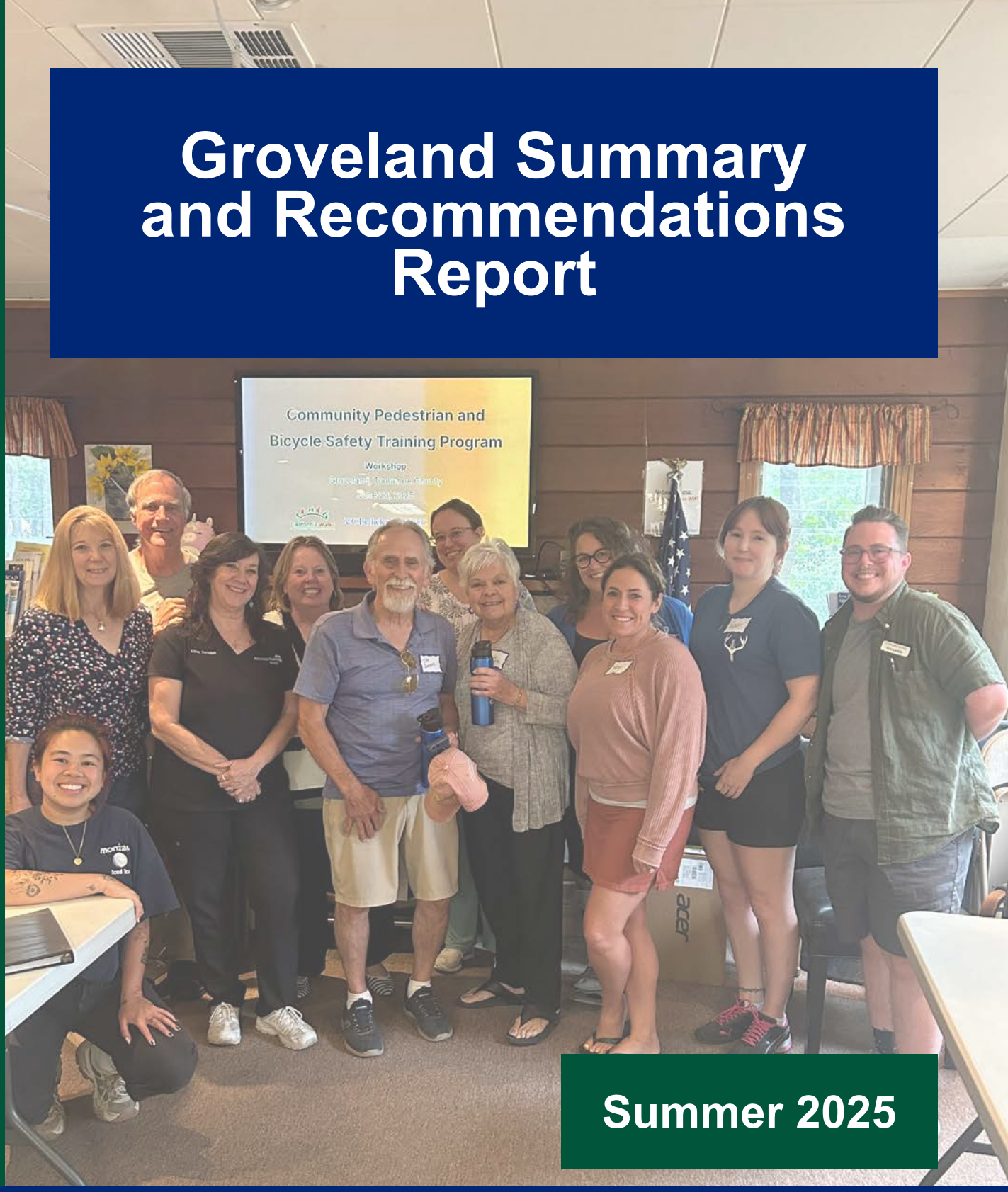
Community Pedestrian and Bicycle Safety Program

Groveland Summary and Recommendations Report



Summer 2025

California Walks
Stepping Up for Health, Equity, & Sustainability

OTS
CALIFORNIA OFFICE OF
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SAFETY

UC Berkeley SafeTREC

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

Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Groveland a safer place to walk and bike. Our work took place on the ethnohistoric territory of the Me-Wuk (Central Sierra Miwok) and Miwok peoples. We recognize that every community member of Groveland has, and continues to benefit from, the use and occupation of Me-Wuk (Central Sierra Miwok) and Miwok land.

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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 the OTS.

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Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a statewide, joint project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program engages local residents and safety advocates, using the Safe System Approach, through multiple meetings and a community workshop to develop a community-driven safety action plan that will improve the safety of those walking[1] and biking in the community and strengthen collaboration with their local officials and agency staff. In alignment with the Safe System Approach, the CPBST prioritizes the reduction of fatalities and serious injuries as a result of traffic crashes involving people walking and biking.

SafeTREC and Cal Walks (Project Team) worked alongside the Planning Committee to develop goals for the community workshop and tailor its curriculum to address their safety needs and priorities.

The Groveland Community Services District requested a CPBST in Groveland to:

- Ensure Groveland is accessible for everyone, including both residents and its diverse visitors.
- Improve the safety of those walking, biking, and rolling.
- Highlight the Groveland Community Services District's (GCSD) role in the community and partner with them to identify funding and services.

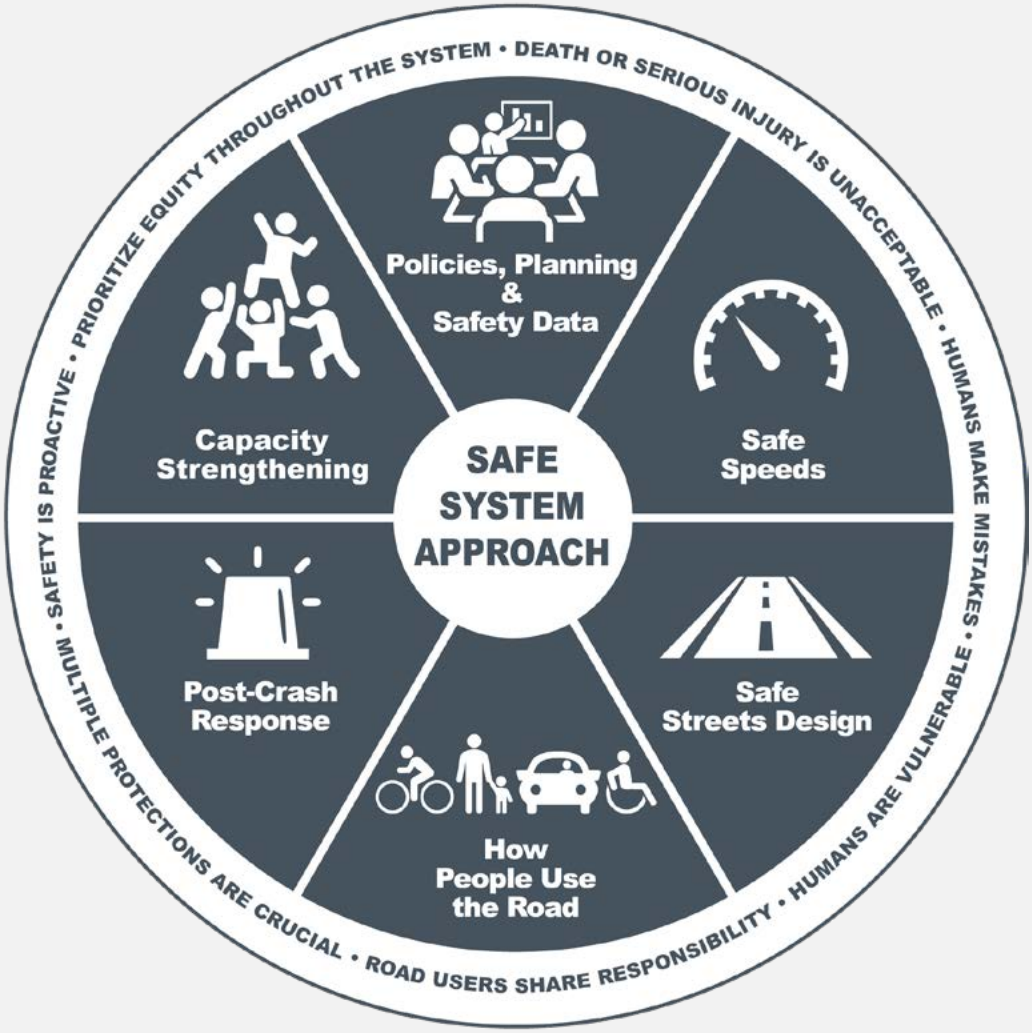
The Groveland CPBST workshop convened the larger local community on June 23, 2025 at the Little House of Southside Community Connections. Twelve people participated in the workshop, including community members and representatives from Blue Zones Project, Groveland Community Emergency Response Team, GCSD, Southside Community Connections, and Trail Less Traveled Bike & Gear.

The following report summarizes the outcomes of the workshop and provides recommendations from the community and Project Team for safety improvement implementation.

1 People who roll on wheels with a scooter, skateboard, or mobility device, such as a wheelchair or stroller, to travel in their community are counted as people walking.

