

SUMMER 2021

# Community of Empire Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY TRAINING  
PROGRAM

Creating Safer Streets for Walking and Biking



*Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.*

## Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make the Community of Empire a safer place to walk and bike. Their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes.

We also want to acknowledge the Miwok and Yokut peoples as the traditional land caretakers of the area surrounding Empire.

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This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.

# TABLE OF CONTENTS

## **2 Acknowledgements**

## **4 Introduction**

5 Pedestrian and Bicycle Collision History

8 Asset Map

## **8 Walking & Biking Assessment**

9 Route 1: Yosemite Boulevard (SR-132)

11 Route 2: Santa Fe Avenue and Abbie Street

13 Route 3: Frazine Road

## **14 Recommendations**

14 Community Recommendations

19 Project Team Recommendations

## **21 Appendix A**

## Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Framework to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks & SafeTREC (The Project Team) works with the local Planning Committee, a group of local stakeholders, over the course of 6-8 weeks to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The virtual workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns and develop preliminary action plans for priority infrastructure and community programs.

The Empire CPBST workshop was held virtually and convened 10 participants on May 21, 2021, including residents, and representatives from Stanislaus County of Public Health, Caltrans District 10, Stanislaus Council of Governments, and Toole Design. Catholic Charities of Stockton requested that The Project Team conduct a CPBST in the Community of Empire (Empire) with the goals to:

1. Improve safe passages for pedestrians and bicyclists across railroad crossings along Yosemite Boulevard (State Route 132, abbreviated SR-132 in this report) and 2nd Street; and
2. Educate the community about their roles and responsibilities on the road to promote safe road user behavior and slowly shift from a car-centric to people-centric culture.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for guidance in project and program implementation.

## Background

### Local Policies and Plans

Stanislaus County's [Non-Motorized Transportation Master Plan](#) (2021) identifies Empire as an ideal area for “potential bicycle trip production opportunity” (Appendix B: Existing Conditions Report, p. 37) because of the high density of trips that are three miles or less. Additionally, Empire has also been identified as a “potential pedestrian trip production opportunity area” (Appendix B: Existing Conditions Report, p. 56) because of the potential trip demands within one mile of travel.

Additionally, the [Stanislaus Council of Governments \(StanCOG\)](#) is developing a Community Transportation Needs Assessment in Empire with the purpose of assessing local roadway networks and recommending strategies and improvements that increase mobility for all modes, promote bicycling and walking, remove transportation barriers, decrease transportation-related fatalities and injuries, and reduce greenhouse gas (GHG) emissions. The Community Needs Assessment will be accompanied by a robust public outreach and engagement process to ensure that members of the public are provided with ample opportunity to provide meaningful input throughout the length of the project.

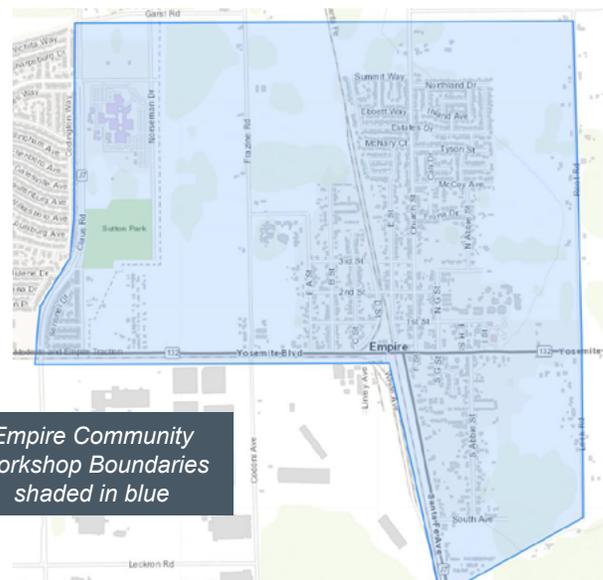
For further information about these local plans reach out to Isael Ojeda, [lojeda@stancog.org](mailto:lojeda@stancog.org)

## Pedestrian and Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians<sup>1</sup> and bicyclists in Empire and nearby Peter Johansen High School in Modesto. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2010 to 2019. Collision data for 2019 is provisional as of December, 2020. A full discussion of the pedestrian and bicycle collision data can be found in Appendix A.

### Empire Community Workshop Boundaries

Empire is an unincorporated community located in Stanislaus County. The boundaries for this workshop were a combination of two areas: the Empire census-designated place and a western extension to Claus Road that includes Peter Johansen High School in Modesto. The Planning Committee added the extension because many students in Empire bike to and from Peter Johansen High School and this area is a key bicycling concern for Empire residents.



<sup>1</sup> 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



### Bicycle Collisions

Over the 10-year period between 2010 and 2019, bicycle crashes appear to stay relatively level. In the five year period, 2015 to 2019, bicycle crashes occurred on Yosemite Boulevard (SR-132), Santa Fe Avenue, and on Modesto streets near Peter Johansen High School, including along Creekwood Drive at the Claus Road and Norseman Drive intersections. There was one serious crash on Santa Fe Avenue. All five of the crashes occurred between 6:00 a.m. and 3:00 p.m., with three on a weekday and two on Sundays. The most common primary crash factor for bicycle crashes was unsafe turning or moving right or left on a roadway or turning without signalling, which was associated with four crashes.<sup>3</sup>

There were six victims of these bicyclist crashes, including one seriously injured. Community residents reported that many bicyclists in this area are school-age children and the data reflects this. Two victims (33.3%) were 13 to 16 years old and another one (16.7%) was 21 to 24 years old. The remaining three victims (50%) were 45 to 64 years old. Of the six injured victims, five (83.3%) were male.

#### Free SafeTREC Data Resources

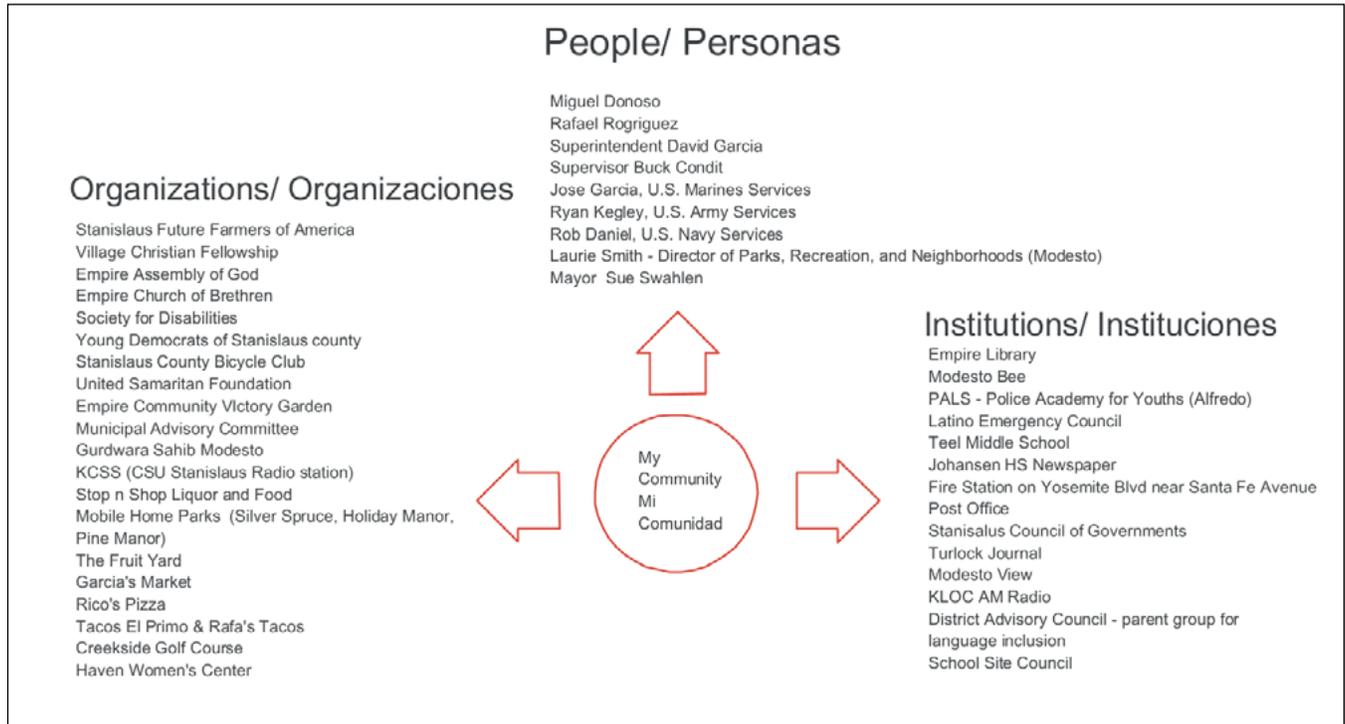
**The Transportation Injury Mapping System (TIMS)** is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data. TIMS is available at: <https://tims.berkeley.edu>

