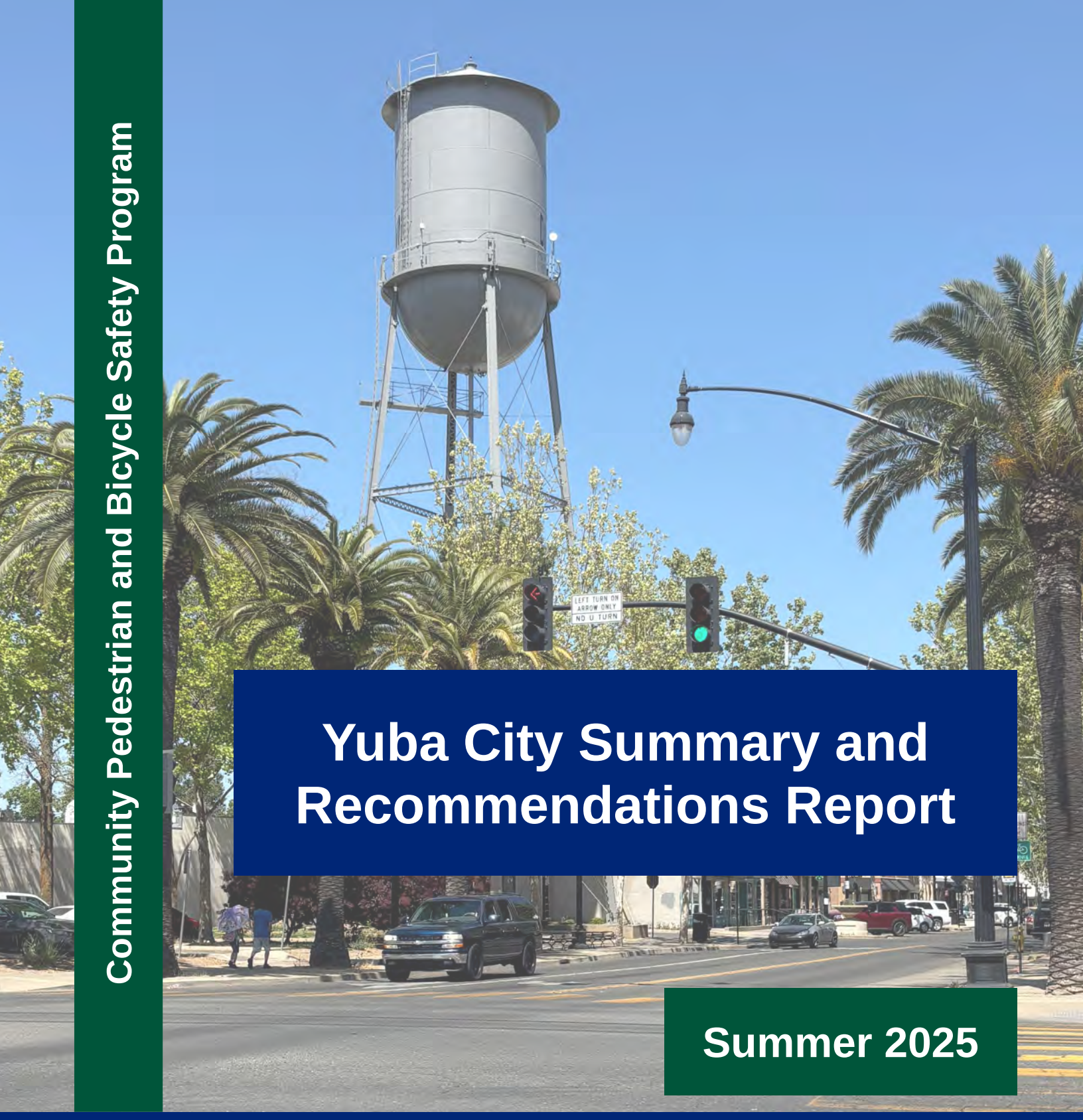
Community Pedestrian and Bicycle Safety Program




# Yuba City Summary and Recommendations Report

## Summer 2025

California Walks
Stepping Up for Health, Equity, & Sustainability

OTS
CALIFORNIA OFFICE OF
TRAFFIC
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 Yuba City a safer place to walk and bike.

