



Planada Workshop Summary and Recommendations

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



October 2019

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Planada, California

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Introduction

Merced County, 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) in the unincorporated community of Planada on August 20, 2019 from 9:00 a.m. to 12:30 p.m. at the Planada Community Center. 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 the areas immediately surrounding Houlihan Park and the Planada Community Center as the geographic focus for the Planada community to:

1. Foster community and agency support for infrastructure improvements to make Planada a more walkable community for children and families; and
2. Provide education to community on methods to improve pedestrian and bicycle safety.

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;
3. A small group action-planning session to prioritize and plan for programs, policies, and infrastructure projects.

We would like to acknowledge the 30 participants who attended the workshop including Planada residents, Cultiva La Salud, United Way, Merced County Department of Public Health, Merced County Planning and Community Development Department, Merced County Department of Community and Economic Development, Merced County Department of Public Works, Caltrans District 10, Merced County Sheriff's Office, and Merced County Bureau of Animal Services. 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 in Planada.

The Planning Process



Step 1: Assemble a Planning Committee - July 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 - July 2019

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



Step 3: Conduct CPBST Site Visit - July 30, 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 - August 20, 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

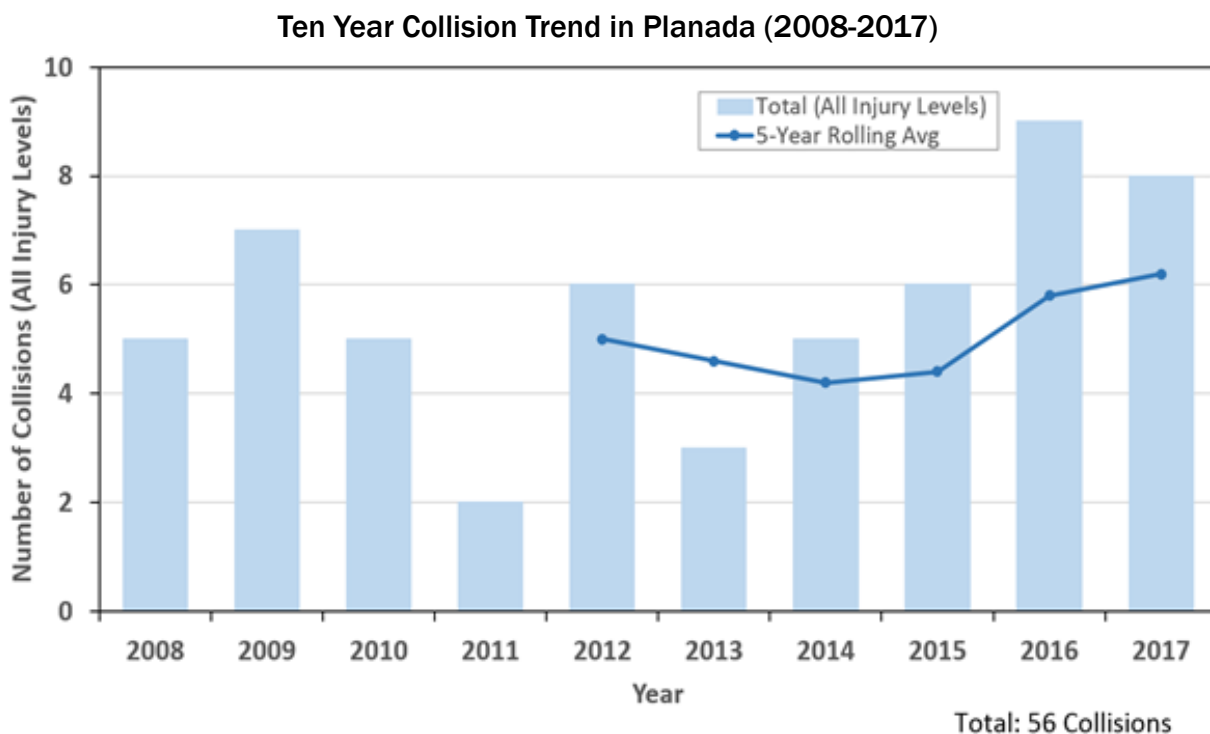
Collision History

The following data is based on police-reported collisions resulting in injuries within the Planada community boundaries. 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.

Collisions

Over the 10-year period from 2008 to 2017, injury collisions appear to be slightly increasing, despite a dip in 2013. In the most recent five years of data available, 2013 to 2017, there were 31 police-reported collisions. Collisions were mostly concentrated on Central Yosemite Highway and East Childs Avenue. There were three (3) reported pedestrian collisions and one bicycle collision. Collisions occurred more frequently between 3 p.m. and 6 p.m. There was a slight peak in collisions occurring on Thursdays and Fridays. The top primary collision factors were driver failure to yield right-of-way when making a left turn or U-turn, or turning into public or private property¹ (22.6%) and driving at a speed greater than is prudent for current conditions² (22.6%).³

There were 51 victims from 2013 to 2017, including four (4) fatalities and four (4) severe injuries. About two of every five victims (41.2%) were 24 or younger.



1 CA Vehicle Code 21801.

2 CA Vehicle Code 22350.

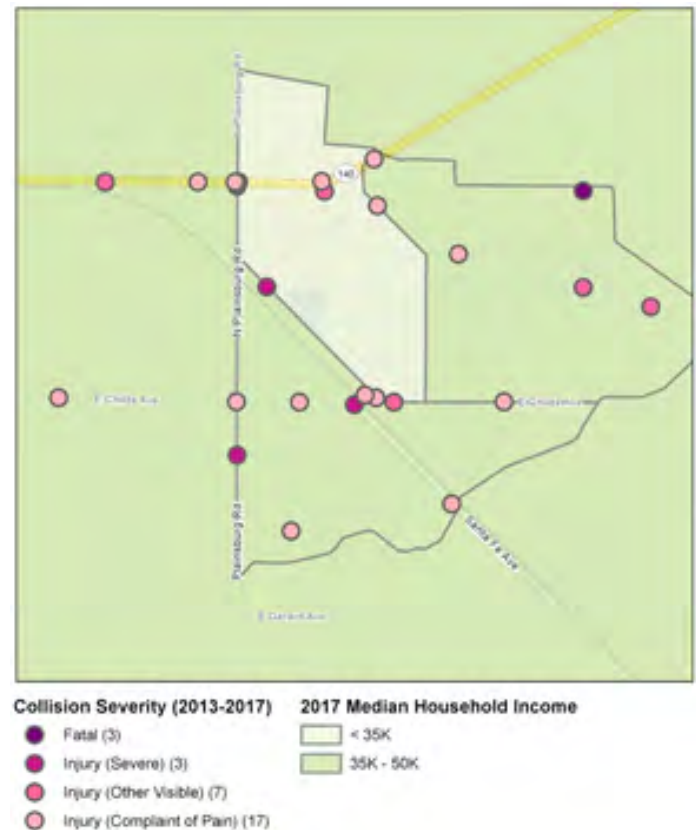
3 According to California Vehicle Code 21200, bicycles are considered vehicles, therefore, bicyclists on public streets have the same rights and responsibilities as automobile drivers. This makes it difficult to discern whether a bicyclist or driver is at fault.

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 and nearby Planada.

Unincorporated communities like Planada face unique transportation safety planning and implementation challenges. Unlike cities, they typically do not have separate revenue streams to allocate towards local public works projects. Instead, they 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.



Map of collisions with census blocs by income. Data source: SWITRS 2013-2017; 2016 and 2017 data are provisional as of December 2018. ESRI, US Census Bureau, and American Community Survey.

Walking & Biking Assessment

Routes

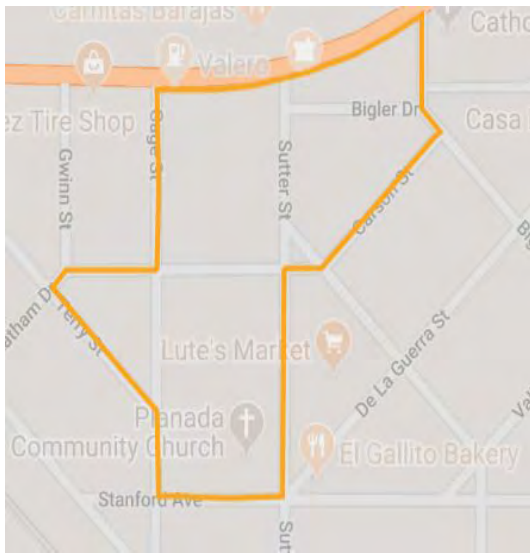
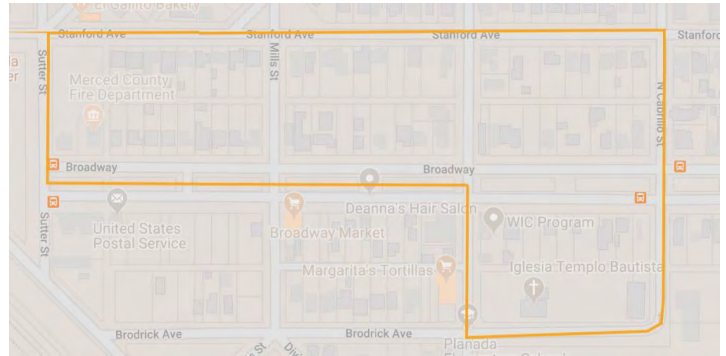
Workshop participants conducted walking and biking assessments along three key routes and were asked to:

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.