Safe System Approach

The impact of traffic crashes extends beyond victims and their loved ones to include substantial economic and societal impacts, including medical costs, health outcomes, lost productivity, and quality of life. Preliminary Statewide Integrated Traffic Records System (SWITRS) data for 2024 indicates that traffic crashes caused 3,376 preventable deaths statewide, of which 950 were pedestrians and 148 bicyclists. Additionally, in 2024, there were 16,142 people seriously injured in traffic crashes in California, including 2,531 pedestrians and 1,255 bicyclists.[2] People walking and biking are especially vulnerable to death or serious injuries when a traffic crash occurs. The program provides an opportunity to integrate the Safe System Approach into programs, policies, and design decisions related to active transportation in communities across California to reduce the number of fatalities and serious injuries for people walking and biking. CPBSP strategies focus on infrastructure improvements, behavior change, programmatic change, and fostering local, regional, and statewide safety champions.



CPBSP Safe System Approach

2 Statewide SWITRS Summary. Transportation Injury Mapping System (TIMS). Retrieved from https://tims.berkeley.edu. Data from 2024 is provisional as of June 2025.

The Safe System Approach was founded on the principle that people make mistakes and the road system should be adapted to anticipate and accommodate human error. Its framework has been adopted by the US Department of Transportation, California Office of Traffic Safety, and the California Department of Transportation (Caltrans). The Safe System Approach, in conjunction with Vision Zero, encourages a paradigm shift in transportation safety that prioritizes safe mobility for all while working towards the goal of zero deaths or serious injuries on our roads —a goal that continues to be widely adopted both in California and across the US. The Safe Systems Pyramid for roadway safety practitioners is an updated approach to traffic safety that demonstrates how population-level interventions have a greater impact than ones that depend on individual effort.[3] This model highlights the impact of the Safe System Approach and how it can be implemented through public health principles that prioritize upstream, population-level approaches. With this framework, it is imperative to engage all stakeholders – from transportation engineers and city planners to vehicle manufacturers, law enforcement, and everyday users – to design and operate a transportation system that prioritizes saving lives and minimizes serious consequences in the event of a crash.

The Project Team adapted the Federal Highway Administration's (FHWA) Safe System Approach to make the framework more impactful for grassroots community engagement by adding equity as the seventh principle to address historic disinvestments and institutional biases. They are:

1. Death or serious injury is unacceptable.
2. Humans make mistakes.
3. Multiple protections are crucial.
4. All road users share responsibility.
5. Humans are vulnerable.
6. Safety is proactive.
7. Equity is a priority throughout the system.

We also replaced the FHWA's safe vehicles element with two new elements, capacity strengthening and policies, planning, and safety data. This adaptation addresses the need to engage historically marginalized communities and invest in active transportation safety. The safe vehicles element assumes a turnover of household vehicles for those with new technology, while vehicle ownership itself is relatively low in communities where the CPBST program works. Instead, we seek to provide communities with active transportation safety data and language to advocate for safety improvements that promote multimodal transportation in their communities.

The six elements of our adapted Safe System Approach are:

1. Safe speeds: Reduce driver speeds to reduce injury severity for all road users.
2. Safe streets design: Design roads that are people-focused and reduce conflict between users.
3. How people use the road: Create opportunities for and expand awareness of safe walking and biking.
4. Post-crash response: Provide physical and emotional care to crash survivors and their families.
5. Capacity strengthening: Empower communities to claim ownership of safe streets and public spaces.
6. Policies, planning, and safety data: Create systems change at the local and statewide policy level.

For more information about the Safe System Approach, please review our policy brief. To learn more about Safe System strategies, please review our toolkit.

3 Ederer, D. J., Panik, R. T., Botchwey, N., & Watkins, K. (2023, August). The Safe Systems Pyramid: A new framework for traffic safety. Transportation Research Interdisciplinary Perspectives, 21, 1-10. https://doi.org/10.1016/j.trip.2023.100905

Background and focus area

The unincorporated town of Groveland is located in Tuolumne County with a population of approximately 540. Of its residents, 82.9 percent identified as White alone, and 11.9 percent identified as Hispanic or Latino. The median household income in Groveland in 2021 was $92,500, below the statewide median household income of $95,521 and above the Tuolumne County median household income of $72,259.[4]

Groveland residents face a unique issue, where hundreds of thousands of visitors pass through town on their way to Yosemite National Park and other nearby vacation destinations which disproportionately exposes residents to potential crash risks. While Groveland's population was 540 as of the last census, the town's roads handle a disproportionately high volume of traffic accessing Yosemite National Park. In 2024, Yosemite National Park had 4.1 million visitors,[5] a large number of which entered at the Big Oak Flat gate (396,350). This influx of traffic travels along State Route 120 (SR-120) and therefore directly through town.[6] In addition, Groveland has become a major center for electric vehicle charging stations and other amenities, which further attracts more people who do not reside in the community to visit, which has led to many increased challenges.

The boundaries for the workshop focus area were the census designated limit lines for the town of Groveland, with an extension both east and west to include a larger portion of SR-120 and other specific dangerous curves identified by the Planning Committee. The Planning Committee chose these boundaries to include key community destinations, like downtown Groveland, the Groveland Community Resilience Center, Tioga High School and more. In particular, the project aimed to focus on the impact of traffic to and from Yosemite National Park on Groveland and its residents.

In Groveland, 35 percent of the population are seniors ages 65 or older and 64 percent of households have one or more persons with a disability. Seven percent of all households lived below the federal poverty level. The largest commute pattern outside of solo drives to work for Groveland, with 8.3 percent, was carpooling. The people living in Groveland commute via carpooling at a lower rate than Tuolumne County as a whole (8.5 percent). The majority of the population of Groveland drives solo to work (91.7 percent), higher than Tuolumne County as a whole (75.1 percent). The full demographic report from Esri Business Analyst is available upon request.

4 United States Census Bureau. Retrieved from https://data.census.gov/profile/Groveland_CDP,_California?g=160XX00US0631372.

5 National Park Service Visitor Use Statistics. National Park Services. Retrieved from https://irma.nps.gov/Stats/SSRSReports/Park%20Specific%20Reports/Annual%20Park%20Recreation%20Visitation%20(1904%20-%20Last%20Calendar%20Year)?Park=YOSE.

6 National Park Service Visitor Use Statistics. National Park Services. Retrieved from https://irma.nps.gov/Stats/SSRSReports/Park%20Specific%20Reports/Traffic%20Counts?Park=YOSE.

Local policies and plans

The Planning Committee and Project Team identified existing active transportation policies and plans to better understand how they might impact pedestrian and bicycle safety in the community. The following policies and plans reviewed are not intended to be an exhaustive list, but rather a summary.

The GCSD Parks Master Plan (2021) includes improvement of the lower park at Mary Laveroni Park for group events, rehabilitation of Leon Rose Ball Field for community use, a better location for a skateboard park, more multi-use fields, and development of a recreational fitness course and/or walking paths. These improvements will attract more residents to the park, encouraging residents to walk and bike inside the park.

In 2022, the GCSD received a $1.02 million grant from the Caltran's Clean California Local Grant Program for improvements to the Mary Laveroni Community Park. The Groveland Community Asset Rehabilitation and Beautification Project will make improvements to the GCSD Mary Laveroni Park including waste reduction and beautification by removing large amounts of trash from the GCSD's newly purchased 37-acre property, replacing the current small, dilapidated restroom, and installing adequate trash and recycling receptacles. The user experience will be enhanced by constructing a covered transit shelter and a shaded picnic area. Pedestrian facilities will be improved by the construction of accessible walking paths connecting amenities in the park as well as a trailhead information and wayfinding kiosk. Existing dirt access roads and trails will be restored to link the park to the historic Hetch Hetchy Railroad grade, initiating new recreation opportunities on a one-mile scenic loop on the property. Areas of turf will be replaced with drought tolerant landscaping and irrigation. Beautification measures including trash receptacles, planters and benches will be installed throughout Groveland's downtown core. Together, these improvements will make the park a more attractive destination in Groveland, encouraging residents to walk and bike.

The Groveland Vibrant Connections to Public Spaces project is funded by Caltrans' Clean California Local Grant program Cycle 1. It makes improvements to the Tuolumne County-owned parking facility on Ponderosa Lane located directly behind the town core on State Route 120, 'Main Street'. Project components include improving pedestrian connections from the parking lot to Main Street by installing signage and wayfinding along Main Street to promote parking access and existing electric vehicle charging stations, adding a public restroom and mural, and improving trash services. Shade trees will be incorporated into the adjacent public garden space to create natural shading, and a public information wayfinding kiosk will be installed to promote town sites and access to natural trails. Parking spaces will be restriped to provide improved definition, and a curb will be constructed along the northern end of the parking lot to redefine the parking lot limits.

The Groveland Community Connectivity Project (2028) intends to dramatically transform the bicycle and pedestrian environment along Main Street and Ferretti Road. New ADA-compliant sidewalks with curb ramps and a multi-use Class I pathway will replace informal paths and crumbling sidewalks and infrastructure. New crosswalks will be implemented at key crossing locations, and traffic calming measures will be implemented throughout the corridor. However, Tuolumne County is experiencing complications due to the mixed ownership of properties belonging to both Tuolumne County and the City and County of San Francisco Hetch Hetchy Water and Power (HHWP). While HHWP has agreed to coordinate on future designs and agreements, the department requires the project to be 30 percent designed before discussing maintenance requirements. Tuolumne County anticipates the project approval and environmental document phase will be completed by the end of 2026.