Our work took place on the ethnohistoric territory of the Nisenan, Cayuse, Umatilla, and Walla Walla people. We recognize that every community resident of Yuba City has, and continues to benefit from, the use and occupation of Nisenan land.

**Planning Committee**

| | |
|---|---|
| Abbie Cesena | Yuba-Sutter Arts Council |
| David Read | Yuba-Sutter Arts Council |
| Elizabeth Wood | Caltrans District 3 |
| Emily Salke | Sutter County Children and Families Commission |
| Emma Mallonee | Caltrans, Headquarters |
| Marni Sanders | Blue Zones Project – Yuba Sutter |
| Mary Bokova | Caltrans District 3 |
| Michele Blake | Sutter County Children and Families Commission |
| Narinder Dhaliwal | Partnership for Health Equity & Inclusion |
| Pam Basi | Sutter County Children and Families Commission |
| Ricky Samayoa | Blue Zones Project – Yuba Sutter |
| Robynn Spence | Caltrans District 3 |

**This report was prepared by:**

**California Walks**

Vy Tran
https://calwalks.org

**UC Berkeley Safe Transportation Research and Education Center (SafeTREC)**

Katherine Chen
https://safetrec.berkeley.edu

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.

# Table of Contents

# 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 Sutter County Children and Families Commission requested a CPBST in Yuba City to:

- Promote a healthy, active lifestyle in the community, by increasing safety for all road users and reducing traffic-related fatalities and injuries.
- Collect concrete data and public engagement information to share with decision makers and community residents to inform policies and programs.
- Engage and educate students and their families and other community residents about road safety and to take agency to create change.

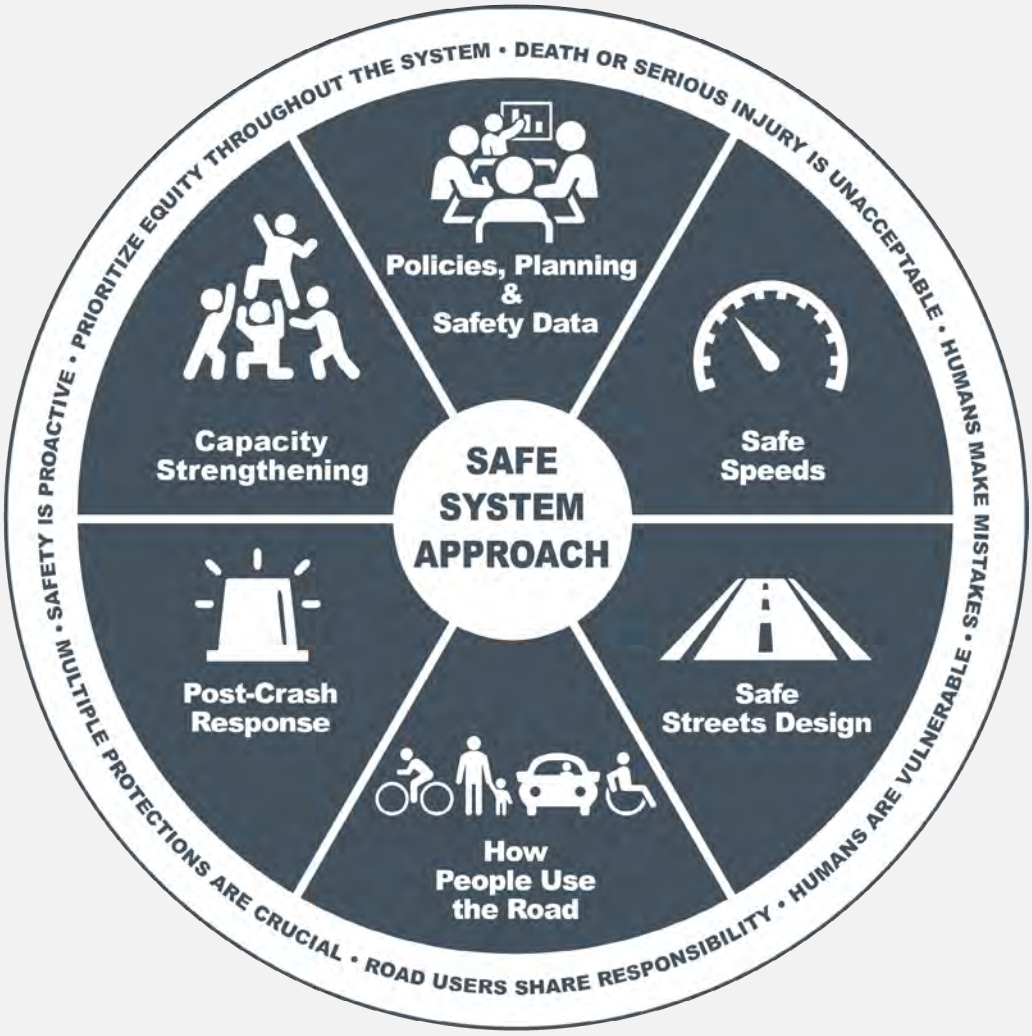
The Yuba City CPBST workshop convened the larger local community on Wednesday, June 18, 2025 at the Happy Viking Pub and Eatery. Twenty-six people participated in the workshop, including community residents and representatives from Sutter County Children and Families Commission, Blue Zones Project, Bike Kitchen, California Department of Transportation (Caltrans), California Active Transportation Resource Center (ATRC), the Salvation Army, Yuba Area Bicycle Advocates (YABA), Yuba-Sutter Arts Council, Partnership for Health, Equity and Inclusion, the City of Yuba City, and United Mortgage.