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

Route 1: Planada Elementary School

The first route focused on Planada Elementary School, and participants walked along a path often taken by students and their parents to travel between school and home. Most of the route consists of three major neighborhood streets: Stanford Avenue, Broadway, and North Cabrillo Street. The selection of these streets was vital to help further discussions about safe routes to school within the community. Notable sites along this route included the Broadway Pedestrian Walkway, sheltered and unsheltered bus stops, and a recently installed curb extension near Planada Elementary School.

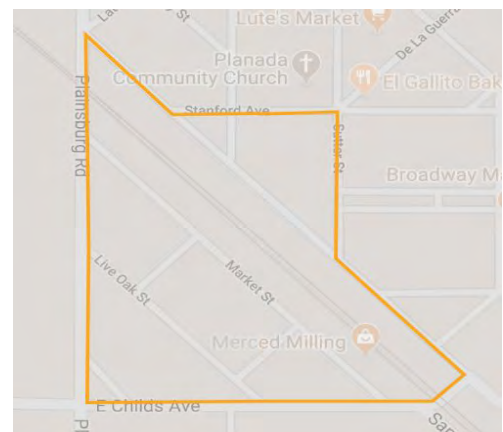


Route 2: Central Yosemite Highway

The second walking and biking assessment route's focus was Central Yosemite Highway, owned and operated by California's Department of Transportation. This route also included many neighborhood streets like Gage Street, Sutter Street, and Carson Street. The Planning Committee identified this area as a priority due to the numerous collisions along the Central Yosemite Highway. Central Yosemite Highway lacks sidewalks and has both marked and unmarked bus stops, and it is the main street for all road users in Planada.

Route 3: Railroad Crossing

The final assessment route centered around the railroad crossing. Some of the neighborhood streets walked during this assessment were Plainsburg Road, Live Oak Street, and East Childs Avenue. The walking and biking assessment route is the path used by Cesar Chavez Middle School students to travel to and from school. Additionally, East Childs Avenue is often used by locals to avoid Central Yosemite Highway, and there have been notable collisions along this road.



Alternate Activity: Mapping Exercise

Participants who were unable to join the walking and biking assessment had the option to complete an alternate activity. During the alternate activity, participants were asked to identify and described locations in their community where there have been traffic collisions and/or near misses, as well as areas that they feel are safe or hazardous to walk and bike. Their experiences are integrated into the walking and biking assessment reflections section of this report.

Reflections

Following the walking and biking assessment and the mapping exercise, participants shared the following reflections:

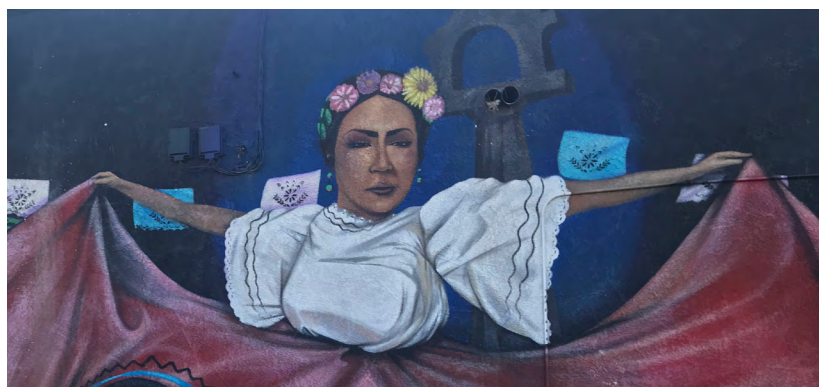
Existing Community Assets

- On Route 1, participants walked along a trail with community art. The path flows along Houlihan Park, down the pedestrian-only center median of Broadway to Fremont Street, and passes by the front of Planada Elementary School along Brodrick Avenue and Cabrillo Street. The trail also contains signs in both English and Spanish with instructions for interactive parent child activities that align with paintings and markings on the sidewalk. The signs also include healthy living tips for community members.



Left: Interactive activity sign along the sidewalk of Stanford Avenue at Houlihan Park. Right: Original concrete gas lamps on Broadway and Sutter Street. Below: Mural of a folkloric dancer on the corner of Mills Street and Broadway.

- The original concrete gas lamp structures are still present at the corners of Sutter Street and Broadway, and along Broadway between Cabrillo Street and Fremont Street. Participants on Route 1 shared that these lights are a source of community pride, and the top of the lamp is featured on official community materials, including the Planada Community Plan.



- There are many art murals throughout the community that celebrate its culture. These murals are located on the southwest corner of Fremont Street and Broadway; southeast corner of Mills Street and Broadway; and northeast corner of Stanford Street and De La Guerra Street. The murals include a folkloric dancer, indigenous mother and child, and mexican rag dolls or “Marias.”

Incomplete Sidewalk Network

- Routes 1 and 2 included many sidewalk gaps on residential streets. Central Yosemite Highway has sidewalks on the south side between Plainsburg Road and Sutter Street, but the sidewalk abruptly ends just east of the Sutter Street and Central Yosemite Highway intersection. Participants on Route 2 expressed how this made it difficult to know which path to take to school, the local grocery store, and church. The local church is located on the corner of Central Yosemite Highway and Watt Street just east of Sutter Street, where the sidewalk ends on Central Yosemite Highway. Additionally, residents who live in the migrant camps—located on the northwest corner of Central Yosemite Highway and Plainsburg Road—have no sidewalks to use to access the local grocery store, which is less than a half-mile away on Central Yosemite Highway and Sutter Street. There is a patchwork of sidewalks on residential streets, such as Cabrillo Street, between Broadway and Stanford Avenue and along Stanford Avenue between Cabrillo Street and Mills Street. Participants shared that given the overall lack of existing sidewalks, homeowners make individual decisions about whether to install sidewalks as part of their general home improvement, resulting in an incomplete and disconnected sidewalk network. Participants in the alternate mapping activity noted a lack of sidewalks along Cody Avenue, Hupp Street, Stanford Avenue, and on students' walking routes near Cesar Chavez Middle School.



Left: No sidewalk or curb ramps on the corner of Cabrillo Street and Stanford Avenue. Center: Discontinuous sidewalks along Stanford Avenue. Right: Patchwork sidewalk network on Carson Street creates navigation challenges for all.

Lack of Clear Signage and Markings

- Participants in the alternate mapping activity noted several intersections where they would like additional signage and markings installed. For example, drivers regularly speed through the Bigler Drive/Watt Street intersection due to the lack of stop signs, while also taking turns at high speeds while driving to or from the highway. Participants also identified a need for stop signs to control traffic at the Terry Street/Latham Drive intersection. Lastly, the history of collisions identified by participants at the Plainsburg Road/Terry Street intersection indicate a need for a stop sign or some other form of traffic control.
- Participants in the alternate mapping activity also noted that there are faded road markings along Broadway that should be repainted to clarify lanes and pedestrian crossings, which may limit speeding and enhance pedestrian safety.



Left: Various large and unmaintained tree wells along Central Yosemite Highway take up the majority of the sidewalk space. Center: An uneven sidewalk leading to San Joaquin Drug Store on the southside of Central Yosemite Highway and Sutter Street presents a tripping hazard to pedestrians. Right: Debris on pedestrian pathway on Broadway.

Sidewalk Obstructions

- Participants on Route 2 along Central Yosemite Highway noted multiple barriers along the route. While some sections of Central Yosemite Highway, such as between Sutter Street and Gage Street, did have sidewalks, they also had areas where large tree wells are now abandoned, leaving empty pits that not only narrow pathways but also create tripping hazards.
- Uneven sidewalks along Central Yosemite Highway, east of Sutter Street present a tripping hazard to pedestrians. Participants on Route 1 noted issues with uneven pavement on the east side of Sutter Street, between Stanford Avenue and Broadway; and along Stanford Avenue, between Sutter Street and Mills Street. One participant on Route 2 even tripped while conducting the walking assessment on Stanford Avenue just east of De La Guerra Street.
- Issues with debris from trees and bushes created an unpleasant and unsafe experience on the pedestrian pathway along the Broadway median between Mills Street and Fremont Street.

Unsafe Driver Behaviors

- Participants in the alternate mapping activity noted speeding as a widespread problem throughout Planada. Drivers travel very fast on Central Yosemite Highway, including on Sundays when residents congregate at the church on Central Yosemite Highway. There have been many collisions at the intersections of local streets and Central Yosemite Highway because drivers are observed not to yield to residents turning from or into Planada. In addition, the stretch of Central Yosemite Highway running through Planada lacks any traffic signals. In a recent collision on Central Yosemite Highway, a motorcyclist was injured and remains in a coma.
- In Planada near Cesar Chavez Middle School, adolescents ride around recklessly on dirt bikes and ATVs, then ride away into the fields if the police show up. Within the last two months, an ATV rider struck and killed a teenage pedestrian.
- On North Avenue in the Casa Del Sol housing complex, vehicles parked on the street block visibility of pedestrians attempting to cross from drivers, who may also be speeding through the complex. Finally, drivers speed along Haskell Avenue in front of the school district office.



Top Left: Unmarked crosswalk on Sutter Street at Broadway. Top Right: Four-way stop intersection at Plainburg Road and East Childs Avenue. Bottom Left: Standard marked crosswalk on the southeast side of the Santa Fe Avenue/East Childs Avenue intersection. Bottom Center: Workshop participants cross at the unmarked crosswalk on Stanford Avenue to get back to Houlihan Park. Bottom Right: Central Yosemite Highway lacks safe crossings for pedestrians and is highly trafficked by large trucks.