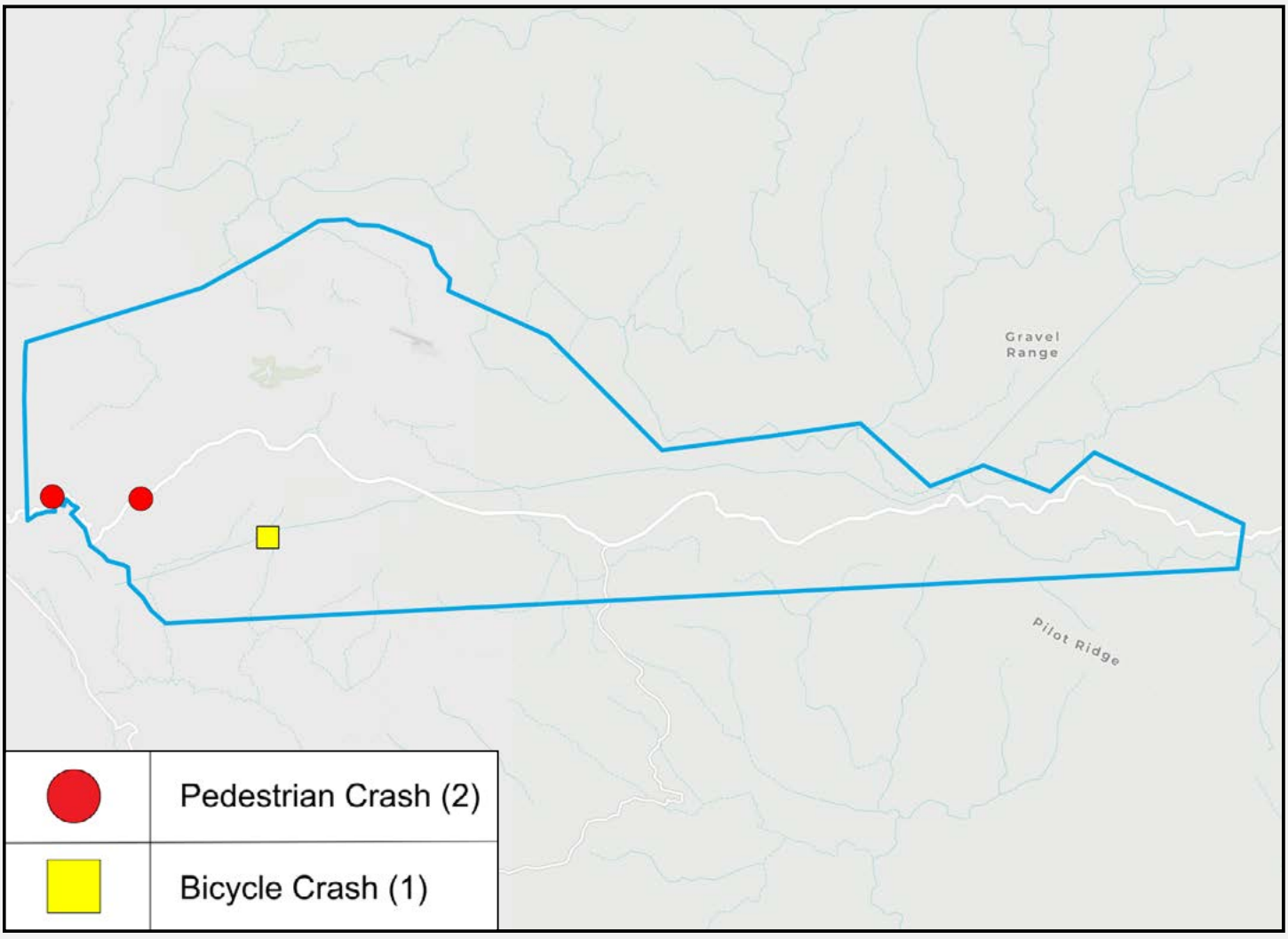
Pedestrian and bicycle crash data

Per the California Office of Traffic Safety's Crash Rankings, in 2022, Tuolumne County ranked 19th out of the 58 counties of California for people killed or injured in a traffic crash (with a ranking of "one" indicating the worst crash rate). Most notably, Tuolumne County ranked 1st for alcohol-involved crashes and crashes where a person between the ages of 21 and 34 had been drinking. Tuolumne County ranked 7th out of 58 counties for people killed or injured in a motorcycle crash. Tuolumne County ranked 35th out of 58 counties for pedestrian crashes and 49th out of 58 for bicycle crashes.

Similar to the above crash rankings, the following data is based on police-reported pedestrian and bicycle crashes in the workshop focus area in Groveland. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2015 to 2024. Crash data for 2023 and 2024 is provisional as of May 2025. A full discussion of the pedestrian and bicycle crash data is available upon request.

Due to the low number of pedestrian and bicycle crashes reported, the Project Team also analyzed all crashes in the focus area to provide insight into driver behavior that pedestrians and bicyclists may be exposed to in Groveland. When analyzing all crashes, this can include crashes involving a single vehicle, two or more vehicles, motorcycle, pedestrian, and/or bicycle.

The map below shows injury crashes that involved a pedestrian or bicyclist within the workshop focus area between 2020 and 2024.



Pedestrian and Bicycle Crash Map for Workshop Focus Area in Groveland, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.

Pedestrian crashes

In the most recent five years of data available, 2020 to 2024, there were two pedestrian crashes with two victims, with both victims minorly injured. Both pedestrian crashes were located on SR-120, one between School Street and Black Road in front of the Sinclair Gas Station and the other between Priest Coulterville Road and East River Road. The primary crash factors for the two pedestrian crashes were speeding on the highway and unsafe turning.

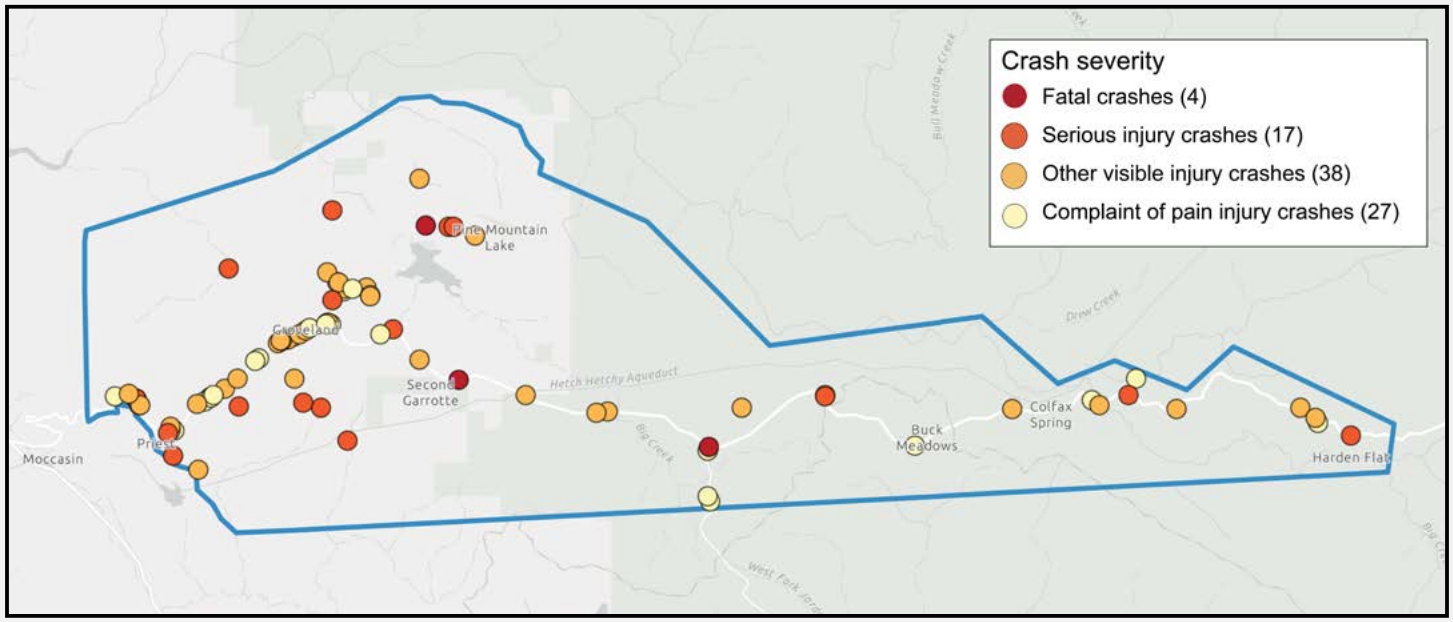
Bicycle crashes

In the most recent five years of data available, 2020 to 2024, there was one bicycle crash with two victims, with the bicyclist seriously injured and the passenger of the vehicle minorly injured. The crash occurred on a Sunday around 6:40 p.m., on Second Garrotte Ridge Road, between the Hetch Hetchy Aqueduct and Little Jackass Creek. The primary crash factor for the bicycle crash was unsafe turning.

All crashes

In the most recent five years of data available, 2020 to 2024, there were 86 total crashes in the focus area: four fatal crashes, 17 serious injury crashes, and 65 minor injury crashes (shown as other visible injury crashes and complaint of pain injury crashes on the map). Most of the crashes were concentrated on: SR-120 (49 crashes), Ferretti Road (13 crashes), and Smith Station Road (5 crashes). Of the 86 crashes, 24.4 percent resulted in either a fatality or serious injury. Nearly half, 44.2 percent, of all crashes occurred between 3 p.m. and 9 p.m. Tuesdays and Wednesdays saw the most crashes, accounting for 39.5 percent of all crashes. Fifty percent of all crashes were single-vehicle crashes, where the driver hit an object. Driving under the influence accounted for 19.8 percent of the 86 crashes. Unsafe turning was the primary crash factor for a majority of the crashes, accounting for 44.2 percent of all crashes.

Among the 110 victims of these 86 crashes, there were four fatalities and 21 serious injuries, with minor injuries (85 victims) comprising the largest number of total injured victims. Adults aged 20 to 64 made up 70.9 percent of all crash victims, with seniors aged 65 years or older making up another 22.7 percent. Most of the victims were male (62 percent). There were six total victims aged 19 years old or younger, four of whom were male.



