.

Action Items	Timeline	Responsible Party	Resources
<p>Bike Bakersfield, Leadership Counsel for Justice and Accountability, and parent Champions at Mt. Vernon Elementary School will recruit members to join a planning committee to help guide the Walking School Bus program.</p> <p>The Walking School Bus Planning Committee will designate a coordinator to facilitate implementation of the program.</p>	Mid-October 2019	<p>Bike Bakersfield Parent Champions Mt. Vernon Elementary Leadership Counsel for Justice and Accountability Walk Kern</p>	<p>National Center for Safe Routes to School Starting a Walking School Bus: The Basics</p> <p>CA Active Transportation Resource Center Safe SRTS Walking School Bus and Bike Rodeo Manuals and Guides</p>
The Walking School Bus Planning Committee will spark interest in the program by reaching out to parents during drop-off and dismissal times and through in-classroom flyers.	Late October 2019	Project Planning Committee	
<p>The Walking School Bus Planning Committee will host its first kick-off meeting to:</p> <ul style="list-style-type: none"> - Identify Walking School Bus routes and stops. - Develop a plan for registering students in the program. - Outline necessary program resources and budgetary needs to sustain the program, including volunteer training in traffic safety, safety vests, paper route maps, and bottled water. 	November 2019	Project Planning Committee	

Encouragement Project Name: Walking School Bus Program (continued)

Action Items	Timeline	Responsible Party	Resources
The Walking School Bus Planning Committee will host a volunteer training to educate volunteer route leaders in pedestrian safety best practices.	January 2020	Project Planning Committee	
The Walking School Bus Planning Committee will register students in the Walking School Bus program.			
The Walking School Bus Planning Committee will schedule its first practice route.			
A pilot Walking School Bus program will be initiated on a weekly basis, starting on Fridays.	February/March 2020	Project Planning Committee	
The pilot Walking School Bus program will undergo evaluation.	May 2020	Project Planning Committee	

Engineering Project Name: Crossing Improvements

Project Description:

Cultivate parent and school stakeholder support for County Public Works' Active Transportation Program (ATP) application for the community. Preliminary proposed project would focus on crossing improvements including stop bars, yield lines, raised crosswalks, Rectangular Rapid Flashing Beacons (RRFB), high-visibility marked crosswalks, ADA parallel ramps, and median refuge islands at key locations throughout the community.

Project Goals:

1. Educate and cultivate community support for ATP project application among parents, school, and other stakeholders.
2. Improve visibility between drivers and pedestrians in a crosswalk;
3. Decrease crashes between drivers and pedestrians in marked and unmarked crosswalks; and
4. Improve safety for the most vulnerable pedestrians, including children, seniors, and those using assisted mobility devices.

Action Steps	Timeline	Responsible Party	Resources
<p>Kern County Public Works will perform an internal review into potential short-term crossing improvements near Mt. Vernon Elementary School:</p> <ul style="list-style-type: none"> ● Road markings: stop bars, yield lines, high-visibility crosswalks ● Potentially RRFB and additional school zone signage and markings 	Fall-Winter 2019	Kern County Public Works	

Engineering Project Name: Crossing Improvements (continued)

Action Steps	Timeline	Responsible Party	Resources
<p>Long-term crossing improvement planning:</p> <ul style="list-style-type: none"> • Kern County Public Works plans to apply to the next cycle of the Active Transportation Program with a project focused on improving crossings in the community. The group identified the following specific areas of concern that warrant crossing improvements: Chapman Street/Larcus Avenue; Richmond Street/Larcus Avenue; and Potomac Avenue/Moore Street Crosswalk into the School • Kern County Public Works will set up a specific project information for the community on the Walk Kern webpage • Kern County Public Works will develop preliminary project proposal based on workshop recommendations and findings • Community partners will leverage existing efforts to engage community and gather data on areas of concerns and feedback on County's initial project proposal • County will review whether other infrastructure improvement ideas generated by the group can be integrated into the ATP application, including: Sidewalk gaps; Pedestrian-scale street lighting; Trees; Curb ramps and other accessibility improvements; and Drainage improvements at on Chapman Street, especially where it dead ends north of Larcus Avenue 	Fall 2019 - Spring 2020	<p>Kern County Public Works</p> <p>Leadership Counsel for Justice and Accountability</p> <p>Parent Resource Center Leadership Group</p> <p>Planning Committee</p>	<p>ATP Grant Guidelines and Grant Application</p> <p>CPBST Recommendations Report</p>

Engineering Project Name: Crossing Improvements (continued)

Action Steps	Timeline	Responsible Party	Resources
<p>Parent engagement strategy: The Parent Resource Center Leadership Group, County Public Works, Planning Committee, and community partners will plan one or more community engagement event(s) to inform the school community on upcoming improvement projects and gather safety concerns and priorities from a broader segment of parents. The group will:</p> <ul style="list-style-type: none"> • Leverage the existing monthly parent engagement meetings: Parent Cafe, Parent University, English Learner Advisory Committee (ELAC), parent-led community clean ups • Identify a date, time, and location for a planning meeting and develop meeting agenda. • Host preliminary meeting and identify potential event dates, times, and locations. The group discussed the current difficulties with accessing the Parent Resource Center for meeting space due to the staffing changes with the Parent Liaison position and identified involving the new Parent Liaison going forward in this effort as crucial for its success. • Finalize event logistics and develop event flyer in English and Spanish to share with parents. Flyer outreach is preferred over electronic formats. Evenings and weekends are preferred for event time. • Develop parent engagement strategies to overcome parent apathy: raffles, free food and childcare, student engagement to draw parents in. <p>The group also discussed aiming to leverage the school's Fall Festival as an initial outreach opportunity, and the Kern County Public Works Department agreed to have initial proposal materials ready in time for the Festival.</p>	Fall/Winter 2019	<p>Parent Resource Center Leadership Group</p> <p>Planning Committee</p> <p>Leadership Counsel for Justice and Accountability</p> <p>School Parent Liaison</p> <p>Parent University volunteers</p>	

Engineering Project Name: Crossing Improvements (continued)

Action Steps	Timeline	Responsible Party	Resources
Host event: <ul style="list-style-type: none"> ● Advertise event to community <ul style="list-style-type: none"> ○ Flyers ○ Social Media ○ County and School Website ○ Physical signs at the school ● Finalize event details with partners and host event. ● Use data gathered to inform and support ATP grant application. 	Spring 2020	Planning Committee Kern County Public Works Leadership Counsel for Justice and Accountability School Parent Liaison Parent University volunteers Project Team	Flyers Event prizes and games Food Assessment Maps, Pens, post-its

Cal Walks & UC Berkeley SafeTREC Recommendations

Promotores Program

The Project Team recommends Mt. Vernon Elementary School Parent Resource Center work with the activated parent group to start a Promotores Program to educate all school families on walking and biking safety. The activated parent group involved with the Parent Resource Center were highly concerned with unsafe parent driver behavior. Establishing a Promotores Program will equip the parents with the necessary knowledge and tools to amplify the community's safety messaging. Furthermore, this program will allow them to make personal connections with other parents to encourage safer driver behaviors for everyone's children.

Enhancing the School Zone

Potomac Avenue is frequently used for east-west travel between Washington Street and Mt Vernon Avenue. Drivers can pick up substantial speed in this half mile stretch because there are no traffic signals or stop signs. Drivers travelling eastbound on Potomac Avenue are not alerted to the school site and the presence of students until they reach Chapman Street, about a block away from the school's perimeter. The Project Team recommends improving visibility of the school zone to help reduce speeds along Potomac Avenue through the addition of warning signs and/or speed bumps. There are no marked crosswalks on the north-south streets where they intersect Potomac Avenue and few marked crosswalks on Potomac Avenue west of Chapman Street. Marking these crosswalks, preferably with high-visibility crosswalks, would help reduce pedestrian-vehicle collisions and may aid in slowing drivers down.

Traffic Calming Along Potomac Avenue

The Project Team recommends traffic calming and speed reduction measures along Potomac Avenue. Participants felt strongly that speed limit signage has not been effective at reducing the speed of drivers, which they felt travel above the posted speed limit of 25 mph, including in front of the school. The Project Team recommends the County consider additional traffic calming measures near the school, including installation of a high-visibility crosswalk, bulbouts, and parallel curb ramps at Mt. Vernon Avenue/Potomac Avenue, as well as speed feedback signage, bulb outs, parallel curb ramps, and a raised crosswalk at Potomac Avenue/Moore Street where many students and parents cross to get to school. The addition of parking restrictions at corners and at existing marked crosswalks would improve safety for children attempting to cross Potomac Avenue on their walk to school. Additional florescent school zone signage will signal to drivers that they are entering a school zone, especially off of Mt Vernon Avenue where the speed limit is 45 mph.

Community-wide Lighting Assessment

The Project Team recommends the Planning Committee, Kern County, and workshop participants collaborate to perform a community-wide street lighting assessment. This assessment would focus on pedestrian-scale lighting needs, especially around Mt. Vernon Elementary School, bus stops, commercial areas, and parks. A lighting assessment can be used to identify pedestrian-scale lighting needs and identify fixtures in need of repair or replacement. Lighting and maintenance fees are currently paid through Community Service Area 18, which currently pays for 350 street lights. Additional locations and fees would require approval by 51% of the existing Community Service Area. Once the inventory is developed, the Project Team recommends workshop participants share it with Community Service Area 18, to develop an equitable plan for streetlight maintenance which can provide a sense of safety and security and improve the overall wellbeing of road users.

Virginia Avenue County Park Clean-Up Event and Park Activation Outreach

The Project Team recommends the County complete an assessment of organized and informal park activities to understand how and when the park is being used, including the number and age of users and the time and type of activities. This information could be used to outreach to the community and develop and implement community supported activities that would activate the park (including walking and biking to/from the park) and draw more and varied users. Parents and community members on Route 3 shared that they feel the park is dangerous, unkempt, and they do not let their children play at the park due to fear of crime. A school-park shared use agreement could help to activate the park during the school day and weekend hours, drawing in more and varied users that can increase the feeling of safety for all visitors.

Empty Lot Activation

The Project Team recommends the Planning Committee, Kern County, and Bakersfield City School District explore empty lot activation in the workshop focus area. There are several large and medium size empty lots along Mt. Vernon Avenue and Virginia Avenue that can be redesigned at low cost as community gathering spaces and used to promote safer environments for walking and biking. There are a number of organizations that focus on improving vacant lots including, [From Lot to Spot](#) and [KABOOM!](#), which offers yearly grants.