Lack of High-Visibility Marked Crosswalks at Key Locations

- Participants shared concerns about the lack of marked crosswalks from Sutter Street to Broadway, which is where people typically cross to get to the Golden Valley Health Center on Broadway as well as Houlihan Park.
- At the Plainsburg Road/East Childs Avenue intersection, the four-way stop lacks marked crosswalks, which is of concern to parents participating in the walking assessment. A stop bar is present at each leg of the intersection, but drivers often ignore the stop bar and stopped in the unmarked crosswalk, forcing students crossing to be further out in the street.
- The standard marked crosswalk on the southeast side of the Santa Fe Avenue/East Childs Avenue intersection is faded and difficult for pedestrians and drivers to see when approaching the intersection. Participants identified pedestrian visibility issues at this intersection as a large concern because there have been numerous driver-to-driver crashes at this intersection, and drivers often speed through East Childs Avenue to avoid Central Yosemite Highway.
- Participants also shared concerns with the unmarked crosswalk from Santa Fe Avenue to Stanford Avenue towards Houlihan Park. Children often use this unmarked crosswalk to get to the park, but drivers often do not stop to let the children cross safely.
- Most corners in the neighborhood streets of Planada do not have a marked crosswalk though they do have some pedestrian-friendly amenities. For example, the intersections of Gage Street/Stanford Avenue and Gage Street/Latham Drive both feature curb ramps on all four corners and yellow truncated domes for residents with visual impairments. However, these intersections also lack marked crosswalks that would promote visibility for people crossing the street.
- Participants also noted that the complete lack of marked crosswalks along Central Yosemite Highway made it difficult to cross. Residents who live north of Central Yosemite Highway—including those living in the federally-designated migrant camp—must cross the state highway to access all services, including schools, the local church, and food.



Insufficient Lighting

- During the walking assessment, residents identified the need for additional lighting, especially pedestrian-scale lighting in Planada. While participants noted some street lights along Central Yosemite Highway, community members expressed a need for additional lighting to make crossing conditions safer for all road users.
- Though participants on Route 2 make great use of the sidewalks around Houlihan Park, they shared they do not feel safe walking in the evening or at night because of the poor maintenance of the existing lighting around the park. Participants on Route 1 echoed these concerns and shared that men often use the park for gambling and loiter at the nearby picnic tables, affecting perceptions of safety.
- On East Childs Avenue at Live Oak Street, participants observed one street light that was very tall and pointed towards the street. Participants shared that East Childs Avenue is very dark at night and that high driver speeds exacerbate their existing unease and feeling unsafe.
- Participants in the alternate mapping activity noted a lack of street lamps or lighting on Cody Avenue north of its intersection with Haskell Ave, which contributed to an unsafe atmosphere and the perception that this is a “problem” street.



Top Left: Minimal street lighting currently present on Central Yosemite Highway. Top Center: Existing lighting at Houlihan Park. Right: Street oriented lighting on East Childs Avenue and Live Oak Street.



Left: Workshop participants walk the wider paved shoulder on the north side of Santa Fe Avenue. Right: Bicyclist rides in the travel lane with no separation from drivers on Santa Fe Avenue.

Narrow Paved Shoulders

- On Santa Fe Avenue from Plainsburg Avenue to East Childs Avenue, the paved shoulder on the north side of the street is much wider than the paved shoulder on the south side. Pedestrians walking northwest on Santa Fe Avenue towards Plainsburg Road do not feel comfortable walking against traffic on the narrow south side paved shoulder. Participants in the alternate mapping activity noted that there have been many fatalities and collisions in the past at the Santa Fe Ave/Childs Ave intersection near the railroad tracks, including some involving children walking to school.

Unsafe Pedestrian Routes to Planada Elementary School

- Participants in the alternate mapping activity reported several unsafe areas for pedestrians. Children walk down Bigler Street and Fremont Street from the Casa Del Sol area to the elementary school, which presents the following safety concerns:
 - At the intersection of Bigler Street and North Avenue/De La Guerra Street, a blindspot makes it difficult to see oncoming traffic. Bigler is a through-street and vehicles coming from or going to the highway speed in this area.
 - The intersection of Bigler Street, Haskell Avenue, and Fremont Street is a very large intersection, with unmarked lanes and spacious curves that promote higher speeds. There is no stop sign on Haskell, nor is there a marked crosswalk, making this a hazardous road to cross for school children. There is a sidewalk only in the northeast corner of this intersection.
 - The intersection of Fremont Street with Stanford Avenue also has no marked crosswalks and there is no stop sign on Stanford, making this crossing dangerous for children.
 - There are no sidewalks on Bigler Street and few on Fremont Street. Vegetation and fences occasionally come right up to the curb and cars are parked on the side of the road, so children must sometimes walk in the roadway.
- On the Stanford Avenue walking route to the elementary school, vacant homes and overgrown fields made participants feel unsafe.
- Participants reported frustration at the lack of funding for bus routes. Their children have been involved in school fundraisers but children can't go door-to-door to sell, due to unsafe streets and their uncertainty of safety in the community.

Recommendations to Improve Walking and Biking Safety in Planada

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.

Engineering

- Traffic control light at Plainsburg and Central Yosemite Highway with pedestrian crossing
- Use the County's existing right of way for separated and buffered bike lanes
- Use the County's existing right of way to install sidewalks and complete the sidewalk network
- Widen paved shoulders and include fog light stripes
- Develop pathways and trails that connect Planada to other communities

Enforcement

- More visible school zone signs with flashing or blinking lights
- A campaign to increase driver knowledge in and around the community about the school zone speed limits
- More consistent before-school crosswalk duty

Education

- Pedestrian crossing education with an emphasis on railroad safety

Encouragement

- Host a Walking School Bus and/or a Bike Train to promote physical activity among families and students and to provide children with an opportunity to arrive and depart from school safely while learning the rules of the road.
- Start Community Walks and Bike Rides to encourage neighbors to reduce feelings of unsafety when walking/riding alone and to improve individual health and the health of an entire community.
- Throw a Play Street/Block Party, a community event where a local street is closed to vehicular traffic so the community can enjoy various activities in a safe and open space. This type of event is similar to an Open Streets event but at a local neighborhood level.
- Develop an Earn-a-Bike Program to increase bike ridership and physical activity and to educate participants on bike safety and bike maintenance.

Community Recommendations

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

Encouragement Project: Temporary Roundabout Demonstration

Project Description: There are currently no safe ways to cross Central Yosemite Highway because there are no marked or signalized crossings. Moreover, poor lighting, limited sidewalks, and high driver speeds create an even more challenging environment to walk and attempt crossing. Merced County Department of Public Works and Caltrans have been in discussions about installing a roundabout on Plainsburg Road and Central Yosemite Highway. If approved, this roundabout would provide marked crosswalks, lower driver speeds, and minimize conflict points between drivers, pedestrians, and bicyclists. Hosting an interim roundabout would test how this treatment might improve safety along Central Yosemite Highway and would help the process move along by aiding in gaining support from the community.

Project Goals:

- Evaluate all road user behaviors and responses to the temporary demonstration.
- Educate the community about a potential upcoming project and how it works.
- Encourage safe road behaviors by all road users.
- Develop a partnership between responsible agencies and the populations they serve.

Action Steps	Timeline	Responsible Party	Resources
Host a Community Meeting: As a follow-up to the CPBST, the Planning Committee will present the findings and recommendations to the broader community at locations and events where residents come together. Planning Committee members will ensure that community feedback, as it relates to the proposed interim roundabout, is shared with Caltrans and will begin to set the foundation for the development of a long-term partnership between the community and this agency.	Fall 2019	Planning Committee	CPBST Summary Report in English and Spanish Community Engagement Community Planning Toolkit
Develop and Execute Advocacy Campaign: Planada advocates like members of the CPBST Planning Committee work on a campaign to secure commitment from Caltrans and the Merced County Department of Public Works to implement an interim roundabout on Plainsburg Road and Central Yosemite Highway using quick build materials.	Fall 2019	Planning Committee	AARP Pop-Up Demonstration Toolkit How to Create Pop-Up Safe Routes to Schools Projects SCAG Quick Build Project Types Presentation
Develop and Execute an Educational Campaign for Planada Community: Once Caltrans and the Merced County Department of Public Works agrees to implement the interim project they will conduct a joint educational campaign with the Merced County Department of Public Health to create awareness among Planada residents and inform them that a temporary roundabout will be hosted in their community.	Winter 2020	Caltrans Merced County Department of Public Works Merced County Department of Public Health Planning Committee	TIRF Road Safety Campaign

Encouragement Project: Temporary Roundabout Demonstration (continued)

Action Steps	Timeline	Responsible Party	Resources
Implement an Interim Roundabout: An interim roundabout will be located on Plainsburg Road and Central Yosemite Highway. Caltrans and the Merced County Department of Public Works will conduct a study during this season to assess the effectiveness of the roundabout and to determine community support for the interim roundabout to shift to a permanent roundabout.	Spring 2020	Caltrans Merced County Department of Public Works	Safe Routes Partnership: Tactical Urbanism
Release Study Results: Results of the study will be made public and Caltrans will announce if a permanent roundabout will be installed.	Summer 2020	Caltrans Merced County Department of Public Works	Low-cost, Temporary Changes Make for a Safer and Friendlier Street in Provo, Utah

Enforcement Project: Speed Monitoring in the School Zone of Cesar Chavez Middle School via Speed Feedback Sign and Crossing Guard Program

Project Description: The area near Cesar Chavez Middle School frequently sees unsafe driver behaviours, including speeding on Plainsburg Road and reckless maneuvers during school arrival and dismissal times. One or more speed feedback signs would alert drivers when they exceed the school zone speed limit. The existing crossing guard program can be built up with more community volunteers, which will also help to raise the visibility of the school zone area and reinforce community expectations with regard to speed.