**Street Story** is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical assistance to communities and organizations interested in using Street Story. The platform and the information collected is free to use and publically available. Street Story is available at: <https://streetstory.berkeley.edu>

<sup>3</sup> *These violations could have either been committed by a motor vehicle driver or bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles.*

## Asset Map

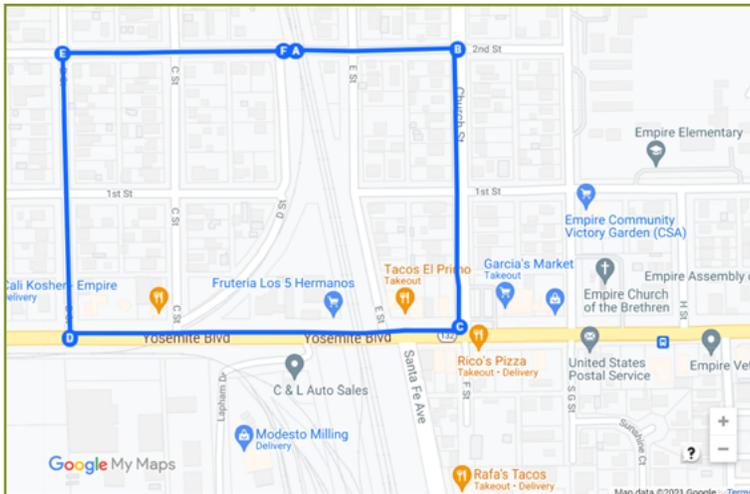
Prior to the virtual workshop, the Planning Committee identified strengths and resources that could help the community achieve their walking and biking safety goals. Assets are a broad category, including people, organizations, agencies, financial resources, community knowledge, skill sets, and political connections within the community. The Asset Map below is a visual aid to highlight the resources available, service overlaps, and potential collaborations to keep the momentum for walking and biking safety work going.



## Walking & Biking Assessment

During the workshop, participants took part in a virtual walking and biking safety assessment along two key routes frequently traveled by community residents. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The next few pages provide a summary of the walking and biking assessment.

## Route 1: Yosemite Boulevard (SR-132)



### Focus

Yosemite Boulevard (SR-132) is the primary business sector of Empire, which experiences higher levels of traffic stress and pedestrian and bicyclist usage.

### Strengths

1. Small, local businesses along the corridor are pivotal to the community. These local shops and restaurants provide access to healthy and affordable food while channeling revenue back into the community.
2. Empire is 1.563 square miles. Residents travel short distances from the residential areas to the business centers along Yosemite Boulevard (SR-132). More walking and biking infrastructure would make Empire an ideal community for pedestrians and bicyclists.



Small business along Yosemite Boulevard (SR-132) sells fresh fruits and vegetables.

## Route 1: Yosemite Boulevard (SR-132) (continued)

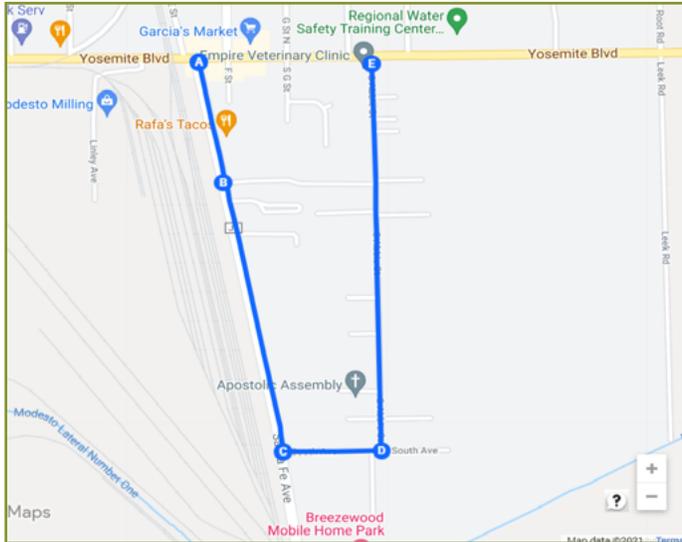
### Concerns

1. Drivers along Yosemite Boulevard (SR-132) appear to be driving above the posted speed limit of 35 m.p.h. within town limits, heightening security concerns for community residents walking along Yosemite Boulevard (SR-132), especially since there are no sidewalks along this corridor.
2. Unmarked crosswalks along Yosemite Boulevard (SR-132), especially at the Church Street intersection, make walking unsafe and difficult. This particular intersection is highly trafficked by residents because of Garcia Market and the filtered water station on that block. Walking and biking across the corridor are difficult to navigate because of the long stretches in between marked crossings and the lack of pedestrian-scale lighting to illuminate those walkways.
3. Residents shared that the incomplete sidewalk network, lacking bike infrastructure, lack of pedestrian-scale lighting and few shade trees along this route are the greatest deterrents to walking and biking more frequently.



*LEFT: Residents create a trodden dirt path by the railroad crossing on Yosemite Boulevard (SR-132) as an alternative to walking on the roadway with motor vehicles. RIGHT: Resident waiting to cross at unmarked crosswalk at Church Street/ Yosemite Boulevard (SR-132) intersection.. BOTTOM: There are no sidewalks or demarcated pedestrian side paths, bike lanes, pedestrian-scale lighting, or sufficient canopy protection from the sun at 2nd Street, going east toward the railroad tracks.*

## Route 2: Santa Fe Avenue and Abbie Street

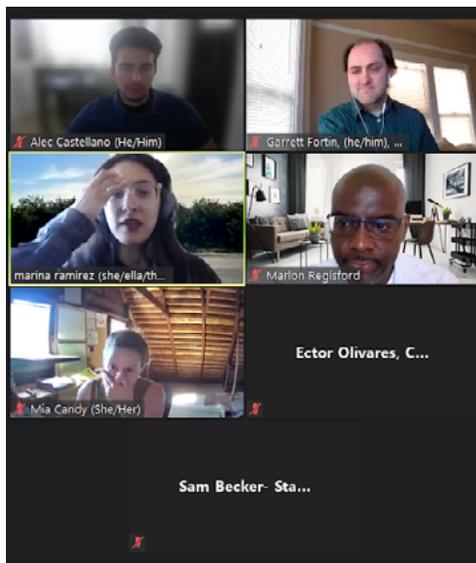


### Focus

Santa Fe Avenue is a major corridor connecting Empire to the nearest town of Hughson. It intersects with Yosemite Boulevard (SR-132), thus having higher traffic volume. The Yosemite Boulevard (SR-132) and Abbie Street intersection is a heavily used route by students walking to Empire Elementary School and Teel Middle School from neighborhoods located south of Yosemite Boulevard (SR-132).

### Strengths

1. Local businesses along Santa Fe Avenue are pivotal to the community, employ Empire residents, and are conveniently located within a residential neighborhood, adjacent to three Mobile Home Park communities.
2. There is an extensive storm drain system along Abbie Street, deterring flooding on the street used by students walking to and from school and residents walking to businesses on Yosemite Boulevard (SR-132).
3. Abbie street is evenly paved, with no noticeable cracks or potholes, making it an ideal alternative route for bicyclists compared to Santa Fe Avenue.



Participants conduct a walking assessment on Santa Fe Avenue and Abbie Street and plan a crosswalk demonstration on Yosemite Boulevard (SR-132) and Santa Fe Avenue.

## Route 2: Santa Fe Avenue and Abbie Street (continued)

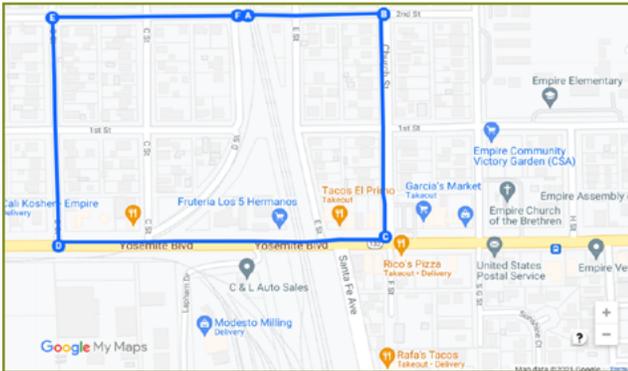
### Concerns

1. Drivers along Santa Fe Avenue appear to be driving at or above the posted speed limit of 45 miles per hour, making residents feel unsafe and discouraging them to walk along the narrow and uneven shoulder.
2. Lack of pedestrian-scale lighting, and few shade trees along Santa Fe Avenue and Abbie Street deter residents from walking and biking more frequently.
3. Santa Fe Avenue and Abbie Street's incomplete sidewalk network and sidewalk obstructions, including light poles, overgrown vegetation, and electrical boxes affect both perceived and actual safety.
4. The high traffic speeds on Yosemite Boulevard (SR-132) and lack of crosswalk in between Abbie Street and H Street, make students walking to Empire Elementary School feel unsafe. There is a school bus that picks up students who live on the south side of Yosemite Boulevard (SR-132), but not all students use it.