Appendix A: Community Plans & Policies Review

Community Plans and Policies Review: Cal Walks conducted a review of current community planning documents to inform the training and prepare to build off existing efforts. The following documents were reviewed prior to the site visit:

- [City of Bakersfield Bike Plan, 2013](#)
- [Kern County Bicycle Plan, 2012](#)
- [City of Bakersfield Pedestrian and Bicycle Safety Report, 2017](#)
- Articles
 - [City Going Forward with Plan Addressing Pedestrian, Bicyclist Safety](#), October 23, 2017
 - [Bike Bakersfield Looks to Expand its Efforts in Bakersfield and Kern County](#), September 25, 2015_
- [School events calendar](#), 2019
- [Bakersfield City School District Boundary Maps](#), 2019
- [Bakersfield City School District Family and Community Engagement](#), 2019_
- [Mt. Vernon Elementary School Report Card](#), 2018

Appendix B: Resources

List/Links of Resources

- [Funding Navigation for California Communities](#)
- [Integrating the Promotores Model to Strengthen Community Partnerships](#)
- [Promotor\(a\) Program Manual](#)
- [Community Park Audit Tool](#)
- [Complete Park Indicators](#)
- [Build a Playground Toolkit](#)
- [Paso a Paso: Cómo Empezar Un Autobús Caminante en su Escuela](#)
- [Un Manual Sobre Las Rutas Seguras a la Escuela](#)

For a summary of outcomes from past CPBST workshops, please visit:

www.californiawalks.org/projects/cpbst and <https://safetrec.berkeley.edu/programs/cpbst>

Appendix C: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Mt Vernon Elementary Elementary School, Unincorporated Kern County CPBST Workshop Data Factsheet
- Mt Vernon Elementary Elementary School, Unincorporated Kern County CPBST Site Visit Data Presentation
- Mt Vernon Elementary Elementary School, Unincorporated Kern County CPBST Site Visit Data Follow-Up

Mt. Vernon Elementary School Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)

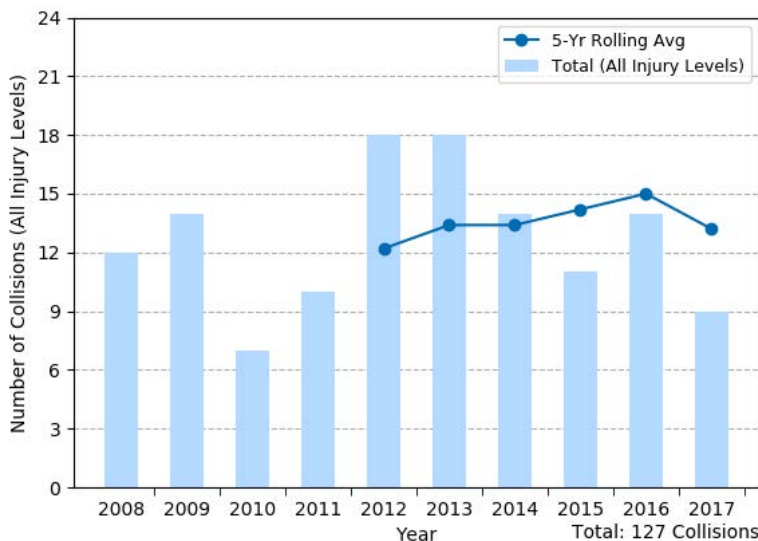
Bakersfield, CA | September 6, 2019

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 13.9 percent increase in pedestrian deaths from 2015 to 2016 and a 14.0 percent increase in cycling deaths (FARS 2015 and 2016). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The local data seen below reflects collisions within 1-mile of Mt. Vernon Elementary School in per the workshop's planning committee.

PEDESTRIANS

*How are pedestrian collisions changing over time?
What could have caused an increase or decrease in collisions?*



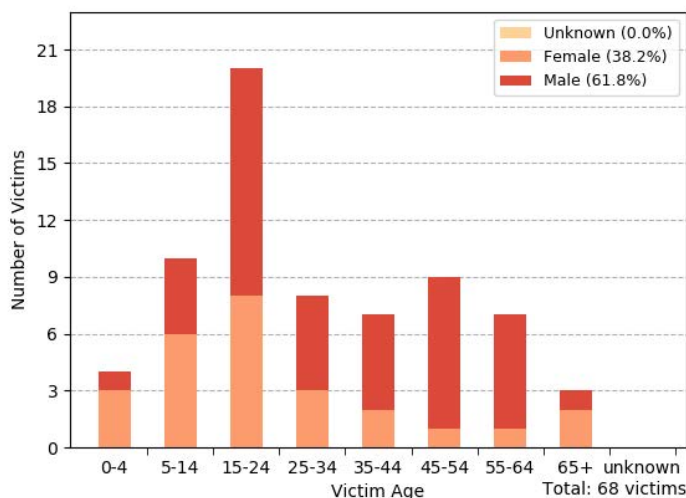
138 people were killed or injured in
127 pedestrian collisions in
the last 10 years (2008-2017)

The number of pedestrian collisions appear to be **slightly declining** based on the five year rolling average*.

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

The following are based on pedestrian collision data for the years 2013-2017:

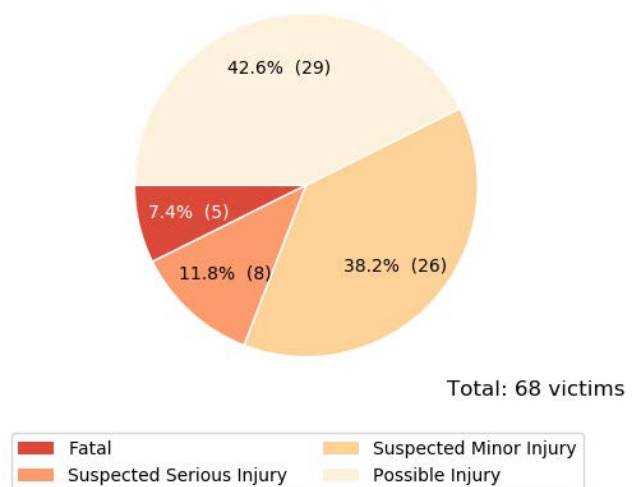
Who were the victims in these collisions?



35.3% of victims were age 18 or younger

73.5% of victims were age 25 or older were male

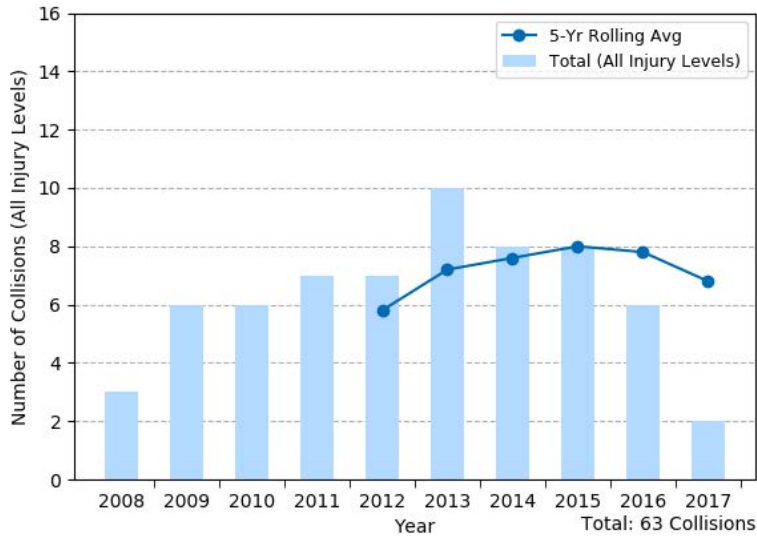
How severe were the victims' injuries?



19.2% of victims suffered fatal or serious injuries

BICYCLES

How are bicycle collisions changing over time?
What could have caused an increase or decrease in collisions?



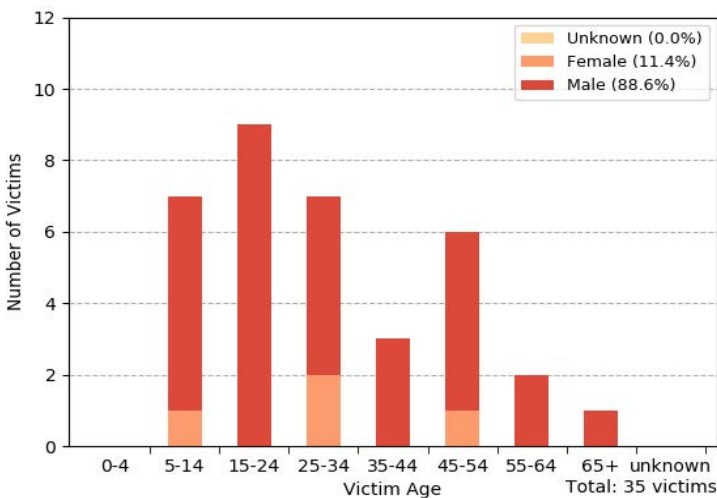
65 people were killed or injured in
63 bicycle collisions in
the last 10 years (2008-2017)

The number of bicycle collisions appear to be **slightly decreasing** based on the five year rolling average*

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

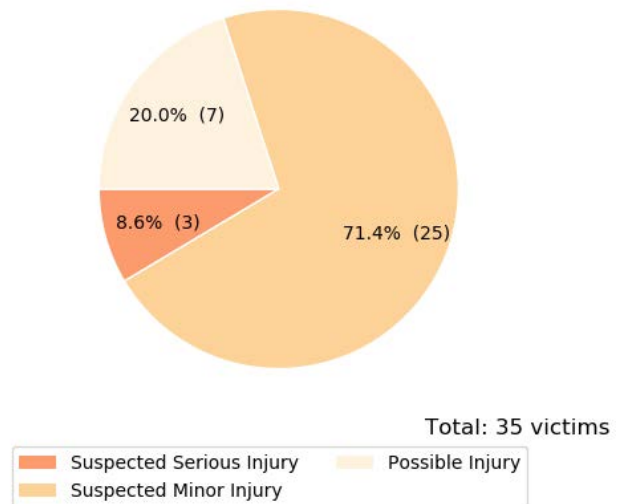
The following are based on bicycle collision data for the years 2013-2017:

Who were the victims in these collisions?



37.1% of victims were age 18 or younger
45.7% of victims were age 25 to 54

How severe were the victims' injuries?