Project Goals:

- Increase awareness of school zone speed limits near Cesar Chavez Middle School
- Decrease traffic speeds on roads near Cesar Chavez Middle School
- Improve safety for pedestrians such as students walking to school

Action Steps	Timeline	Responsible Party	Resources
<p>Develop Proposal and Community Support: Identify roads with speeding drivers and dangerous school crossings. Share list with Planada Municipal Advisory Council (MAC) to confirm one or more sites, mobilize support, and reach out to appropriate agencies.</p> <p>Support Crossing Guard Program: Recruit volunteers to work with the school's existing crossing guard program at the previously identified sites.</p>	Winter 2019 - Spring 2020	<p>MAC and Community Volunteers</p> <p>Parent Volunteers</p> <p>Planada School Board</p>	<p>California School Crossing Guard Training Guidelines</p> <p>Cesar Chavez Middle School Staff and Teachers</p>
<p>Installation and Follow-up: County installs school zone speed feedback signs at selected sites. There may potentially be occasional California Highway Patrol or Merced County Sheriff's Office presence to reinforce the enforcement-related nature of the new speed feedback signs.</p>	2020	<p>Merced County Public Works</p> <p>MAC</p> <p>CHP</p> <p>Merced County Sheriff</p>	<p>CA MUTCD "Vehicle Speed Feedback Signs," pg. 140¹</p>
<p>Develop and Execute an Educational Campaign for Planada Community: Once Caltrans and the Merced County Department of Public Works agrees to implement the interim project they will conduct a joint educational campaign with the Merced County Department of Public Health to create awareness among Planada residents and inform them that a temporary round-about will be hosted in their community.</p>	Winter 2020	<p>Caltrans</p> <p>Merced County Department of Public Works</p> <p>Merced County Department of Public Health</p> <p>Planning Committee</p>	<p>TIRF Road Safety Campaign</p>

¹ California State Transportation Agency. "California Manual on Uniform Traffic Control Devices," 2014 Edition, Revision 4. March, 2019. Available at http://www.dot.ca.gov/trafficops/camutcd/docs/2014r4/CAMUTCD2014_rev4_hires.pdf.

Education Project: Pedestrian Safety & Bike Rodeo Event

Project Description: The Planada Elementary School District will collaborate with community partners to provide education to students on how to safely navigate roadways on foot or by bike.

Project Goals:

- Increase knowledge and understanding of rules of the road.
- Provide education and on-bike skill-building training to children and families.
- Assess the bike infrastructure in Planada.

Action Steps	Timeline	Responsible Party	Resources
Assemble Planning Committee: Representatives may include the following: <ul style="list-style-type: none"> • Merced Bicycle Coalition • School District Staff • Merced County Health Department • California Highway Patrol (CHP) • Cultiva La Salud 	September 2019 - October 2019	Planada Elementary School District	Guides to help walk any group through the process of planning a Bike Rodeo: An Organizer's Guide to Bicycle Rodeos and Minnesota Safety Council: Bike Rodeo Planning Guide Online Resource
Identify Roles and Responsibilities: The group will meet to delegate roles for each member of the group and identify potential contributions. Roles will include: Fundraising/Donations (bikes, food, etc.) Location selection and confirmation Coordination of community booths and participation from community-based organizations and agencies	October 2019 - December 2019	Planada Elementary School District Merced County Public Health Department Cultiva La Salud	California Kid's Plate Funding provides funding for helmets and other safety equipment Walk & Roll Resources: includes sample donation letter, flyers, and encouragement activities.
Conduct Outreach: The group will help promote the event and encourage community participation. The planning team will develop a flyer and post on social media to engage community and invite community members to attend.	April 2020	Planada Elementary School District Cultiva La Salud	Walk & Roll Resources: includes sample donation letter, flyers, and encouragement activities.
Activities for Day of Event <ul style="list-style-type: none"> • Bike Rodeo for children and families • Pedestrian safety workshop/tabling • Helmet giveaway • On-bike community assessment 	May 2020	Merced Bicycle Coalition Merced County Health Department CHP	Safe Kids: Bike Rodeo Station Guide NHTSA: A Kid's Guide to Safe Walking

Engineering Project: Walking and Biking Infrastructure Improvements for the Plainsburg Avenue/East Childs Avenue Intersection

Project Description: The Merced County Department of Public Works will pursue funding to install walking and biking safety infrastructure improvements at the Plainsburg Avenue/East Childs Avenue intersection. In addition to safety treatments for the intersection itself, participants identified a need for improvements along Plainsburg Avenue and East Childs Avenue, both highly-frequented routes students take to and from Cesar Chavez Middle School. Merced County Department of Public Works shared that they plan to install a 5' sidewalk with Americans with Disabilities Act (ADA) compliant ramps on the east side of Plainsburg Avenue to Cesar Chavez Middle School.

Project Goals:

- Increase sense of safety for students walking/biking to and from school on Plainsburg Avenue and East Childs Avenue.
- Improve crossing conditions at the Plainsburg Avenue/E Childs Avenue intersection.
- Improve biking conditions along Plainsburg Avenue.
- Re-establish community attendance at the Planada Municipal Advisory Council (MAC) meetings as they are the main channel for community input on future Merced County and Merced County Association of Governments (MCAG) projects.

Action Steps	Timeline	Responsible Party	Resources
Merced County Department of Public Works will apply for Cycle 5 Active Transportation Program (ATP) funding for the following improvements at the Plainsburg Avenue/East Childs Avenue intersection: <ul style="list-style-type: none"> • High-visibility marked crosswalks at all four legs of the intersection • Rectangular Rapid Flashing Beacon (RRFB) at all four legs of the intersection • Advanced stop bars for drivers at 4-legs of the intersection • Class II bike lanes on Plainsburg Avenue 	June 2020	Merced County Public Works	Caltrans ATP Cycle 5 Call-for-Projects
Merced County to conduct a traffic study on Plainsburg Avenue and East Childs Avenue to assess the eligibility for a speed limit reduction from 25 mph to 15 mph near the school	December 2019	Merced County Board of Supervisors	
Re-establish community attendance at the Planada Municipal Advisory Council (MAC) meetings so the residents remain informed about future projects <ul style="list-style-type: none"> • Workshop participants to work with Planada MAC to secure interpretation services at the meetings • Workshop participants attend MAC meetings regularly 	December 2019	Workshop participants	CPBST Planning Committee member and former MAC member Olivia Gomez

Cal Walks & UC Berkeley SafeTREC Recommendations

Gateway Treatment on Central Yosemite Highway at Plainsburg Road and at Amistad Avenue

The Project Team recommends Caltrans implement a Gateway Treatment on Central Yosemite Highway at Plainsburg Road and at Amistad Avenue, both key entry points into the unincorporated community of Planada. The 2030 Merced County General Plan, under its Land Use Element Policy LU-5.B.8, calls for gateway treatments to enhance the transitional zones between communities. Visually, additional sidewalks, improved pedestrian-scale lighting, bike lanes, and a roundabout at the intersection with Plainsburg Road with high-visibility crosswalks could mark this transitional zone.

To cover the costs of some or all of these treatments, the Project Team recommends the Planning Committee consider working closely with Caltrans to fund improvements through the State Highway Operation and Protection Program (SHOPP), with the Merced County Association of Governments to explore the use of Congestion Mitigation and Air Quality (CMAQ) funds, or through the state Active Transportation Program. The additional sidewalks, improved pedestrian-scale lighting, bike lanes, and a roundabout on Central Yosemite Highway would directly benefit the multi-modal transportation system. Both public health and safety would be improved in Planada through these multi-modal transportation investments.

Develop a Safe Routes to School Plan

The Project Team recommends that the Planning Committee assist the Planada Elementary School District in developing a Safe Routes to School Plan. The community can apply for funds through the Active Transportation Program as well as the Caltrans Sustainable Transportation Planning Grant Program. These funds can help advance the needs and fund the entire planning process to identify the needs of children walking to school in Planada.

Install High-Visibility Crosswalks

The Project Team recommends the Merced County Department of Public Works install high-visibility crosswalks at the intersections of Gage Street/Stanford Avenue and Gage Street/Latham Drive. These intersections have curb ramps on all four corners and yellow truncated domes but lack marked crosswalks. This simple improvement can dramatically change the environment at a relatively low-cost to the County.

Install Pedestrian-Scale Lighting

Participants on all walking and biking assessment routes noted lighting as a safety concern and priority in Planada. The Project Team recommends the Merced County Department of Public Works implement pedestrian-scale lighting in priority areas outlined in the Planada Community Plan, including the Broadway Paseo District to increase safety of community members. The County should consider pursuing external state funding sources such as the Active Transportation Program to fund pedestrian-scale lighting throughout the community of Planada.

Repavement of Broadway Pedestrian Walkway

The Project Team recommends repaving the pedestrian walkway in the center median of Broadway to not only improve the pathway but also increase safe connectivity between the Community Center and Houlihan Park, and Planada Elementary School. The County should consider pursuing funds through the Statewide Park Program (SPP) to improve the pedestrian pathway and linear park amenities.

Leverage Merced County's Existing Right-of-Way for Sidewalks and/or Separated Bike Lanes

The Project Team recommends Merced County Public Works Department make an inventory of areas where the County has the existing right-of-way and assess for potential sidewalk and separated bike lane installations. There are numerous empty lots in Planada owned by the County that can be repurposed to install sidewalks and/or separated bike lanes along frequented routes. Based on the list of potential areas, the Project Team recommends Merced County Public Works Department host a community engagement workshop for residents to provide feedback on and help prioritize areas in most need of sidewalk and/or separated bike lane installation. Additionally, the Project Team recommends Merced County Public Works Department apply for Cycle 5 Active Transportation Program (ATP) funding for the sidewalk and/or separated bike lane installations.