*Lack of sidewalk on Santa Fe Avenue, south of Yosemite Boulevard (SR-132).*

## Route 3: Frazine Road



### Focus

The roads on the northern side of Empire, including Frazine Road, La Coste Lane, and Norseman Drive, connect the community with three schools: Glick Middle School, Stroud Elementary School, and Johansen High School. Residents walk and bike along these roads on their way to and from school where fatal and severe pedestrian crashes have occurred.

### Strengths

1. The schools are within walking or biking distance for many community residents.
2. There are sidewalks adjacent to each of the schools. Stroud Elementary School and Johansen High School are connected by a sidewalk, but it does not connect to the residential area of Empire.
3. Trees offer shade along some of this route.

### Concerns

1. There is no sidewalk along most of Franzine Road, including the area between Glick Middle School and Stroud Elementary School, and there are many fields with fences or ditches that don't give pedestrians or bicyclists space on the side of the road. Together, these create dangerous areas along Franzine Road where pedestrians must walk on the road.
2. There are few street lights along these roads creating visibility issues among road users, especially during low light times of the day.
3. Frazine Road is a long, straight road with few intersections and no stop signs or signals for its entire length until you reach Yosemite Boulevard(SR-132). The posted speed limit is 45 miles per hour, which may indicate to drivers that this is a rural road, rather than one they may be sharing with students walking to school.



*This stretch of Franzine Road has no sidewalks and the speed limit is posted as 45 miles per hour.*

## Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' priorities. The suggested timelines and resources needed for implementation are estimated and may need to be further adjusted by the community.

### Community Recommendations

Workshop participants were assigned into two breakout groups to share their ideas for creating a safer environment for walking and biking. Participants then came to a consensus on the project with the greatest priority and outlined preliminary plans for implementation. Participants considered the following community programs and infrastructure projects:

- Develop a walking school bus program involving parents from the local elementary and middle schools;
- Install a temporary marked crosswalk demonstration projects on Yosemite Boulevard (SR-132) and Santa Fe Avenue to reduce speeds and improve pedestrian visibility;
- Paint pedestrian lanes along Yosemite Boulevard (SR-132) to create a designated safe space on the roadway for pedestrians;
- Painted bike lanes along Yosemite Boulevard (SR-132) to designate a safe space for bicyclists on the roadway;
- Launch a speed reduction safety messaging campaign across Yosemite Boulevard (SR-132) and Santa Fe Avenue, to increase pedestrian and bicyclist safety;
- Develop lacemaking art demonstration in the alleyways and at the town center of Empire to build community morale and alert drivers passing through Empire of residents and children; and,
- Launch a bike train for students who live south of Yosemite Boulevard (SR-132) traveling to Empire Elementary School. Parents can work with the Empire Unified School District to develop and coordinate the bike train.

Workshop participants developed preliminary action plans for the community programs and infrastructure projects they identified as the highest priority. The following tables are a summary of their efforts.

**Project Name:** Temporary Marked Crosswalk Demonstration

**Project Description:** Catholic Charities, Stanislaus Council of Governments, and Caltrans District 10 will work with community residents, specifically local parent groups at Empire Elementary and Teel Middle School to plan and conduct a temporary demonstration.

**Project Goals:**

1. Demonstrate the safety benefits of a marked crosswalk to resident and the Stanislaus County Public Works Department;
2. Increase pedestrian visibility, confidence and safety;
3. Increase community education about rules of the roadway; and
4. Capture user feedback via data collection and present findings to elected officials.

Action Steps	Timeline	Responsible Party	Resources
<b>Identify</b> the Demonstration Planning Team, the demonstration intersection, and necessary demonstration permits and insurance. The Demonstration Planning Team should also identify the agency in charge of jurisdiction over the identified demonstration road.	Fall 2021	CPST Planning Committee members  Workshop Participants  Community Residents	Marlon Regisford, <a href="#">Caltrans District 10</a>  <a href="#">GoHuman Campaign Toolkits</a>  <a href="#">Stanislaus Council of Government Bicycle &amp; Pedestrian Advisory Committee</a>  <a href="#">Safe Kids Stanislaus</a>
<b>Plan</b> demonstration logistics (i.e. date, time, intersection)	Fall 2021	Demonstration Planning Team	<a href="#">Ventura / Kings Canyon Corridor Complete Streets Plan</a>  <a href="#">Tactical Urbanist's Guide to Materials and Design v.1.0</a>  <a href="#">Creating Safer Streets with Demonstration Projects</a>  <a href="#">Go Human ToolKit (Types of Pop-Ups)</a>  <a href="#">Walk and Roll Stanislaus Toolkit</a>

**Project Name:** Temporary Marked Crosswalk Demonstration (continued)

Action Steps	Timeline	Responsible Party	Resources
<p><b>Engage community participants:</b> Engage community residents to participate in the planning process. Then, recruit volunteers to support data collection and take pictures during the demonstration. Lastly, invite the local Public Works Department to the demonstration.</p>	Fall 2021	Demonstration Planning Team	<a href="#">Empire Unified School District, Superintendent David Garcia</a>
<p><b>Seek donated supplies for demonstration/ funding opportunities</b></p>	Winter 2021	Demonstration Planning Team	<a href="#">Stanislaus Public Works</a> <a href="#">Stanislaus Council of Governments</a>
<p><b>Implement crosswalk demonstration</b> Document use of the temporary crosswalk by conducting pedestrian and bike counts as well as, documenting participant reactions via a survey, photos, and videos.</p>	Spring 2021	Demonstration Planning Team  Community Residents	<a href="#">Conducting Bicycle and Pedestrian Counts Manual</a>
<p><b>Evaluate crosswalk placement:</b> Create a tangible evaluation/ summary to present. Then, organize a meeting with community leaders to review the data and feedback.</p>	Spring 2021	Action Team	

**Project Name:** Temporary Crosswalk Demonstration on Santa Fe Avenue and Yosemite Boulevard (SR-132)

**Project Description:** Catholic Charities, Stanislaus Council of Governments, and Caltrans District 10 will work with Empire residents to set up a crosswalk demonstration on Yosemite Boulevard (SR-132) between Santa Fe Avenue and E Street. The group is especially interested in getting feedback from students and parents of Empire Elementary School, Teel Middle School, Empire Head Start Center, and Glick Middle School. This will serve as the pilot location for additional marked crosswalk demonstrations throughout Empire.

**Project Goals:**

1. Demonstrate the safety benefits of a marked crosswalk;
2. Slow down car speeds on Yosemite Boulevard (SR-132) and reduce unsafe driving behavior;
3. Increase pedestrian visibility and safety;
4. Increase community pride and visibility by including an art installation created by students of Empire Unified School District;
5. Capture user feedback via data collection and present findings to elected officials; and
6. Determine feasibility to host a marked crosswalk demonstration on Yosemite Boulevard(SR-132) and Abbie Street.

Action Steps	Timeline	Responsible Party	Resources
<p><b>Create Demonstration Planning Committee</b></p> <ul style="list-style-type: none"> <li>● Connect with Stanislaus Council of Governments to gain support and acquire any necessary permits</li> <li>● Coordinate with Caltrans District 10 regarding Yosemite Boulevard (SR-132) pop up demonstration permits</li> <li>● Connect with the school district to include a student-led art component with the crosswalk demonstration</li> </ul>	Summer 2021	<p>Workshop Participants</p> <p>Workshop Planning Committee</p> <p>Empire Residents</p>	<p><a href="#">Stanislaus Council of Government Bicycle &amp; Pedestrian Advisory Committee</a></p> <p><a href="#">Caltrans District 10</a></p> <p><a href="#">Empire Union School District</a></p>

**Project Name:** Temporary Crosswalk Demonstration on Santa Fe Avenue and Yosemite Boulevard (SR-132) (continued)

Action Steps	Timeline	Responsible Party	Resources
<p><b>Coordinate Logistics: Event Planning Committee will finalize all details.</b></p> <ul style="list-style-type: none"> <li>Identify and apply for funding to host demonstration</li> <li>Determine demonstration timeline</li> <li>Research how to enhance the demonstration's visibility. This is an opportunity for community involvement via the art component of the project</li> </ul>	Fall 2021	Demonstration Planning Committee	<p><a href="#">Walk and Roll Stanislaus ToolKit</a></p> <p><a href="#">Long Beach Pedestrian Toolkit</a></p> <p><a href="#">AARP Pop Up Demonstration Toolkit</a></p> <p><a href="#">Go Human Kit of Parts Demonstration Projects</a></p>
<p><b>Host Marked Crosswalk Demonstration</b></p> <ul style="list-style-type: none"> <li>Capture resident feedback via surveys</li> </ul>	Fall 2021	Demonstration Planning Committee	<p><a href="#">Go Human Kit of Parts Demonstration Projects Survey</a></p>
<p><b>Gain resident and agency support to host another crosswalk demonstration on Yosemite Boulevard (SR-132) and Abbie Street.</b></p>	Winter 2021	Demonstration Planning Committee	

## Project Team Recommendations

The Project Team submits the following recommendations for consideration based on our observations. The suggested timelines are included for reference, but implementation may take more or less time depending on specific community factors. Ultimately, local stakeholders, such as City staff and the Planning Committee, may need to refine the recommendations to ensure they are appropriate for the current walking and biking environment.