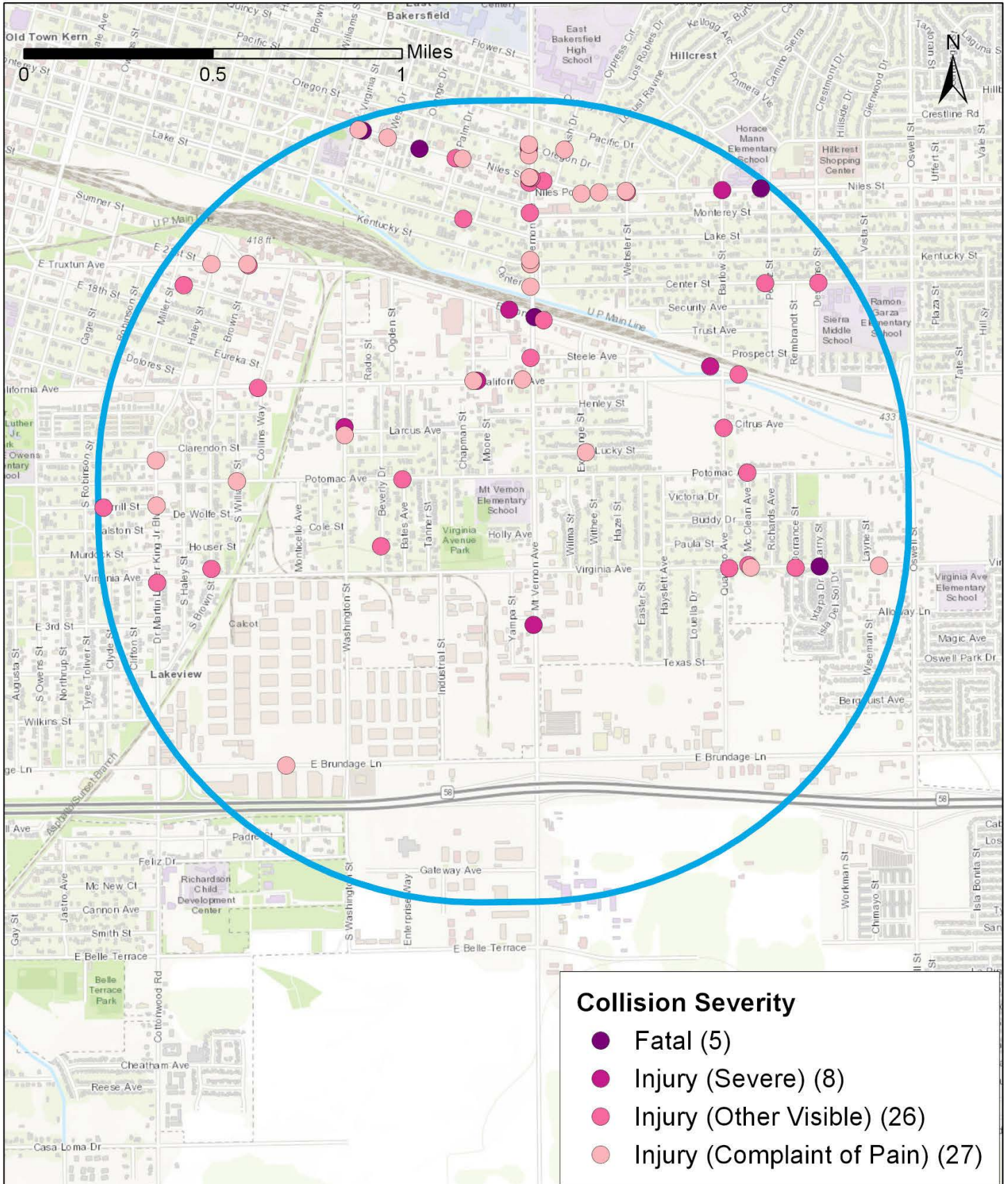


8.6% of victims suffered serious injuries

- While these numbers do not tell the whole story, do they reflect your experience in your community?
- What kinds of improvement do you think could help make walking and biking safer in your community?
- What other data could help inform decision-making?

To explore collision data in your community, please visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu). For additional assistance, please email safetrec@berkeley.edu.

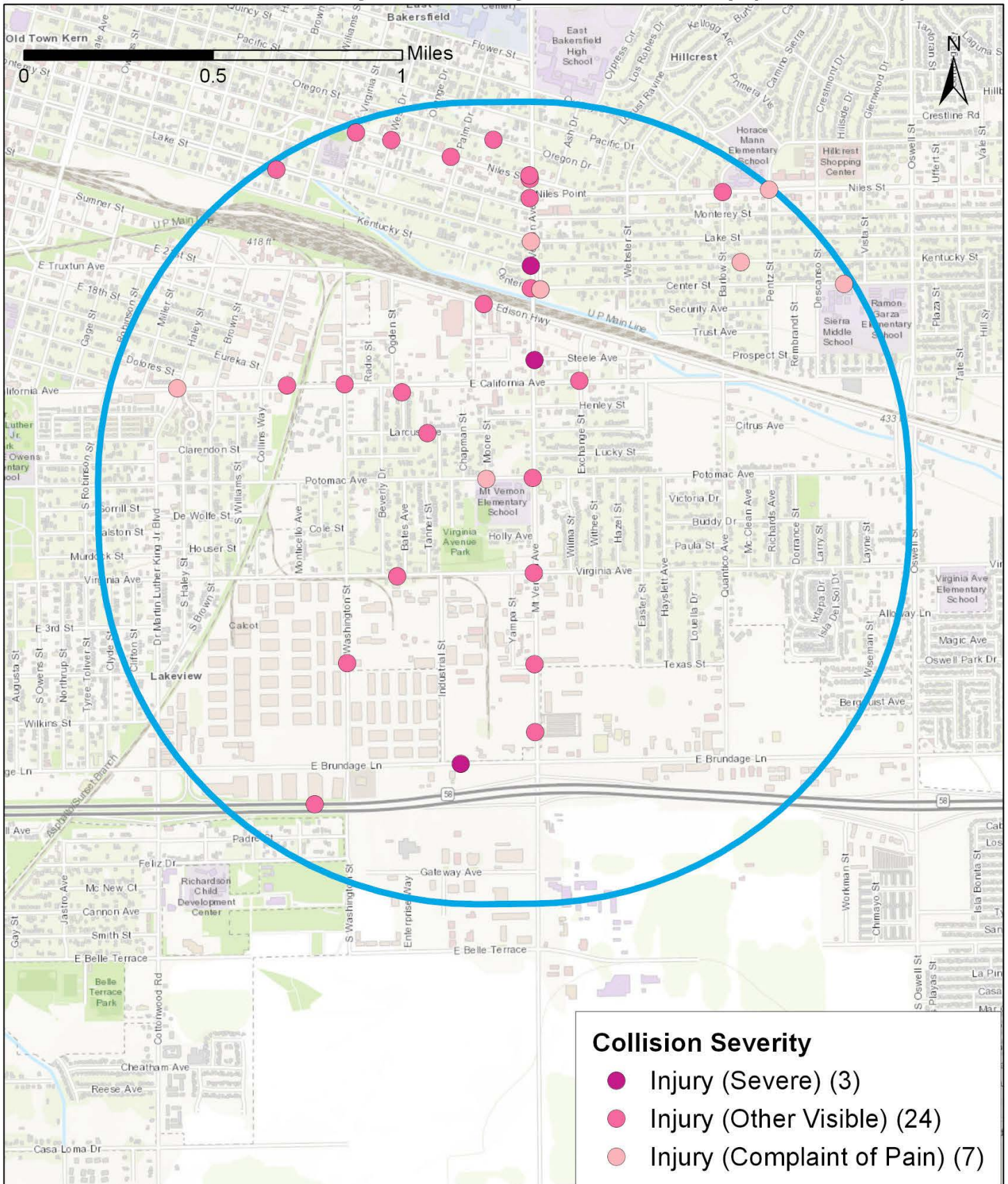
Mt. Vernon Elementary School Pedestrian Collision Map (2013 - 2017)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Date: 6/4/2019

Mt. Vernon Elementary School Bicycle Collision Map (2013 - 2017)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Date: 6/4/2019

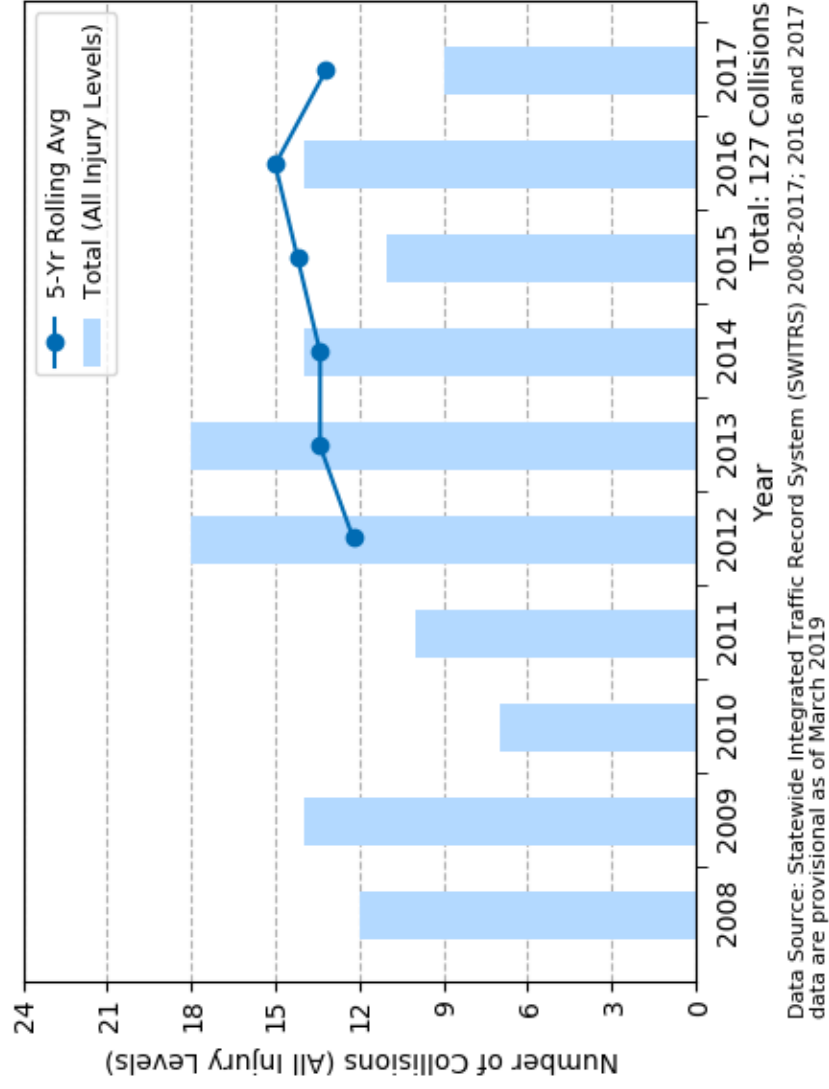
Unincorporated Kern County CPBST Site Visit Slides

– corrected slides* –

June 20, 2019

* Due to mapping projection, the slides shared at the May 6, 2019 site visit were based on a smaller radius than one mile. These slides are revised for a one mile radius.