Map showing crash severity of all crashes in the workshop focus area in Groveland, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.

Fatal and serious injury crashes

Because our work is rooted in the Safe System Approach, we prioritize locations with a history of fatal and serious injury crashes when reviewing crash history. The Project Team identified the following fatal and serious injury crashes within the workshop focus area.

In the most recent five years of data available, 2020 to 2024, there were 21 fatal or serious injury crashes in the workshop focus area that either killed or injured 29 people. The fatal and serious injury crashes occurred on SR-120 (10 crashes), Ferretti Road (5 crashes), and Merrell Road/Second Garrotte Ridge Road (3 crashes), Priest Coulterville Road (1 crash), Harper Road (1 crash), and Wards Ferry Road (1 crash). The four fatal crashes occurred on SR-120 (3 crashes) and Ferretti Road (1 crash). Of the fatal and serious injury crashes, 14 occurred in daylight, one crash at either dusk or dawn, one crash in the dark in areas with street lights, and five crashes in the dark in areas with no street lights. Looking at the primary crash factors, ten of the 21 crashes were due to unsafe turning, and another seven of the 21 crashes were due to driving under the influence of alcohol or drugs. Most of the victims, 75.9 percent, were adults ages 20 to 64 and another 20.7 percent of victims were 65 years or older.

Map showing fatal and serious injury crashes in the workshop focus area in Groveland, 2029-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.

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. Visit: 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 publicly available in English and Spanish. Visit: https://streetstory.berkeley.edu.

The California Traffic Safety Dashboard is a series of tools to allow users to visualize crash data and traffic safety activities in conjunction with demographics in California. It consists of a series of dashboards that allow users to access both detailed crash and demographic information on the region of choice while also ranking different geographic regions by various fatality and serious injury metrics. Visit: https://safetrec.berkeley.edu/tools/california-traffic-safety-dashboard.

Walking and biking assessments

During the workshop, the Project Team and workshop participants conducted walking and biking safety assessments along two 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 following is a summary of the walking and biking assessment.

Neighborhood-wide strengths and concerns

Strengths

- Due to the town's small size, the community is well-connected and many residents are committed to improving the safety and quality of life for their community and its visitors.
    - The GCSD and its staff are committed to improving the safety and comfort of those walking, biking, or taking transit and want to move toward a more multimodal commute pattern.
    - This commitment is further strengthened by their collaboration with local partners, e.g., Blue Zones Project, Trail Less Traveled Bike & Gear, Southside Community Connections, Tuolumne County Transportation Council, Echo Adventure, Grade to Gate Foundation, and more.
- There are a number of projects underway that create and connect multi-use paths across town. These will provide a separated route for those walking and biking in town.
- Tourists make regular stops in town on their way to and from Yosemite National Park and other vacation destinations, which brings economic benefits to local businesses like hotels, bike shops, restaurants, and more.
- There are many local businesses and organizations that provide free community programming to the community at large, including Southside Community Connections, the Groveland Branch Library, and the Groveland Yosemite Gateway Museum. Much of the programming is also accessible to visitors to Groveland.
- Groveland has become a destination for electric vehicle charging, which brings economic benefits as more visitors arrive to Groveland and the projects typically include improvements to the existing infrastructure, including the installation of sidewalks. A public restroom is currently open at the Tesla charging station which workshop participants named as a major need for visitors.

Concerns

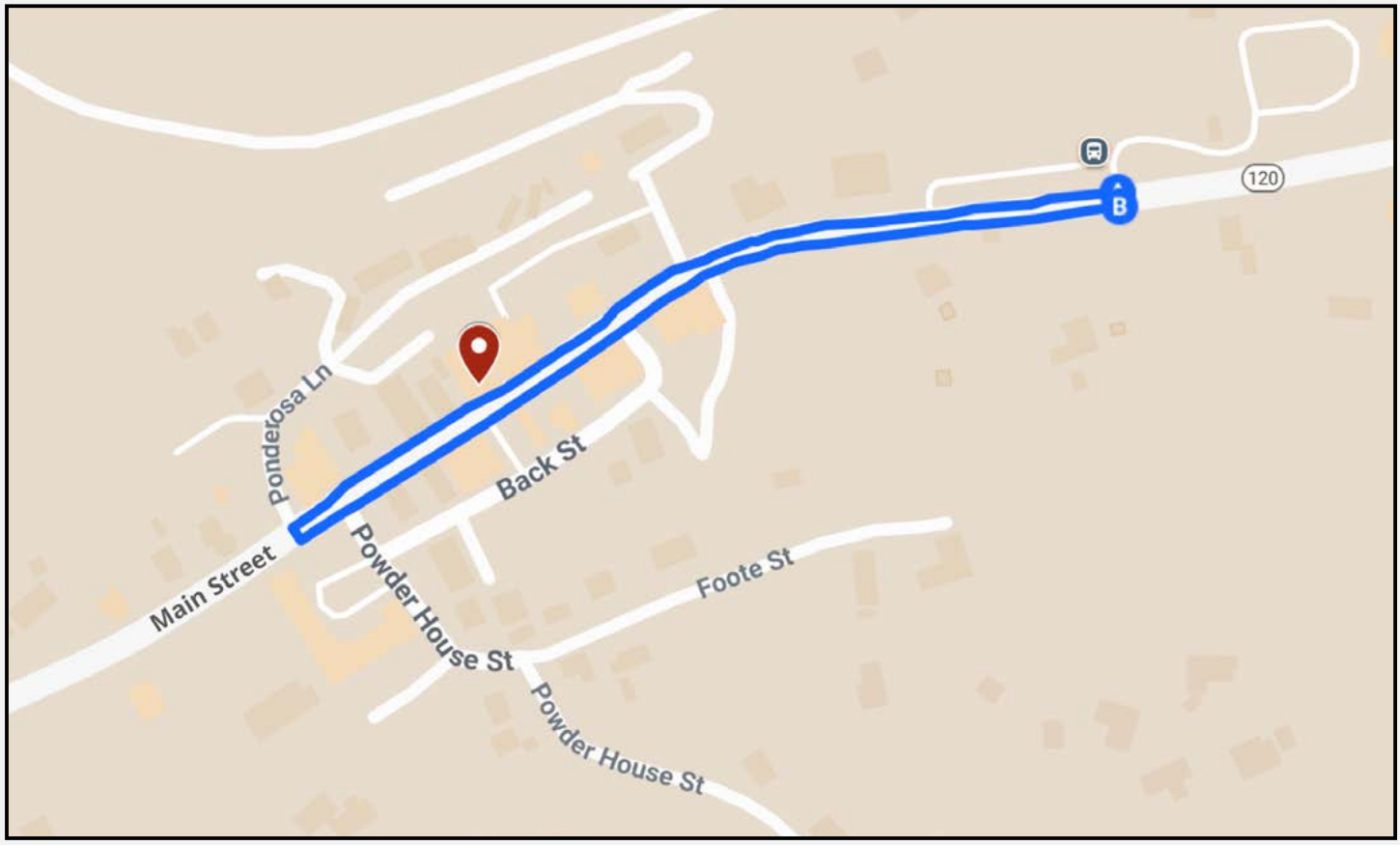
- Driver behaviors, including aggressive driving, illegal u-turns, unsafe turning, and speeding, impact the safety of everyone in Groveland. It especially endangers vulnerable road users like schoolchildren and those walking or biking, despite the community-wide culture of outdoor activities encouraged by its proximity to Yosemite National Park.
- There are few roads in and around town, many of which are winding and include steep grades, which affects those driving and especially those who have never navigated the roads in and around town.
    - Sight distance on Groveland roads was repeatedly mentioned as a large concern, especially given the high posted speed limits and curves along most routes.
    - The road makeup may account for the higher number of crashes in relation to the number of residents.
    - Steep driveways and paths lead to a lack of ADA compliance. Steep paths also create a lack of sightlines at intersections for those driving up steep inclines. Because of steep paths, drivers accelerate more than they would on a flat road which oftЄn leads drivers to not make a full stop at stop signs in order to keep their momentum.

Concerns, continued

- With hundreds of thousands of visitors passing through town on their way to Yosemite National Park and other nearby vacation destinations, Groveland's population and the town's roads handle a disproportionately high volume of traffic.
- Anecdotal evidence suggests an adversarial driving relationship in Groveland between local residents and Yosemite visitors. Locals often anecdotally feel frustrated and angry because visitors drive slower than locals who know the streets better. Consequently, it is perceived that locals drive more aggressively, speed, and take more risks to pass these drivers.
- Poor lighting on Groveland roads at night significantly affects a driver's ability to see and reach to pedestrians. Workshop participants agreed that pedestrian crashes happen more often during the darker times of the year, with a lack of adequate lighting likely exacerbating the risk.
- Across town, there is a lack of sidewalk infrastructure, which leads those walking to create alternative routes or walk in the roadway. There is also a lack of ADA-compliant sidewalks and curbs, especially in downtown, which leads those using mobility devices or strollers to travel in the roadway and reduces their access to amenities and destinations in town.

Route 1: Main Street (State Route 120)

Main Street (SR-120) is the only east-west arterial through downtown Groveland, which acts as the commercial center for both residents and tourists. Because of this, the road sees high volumes of traffic, with some drivers traveling well above the posted 25 MPH speed limit. A primary access point to downtown from the west is Old Priest Grade, a section of SR-120 that ranks as one of California's steepest climbs. Drivers must navigate sharp bends and curves going to and from Yosemite National Park. Workshop participants shared that there is a growing culture of bicyclists and motorcyclists racing up and down the Grade for recreation. Coming from the east, SR-120 passes Tenaya Elementary School. The road features a fast bend into town, posing a threat to the elementary school students and their guardians.