### Short-Term Recommendations

#### *Safety Messaging Campaign*

The Project team **recommends that the Planning Committee partners with Stanislaus Council of Governments, and local stakeholders including residents, schools and businesses to develop a Safety Messaging Campaign** to educate and build awareness around primary crash factors in the community. Safety messages for all road users can be placed throughout school zones, businesses, including utility boxes, and key conflict intersections, especially along Yosemite Boulevard (SR-132), Church Street, Santa Fe Avenue, Claus Road and Frazine Road. Participants identified these corridors as the greatest in need of infrastructure improvements because of their proximity to local schools and businesses. Community residents and students can be incorporated into the campaign and can model walking and biking to encourage different modes of transportation. Stanislaus County has developed the [Walk and Roll Stanislaus ToolKit](#) which specifies different strategies for messaging such as poster competitions, social media/blog posts, and an advertising campaign like, [Walk and Roll Stanislaus campaign](#). The Office of Traffic Safety also has information on messaging at [Go Safely California](#). Because the county has already created a framework for a messaging campaign, there is an opportunity for Empire to partner with the county to develop an Empire-specific safety messaging campaign.

#### *Designated Safe Routes to School*

The Project Team **recommends the development of designated safe routes to school travel routes for each of the schools in and nearby Empire**, including Empire Elementary School, Teel Middle School, Glick Middle School, Stroud Elementary School, and Peter Johansen High School. The purpose would be to identify safer routes along major corridors and residential streets students can use to travel to and from school. Designated safe routes could address personal safety issues along certain routes in the community and would allow more students to walk or bike in groups, making them more visible to drivers. Routes should consider the different obstacles associated with each school and include bicycling components due to the number of students who bike to school. Since some of these routes include both unincorporated land and streets within Modesto, parents and champions for these routes should engage with county and city agencies. Designated safe routes can be cleverly named and shared with students and parents via maps in student handbooks, visible places around the school, and social media. Such efforts should build on the [Safe Routes to School Audit for Empire Elementary](#), previously conducted by California Walks. The Project Team recommends revisiting this existing audit, expanding it to other schools, and finding opportunities to implement these Safe Routes to School plans. In addition, [Safe Kids Stanislaus](#) has advocated for active transportation improvements in the County's recent Non-Motorized Transportation Master Plan. The project team recommends collaboration with this organization to further tease out a Safe Routes to School program in Empire.

### Long-Term Recommendations

#### *Empire Representative on Stanislaus County BPAC*

**Appoint an Empire representative to the Stanislaus County Bicycle and Pedestrian Advisory Committee.** Currently, there is no designated seat for an Empire representative on the County's Bicycle and Pedestrian Advisory Committee. The Project Team recommends collaboration with the [Stanislaus Council of Governments](#) to establish a seat and appoint a representative, with significant community input. This committee provides recommendations to the Policy Board on issues related to pedestrian and bicycle safety in Stanislaus County. The advisory committee also reviews transportation projects and recommends planning efforts that augment active transportation opportunities.

#### *Traffic Calming along Yosemite Boulevard (SR 132)*

The Project Team **recommends that Empire, Stanislaus County, and Caltrans District 10 collaborate to identify opportunities for long-term traffic calming measures along Yosemite Boulevard(SR-132), such as rumble strips and a buffered pedestrian lane.** Rumble strips serve as a cost-effective tool to discourage high speed driving and designated space along the shoulder for pedestrians and bicyclists to travel along the corridor. A protected pedestrian lane would require paint and signage designating the area for pedestrian use. It is a cost effective way to designate space on the roadway for safer pedestrian travel. Additionally, a buffer between the pedestrian lane and roadway would increase the perceived and actual safety for pedestrians and heighten their visibility to drivers. Narrowed travel lanes for vehicles also serve to lower traffic speed. Further, the Project Team recommends that pedestrian-scale lighting be installed along Yosemite Boulevard(SR-132) to illuminate the marked pedestrian lane and allow for safer pedestrian travel. We recommend Caltrans District 10 engage and collaborate with the county of Stanislaus and the Empire to submit grant proposals to the funding sources listed below:

- The [Transformative Climate Communities](#) program (TCC) is administered by the Strategic Growth Council and the Department of Conservation and funds bicycle and pedestrian facilities projects in California's most disadvantaged communities.
- The [Sustainable Transportation Equity Project](#) (STEP) is administered by the Air Resources Board and can support various types of pedestrian and bicycle facilities. Funding is intended to help low income and disadvantaged communities identify residents' transportation needs.
- Caltrans manages the [Active Transportation Program](#). The ATP provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects and Plans to further active modes of transportation like walking and biking.
- [The Office of Traffic Safety](#) provides grants for education and outreach. Public entities are eligible to submit applications for funding. Non-profit organizations need a public entity as a grant host.

## Appendix A

- CPBST Workshop Data Fact Sheet
- CPBST Site Visit Data Presentation

# Empire Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)  
Empire, CA | May 21, 2021

In California, almost one in three people who died in a crash is a pedestrian or bicyclist. There was a 0.6 percent decrease in pedestrian deaths from 2018 to 2019 and a 19.4 percent decrease in cycling deaths (FARS 2018 and 2019). In this workshop, we provide you with local crash data so that we can identify ways to make walking and biking safer in your community.

The local data seen below reflects crash data from the last 5 years (2015-2019) within Empire and on streets nearby Johansen High School where youth walk and bike to school. The borders are roughly Claus Road in the west, Root Road in the east, Yosemite Boulevard and Santa Fe Avenue in the south, and the canal near Garst Road in the north.

## Pedestrian Collisions Over Time

The number of collisions appears to be *slightly increasing*.

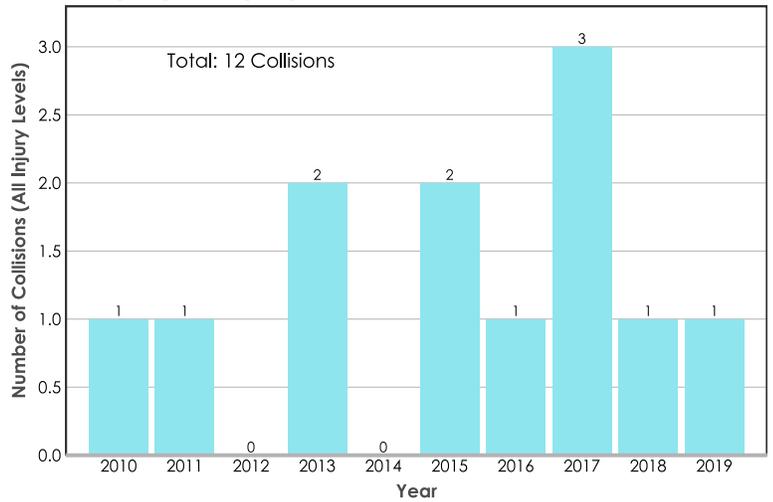


**13** people injured



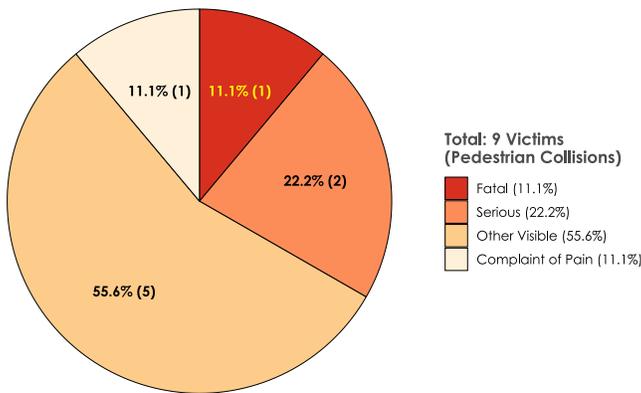
**12** pedestrian collisions

### 2010 - 2019



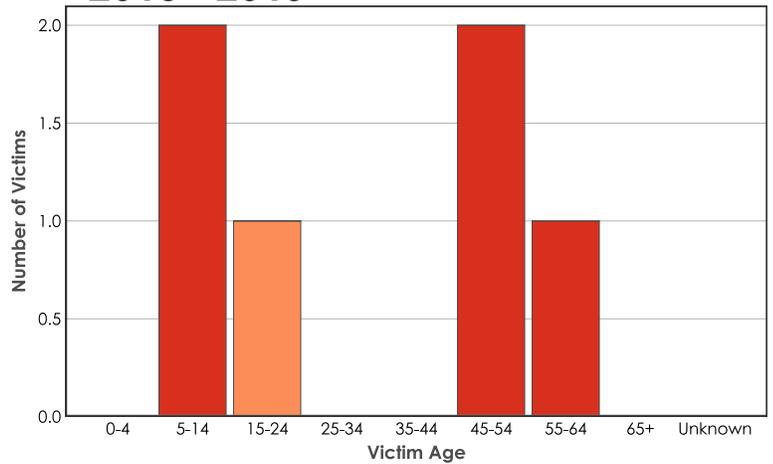
## Victim Injury Severity ——— Victim Demographics