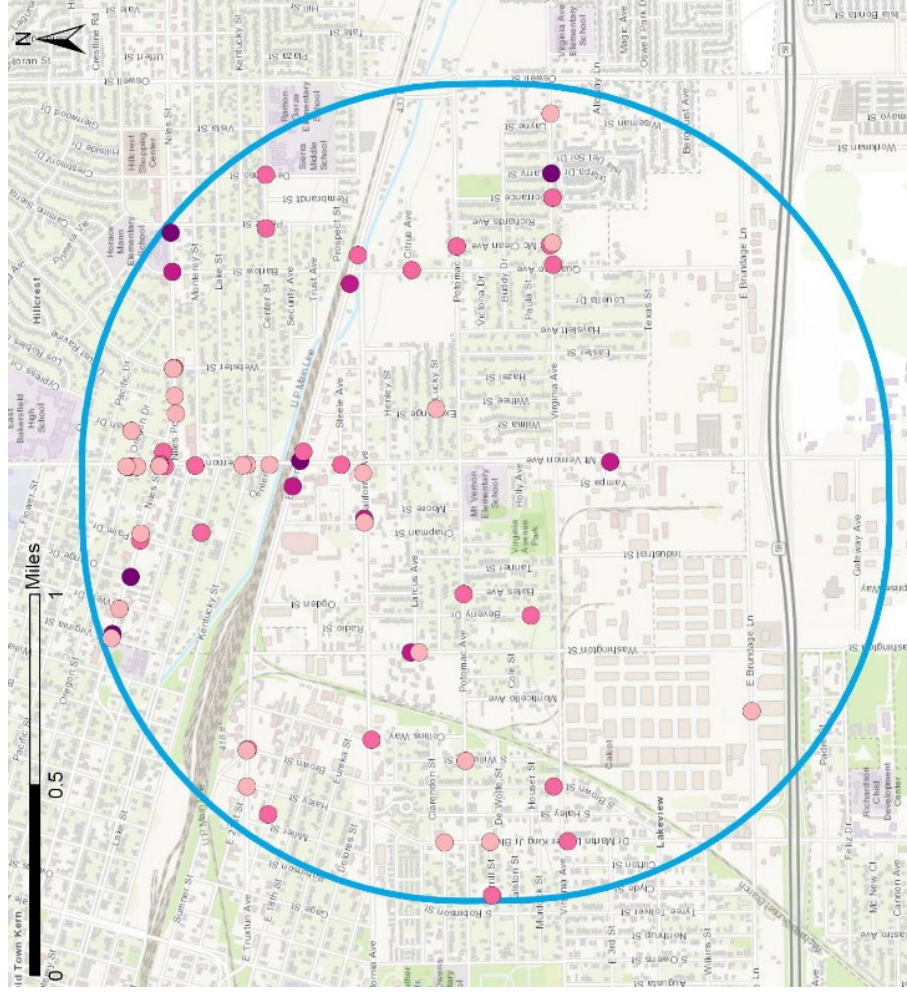
Mt. Vernon Elementary Pedestrian Injury Collisions (2008-2017)



Mt. Vernon Elementary Pedestrian Collision Map (2013-2017)

Collision Severity

- Fatal (5)
- Injury (Severe) (8)
- Injury (Other Visible) (26)
- Injury (Complaint of Pain) (27)

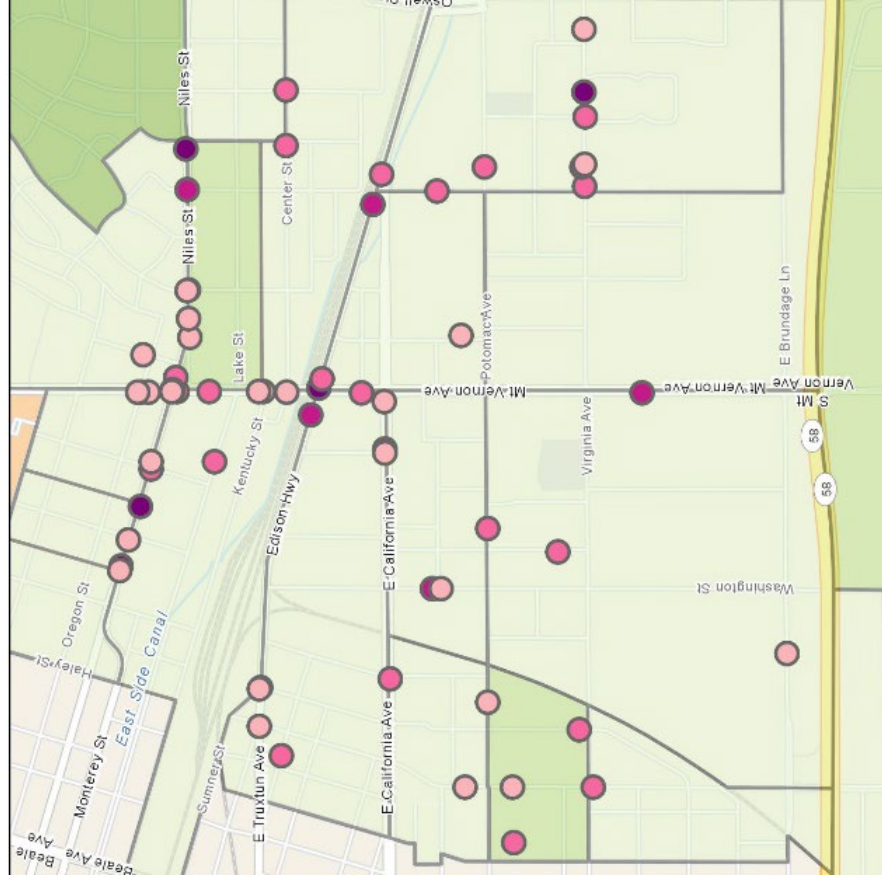


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Mt. Vernon Elementary Pedestrian Collision Map with Income (2013-2017)

- Collision Severity**
- Fatal (5)
 - Injury (Severe) (8)
 - Injury (Other Visible) (26)
 - Injury (Complaint of Pain) (27)

- 2017 Median Household Income**
- < 35K
 - 35K - 50K
 - 50K - 75K



Data Source: Collision - Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019
Demographics - Esri, US Census Bureau, and ACS

Mt. Vernon Elementary Pedestrian Collisions by Time of Day and Day of Week (2013-2017)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	2	1	2	1	4	2	0	12
06:00PM-08:59PM -	1	2	2	2	7	2	1	17
03:00PM-05:59PM -	1	6	2	1	4	1	3	18
Noon-02:59PM -	3	1	0	0	2	3	0	9
09:00AM-11:59AM -	0	0	1	0	0	0	0	1
06:00AM-08:59AM -	0	1	0	2	1	0	1	5
03:00AM-05:59AM -	2	0	0	0	1	0	0	3
Midnight-02:59AM -	0	0	0	0	0	0	1	1
Total	9	11	7	6	19	8	6	66

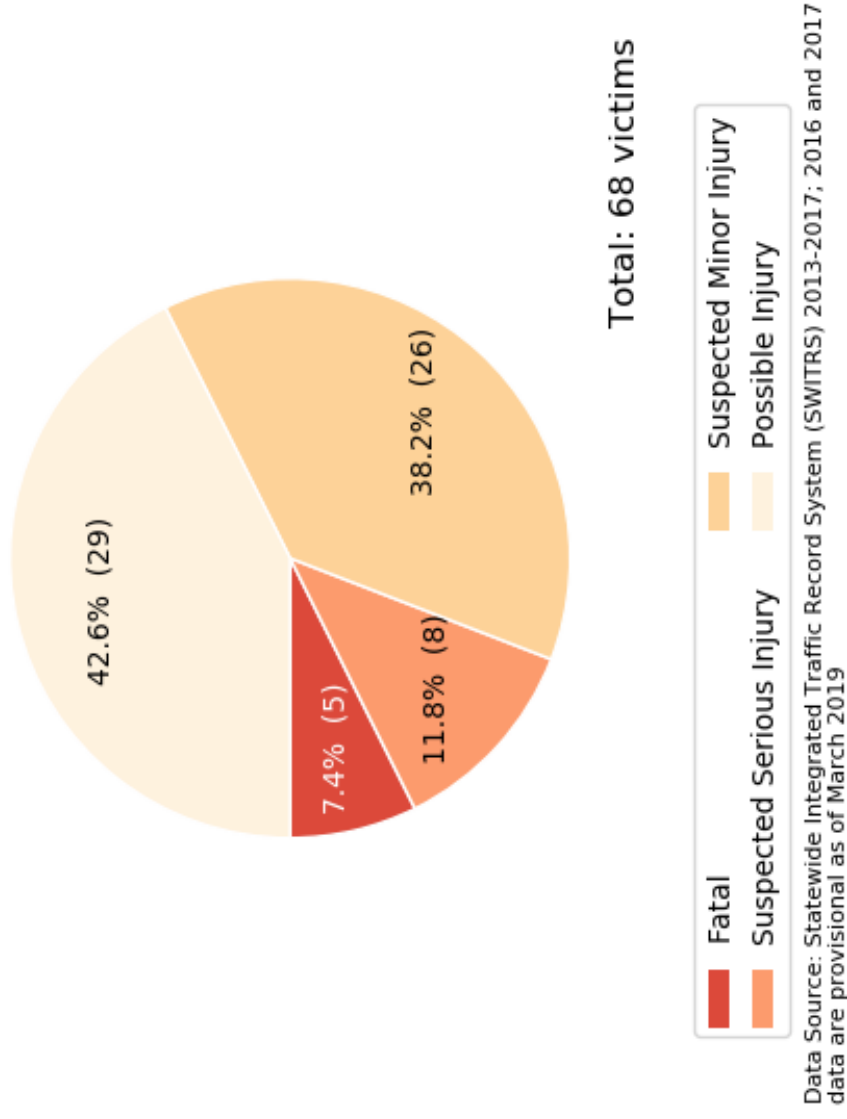
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Mt. Vernon Elementary Pedestrian Collisions by Type of Violation (2013-2017)

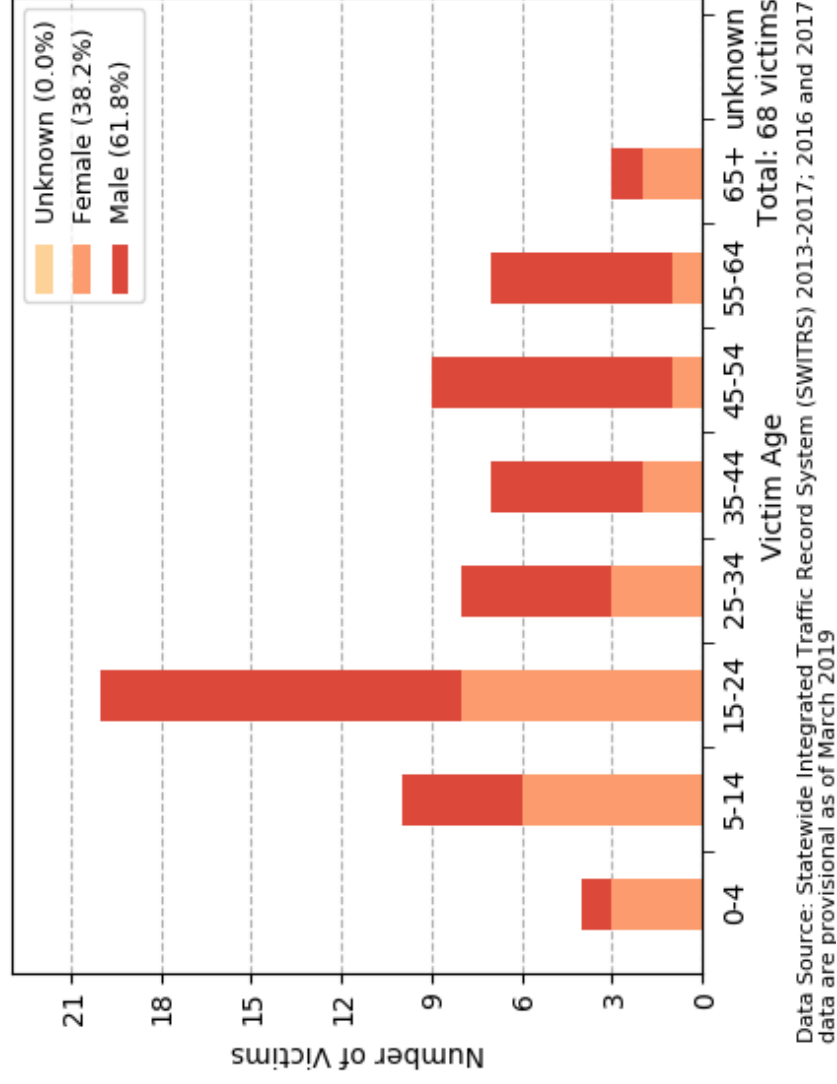
Total: 66 Collisions		
CVC No.	Description	Number of Collisions
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	34 (51.5%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	20 (30.3%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	4 (6.1%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