Walking and biking assessment route along Main Street with stops at Mary Laveroni Park, and Main Street/ Ponderosa Lane.

Strengths

There are pedestrian and bicycle infrastructure elements along portions of downtown Groveland to support multimodal safety and accessibility:

- There are two high-visibility ladder crosswalks in downtown Groveland that pedestrians can use to access both sides of Main Street.
- Bright yellow bollards in front of the Serendipity shop on Main Street create a physical barrier between those walking and driving.
- Bicycle parking is provided at a handful of downtown destinations and bicycle rentals are easily accessible from local businesses like Echo Adventures Cooperative and Trail Less Traveled Bike & Gear. Local businesses provide bicycle rentals, information on where to bike in and around town and other nearby destinations, and areas in front of the shops that are set aside for the community to gather.
- High-visibility road striping and signage is installed along portions of Main Street to bring awareness to the posted 25 MPH speed limit, crosswalks, and school zones.
- A water fountain is located in the Rivian Charging Outpost, an electric vehicle charging hub with stations that serve residents and visitors.

There are elements of community and culture that engage residents and tourists in Groveland history and activities:

- A Free Little Library can be found on Ponderosa Lane with free books for people to choose from or donate to.
- There are solar-powered Big Belly trash cans along Main Street that feature local artists, wooden benches for pedestrians to sit on, and raised flower beds for aesthetic additions. The Big Belly artwork features Tenaya Elementary School student drawings of native plants and animals in the area.
- A small barn and garden on Ponderosa Lane offers a quaint, free tourist attraction to walk around and sit in.
- Signage welcomes visitors to Groveland as they drive into downtown Groveland from the west.
    - A welcome sign that reads “Groveland, Northern Gateway to Yosemite” is located on the northwest corner of Main Street and the HTLF bank.
    - The Rivian Charging Outpost greets tourists with a painted sign that says, “Gateway to Yosemite” in large white letters.
- Signs identifying historic building sites can be found around downtown and a printed walking tour is available at local destinations like the Groveland Yosemite Gateway Museum.

There are infrastructure elements along portions of downtown Groveland to support access to green and open spaces and protect local amenities:

- Mary Laveroni Park is a 2-acre green space located in downtown Groveland on Main Street.
    - The park was built in the 1980s and was renovated in 2024 to include charging stations for electric cars, public restrooms, access to local hiking and biking trails, informational kiosks, a sheltered bus stop, trash and recycling receptacles, an ADA accessible pathway, benches, and bicycle parking.
    - The park serves as a central gathering place for the community and events, while also providing access to the Groveland Yosemite Gateway Museum and Groveland Branch Library.
- Trees along portions of Main Street provide much needed shade and greenery to those visiting downtown, especially in the warmer seasons.
- Permeable pavement is installed at the Rivian Charging Outpost which is especially helpful for those walking, biking, or driving downtown during the rainy and snowy seasons because it addresses issues of flooding and ice on the ground.
- Local businesses like Mountain Sage Coffee have planted California native plants in and around their business to support the local wildlife and combat drought. Mountain Sage Coffee also houses a native and non-invasive nursery that is accessible to the public.

Strengths, continued

A bright white ladder crosswalk on Main Street allows pedestrians to safely access both sides of the street.

Present pedestrian amenities include Big Belly trash receptacles, a bench, and a flower bed.

Bright yellow bollards create a physical barrier between cars and pedestrians in front of the Serendipity antique store.

Strengths, continued

A small barn and garden on Ponderosa Lane is a tourist attraction.

The solar-powered Big Bellies along Main Street feature Tenaya Elementary School student drawings of native plants and animals in the area.

Concerns

A lack of safe street infrastructure and prevalent unsafe driver behaviors, like speeding and failing to yield, create a hazardous and uncomfortable experience for those walking and biking in this area:

- Despite the posted 25 MPH speed limit signage, drivers appear to go well above the limit, especially as they approach from the winding roads west and east of Groveland where posted speed limits vary from 30 to 55 MPH.
- Driver impatience and the cultural divide between residents and tourists were cited as contributing factors to risky driving behavior. These behaviors include passing across double yellow lines, illegal u-turns, and unsafe turns.
- There are more speed limit signs on the approach from the west of Groveland than the east, which can lead to higher speeds for those driving westbound through town.
- The absence of sidewalks on Main Street forces people walking to use the shoulder, which is often blocked by parked cars. This creates a potential conflict for those walking and driving. Workshop participants agreed that formalizing the shoulder as a pedestrian path with added protection from vehicular traffic would greatly benefit those visiting downtown Groveland.

There is a lack of pedestrian infrastructure to meet the needs of both residents and visitors. Where it is present, it is either inadequate or obstructed:

- Construction on Main Street necessitates ‘No Parking’ signs that are obstructive and block the shoulder. Unfortunately, shoulders are the only space pedestrians can walk given the lack of sidewalk or alternative path.
- The only sidewalk on Main Street, between the recently burned Groveland Community Center building and Ponderosa Lane, is cracked and uneven.
- Unoccupied and unmaintained buildings on Main Street create visual blights downtown and obstruct walking paths. The lack of upkeep of the building and their adjacent sidewalks pose a hazard to pedestrians.
- The short and narrow sidewalk in front of Trail Less Traveled is obstructed by a fire hydrant.
- There are few to no ADA ramps for those using mobility devices or strollers to access the storefronts on Main Street.

There is a lack of pedestrian and bicycle infrastructure and amenities to support multimodal safety and accessibility along this route:

- Despite the presence of crosswalks, there are no stop signs or traffic calming measures that require or encourage drivers to stop or slow, putting crossing pedestrians in danger of oncoming traffic. The crosswalks that do exist also have worn out paint which further lessens the visibility of the amenities.
- There are no bike lanes along Main Street, which discourages people from biking. For those biking, it forces them to share the shoulder with pedestrians or use the one vehicle lane with fast-moving traffic.
- There is little to no pedestrian-scale lighting along Main Street, making those walking or biking less visible to oncoming traffic. It also discourages residents and visitors from walking or biking.

Concerns, continued

There is almost no sidewalk along Main Street, forcing pedestrians to walk in the shoulder lane.

A fire hydrant obstructs the already narrow and short sidewalk in front of Trail Less Traveled.

Because there is no sidewalk, pedestrians are forced to walk on the shoulder of the road.

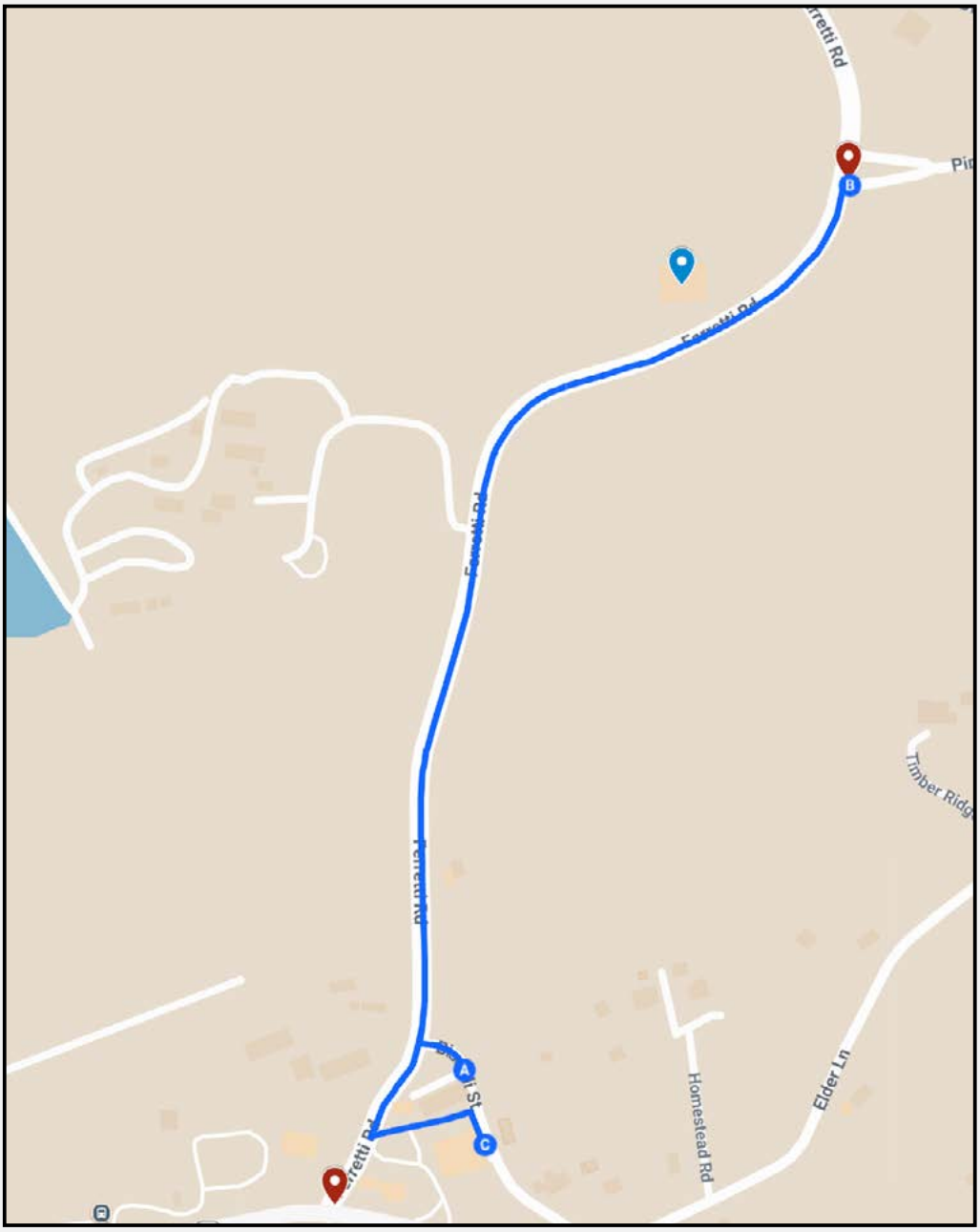
Concerns, continued

The scarce sidewalk on Main Street is cracked and uneven.