### 2015 - 2019



**33.3%** of victims suffered fatal or serious injuries

### 2015 - 2019



Total: 6 Victims — Unknown (0.0%) — Male (83.3%) — Female (16.7%)

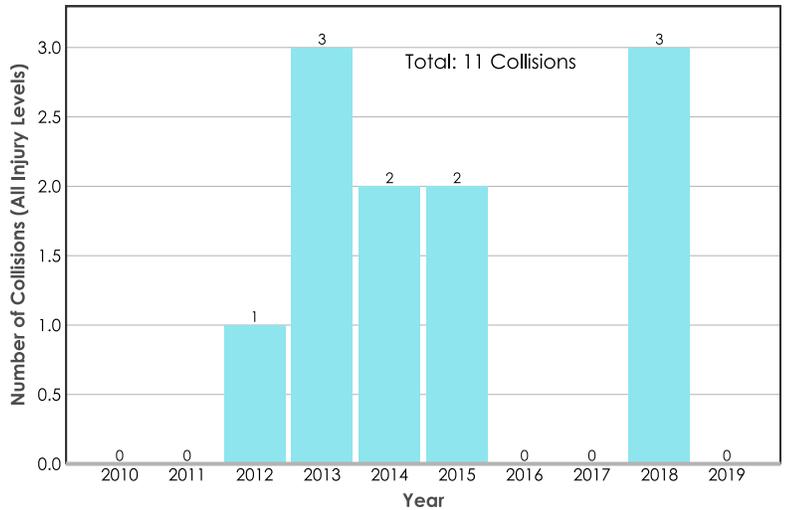
**44.4%** of victims were 34 or younger

# Bicycle Collisions Over Time

2010 - 2019

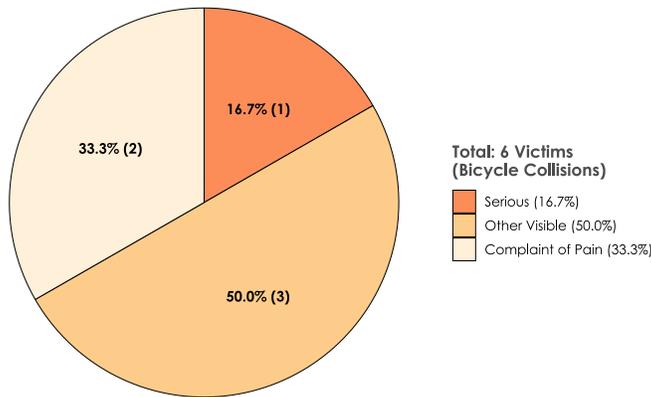
The number of collisions appears to be *almost stable*.

 **13** people injured  
 **11** bicycle collisions



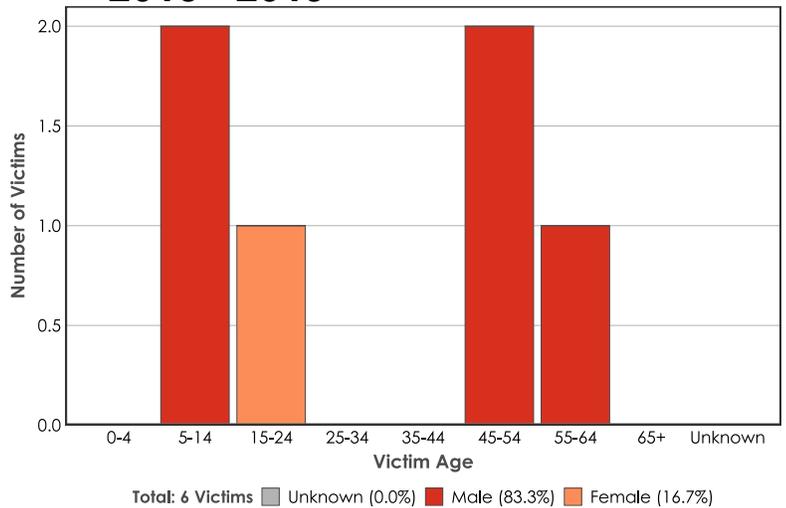
# Victim Injury Severity ——— Victim Demographics

2015 - 2019



**16.7%** of victims suffered suspected serious injuries

2015 - 2019



**33.3%** of victims were 14 or younger

What other data could help inform decision-making?

While these numbers do not tell the whole story, do they resonate with your experience?

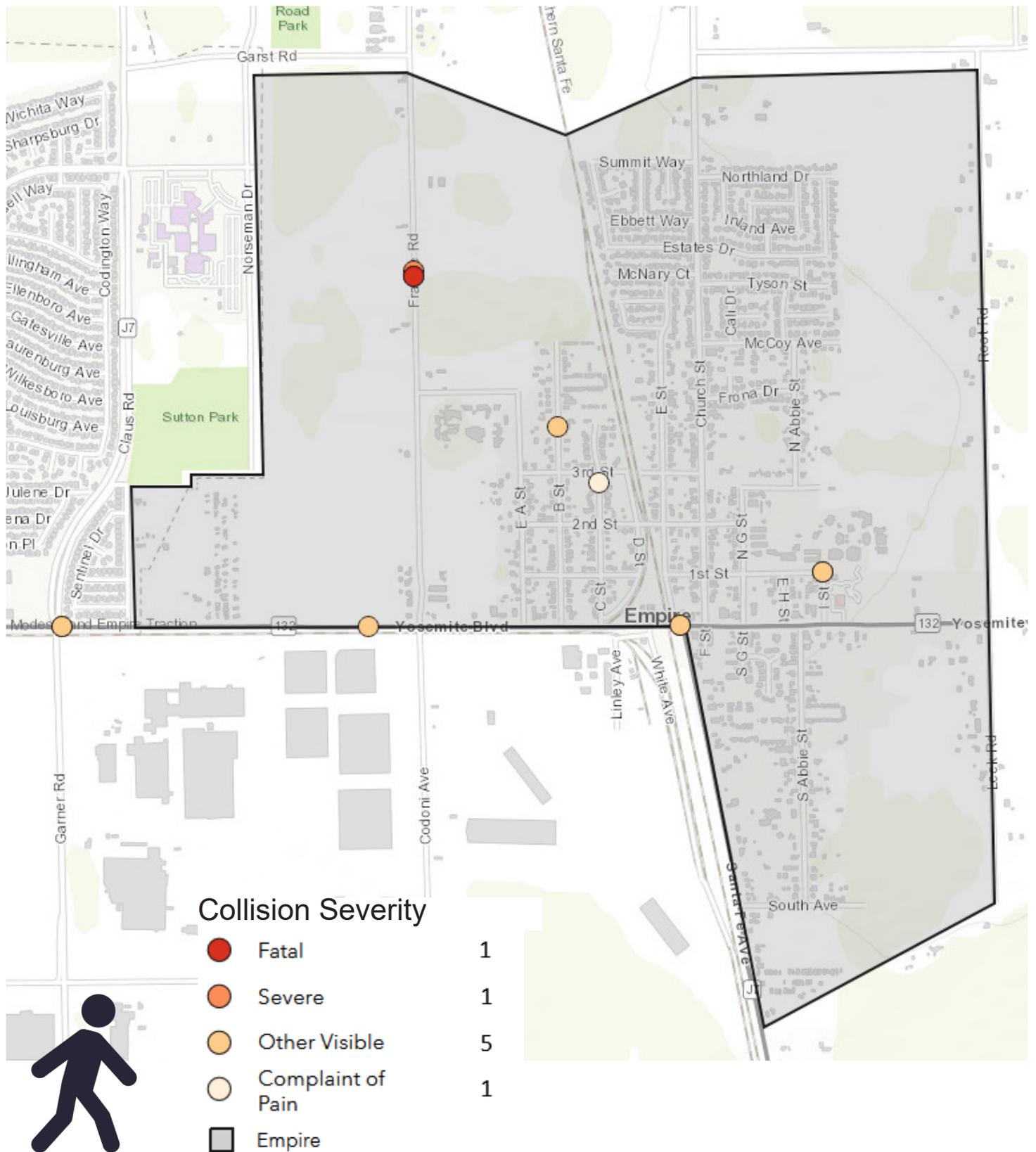
What kinds of improvement do you think could help make walking and biking safer in your community?

To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System ([tims.berkeley.edu](https://tims.berkeley.edu)).

For additional assistance, email us at [safetrec@berkeley.edu](mailto:safetrec@berkeley.edu).