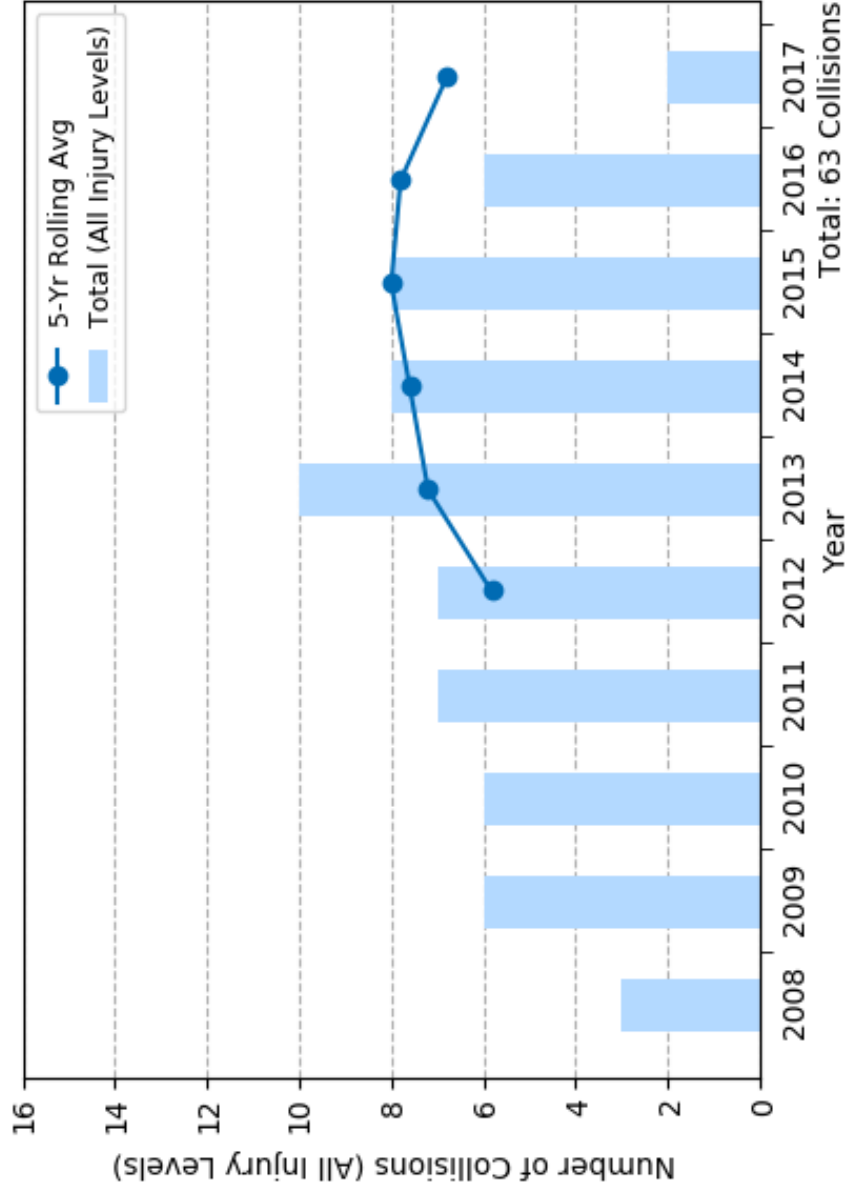
Mt. Vernon Elementary Pedestrian Victims by Injury Severity (2013-2017)



Mt. Vernon Elementary Pedestrian Victims by Age and Gender (2013-2017)



Mt. Vernon Elementary Bicycle Injury Collisions (2008-2017)

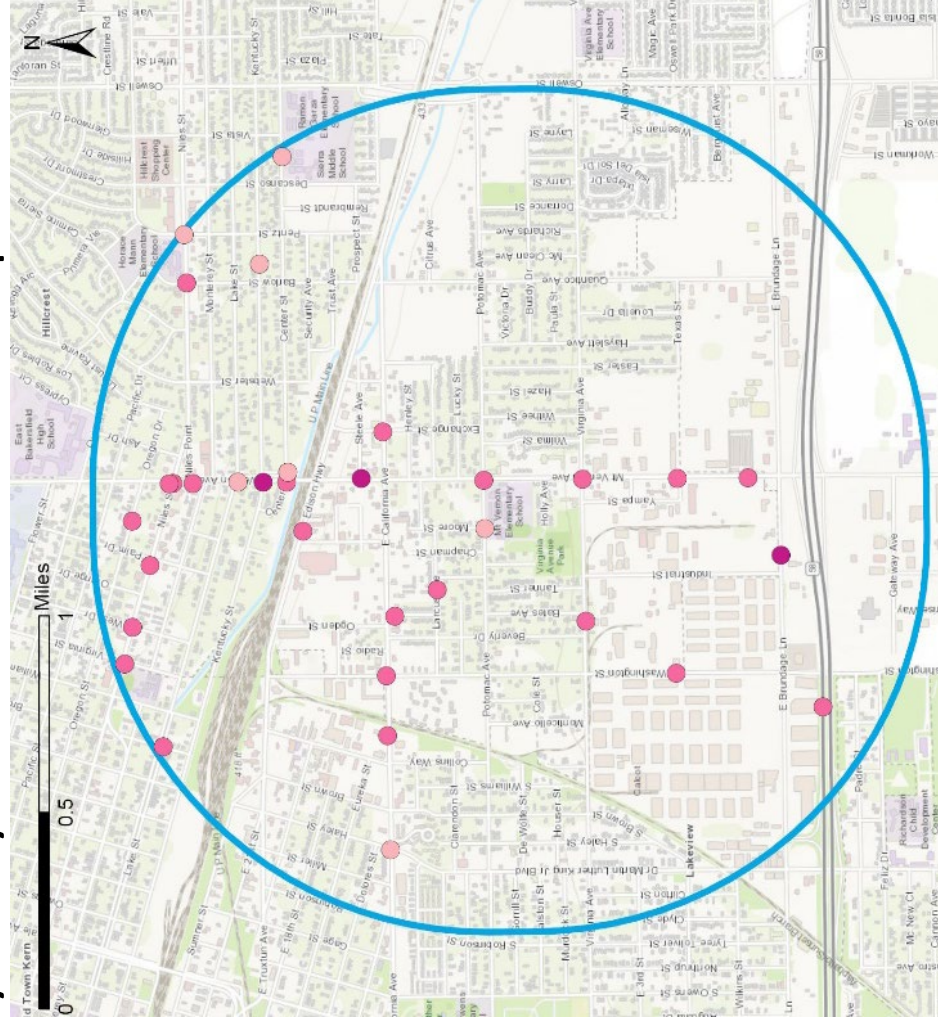


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2008-2017; 2016 and 2017 data are provisional as of March 2019

Mt. Vernon Elementary Bicycle Collision Map (2013-2017)

Collision Severity

- Injury (Severe) (3)
- Injury (Other Visible) (24)
- Injury (Complaint of Pain) (7)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

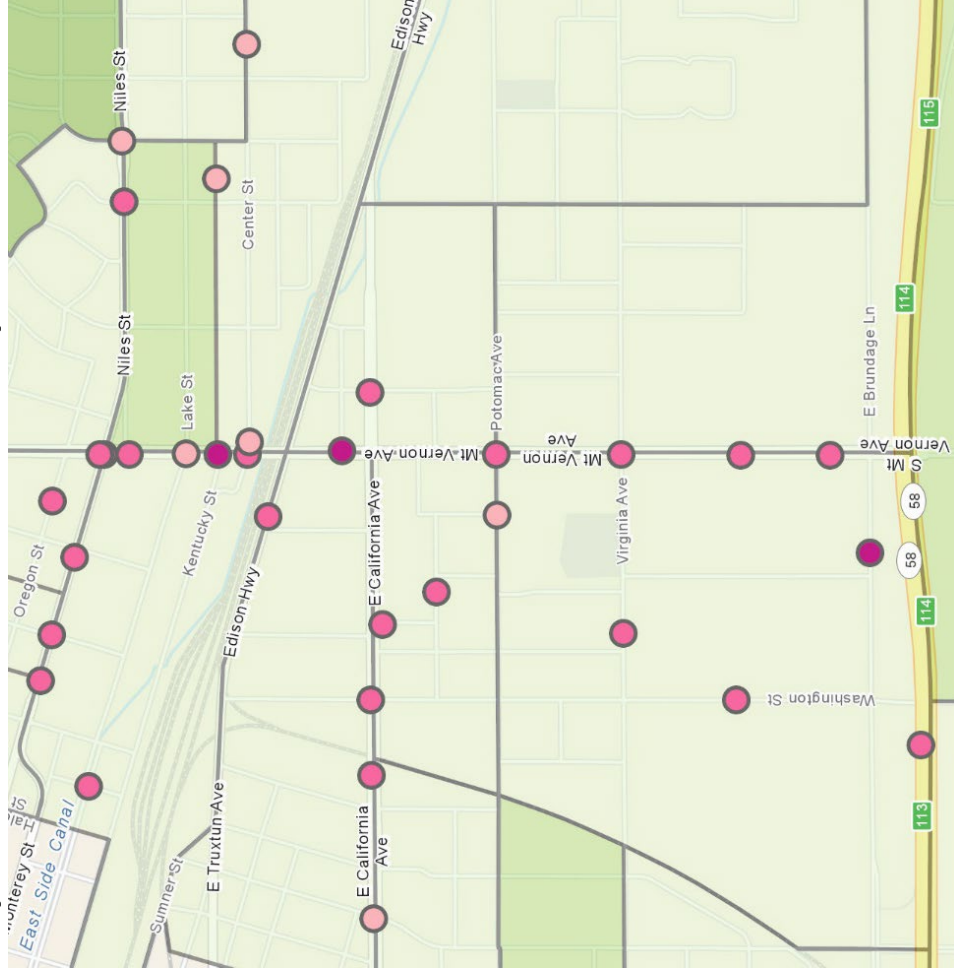
Mt. Vernon Elementary Bicycle Collision Map with Income (2013-2017)

Collision Severity

- Injury (Severe) (3)
- Injury (Other Visible) (24)
- Injury (Complaint of Pain) (7)