Bike and Pedestrian Safety Program

The Project Team recommends developing a robust school-based educational curriculum that provides pedestrian and bicycle safety education to K-6 students. A school-based approach can support with disseminating information to parents and other family members in the community on basic walking and biking safety in tandem with activities such as school assemblies, biannual bike rodeos' and temporary safety towns or traffic gardens. This curriculum should be tailored specifically to the community and include other safety needs that align with walking and biking, such as dirt bikes and ATVs.

Weed Abatement

Street vegetation can present a safety hazard for a number of reasons. For instance, long grasses along streets can obscure a driver's view of the street and approaching bicyclists and pedestrians. For this reason, the Project Team recommends that the Planada Municipal Advisory Council identify locations in Planada where weed abatement and vegetation control is necessary to improve pedestrian safety, initiate a community cleanup effort, and invite the Merced County Department of Public Works to join the effort with the ultimate intention of educating county agency staff on the need so that they take over the responsibility. Community residents were particularly concerned about overgrown vegetation on E Childs Ave from Santa Fe Ave to Hupp Street.

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:

1. [Merced County Regional Transportation Plan](#), 2008
2. [Regional Transportation Plan: Sustainable Communities](#), 2018
3. [Merced County General Plan](#), 2013
4. [Planada Pedestrian Improvement Plan](#), 2014
5. [Merced County Short Range Transit Plan](#), 2017
6. [Planada Updates/ Blog BHC](#), 2015
7. [Merced County Active Transportation Program \(Background\)](#)

Appendix B: Resources

List/Links of Resources

1. [Funding Navigation for California Communities](#)
2. [Caltrans State Highway Operation and Protection Program](#)
3. [Safe Routes to School Guide](#)
4. [Active Transportation Program Cycle 5](#)
5. [Bicycle and Pedestrian Curricula Guide](#)
6. [Statewide Park Program](#)
7. [California School Crossing Guard Training Guidelines](#)
8. [CA MUTCD](#)

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

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

Appendix C: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Planada CPBST Workshop Data Factsheet
- Planada CPBST Site Visit Data Presentation
- Planada CPBST Site Visit Data Follow-Up

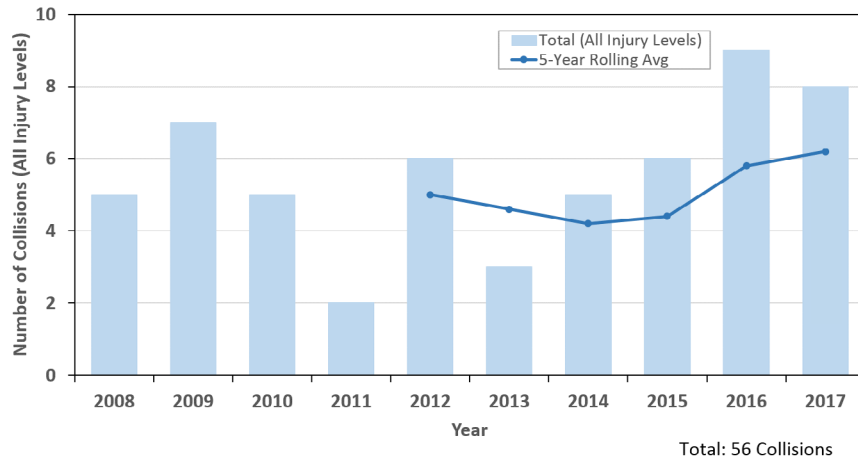
Planada Collision Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST) | August 20, 2019

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. 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 is based on collision data within the Planada community boundaries.

COLLISIONS

How are collisions changing over time? What contributes to the increase or decrease in collisions?



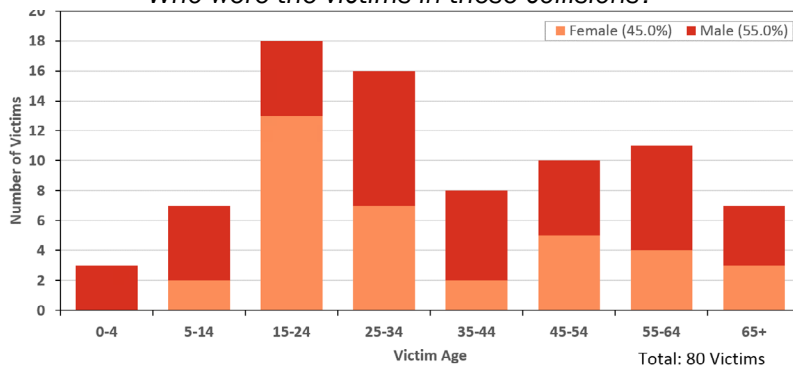
80 people were injured in **56** collisions in the last 10 years (2008-2017)

The number of collisions appear to be **increasing**, 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 significant changes in the number of collisions per year.

The following victim analyses are based on collision data for the years 2008-2017:

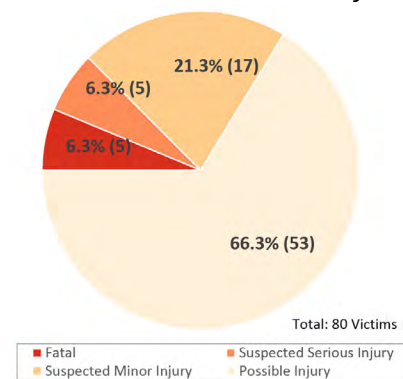
Who were the victims in these collisions?



23.8% of victims were age 24 or younger

The majority of the victims ages 0 to 24 were female, while the majority of victims over 25 were male.

How severe were the victims' injuries?

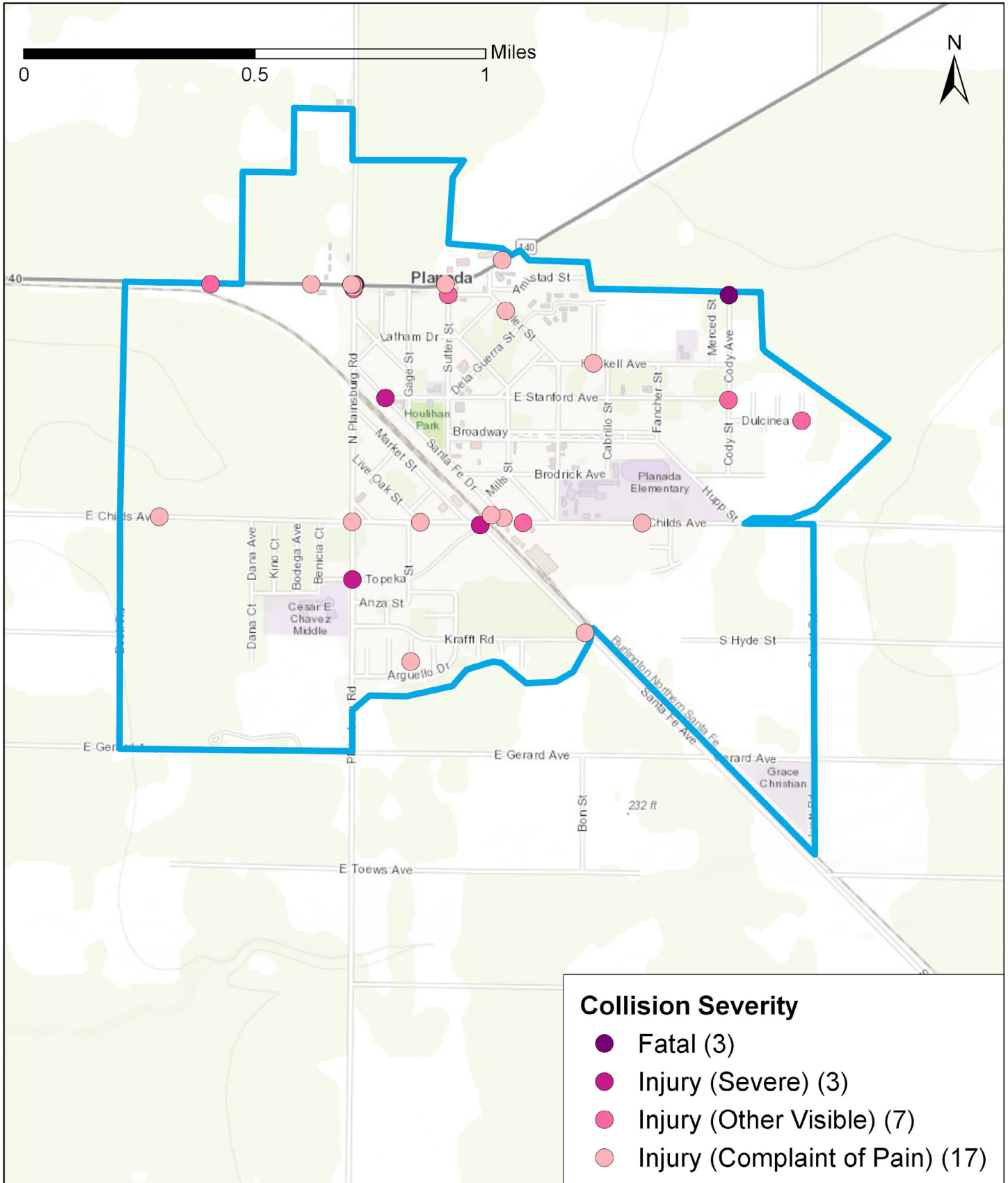


12.6% fatalities or suspected serious injuries

- While these numbers do not tell the whole story, do they resonate with 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 learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu). For additional assistance, please email us at safetrec@berkeley.edu.