Only steps are available for pedestrians to access storefronts on Main Street, prohibiting people who are rolling from being able to access stores.

Route 2: Ferretti Road

Ferretti Road, a Tuolumne County maintained road, is a major north-south road between SR-120 and Pine Mountain Lake. It connects residents and tourists from Pine Mountain Lake to Groveland, Big Oak Flat, Yosemite National Park, and other nearby visitor destinations. This route has one travel lane in each direction. The Groveland Community Resilience Center was recently constructed at the Ferretti Road/Pine Mountain Drive intersection and provides a community space for residents to utilize for meetings and recreation. North of the Resilience Center building is Tioga High School, which serves residents from both Groveland and Pine Mountain Lake. Many Groveland and Pine Mountain Lake residents use Ferretti Road in both directions to and from Tenaya Elementary School which is located 0.6 miles east of the Ferretti Road/SR-120 intersection. Residents and tourists also frequent Ferretti Road to access the main commercial plaza of downtown Groveland at the southern end of Ferretti Road, which has the only grocery store in town, restaurants, and other local businesses.



Walking and biking assessment route along Ferretti Road with stops at the intersections of Ferretti Road/Pine Mountain Drive, Ferretti Road/Bisorti Street, and Ferretti Road/Main Street.

Strengths

Community organizations are dedicated to providing amenities and services for residents and tourists. The Groveland Community Resilience Center was constructed in 2022 and offers a much needed informal social space for the community. The Center has modern amenities, including outdoor tables, walking paths, a community garden, a green amphitheater, meeting rooms, RV parking, and bathrooms.

- Seniors were observed using the outdoor space which provides seating, tables, and shade. This is especially needed during the warmer months where temperatures reach 90-plus degrees.
- The Center also acts as a warming and cooling center for the community as needed.

The trail system in and around Groveland is actively underway to create new trails and fill in gaps of existing paths.

- The GCSD is continuing to construct the Hetch-Hetchy Railroad Trail, which will connect from the dog park and baseball field in Groveland to the town of Big Oak Flat.
    - This trail will connect Groveland residents and visitors to local destinations, including the Groveland Community Resilience Center, Mary Laveroni Park, downtown Groveland, and more.
    - The trail will follow transportation planning standards and be classified as a multi-use trail, providing an off-road and fully accessible path for those walking, biking, or using mobility devices.
    - The current dog park and baseball field is slated to be constructed into a larger community sports complex and open space.
- The Jefferson Mine Loop Trail, off Deer Flat Road, was completed in 2024, and provides a green space for residents and visitors.

Despite lacking adequate infrastructure, residents have carved out creative ways to safely walk or bike in Groveland.

- Pedestrians currently use an informal, tree-shaded trail on the south side of the Two Guys Pizza Pies parking lot to access Bisordi Street and the adjacent commercial plaza. The GCSD is exploring formalizing this path to fill a gap in the sidewalk network between the northside of Two Guys Pizza Pies and the Ferretti Road/Main Street intersection. There is also currently a project underway called the Groveland Community Connectivity Project that will bring pedestrian and bicycle infrastructure along Main Street and Ferretti Road.
- On the northwest corner of Ferretti Road/Main Street, there is an informal distinct path for pedestrians to use to access the street, the adjacent library, and the informal trail in front of the library made in lieu of a sidewalk along Main Street. There is an opportunity to explore the feasibility of formalizing this path as part of the Ferretti Road/Main Street intersection project.

Strengths, continued

There is an informal trail on the south side of the Two Guys Pizza Pies parking lot that allows pedestrians to access south Ferretti Road without being near the street.

The Resilience Center provides ample amenities and a wayfinding sign to access them.

Pedestrians have made an informal small footpath at the northwest corner of Ferretti Road/Main Street.

Concerns

Ferretti Road's unique design coupled with prevalent unsafe driver behaviors create a hazardous and uncomfortable experience for those walking and biking:

- High vehicle speeds create noise pollution and make those walking or biking feel unsafe because the street infrastructure provides no protection from the fast-moving traffic.
- Between Main Street and the Groveland Community Resilience Center, there is only one posted 35 MPH speed limit sign on northbound Ferretti Road in front of the Two Guys Pizza Pies restaurant. This leads to many drivers going above the speed limit because they are not aware of how fast they should drive.
- High speeds contribute to those driving to miss their turn onto and off of Ferretti Road, which leads to a high number of U-turns on the road. These unsafe maneuvers create a higher risk of crash and this is seen in the crash data, where unsafe turning was the primary crash factor for 44.2 percent of all crashes in the past five years.
- Ferretti Road's bends and curves impact the visibility and sightlines for everyone on the road, creating a higher risk of crashes. Workshop participants named the lack of visibility and sightlines to be a large concern for the community.
- At the northwest entrance of the Mar Val parking lot on Ferretti Road, the edge of Ferretti Road is slightly raised over the parking lot, creating a shallow ditch that is dangerous for drivers as well as those walking or biking.

There is a lack of pedestrian and bicycle infrastructure and amenities to support multimodal safety and accessibility along this route:

- There are no bike lanes along Ferretti Road, which discourages bicyclists or forces them to share a lane with fast-moving vehicles who go well above the posted 35 MPH speed limit.
- There is a crosswalk outside of Groveland Community Resilience Center to connect it to the sidewalk on the eastside of Ferretti Road. However, there is no stop sign, the crosswalk paint is significantly faded, and drivers did not yield for pedestrians to cross during the site visit.
- The sidewalk on the east side of Ferretti Road ends at the parking lot of Two Guys Pizza Pies. Consequently, pedestrians are forced to cross through the private parking lot that has no protections from Ferretti Road.
- There is no pedestrian-scale lighting on Ferretti Road, making those walking and biking less visible to oncoming traffic. This also discourages pedestrians and bicyclists from using the route.
- There is no crosswalk in any direction at the Ferretti Road/Main Street intersection, making it an extremely hazardous intersection for those walking or biking to attempt to cross. The intersection contains a significant incline or decline depending on the direction of travel, which compounds the safety of those walking and biking because drivers have less visibility.
- There is no sidewalk on Main Street at the Ferretti Road/Main Street intersection, forcing pedestrians to walk on the shoulder of the road.

The greenery on Ferretti Road is not maintained, creating a more challenging walking environment.

- There is limited tree shade along the sidewalk on Ferretti Road which is especially difficult to navigate during hotter months due to the lack of coverage from the sun.
- There is only one sidewalk, on the east side of Ferretti Road, and it is significantly narrowed because of overgrown brush. This makes it difficult for two pedestrians to walk comfortably side-by-side or anyone who needs more space, such as someone using a mobility device or stroller.
- Debris from greenery and trash litter the northeast corner of Ferretti Road/Main Street which obstructs the pathway.

Existing signage on Ferretti Road is limited, small, and/or difficult to read, especially when those driving are doing so above the posted speed limit:

- Drivers often miss the Groveland Community Services District sign, and thus miss the turn into the facilities when visiting to pay their bill or meet with GCSD.
- The crosswalk outside the Resilience Center has a pedestrian crossing sign, but the sign is often in tree shade. This shadow makes the sign darker and more difficult to read.
- The green sign that discourages people from littering blends in with the surrounding foliage, making it difficult to see for both drivers and pedestrians.

Concerns, continued

The sidewalk on the east side of Ferretti Road is significantly narrowed by overgrown brush, leaving only enough space to walk single file.

The crosswalk marking outside of GCSD is faded and cracked, making pedestrians less visible to oncoming cars.

The sidewalk on Ferretti Road ends at the parking lot of Two Guys Pizza Pies, forcing pedestrians to walk through a private parking lot.

Concerns, continued

There are no marked crosswalks at the Ferretti Road/Main Street intersection.

The pedestrian signs outside the Resilience Center are often covered in shade, especially in the late afternoon, making them less visible to oncoming drivers.

Recommendations

The following recommendations were identified based on observed pedestrian and bicycle safety concerns in Groveland, Safe System Approach strategies, and the priorities developed by workshop participants. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community.

Community recommendations

Participants offered the following general priorities for programmatic and infrastructure recommendations. These suggestions have not been formally vetted for their technical appropriateness or feasibility within the local context.

- Traffic safety measures:
    - Install signage specific to wintery conditions that warn those driving to reduce their speeds when the roads become icy.
    - Schedule regular clean-ups of the roads and existing sidewalks, especially the shoulder on Main Street and Ferretti Road, to move debris out of pedestrians and bicyclists' paths.
    - Collaborate with local businesses to improve entrances and exits in commercial locations, like the Sinclair Gas Station, that make it safer for drivers to turn in and out of the lots.
    - Implement education programs and signage that discourage drivers from driving under the influence.
    - Install high-visibility striping and signage on the roads, especially along the Old Priest Grade and coming into downtown Groveland, to keep drivers' attention and assist those navigating without reliable GPS or internet service in the rural area.
    - Add additional high-visibility speed limit signs and speed limit paint on the roads between Pine Mountain Lake and Main Street.
    - Increase traffic calming measures during April through July, when tourism peaks.
- General bicycle and pedestrian safety measures:
    - Increase the visibility of pedestrians using crosswalks on Main Street and Ferretti Road by adding rectangular rapid flashing beacons (RRFBs) or pedestrian hybrid beacons (HAWK), and paint brighter in color and retroflectiveness to encourage drivers to yield to pedestrians and bicyclists crossing the roads.
    - Create a network of multi-use paths to connect downtown Groveland to other parts of town and other nearby towns and destinations.
    - Formalize the bike path between Don Pedro Lake to the Hetch Hetchy Reservoir so that relevant organizations can implement bike amenities.