2017 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K



Data Source: Collision - Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019
Demographics - Esri, US Census Bureau, and ACS

Mt. Vernon Elementary Bicycle Collisions by Time of Day and Day of Week (2013-2017)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	0	0	0	1	0	0	1	2
06:00PM-08:59PM -	0	4	1	3	1	2	0	11
03:00PM-05:59PM -	2	1	0	1	2	0	0	6
Noon-02:59PM -	0	1	2	1	1	0	0	5
09:00AM-11:59AM -	0	2	0	0	0	0	0	2
06:00AM-08:59AM -	1	0	3	0	1	0	0	5
03:00AM-05:59AM -	0	0	0	0	0	0	0	0
Midnight-02:59AM -	0	0	0	0	0	0	3	3
Total	3	8	6	6	5	2	4	34

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

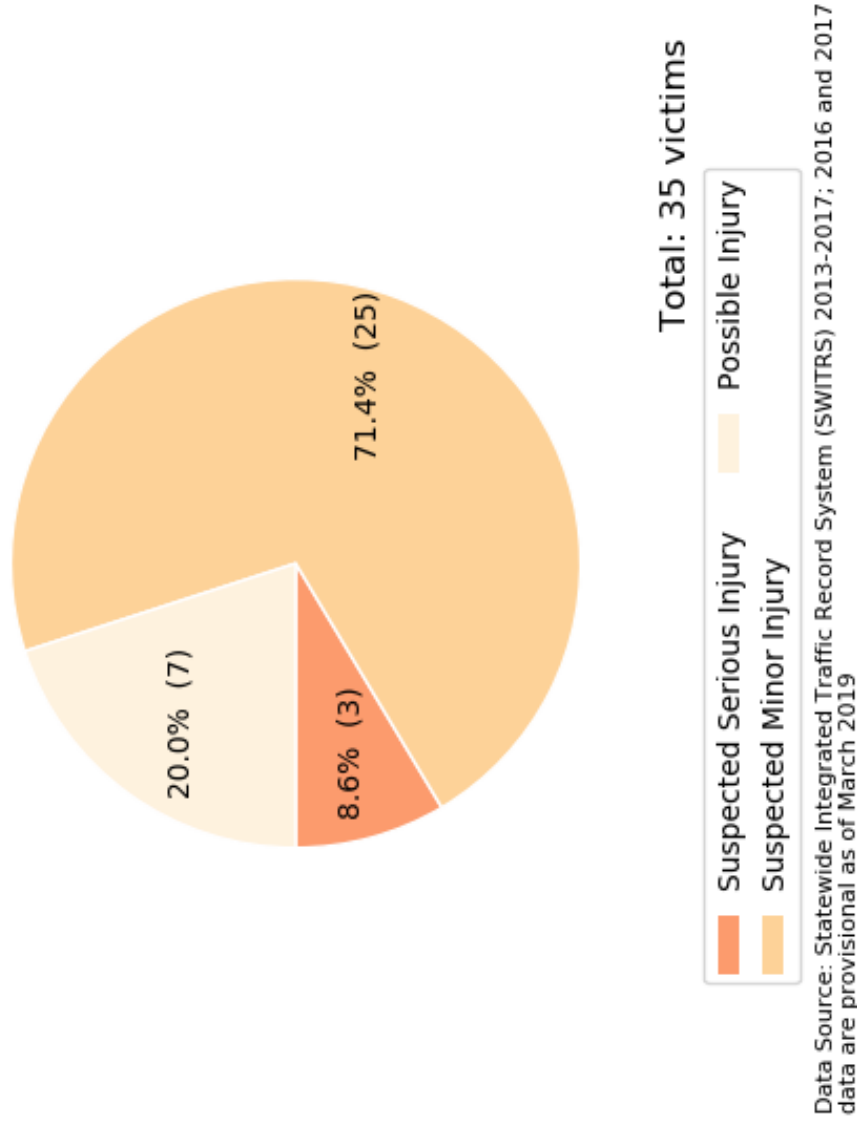
Mt. Vernon Elementary Bicycle Collisions by Type of Violation (2013-2017)

Total: 34 Collisions

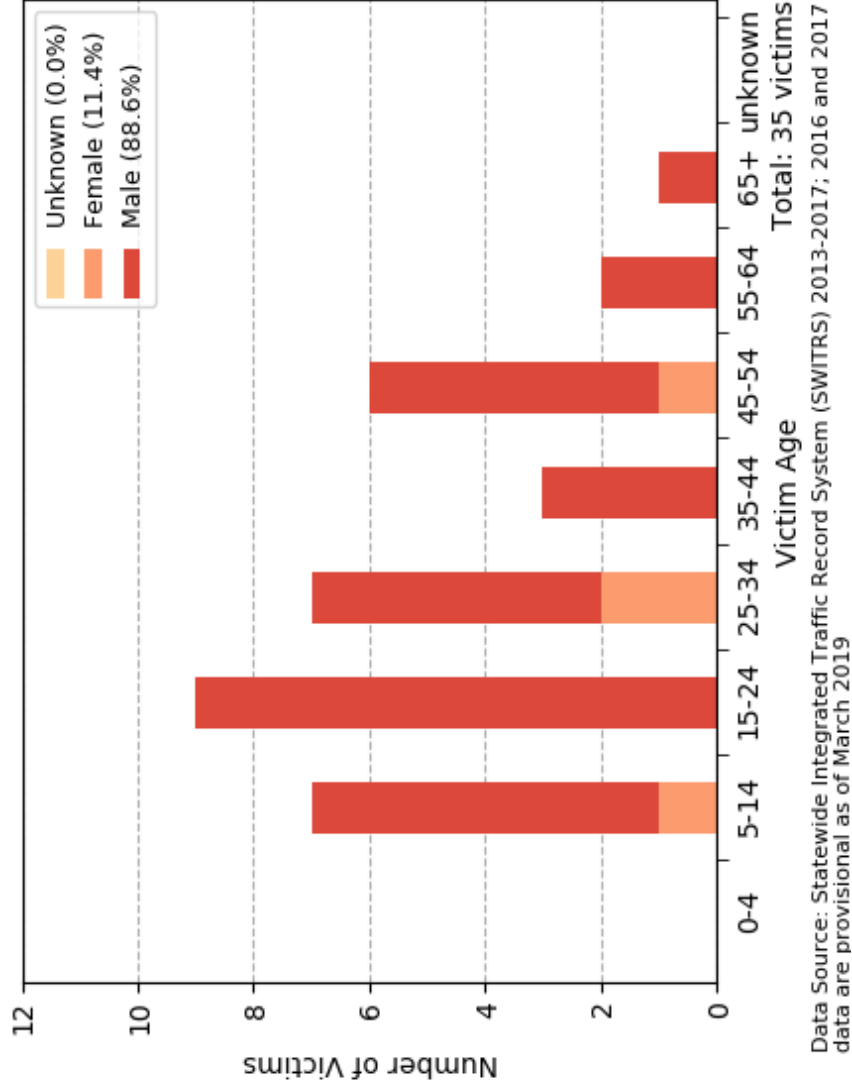
CVC No.	Description	Number of Collisions
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	7 (20.6%)
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	6 (17.6%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	4 (11.8%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	4 (11.8%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	3 (8.8%)
21451	Driver or pedestrian failure to yield right-of-way at an intersection or adjacent crosswalk	2 (5.9%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign / (ND): Driver failure to stop for a stop sign before a limit line; otherwise, a crosswalk or intersection entrance Driver failure to stop at limit line before railroad; or, before entering	2 (5.9%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Mt. Vernon Elementary Bicycle Victims by Injury Severity (2013-2017)



Mt. Vernon Elementary Bicycle Victims by Age and Gender (2013-2017)

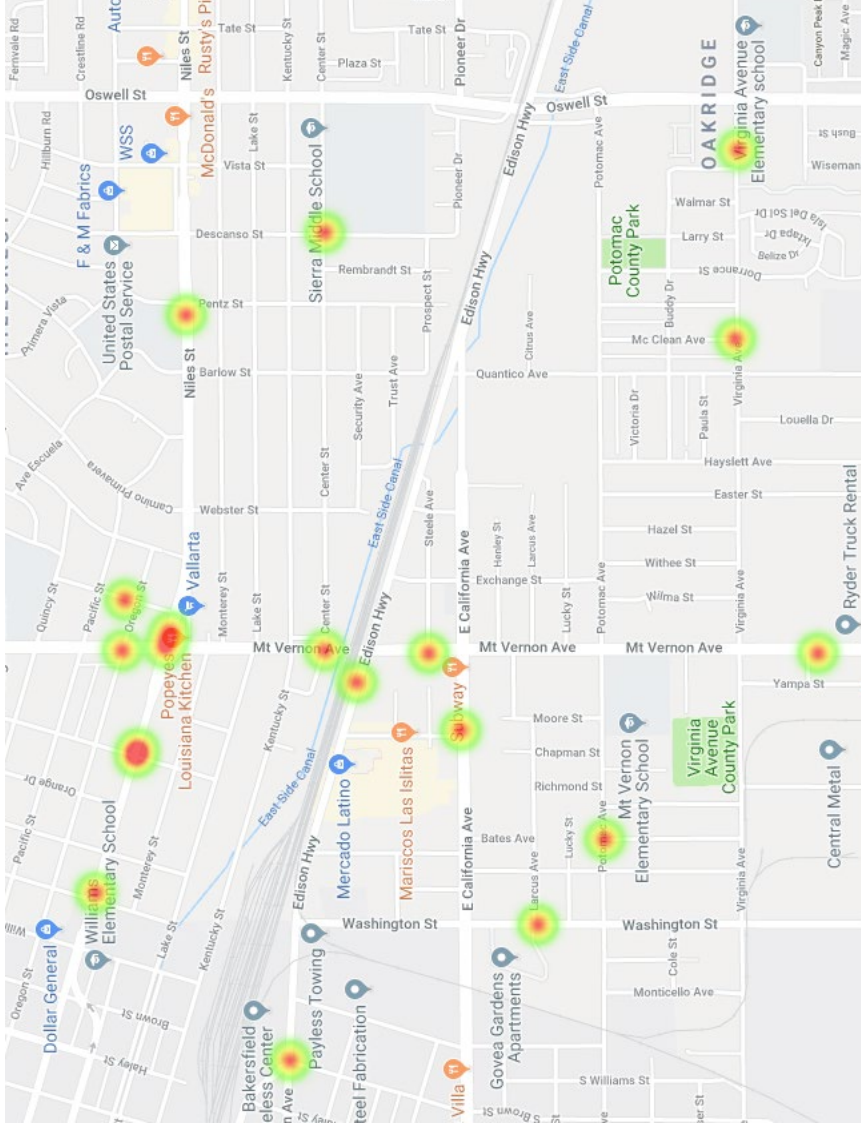


Follow-Up Data

June 20, 2019

During the Site Visit, the Planning Committee requested more detailed breakdown of the Friday pedestrian collisions peak and the Tuesday bicycle collisions peak to see if there were any additional trends in the data.