Planada Collision Map (2013 - 2017)

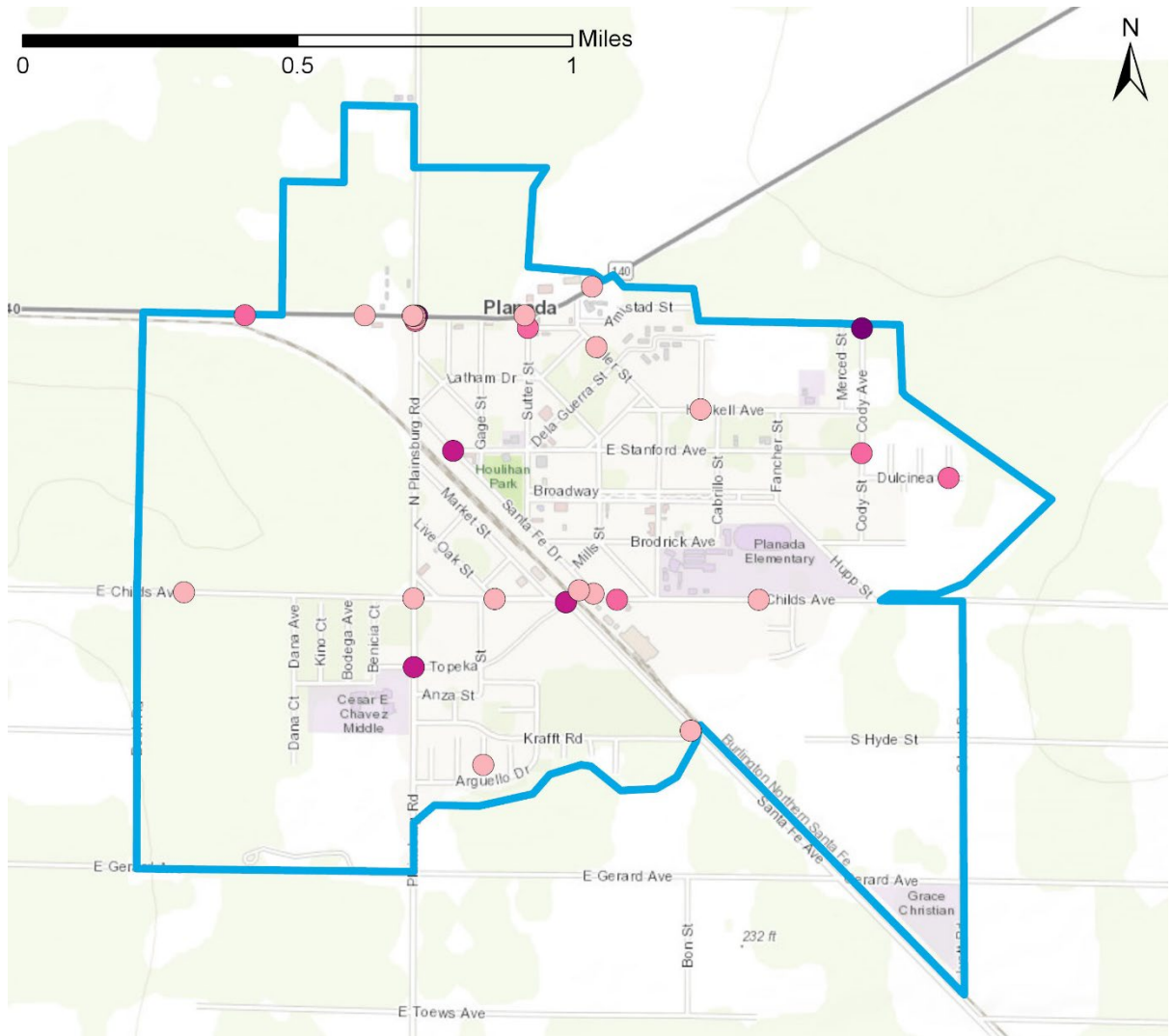


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019 Date: 7/19/2019

Injury Collisions (2013-2017)

Collision Severity

- Fatal (3)
- Injury (Severe) (3)
- Injury (Other Visible) (7)
- Injury (Complaint of Pain) (17)



Data Source:

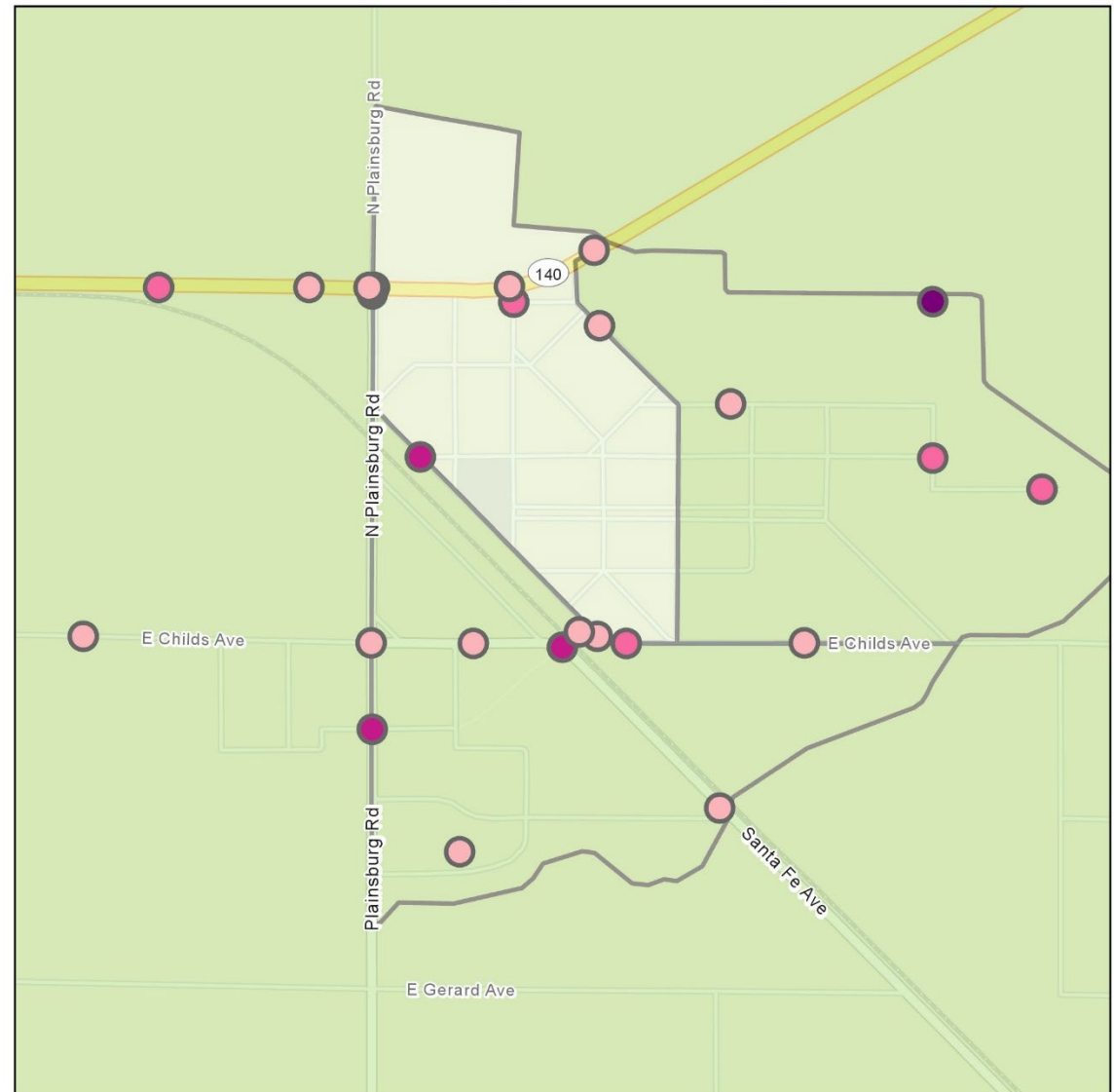
Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Injury Collisions (2013-2017)

Collision Severity (2013-2017)