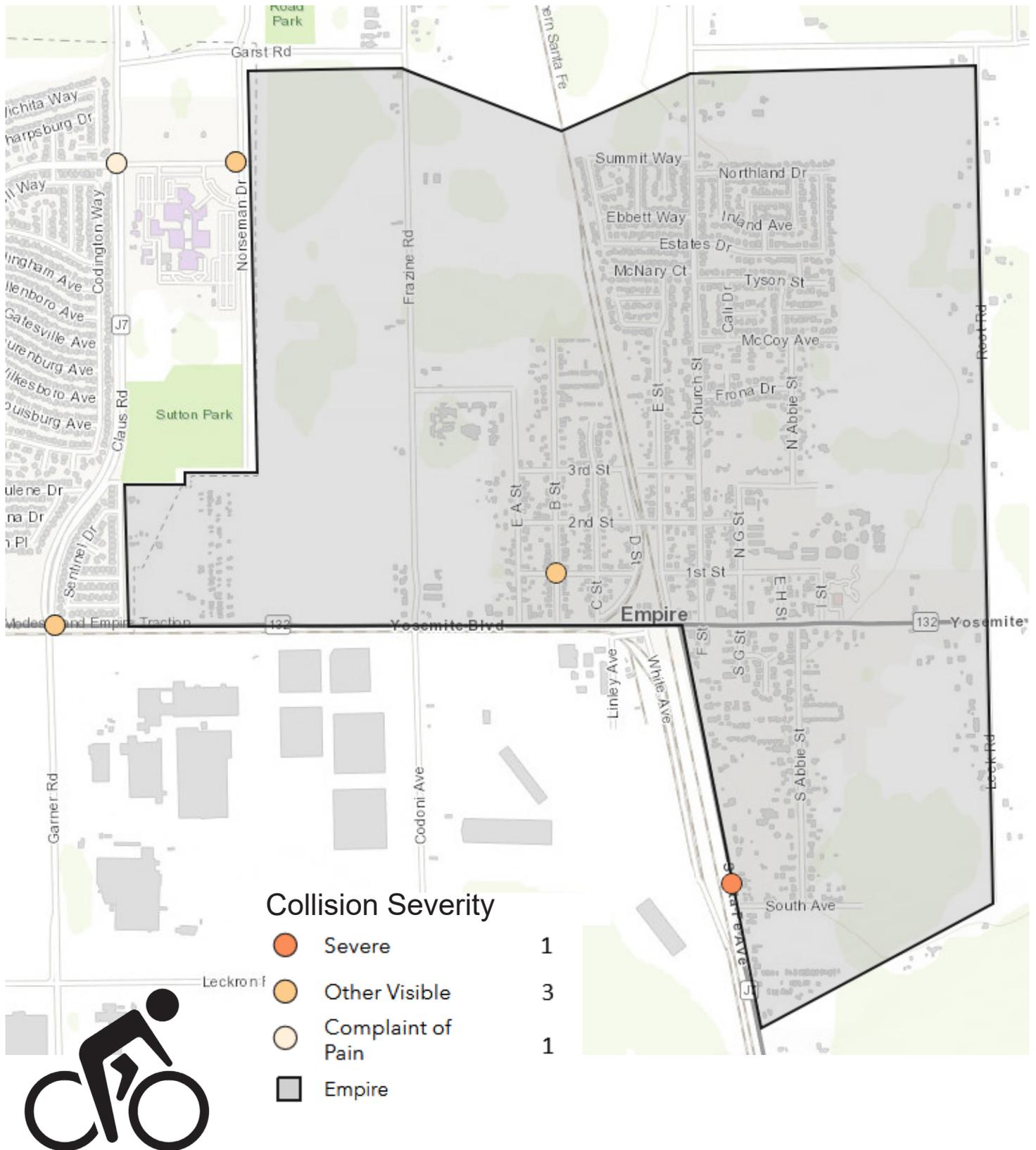


# Empire Pedestrian Collision Map (2015 - 2019)



Data source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019, Collision data for 2019 are provisional as of March 2021. Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

# Empire Bicycle Collision Map (2015 - 2019)



# Pedestrian & Bicycle Crash History

Empire, Stanislaus County

CPBST Site Visit | May 4 2021  
Garrett Fortin | [fortinga@berkeley.edu](mailto:fortinga@berkeley.edu)

Berkeley SafeTREC  
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

## What is a pedestrian crash?

- Pedestrian-motor vehicle crash
  - Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device
- One pedestrian crash could result in multiple pedestrian victims

# What is a bicycle crash?

- Bicycle-motor vehicle crash
- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

## Crash Overview

2015-2019

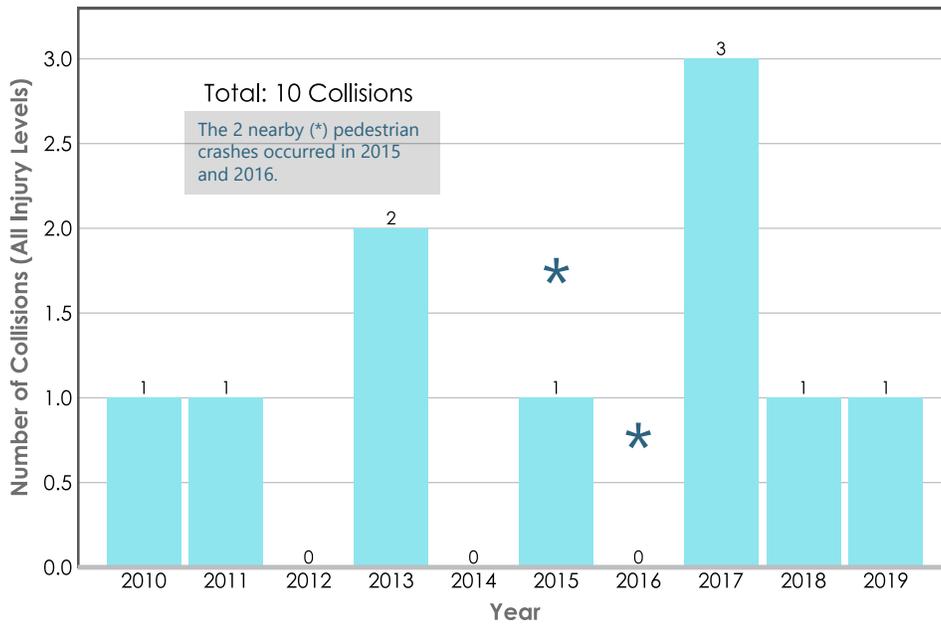
Within Empire:  
6 pedestrian crashes  
1 bicycle crash

Nearby Empire and Johansen HS:  
2 pedestrian crashes  
4 bicycle crashes



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Pedestrian Crashes (2010-2019)