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/summary.php. 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 U.S. 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 city of Yuba City is located in Sutter County with a population of approximately 70,117. Of its residents, 30.9 percent identified as Hispanic or Latino, and 22.3 percent identified as Asian alone. The median household income in Yuba City in 2023 was $74,210, below the statewide median household income of $95,521 and comparable to the Sutter County median household income of $74,727. In parallel, the poverty rate was higher in Yuba City at 18.8 percent than in California or Sutter County, at 12.0 percent and 17.3 percent respectively.[4]

The boundaries for the workshop focus area were: Colusa Avenue, which is also designated as State Route 20 (SR-20), at the north, Franklin Avenue at the south, Second Street at the east, and State Route 99 (SR-99) at the west. The Planning Committee chose these boundaries to include key community destinations, including the downtown business district, the Senior Center, the Sutter County Library, Bridge Street Elementary School, and the farmers' market in the Town Square.

In Yuba City, 16 percent of the population are seniors ages 65 or older and 32 percent of households have one or more persons with a disability. About 12 percent of households do not own a vehicle. Carpooling, at 16 percent, represents the most common commute pattern, aside from driving alone to work at about 75 percent. Within Yuba City, taking public transportation, walking, and biking to work are not common, accounting for less than one percent of commutes each.

## 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 Traffic Impact Study for Yuba Crossings Mixed Use Development (2016) found that Franklin Road/SR-99 had a "C" Level of Service (LOS) (signifying light congestion or occasional backups on critical approaches) in the a.m. hours, and a "D" LOS (signifying significant congestions of critical approaches but a still functional intersection; drivers are required to wait more than one cycle during short peaks) in the p.m. hours. In a data projection, it was found that Franklin Road/SR-99 would see no LOS improvements with the proposed project implementations. Thus, the project's impact was found to not be significant at this intersection.

The Traffic Impact Study for Bridge Street Level of Service Policy GPA (2019) found that most intersections in the study area (which includes the intersections of Bridge Street/Plumas Street and Bridge Street/Shasta Street) meet the City's traffic standards, except one already planned for improvement. The proposed policy change (allowing LOS "F," signifying total breakdown and stop-and-go operation at an intersection blocked by external causes) won't add additional traffic or worsen conditions for drivers, pedestrians, bicyclists, or transit users. Even with long-term growth, future congestion is mainly projected to be due to limited river crossings, and the policy change does not affect planned corridor improvements or bicycle and pedestrian facilities.