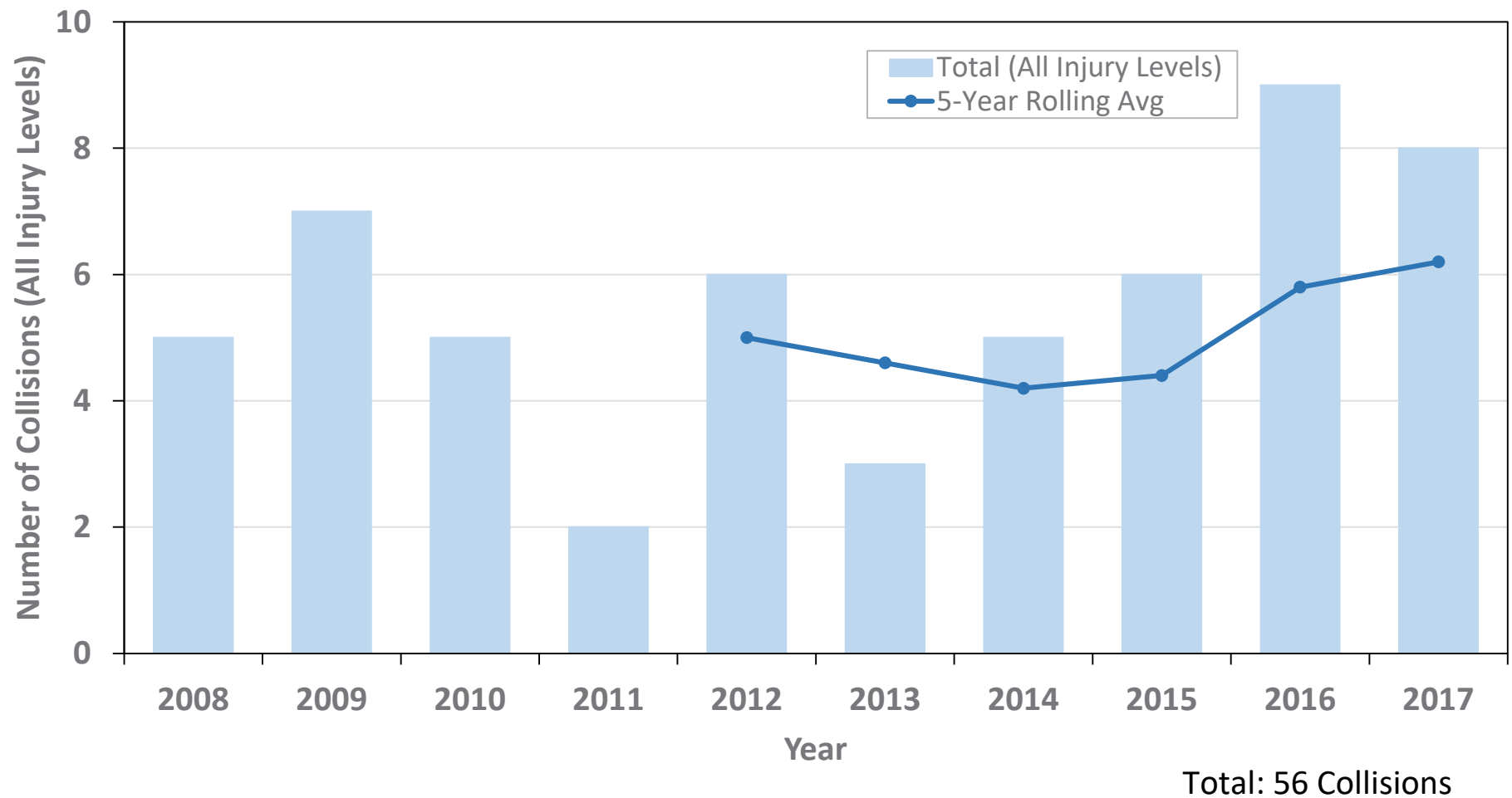
2017 Median Household Income



Data Source:

1. Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.
2. ESRI Business Analyst 2017.

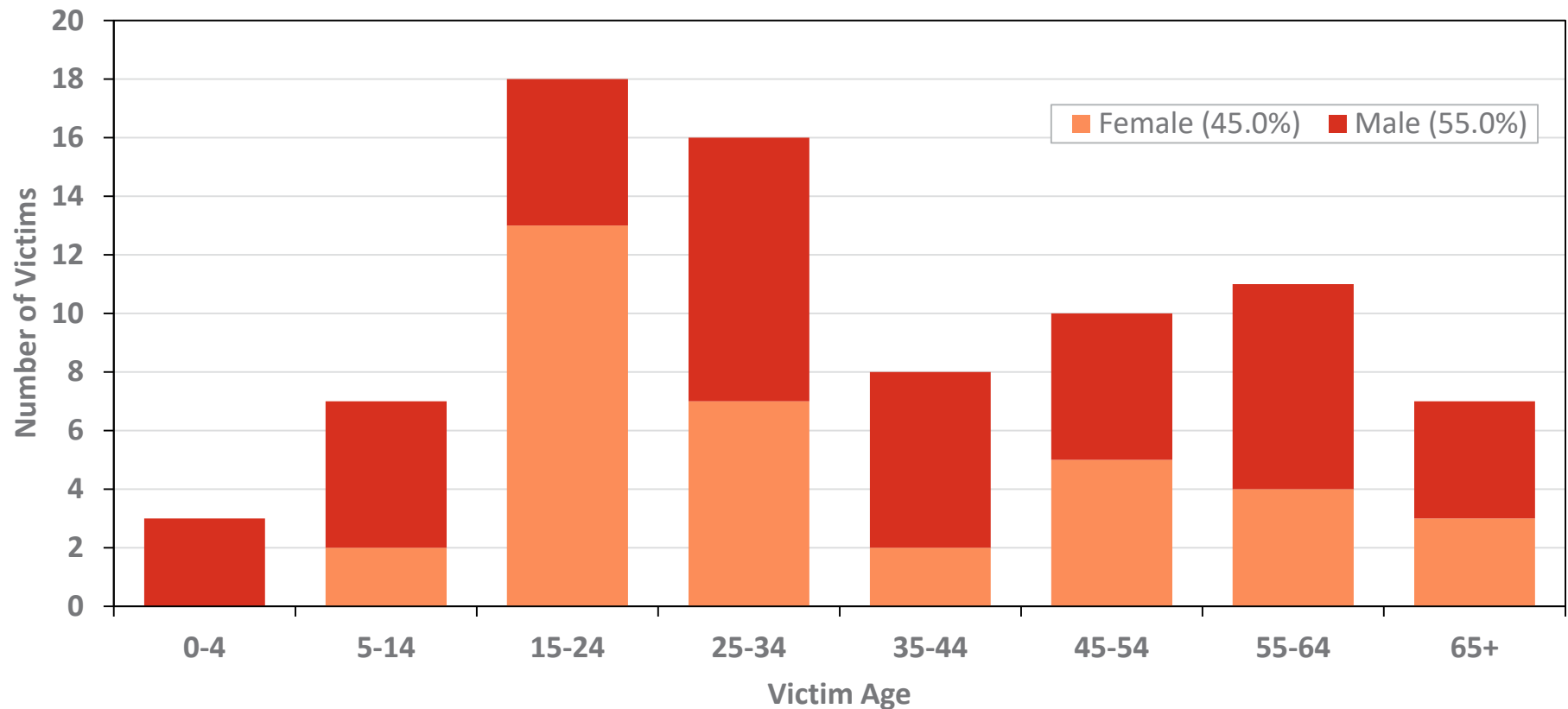
Injury Collision Trend



Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Injury Victim Demographics (2008-2017) by Age and Gender

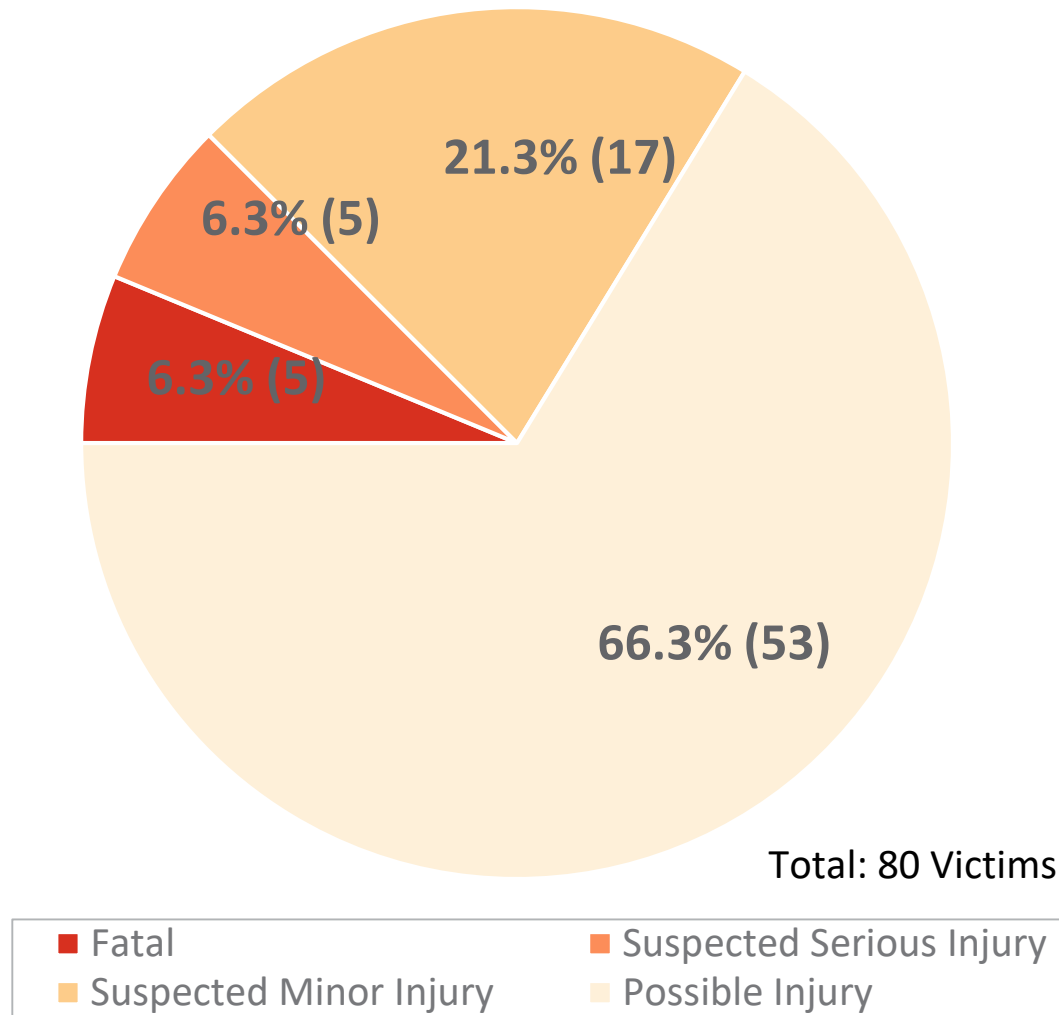


Total: 80 Victims

Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Victim Injury Severity (2008-2017)



Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Collisions (2008-2017) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2:59AM	0	0	0	1	0	0	0	1
3AM-5:59AM	1	0	0	0	0	1	0	2
6AM-8:59AM	0	4	2	0	2	0	0	8
9AM-11:59AM	0	0	1	3	1	2	0	7
Noon-2:59PM	0	0	0	1	1	1	3	6
3PM-5:59PM	1	3	1	2	7	3	2	19
6PM-8:59PM	0	1	1	0	2	2	1	7
9PM-11:59PM	0	0	3	1	1	1	0	6
Total	2	8	8	8	14	10	6	56

Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Collisions (2008-2017) by type of violation

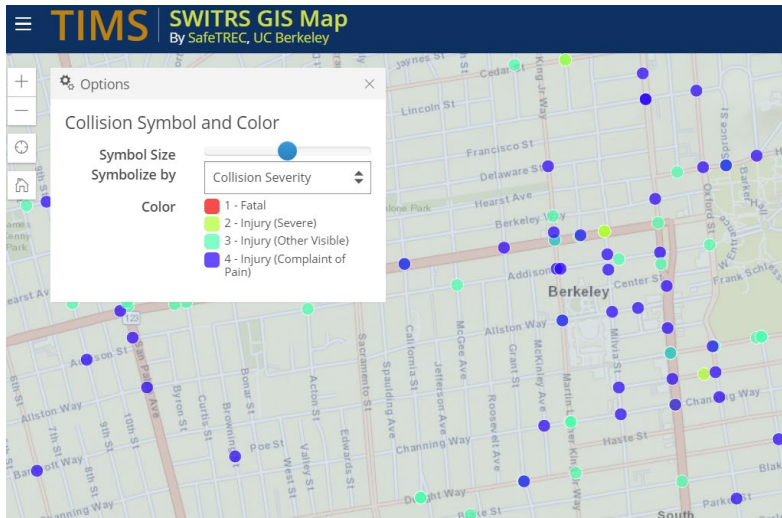
Total: 56 Collisions

CVC No.	Description	Number of Collisions
22350	Speeding on a highway; unsafe speeds for conditions and/or endangers persons or property	12 (21.4%)
21801 (a)	Driver failure to yield right-of-way when making a left turn or U-turn	10 (17.9%)
22107	Unsafe turning or moving left/right on a roadway; turning without signaling	8 (14.3%)
21802 (a)	Failure to stop or yield right-of-way at a stop sign	5 (8.9%)
23152(a)	Driving under the influence of alcohol	5 (8.9%)
21804(a)	Driver failure to yield right-of-way when entering/crossing a highway	3 (5.4%)
22106	Unsafe starting or backing of a vehicle on a highway	2 (3.6%)
22450 (a)	Driver failure to stop at a stop sign before a limit line (a crosswalk or intersection entrance). Failure to stop at limit line before railroad	2 (3.6%)
	<i>All other violations or unknown</i>	9 (16.1%)

Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Additional Resources



Transportation Injury Mapping System (TIMS)

TIMS is a web-based that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

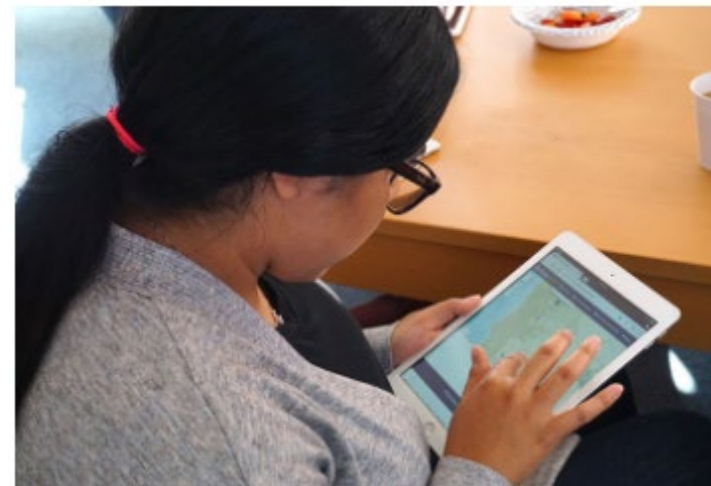
<https://tims.berkeley.edu>

Street Story



Street Story is a tool for collecting community feedback on transportation safety issues. Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

<https://streetstory.berkeley.edu>



Planada CPBST Site Visit Data Update

August 12, 2019

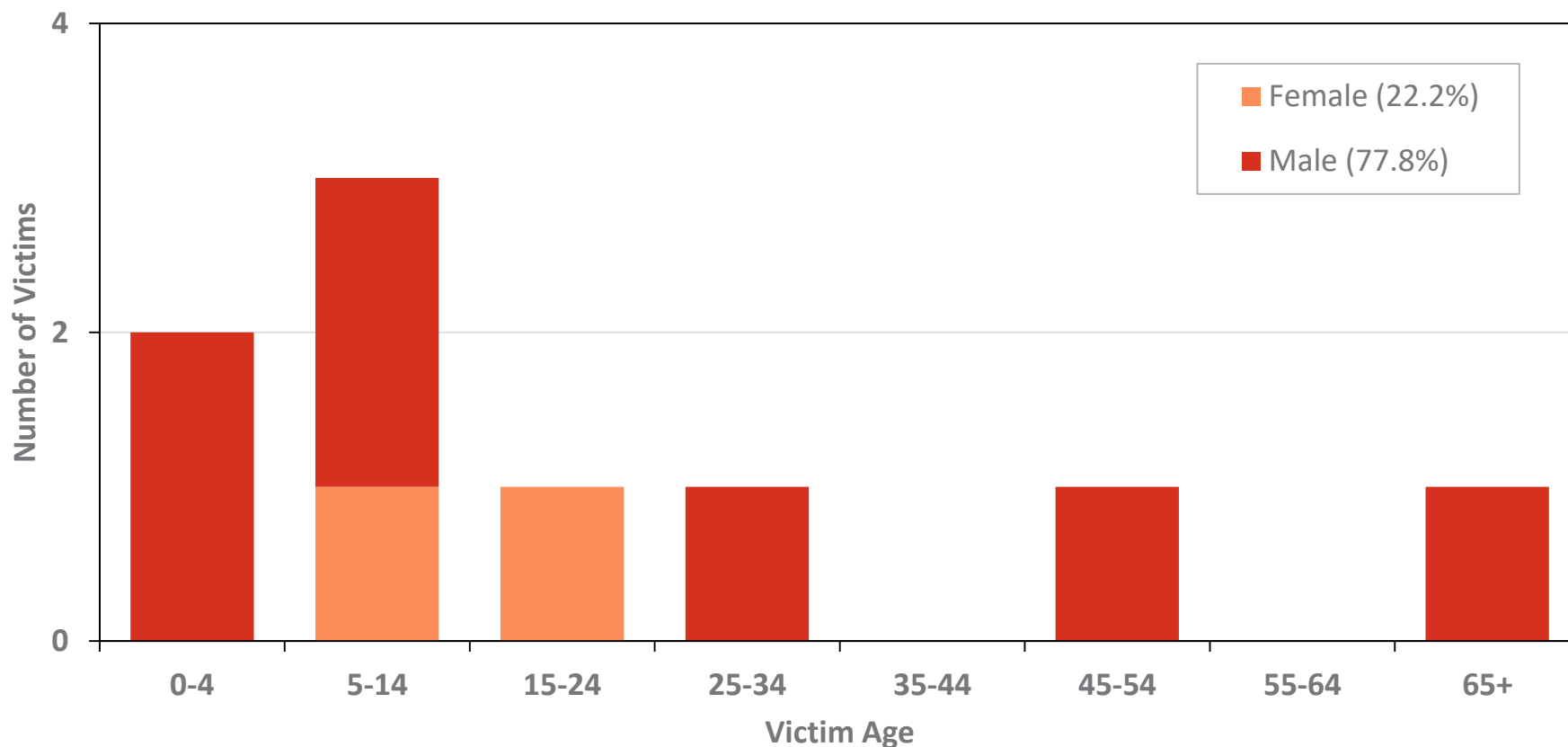
Alcohol-involved Collisions (2008-2017) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2:59AM	0	0	0	0	0	0	0	0
3AM-5:59AM	0	0	0	0	0	1	0	1
6AM-8:59AM	0	0	0	0	0	0	0	0
9AM-11:59AM	0	0	0	0	0	0	0	0
Noon-2:59PM	0	0	0	0	1	0	0	1
3PM-5:59PM	0	1	0	1	0	0	1	3
6PM-8:59PM	0	0	0	0	0	1	0	1
9PM-11:59PM	0	0	0	0	1	1	0	2
Total	0	1	0	1	2	3	1	8

Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Pedestrian and Bicycle Victims (2008-2017) by Age and Gender



Total: 9 Victims

Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Pedestrian and Bicycle Collisions (2008-2017) by type of violation

Total: 8 Collisions

CVC No.	Description	Number of Collisions
21650 (1)	Failure to drive/ride on right half of the roadway (with some exceptions)	1 (12.5%)
21800 (a)	Failure to yield right-of-way at intersection, including failure to yield to vehicles already in the intersection, on a continuing highway, or on their right side in an intersection, or safely when an intersection is controlled	1 (12.5%)
21804(a)	Driver failure to yield right-of-way when entering/crossing a highway	1 (12.5%)
21950 (a)	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	1 (12.5%)
21954 (a)	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	1 (12.5%)
21956 (a)	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	1 (12.5%)
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	1 (12.5%)
22450 (a)	Driver failure to stop at a stop sign before a limit line (a crosswalk or intersection entrance). Failure to stop at limit line before railroad	1 (12.5%)

Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.