- Pedestrian safety on Main Street:
    - Add ADA-compliant ramps and other accessibility measures on Main Street to allow full access to storefronts.
    - Add signage and wayfinding on Main Street to direct tourists to attractions, and to add elements of culture and community.
    - Add signage and striping to indicate legal parking locations along Main Street and discourage illegal parking.
    - Install more high-visibility crosswalks with signage along Main Street to reduce the distance between crossings.
    - Add signage that discourages jaywalking across Main Street.
    - Hire crossing guards at Tenaya Elementary School to aid students crossing the high-speed road.
- Improve pedestrian safety on Ferretti Road:
    - Work with local businesses to evaluate egress to Ferretti Road to increase the visibility of incoming and exiting traffic.
    - Add signage that discourages drivers from making illegal U-turns on Ferretti Road.

Main Street traffic safety project

Workshop participants identified a clear need to improve the walkability and bikeability of Main Street. This project aims to make the corridor more inviting for pedestrians and bicyclists by enhancing the overall safety, accessibility, and vibrancy of the downtown area. Traffic calming measures could aid to reduce driver speeds, discourage illegal passing, and enhance the safety of those walking and biking. One measure, the creation of a visual entry point or a gateway, to the city would both indicate to drivers to reduce their speeds and bring additional placemaking to Main Street, which workshop participants named as an asset for the town. Main Street already has two ladder crosswalks, which can be supplemented with stop signs, RRFBs, and additional high-visibility striping and signage. Caltrans, alongside the GCSD, should also consider if additional crosswalks installed downtown could further encourage pedestrians to cross at designated locations. Other considerations include installing additional speed limit signs downtown, adding wayfinding signage that welcomes and alerts drivers that they are about to enter town (near Merrell Road and Tenaya Elementary School), and vertical speed elements like speed cushions before crosswalks to further slow oncoming traffic. The community should consider if a quick-build project is a good fit for portions of the project, since it could bring near-term and mid-term improvements while a larger, lengthier project is planned for more resource-consuming elements of the larger project.

Portions of the campaign development include identifying the key intersections and collecting supporting data, organizing a meeting with the GCSD and Caltrans to determine who has jurisdiction, and implementing and evaluating the safety improvements. The estimated timeframe for this project is 12 to 18 months, including two to three months for the initial advocacy and data collection, three to six months for any necessary engineering studies and activation, and two to three months for evaluation.

Project goals:

1. To create a more walkable and bikeable downtown Groveland.
2. To slow vehicle traffic and increase driver awareness of pedestrians and bicyclists.
3. To create opportunities to incorporate more visible artwork and placemaking in downtown Groveland that showcases local artists and culture.

Who needs to be involved?:

The following groups can be engaged: the Planning Committee, GCSD, Caltrans District 10, Tuolumne County District 4, Tuolumne County Transportation Council, and local businesses on Main Street.

Potential Safe System Approach strategies to use:

Complete Streets, evaluation, high visibility road striping and signage, pedestrian hybrid beacon, placemaking, rectangular rapid flashing beacon, safety messaging campaign, vertical speed element

Action steps:

1. The Planning Committee will identify stakeholders, community members, and local organizations that would be interested in supporting the project and invite them to a planning group. The planning group should include local stakeholders, such as the GCSD and local businesses, to identify key intersections for potential traffic calming measures.
    a. Document the specific concerns, e.g., crash history, pedestrian and bicycle volume, visibility issues, and vulnerable populations.
    b. The planning group could gather data to support these concerns.
2. The planning group will set up a meeting with all interested parties, along with Tuolumne County District 4, Tuolumne County Transportation Council, Caltrans, and any other relevant parties to discuss project feasibility and funding opportunities. At the meeting, the planning group should designate a regularly scheduled meeting time based on the group's capacity and schedule, develop a timeline for the project, learn about implementation strategies, identify jurisdictional boundaries, and identify external opportunities that would align with this project's goals.

Main Street traffic safety project, continued

3. Traffic engineers would then conduct traffic studies, pedestrian and bicycle counts, and other surveys to assess the potential efficacy and strategies for the project.
4. Simultaneously, the planning group should consider creating and conducting a survey of residents and local businesses and organizations to gather feedback on their safety concerns and what they would like to see implemented to make sure the project is as successful as possible. The planning group should consider tabling at community events to survey residents.
5. The planning group should stay in communication with county and local planners to stay informed on the process and effectively communicate each step of the process to the community at large.
6. Once the project is implemented, the implementing agencies involved should conduct an evaluation to identify the success of the project and the need for further improvements or additional opportunities and countermeasures needed.

Resources:

- Caltrans Traffic Calming Guide
- US Federal Highway Administration Improving Intersections for Pedestrians and Bicyclists
- AARP Pop-Up Placemaking Tool Kit
- Tactical Urbanist's Guide to Materials and Design
- Alta Planning and CalBike's Quick-Build Bikeway Networks for Safer Streets

Main Street lighting assessment

Currently, Main Street has little to no street lighting at night which leads to a lack of visibility for those walking, biking, or driving, and puts those on the road at risk for crashes. Dark conditions, whether on streets with street lighting or no street lighting, were a contributing factor in 25.6 percent of all crashes in the workshop focus area. The lack of adequate lighting puts residents and visitors at risk and may deter people further from walking and biking. When installing new lights, the Project Team recommends the installation of pedestrian-scale lighting as well so those walking and biking have the proper illumination on local sidewalks and bicycle lanes. There is a potential for the GCSD to take over responsibility for lighting in the area from Tuolumne County Lighting, which may make the project easier to manage.

Portions of the campaign development include identifying the key intersections and collecting supporting data, organizing a meeting with the GCSD and Tuolumne County Lighting to determine who has responsibility, and implementing and evaluating the safety improvements. The estimated timeframe for this project is 12 to 18 months, including two to three months for the initial meetings and data collection, six to eight months for any necessary engineering studies and to secure funding, and three to six months for construction and activation.

Project goals:

1. To evaluate the existing conditions of pedestrian-scale lighting on Main Street between Ferretti Road and Ponderosa Lane.
2. To increase pedestrian and bicyclist visibility on Main Street amidst high traffic volumes.
3. To make Main Street more walkable and bikeable.

Who needs to be involved?:

The following groups can be engaged: the Planning Committee, Tuolumne County Lighting District, GCSD, Caltrans

Potential Safe System Approach strategies to use:

Safe System Approach, Complete Streets, evaluation, pedestrian-scale lighting

Action steps:

1. The GCSD will schedule a meeting with the Tuolumne County Lighting District, the Planning Committee, and Caltrans to request a comprehensive lighting assessment of the existing conditions and any planned projects. At this meeting, participants can explore the possibility of the GCSD assuming lighting responsibilities from the Tuolumne County Lighting District.
2. The Planning Committee should re-convene the relevant parties to discuss project feasibility and funding opportunities. At the meeting, the Planning Committee should designate a regularly scheduled meeting time based on the group's capacity and schedule, develop a timeline for the project, learn about implementation strategies, and identify potential community engagement opportunities, especially for local businesses who operate along Main Street.
3. The responsible party for lighting will conduct a comprehensive lighting survey of Main Street at various times of days and days of the week to assess the current conditions. To streamline efforts and increase community engagement, the group may choose to involve other stakeholders, including community residents, in the surveying process.
4. Simultaneously, the Planning Committee should consider creating and conducting a survey of residents and local businesses and organizations to gather feedback on where they'd like to see lighting installed.

Main Street lighting assessment, continued

5. Once the survey of local stakeholders is complete, the Planning Committee should then create a project description, timeline for implementation, and other resources for the community to stay connected to the project. The Planning Committee should consider holding regular meetings with the project manager to better understand the project's progress and communicate it to the community.
6. As lighting is installed, the project manager should conduct evaluations to determine the success of the lighting and if any future lighting infrastructure needs to be improved to better fit the needs of the project and its goals.

Resources:

- Federal Highway Administration's Research Report: Street Lighting for Pedestrian Safety
- Federal Highway Administration's Lighting Handbook
- Federal Highway Administration's Pedestrian Lighting Primer
- National Cooperative Highway Research Program's Lighting Practices for Isolated Rural Intersections

Mar Val redevelopment plan project

Workshop participants expressed concern about the upcoming redevelopment of the Mar Val grocery store and plaza, Groveland's only major grocery store and a key community hub. Specifically, residents are worried about the redevelopment's impact on local road safety, which is already heavily impacted. Mar Val's parking lot egress currently poses significant risks to those walking and biking in town, with the entrance on Ferretti Road causing the most significant difficulties for those traveling in the area. Residents would like to be included in the project planning to ensure the project reflects the community and its needs. This project aims to center resident voices in the Mar Val redevelopment process and to strengthen their decision making power in all future traffic safety changes in Groveland.