Friday Pedestrian Collisions - Heatmap



Streets with the most collisions

- Mount Vernon Ave – 7 collisions
- Niles St – 5 collision

With regard to pedestrian collisions near schools:

Collision near Mt Vernon Elementary

- Potomac Ave and Bates Ave
- 2013
- Suspected minor injury
- Age 15; female

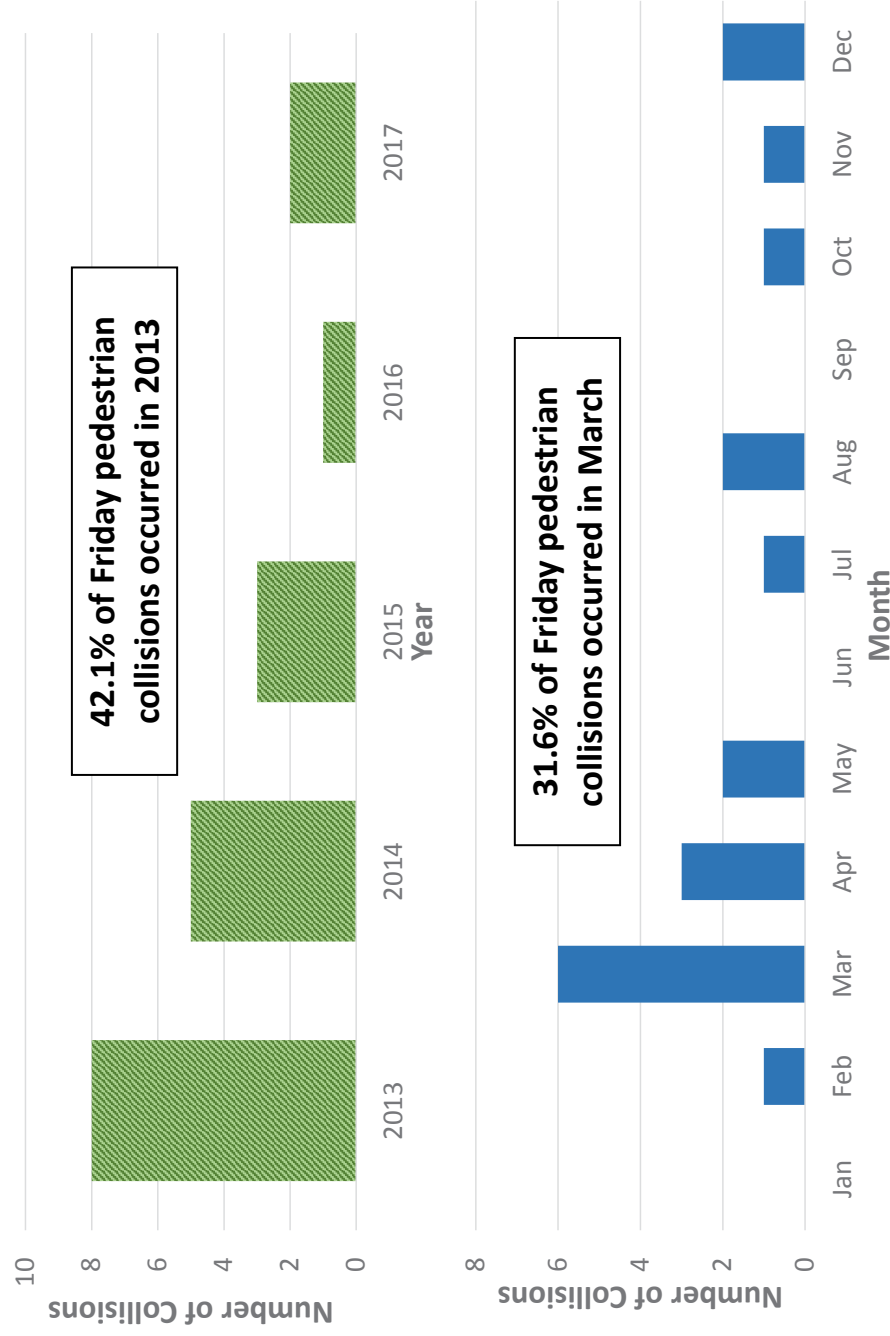
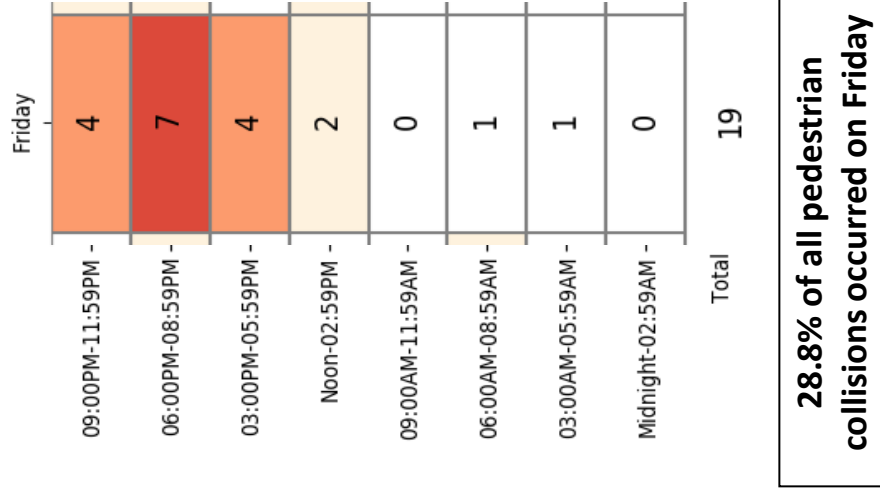
Collision near Williams Elementary

- Niles St and Virginia St
- 2017
- Fatal
- Age 60; male

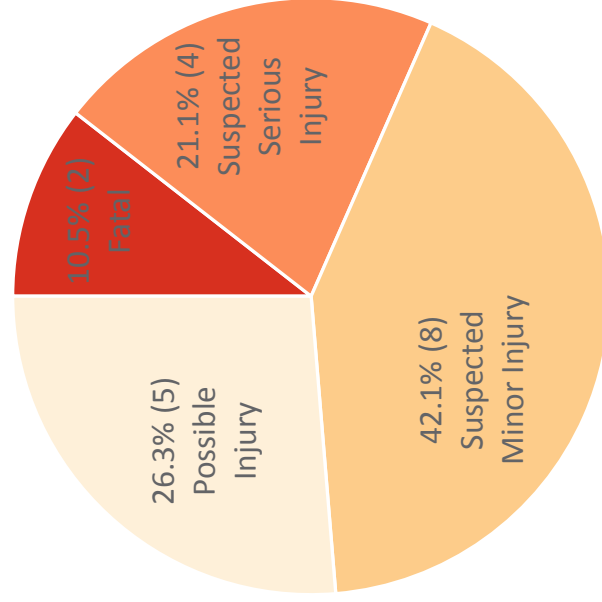
Collision near Sierra Middle

- Center St and Descanso St
- 2015
- Suspected minor injury
- Age 43; male

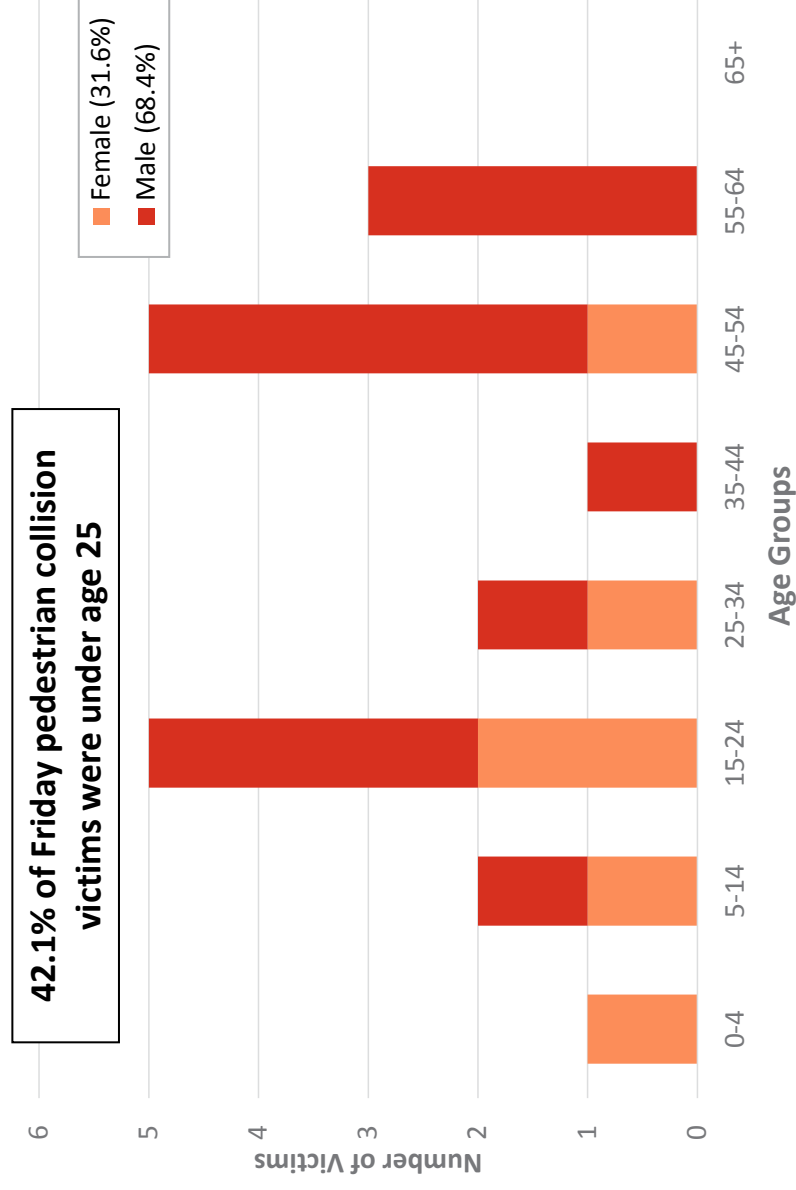
Friday Pedestrian Collisions – Collision Details



Friday Pedestrian Collisions – Victim Details



31.6% of Friday pedestrian collisions resulted in a pedestrian fatal or severe injury