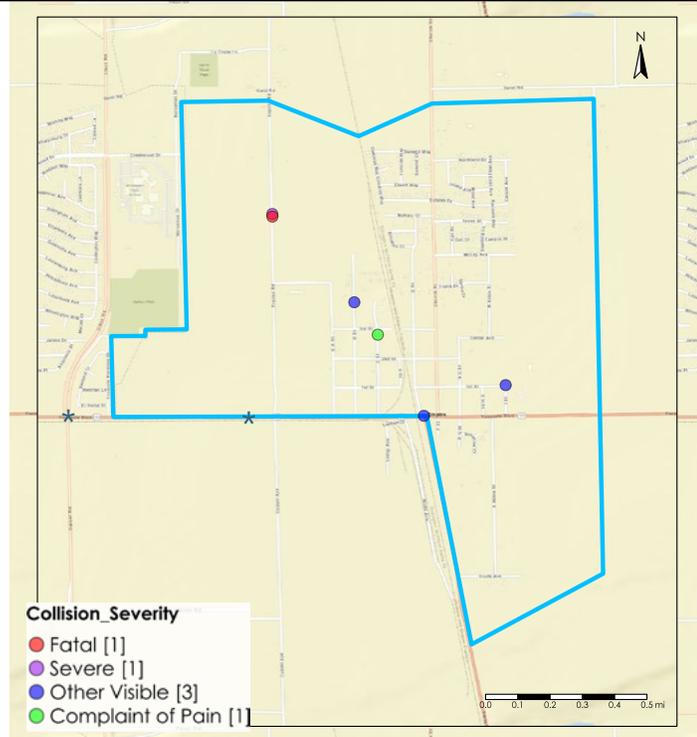


Source: Statewide Integrated Traffic Records System (SWITRS) 2010-2019

## Pedestrian Crashes

### 2015-2019

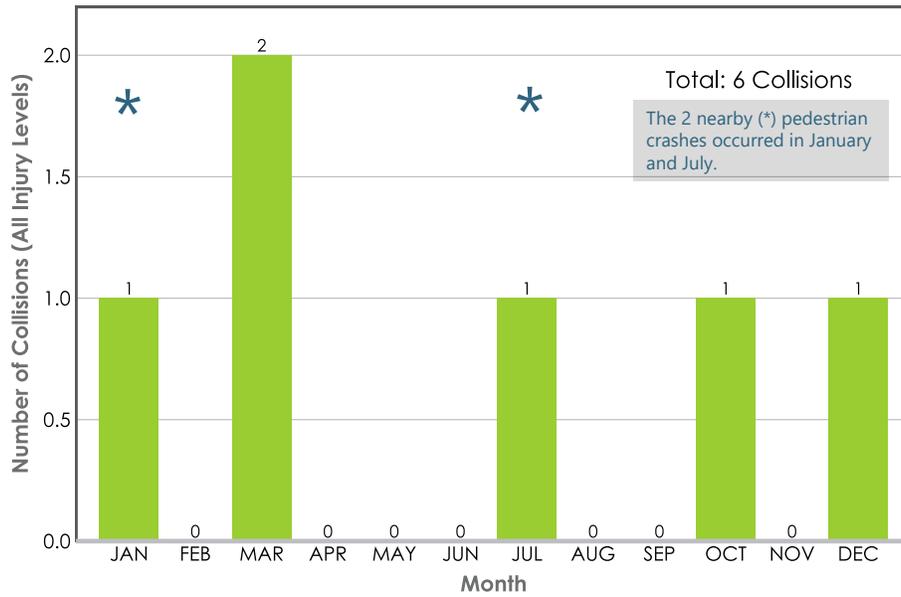
- 8 total pedestrian crashes, including 6 within Empire
- The fatal crash and the severe crash were nearby each other on Franzine Rd.
- The two pedestrian crashes nearby (\*) Empire were on Yosemite Blvd. Both had a severity of "Other Visible."



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Pedestrian Crashes (2015-2019)

By Month



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Pedestrian Crashes (2015-2019)

By Time of Day and Day of Week

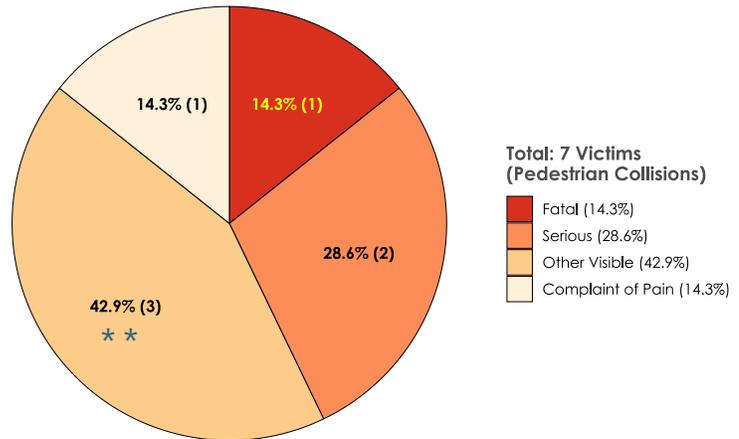
	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	0	0*	0	0	0	0	0
3-6AM	0	0	0	0	0	0	0	0
6-9AM	0	0	0	0	0	0	0	0
9AM-Noon	0	0	0	0	1	0	0	1
Noon-3PM	0	0	0	0	0	0	0	0
3-6PM	1	0	0	0	0	0	0	1
6-9PM	2*	0	0	0	0	0	1	3
9PM-Midnight	1	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0
TOTAL	4	0	0	0	1	0	1	6

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Pedestrian Crashes (2015-2019)

### Victim Severity

- 7 victims
- 1 fatality and 2 serious injuries
- Additionally, there were two victims of the pedestrian crashes nearby (\*) Empire. Both had "Other Visible" injuries.

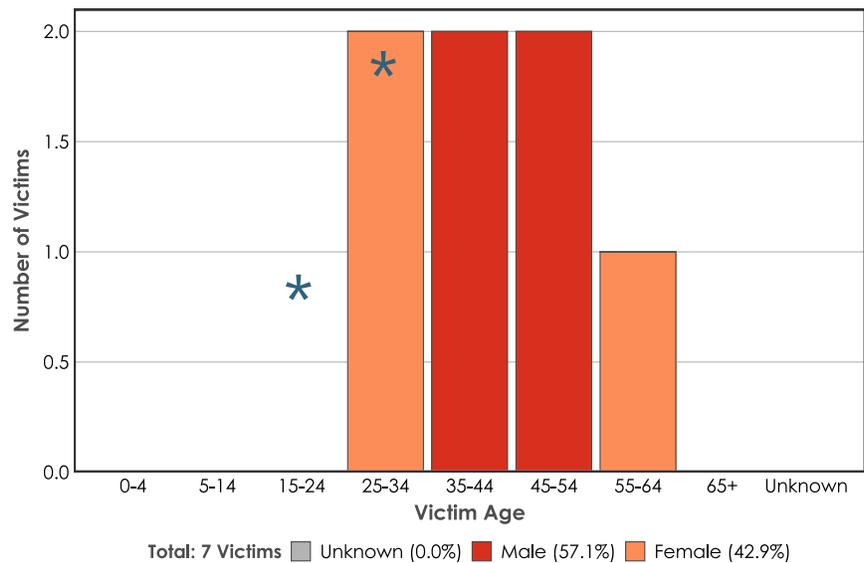


Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Pedestrian Crashes (2015-2019)

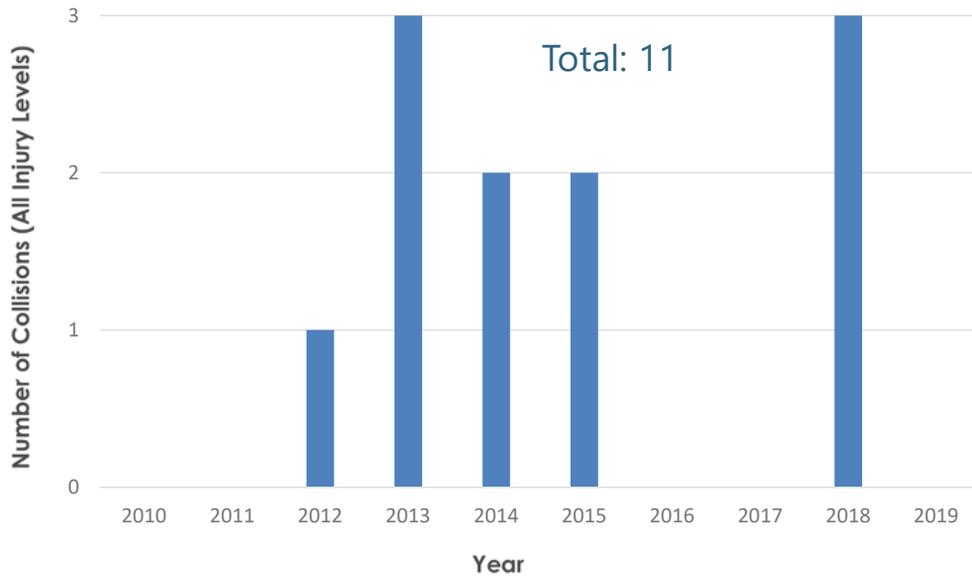
### Victim Age and Gender

- 57.1% of victims were male between the ages of 35-54
- The two victims of pedestrian crashes nearby Empire were both male. One was 15 to 19 and the other was 30 to 34.



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Bicycle Crashes in and nearby Empire (2010-2019)



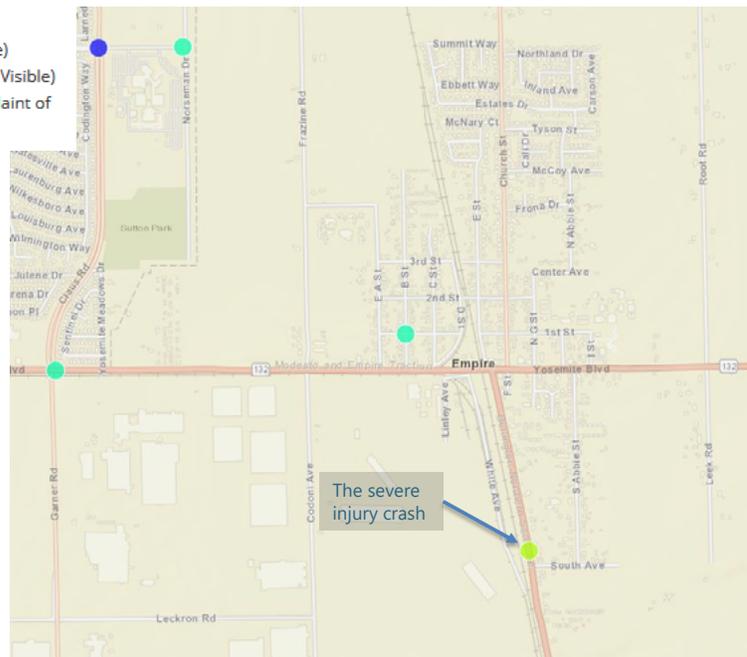
Source: Statewide Integrated Traffic Records System (SWITRS) 2010-2019

## Bicycle Crashes (2015-2019)

- There were 5 bicycle crashes, including 1 severe injury on Santa Fe Ave.