The Mar Val plaza has two entrances/exits, one on Main Street and another on Ferretti Road. The plaza's Ferretti Road entrance/exit is a key concern, as its proximity to the Ferretti Road/Main Street intersection contributes to risky traffic behaviors; many drivers rapidly pass the grocery lot entrance or make last minute, quick stops to turn into the plaza's parking lot. Potential safety improvements alongside the redesign of the Ferretti Road/Main Street intersection may include: fixing the ditch between Ferretti Road and the Ferretti entrance/exit to the plaza parking lot, redesigning the parking lot to have only one entrance and one exit, creating parking spots further away from the entrance and exit to avoid confusion and unsafe maneuvers, building out the crosswalk network, and implementing robust pedestrian and bicycle safety infrastructure in and near the redevelopment.

This project will require engagement and relationship building between Groveland residents, Mar Val representatives, and the relevant GCSD or Tuolumne County liaisons. Obtaining Mar Val's most recent plans and initiating a conversation amongst the relevant stakeholder may take two to three months, creating proposals alongside the GCSD and planners will take two to three months, and presenting and advocating to Mar Val may take an additional three to four months. Implementation of any proposed improvements will be reliant on the timeline for the larger redevelopment plan.

Project goals:

1. To center resident concerns and ensure the redevelopment project reflects the community's traffic safety needs.
2. To strengthen the relationship between residents, Mar Val, and the Tuolumne County Supervisor of District 4 Stephen Griefer.
3. To make the Mar Val plaza more walkable and bikeable for residents and tourists.

Who needs to be involved?:

The following groups can be engaged: the Planning Committee, GCSD, Tuolumne County Transportation Council, local residents, local businesses, other businesses currently in the Mar Val plaza (Hungry Bear Cafe, etc), and Tuolumne County Supervisor of District 4 Stephen Griefer.

Potential Safe System Approach strategies to use:

Community benefit agreement, community coalition, participatory campaign, Complete Streets

Action steps:

1. The Planning Committee will create a coalition of local advocates and concerned residents to be the liaison between the Groveland community and Mar Val.
2. The coalition will identify the Mar Val representatives for the redevelopment plan and schedule a meeting with other relevant stakeholders to review the most current plans as approved by the Planning Department.
3. The coalition will schedule a meeting with Caltrans to request an update on the Groveland Community Connectivity Project which will bring updates to the Main Street/Ferretti Road intersection.

Mar Val redevelopment plan project, continued

4. The coalition will attend a GCSD Board Meeting to request support from the Board and determine next steps for the project.
5. The coalition will schedule a meeting and walk assessment with the County Supervisor Griefer, Caltrans, the GCSD, and relevant stakeholders to share residents' concerns and advocate on their behalf. Consider inviting Mar Val representatives to the walk assessment to let them hear directly from those impacted by the project.
6. The coalition will schedule a meeting with Mar Val representatives to discuss residents' concerns and requests for the re-development and planning.

Resources:

- Pedestrian Advocacy Training Program (see: Advocacy 101)
- Rails to Trails Conservancy Coalition Building
- People for Bike's Guide to Effective Local Bike Advocacy

Groveland Community Resilience Center engagement and improvements project

Workshop participants identified the Groveland Community Resilience Center as a key resource in the Groveland community, but it is severely underused due staffing shortages and poor road conditions which hinder access. This project aims to make the surrounding area near the Center more walkable and bikeable, and safer for drivers, so that more residents can use the Center and the many amenities it offers. The project should also identify funding opportunities to fully staff the Center so it can be open on a regular basis to encourage use of the facility. Key initiatives include improving the crosswalk adjacent to the Resilience Center, providing upkeep to the sidewalk, and slowing driver speed on Ferretti Road.

There is currently a standard crosswalk south of the Ferretti Road/Pine Mountain Drive intersection, in front of the Center. The crosswalk is extremely faded and cracked, making it difficult to see for oncoming drivers. Pedestrian signage is installed on both sides of the crosswalk. However, they are often obscured by tree shade, which makes them similarly difficult for drivers to see. Implementing agencies should consider repainting the crosswalk, converting the existing standard crosswalk into a zebra or ladder crosswalk, and adding speed humps and a rectangular rapid flashing beacon to bring awareness to drivers that pedestrians are crossing here on a regular basis.

Portions of this project include observing the current crosswalk and the frequency with which drivers do not yield for pedestrians trying to cross. Collecting this supporting data can take two to three months, then designing roadway improvements can take six months, and finally implementing roadway improvements could take an additional six months. After roadway improvements are added, an evaluation process should be conducted to assess project effectiveness. This evaluation process can take an additional six months.

Project goals:

1. To increase the overall use of the Groveland Community Resilience Center by residents.
2. To provide a safe, comfortable route to and from the Center for those walking and biking.
3. Identify funding opportunities to hire the necessary staff to keep the Center open and accessible on a regular basis.

Who needs to be involved?:

The following groups can be engaged: the Planning Committee, GCSD, Tuolumne County Transportation Council, and residents who live off of Ferretti Road and/or Pine Mountain Lake.

Potential Safe System Approach strategies to use:

Walking assessment, rectangular rapid flashing beacon, high-visibility road striping and signage, crosswalk, vertical speed element

Action steps:

1. The Planning Committee will schedule a time to observe driver and pedestrian behavior at the crosswalk with the GCSD and County staff.
2. The Planning Committee will work with the GCSD to design and implement pedestrian amenities at the crosswalk.
3. The Planning Committee will incorporate art into street infrastructure to make a more aesthetically pleasing and exciting pedestrian and rolling experience in Groveland, and to connect the crosswalk to the Resilience Center.
4. The Planning Committee will conduct a project evaluation after improvements have been made to measure project effectiveness.

Resources:

- FHA's Crosswalk Visibility Enhancements
- FHA's Crosswalk Visibility Enhancements Tech Sheet
- City of Walnut Creek Uncontrolled Crosswalk Improvements

Project Team recommendations

The Project Team proposes the following recommendations for local stakeholder consideration.

Pedestrian lane

The Project Team recommends formalizing a pedestrian lane on both shoulders of Main Street in downtown Groveland where possible. Currently, pedestrians are forced to walk on the shoulder with no protections between them and fast-moving vehicle traffic due to the lack of adequate sidewalks. A dedicated pedestrian lane should not require significant changes to the pre-existing street design, both because pedestrians already use the shoulder as a pedestrian lane and improvements can be made cheaply with paint and bollards or soft-hit posts. Changes could include additional pedestrian signage, prohibitive parking signs, and newly painted high-visibility markings to clearly separate the pedestrian lane from the road. In the future, planners should consider a larger project to bring a multi-use path to downtown that would create a separated space for both pedestrians and bicyclists.

Resources:

- Rural Design Guide to Pedestrian Lanes
- Caltrans Complete Streets Policy (Director's Policy 37)

Traffic calming on Ferretti Road

The Project Team recommends Groveland consider a larger traffic calming project along Ferretti Road to deter unsafe driving behaviors. Countermeasures should aim to reduce driver speeds and enhance the safety of those walking and biking.

- Explore installing curb extensions (bulb-outs) in front of the Resilience Center, the Ferretti Road/Main Street intersection, and other key areas to shorten the crossing distance for those walking, visually narrow the roadway to slow vehicle speeds, and increase the visibility of pedestrians.
- Consider scheduling regular maintenance of the greenery alongside the sidewalk on Ferretti Road to allow more space to comfortably walk on the sidewalk.
- Consider adding additional speed limit signage on Ferretti Road between Pine Mountain Drive and Main Street to bring more awareness to the posted speed limit.
- Consider adding delineators along key hotspots where illegal turns are occurring in high numbers.

City planners can apply for a variety of funding to install these traffic calming measures. Funding for such traffic calming infrastructure is critical for the installation and maintenance of these improvements.

Resources:

- Active Transportation Program (ATP)
- AARP Community Challenge
- U.S. Department of Transportation's Safe Streets for All (SS4A) program
- Funding and Programming Opportunities: California Active Transportation Safety Information Pages (CATSIP)

Townwide safety messaging campaign

The Project Team recommends the Planning Committee work alongside the community to launch a safety messaging campaign, with an emphasis on discouraging unsafe driver behaviors like speeding, unsafe turning, and not yielding the right-of-way to those walking and biking, and additional emphasis on using crosswalks to cross Main Street. Participants shared that these unsafe driver behaviors occur throughout town and negatively impact vulnerable road users. Pedestrians were often observed to cross midblock across Main Street instead of using one of the two crosswalks downtown. The Project Team recommends launching a townwide safety messaging campaign to raise awareness and create a more positive traffic safety and walking culture in Groveland. Once the safety messaging is created, it can be placed in strategic locations, including nearby schools and along popular travel routes like Main Street and Ferretti Road. Community residents and students can participate in the campaign and may even design the materials, since local artwork is featured downtown and is highly regarded.

Resources

- Southern California Association of Government's Go Human Safety Campaign
- Go Safely California
- National Highway Traffic Safety Administration's Traffic Safety Marketing

Conduct a townwide lighting assessment

To complement the workshop participants' proposal of the Main Street Lighting project, the Project Team recommends local stakeholders and implementing agencies collaborate on a townwide comprehensive lighting assessment in Groveland. Once the assessment is complete, systematic improvements can be made to ensure consistent and adequate lighting townwide. Currently, most streets have little to no lighting, which leads to a lack of visibility for everyone. The lack of adequate lighting may create potential conflicts between those driving and those walking or biking and also deter people from walking and biking. When installing new lighting, the Project Team recommends the installation of pedestrian-scale lighting as well so those walking and biking have the proper illumination on local sidewalks and bicycle lanes.

Resources:

- US Federal Highway Administration's Pedestrian Lighting Primer

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program.

For more information, please visit:
http://bitly/CPBSP

For questions, please email
safetrec@berkeley.edu

Visit SafeTREC's website at
http://safetrec.berkeley.edu/

California Walks
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