4 U.S. Census Bureau. (n.d.). *Profile: Yuba City city, California*. U.S. Department of Commerce. Retrieved July 10, 2025, from https://data.census.gov/profile/Yuba_City_city,_California?g=160XX00US0686972

The Yuba City Safe Routes to Schools Plan (2020) summarizes walk audits conducted in 2019 around 15 target schools in Yuba City, including Bridge Street Elementary School and Yuba City High School, and provides recommendations to improve the safety of students and support active transportation modes of travel. For Bridge Street Elementary School, the plan recommends adding sidewalks to close gaps in the network, improving crosswalk visibility, and installing curb extensions to shorten crossing distances and slow vehicle traffic. For Yuba City High School, the plan calls for new sidewalks on B Street and Franklin Avenue where students currently walk in the roadway, plus the addition of marked crosswalks and curb ramps at key intersections. The plan also calls for both schools to install traffic-calming features to reduce driver speeds in and near their school zones.

The Bridge Street Widening Project (2023) was completed in October 2023. From Gray Avenue to Cooper Avenue, improvements were made to Bridge Street including: landscaped medians, parkway strips, decorative traffic signals and lights, ADA-compliant sidewalks, bicycle lanes, and a new hot-mix asphalt roadway.

The Yuba City General Plan Update's Circulation Element (2024) outlines a minor widening of SR-20 (Figure 5-1) because previous analysis revealed that increased traffic and minimal infrastructure improvements caused poor operations on the major arterial road. Other relevant goals and policies include appropriately implemented traffic-calming measures, such as right of ways, roundabouts, and traffic circles (page 5-7). It also calls for greater street connectivity by encouraging traffic circles and roundabouts over traffic signals, and requiring bicycle and pedestrian connections from cul-de-sacs to nearby public areas and main streets when feasible (page 5-8). The plan also specifies a goal to encourage pedestrian infrastructure with the development, redevelopment, and design of the downtown area and schools (page 5-13). In addition, the Pedestrian Circulation notes a policy goal to encourage the use of bicycles for commute, recreational, school and other trips, and prioritizing the safety of bicyclists in Yuba City.

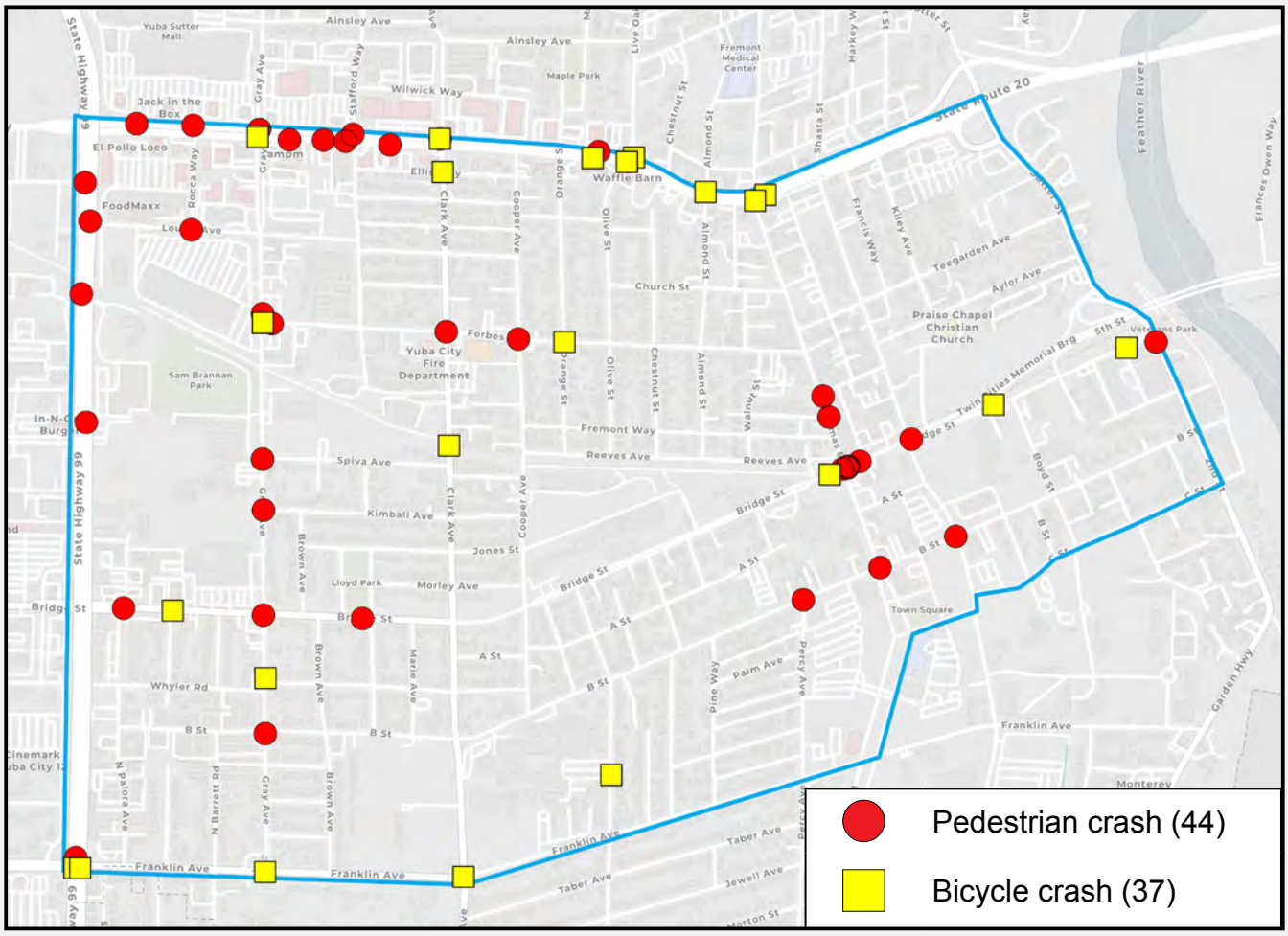
The 442 B Street Clean Up Project (2024) is ongoing, having begun when the Department of Toxic Substances Control (DTSC) was awarded the City of Yuba City Equitable Community Revitalization Grant to conduct an environmental assessment of a vacant lot in Downtown Yuba City. Although the site was assessed and determined to not present a health risk in 2009, the site was used for chemical storage, food canning, and freight truck maintenance from the 1890s to the 1990s. Before the City is able to build on the vacant lot, it necessitates an environmental assessment to determine the extent of contamination and in turn, an appropriate clean up. After the clean up, the City plans to work with a third-party developer to design a green, multi-use property of affordable homes and commercial spaces.