Collision Severity	Count
2 - Injury (Severe)	1
3 - Injury (Other Visible)	3
4 - Injury (Complaint of Pain)	1

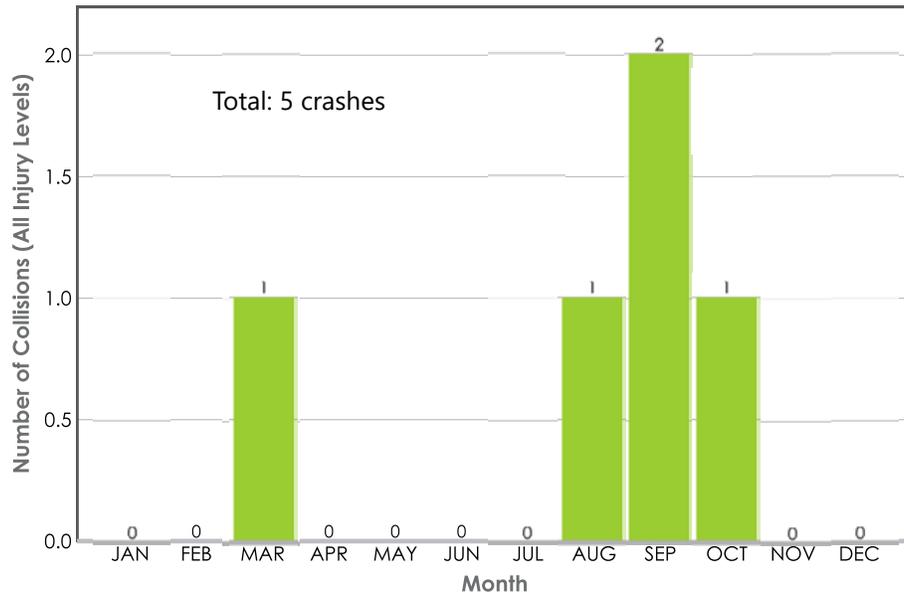
- 1 - Fatal
- 2 - Injury (Severe)
- 3 - Injury (Other Visible)
- 4 - Injury (Complaint of Pain)



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Bicycle Crashes (2015-2019)

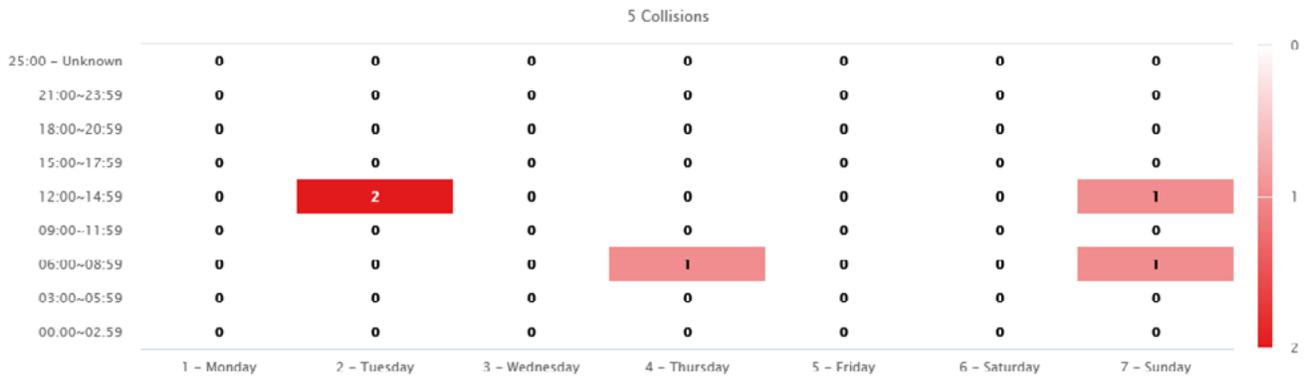
By Month



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Bicycle Crashes (2015-2019)

By Time of Day and Day of Week



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Bicycle Crashes (2015-2019)

### Victim Severity

- 6 victims
- 1 suspected serious injury

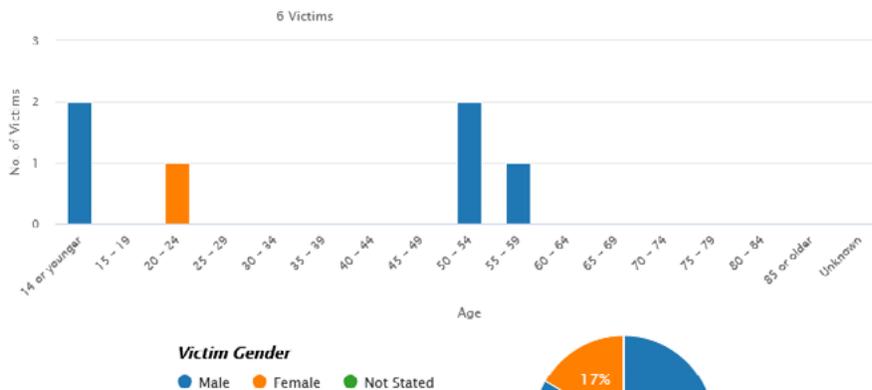


Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Bicycle Crashes (2015-2019)

### Victim Age and Gender

- There were 3 victims between 50 and 59.
- There were 2 victims 14 or younger.
- All but one victim were male.



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

## Pedestrian and Bicycle Crashes (2015-2019)

by Type of Violation (Top Violations)

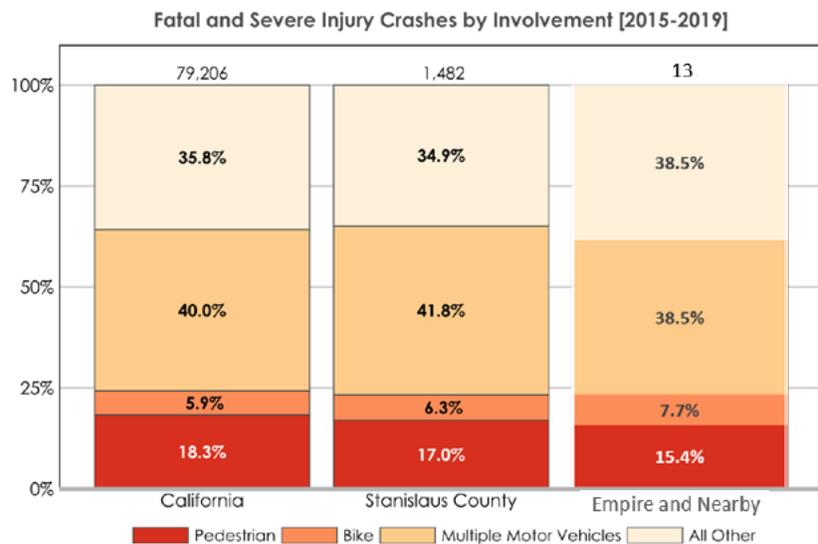
CVC Code	Description	Number of crashes
22107	Unsafe turning or moving right or left on a roadway or turning without signaling	4
21954 (a)	Pedestrian shall yield the right-of-way to vehicles when not within a marked or unmarked crosswalk at an intersection.	2

- The remaining 7 crashes each had a different violation. The most common category among these was failure of a driver to yield right-of-way, with 3 violations.

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

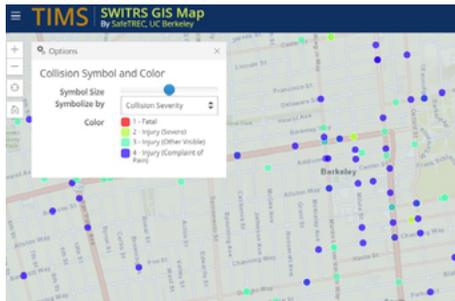
## How does Empire compare to other areas?

- The types of fatal and severe injury crashes in and around Empire by involvement are similar to the county and state numbers.
- The fatal and severe injury pedestrian crashes were all within Empire, while the bicycle crash and most of the other crashes were on Yosemite Blvd and Santa Fe Ave.



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Additional Resources



**Transportation Injury Mapping System (TIMS)**  
TIMS is a web-based tool 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.

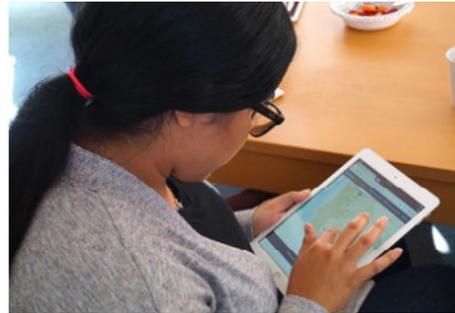
<https://tims.berkeley.edu>

## 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>



Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:

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

[safetrec@berkeley.edu](mailto:safetrec@berkeley.edu) or [cpbst@calwalks.org](mailto:cpbst@calwalks.org)