TOTAL: 19 VICTIMS

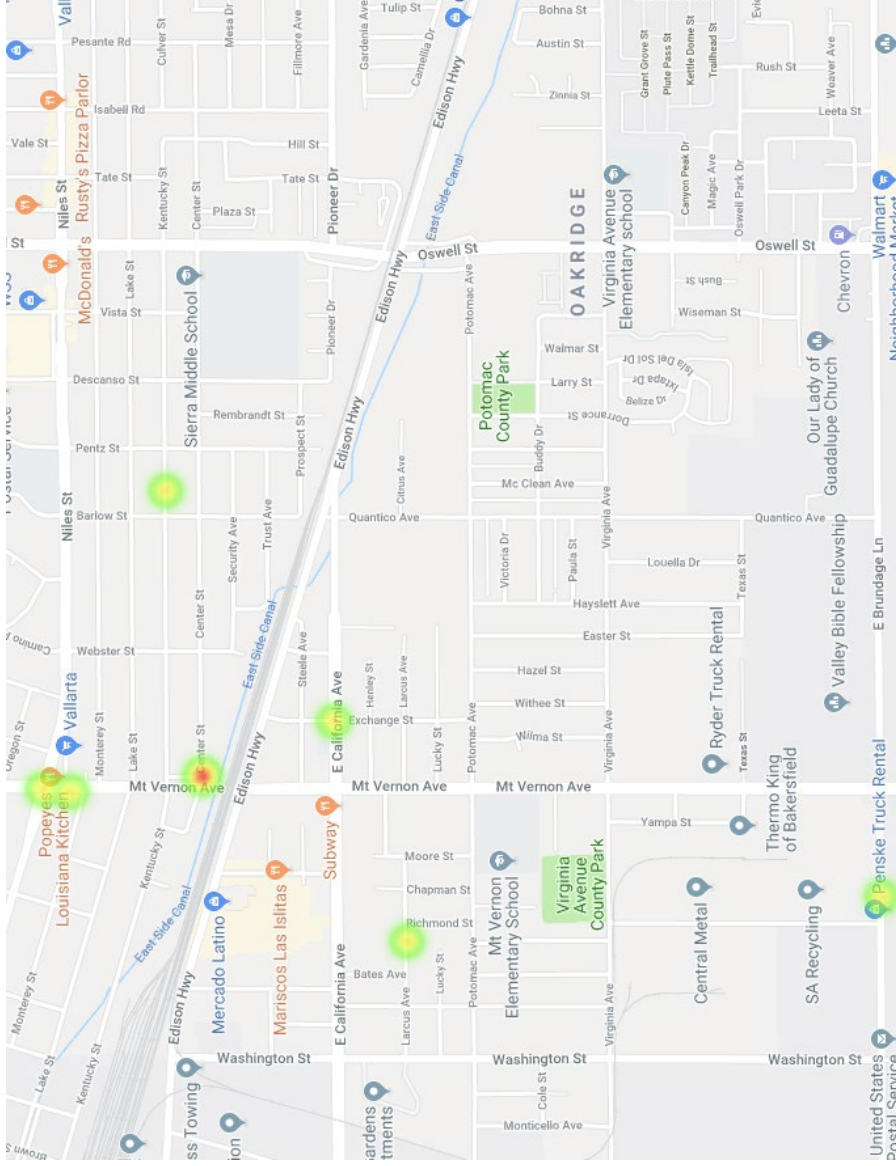
42.1% of Friday pedestrian collision victims were under age 25

Tuesday Bicycle Collisions - Heatmap

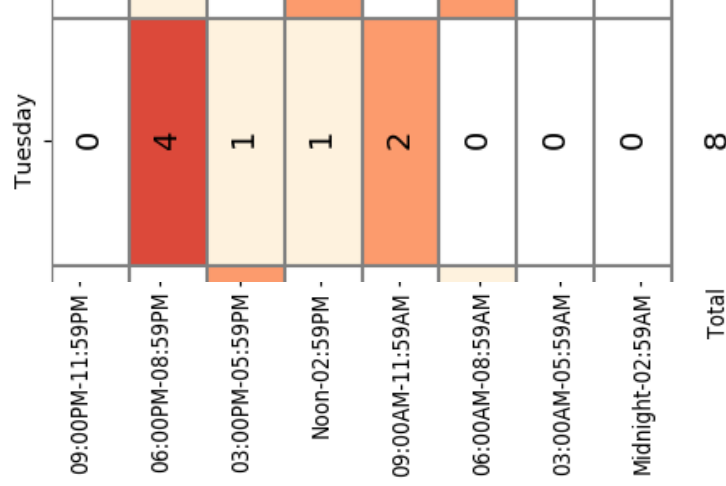
TWO collisions at the intersection of Center St and Tauchen St

TWO collisions on Mount Vernon Ave

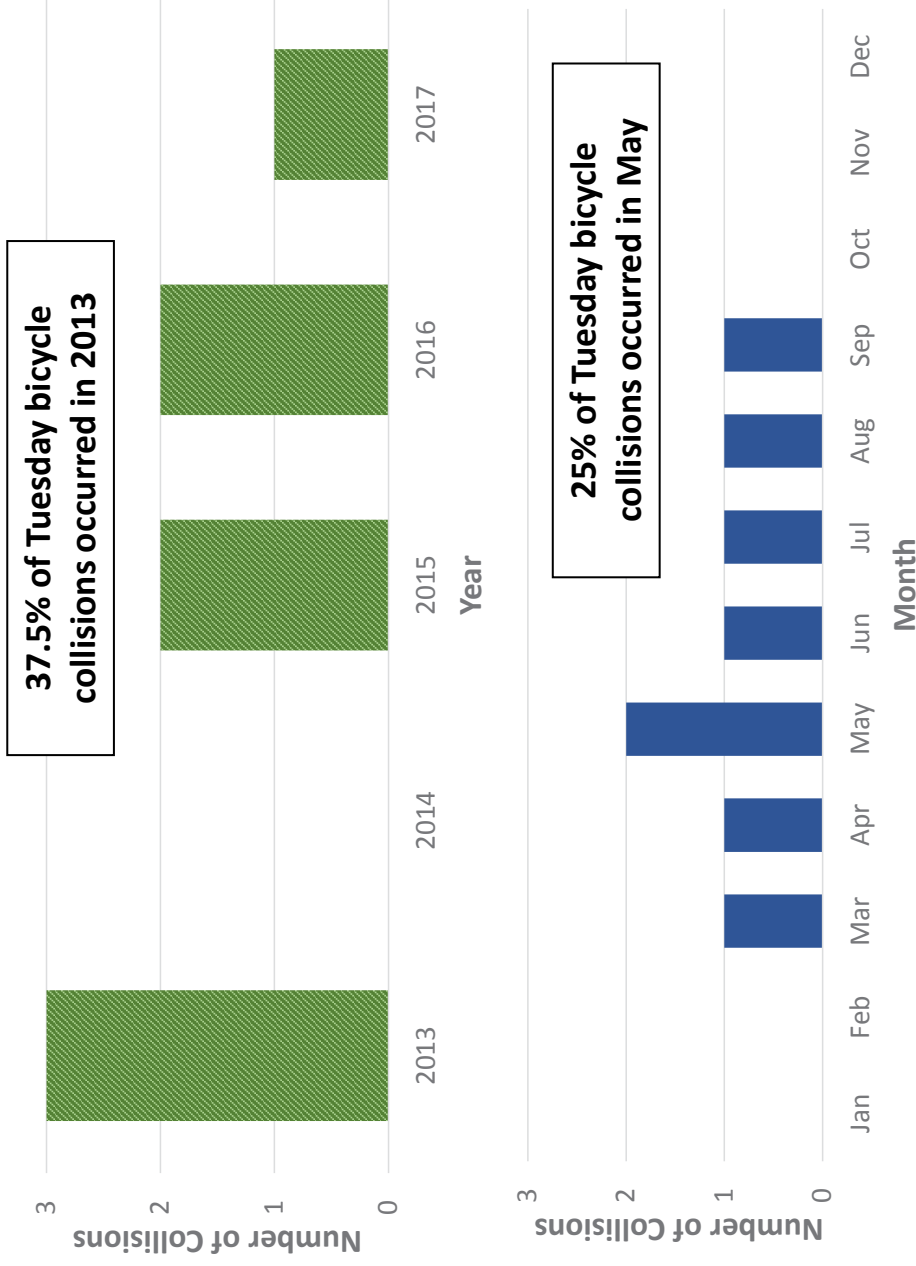
No Tuesday bicycle collisions were near schools.



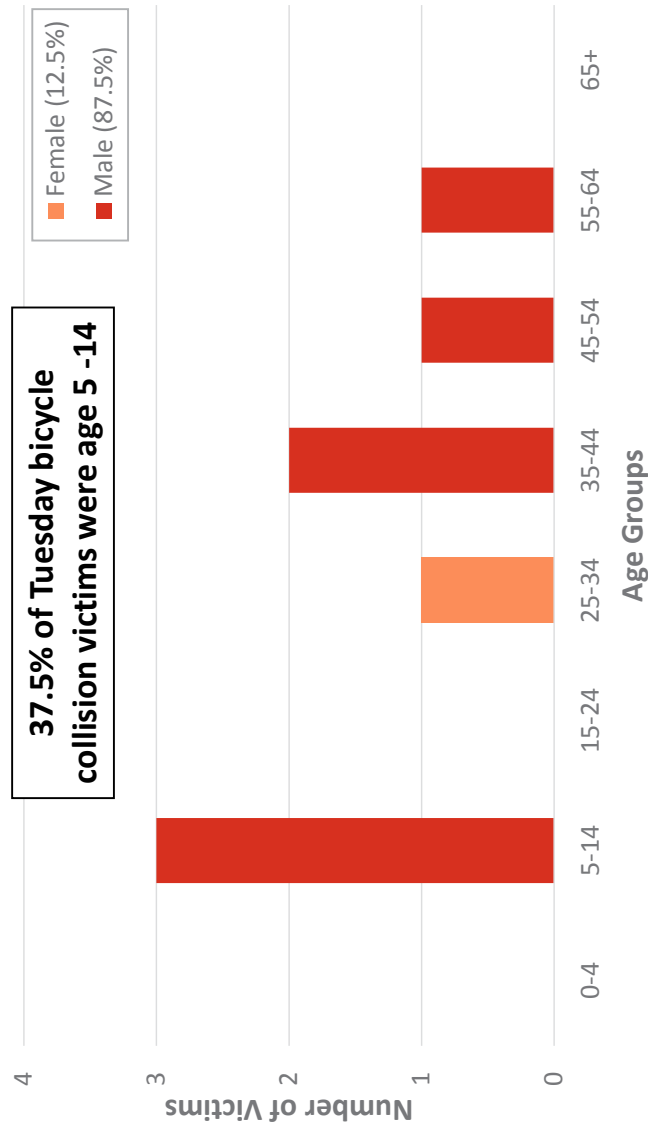
Tuesday Bicycle Collisions – Collision Details



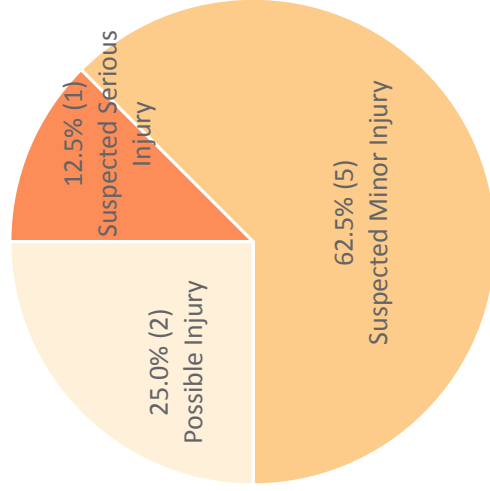
23.5% of pedestrian collisions occurred on Tuesday



Tuesday Bicycle Collisions – Victim Details



TOTAL: 8 VICTIMS



87.5% of Tuesday bicycle collisions resulted in a bicyclist minor injury