## Pedestrian and bicycle crash data

Per the California Office of Traffic Safety's Crash Rankings, in 2022, Yuba City ranked 19th out of 104 cities of similar population size for people killed or injured in a traffic crash (with a ranking of "one" indicating the worst crash rate). Notably, Yuba City ranked in the top quartile for multiple crash categories, including: 5th for pedestrians under age 15, 9th for alcohol-involved crashes, 12th for speed-related crashes, 13th for hit-and-run crashes, 16th for pedestrians and pedestrians age 65 and older; and 23rd for motorcycle crashes. Bicycle crashes ranked 41st out of 104 cities, with crashes involving bicyclists under age 15 ranked 34th.

Similar to the above crash rankings, the following data is based on police-reported pedestrian and bicycle crashes in the workshop focus area in Yuba City. 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 by request.

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



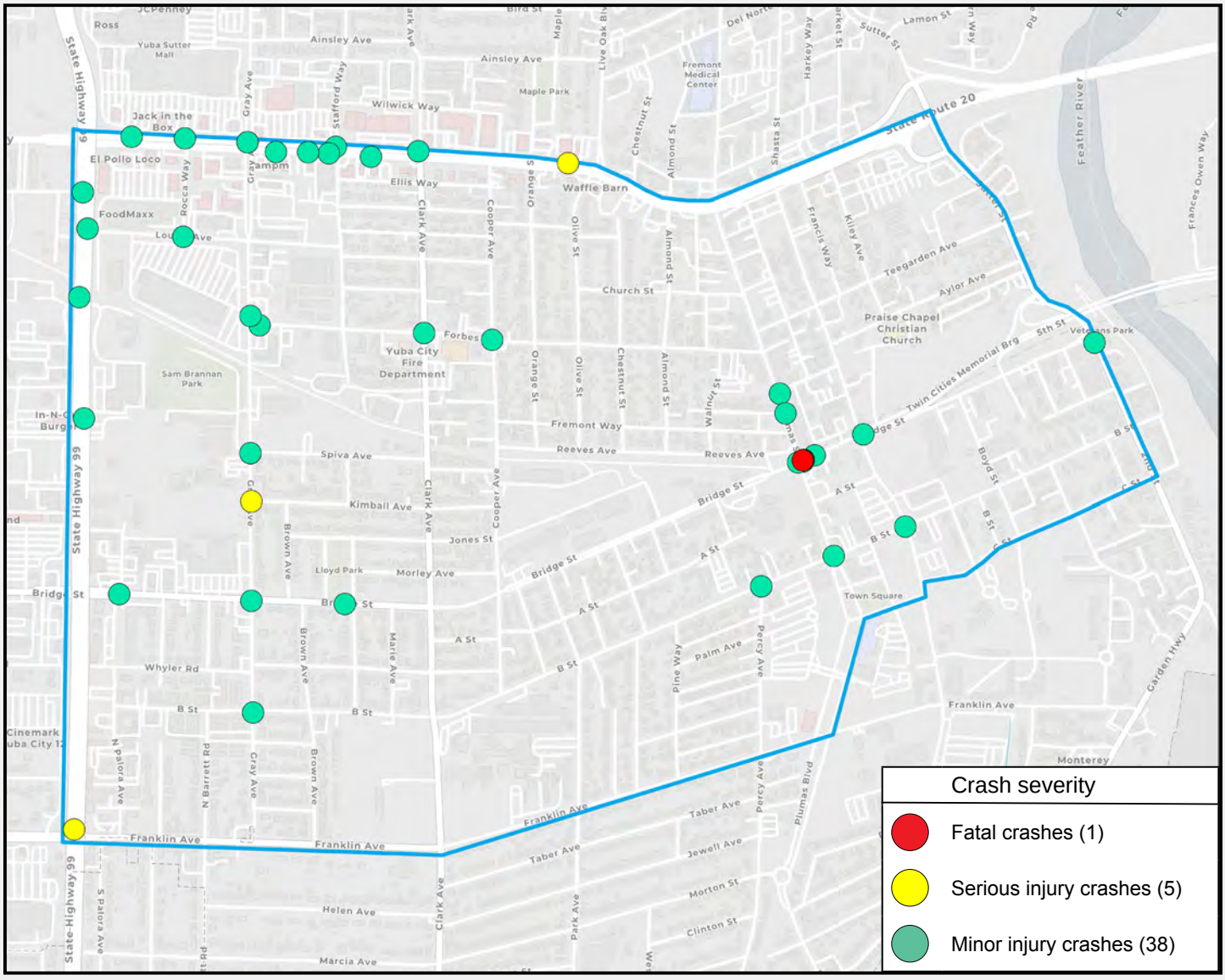

*Pedestrian and Bicycle Crash Map for Workshop Focus Area in Yuba City in Sutter County, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.*

## Pedestrian crashes

In the most recent five years of data available, 2020 to 2024, there were 44 pedestrian crashes. Pedestrian crashes were concentrated on Colusa Avenue (SR-20) with 13 crashes, Bridge Street with 11 crashes, Gray Avenue with 11 crashes, followed by Plumas Street with nine crashes. The intersections with the highest frequency of crashes were: Bridge Street/Plumas Street with six crashes and Colusa Avenue (SR-20)/Gray Avenue with four crashes.

Of the 44 pedestrian crashes, half of them occurred on a weekday between the hours of 9 a.m. and 6 p.m. Nearly half (47.7 percent) of the pedestrian crashes occurred when it was dark. Street lights were present in 80.9 percent of the crashes that occurred when it was dark. The primary crash factor for nearly half (47.7 percent) of the pedestrian crashes was a driver's failure to yield the right-of-way to pedestrians at a crosswalk, followed by a pedestrian's failure to yield the right-of-way to vehicles at a crosswalk at 27.3 percent.

Of the 45 people injured in pedestrian crashes in the workshop focus area, 93.8 percent of victims were pedestrians. There was one fatality, five serious injuries, and 39 minor injuries. Males made up 56.3 percent of the pedestrian crash victims in the workshop focus area. Children between the ages of five and 18 comprised 20.8 percent of victims while older adults ages 65 and older comprised 12.5 percent of victims.



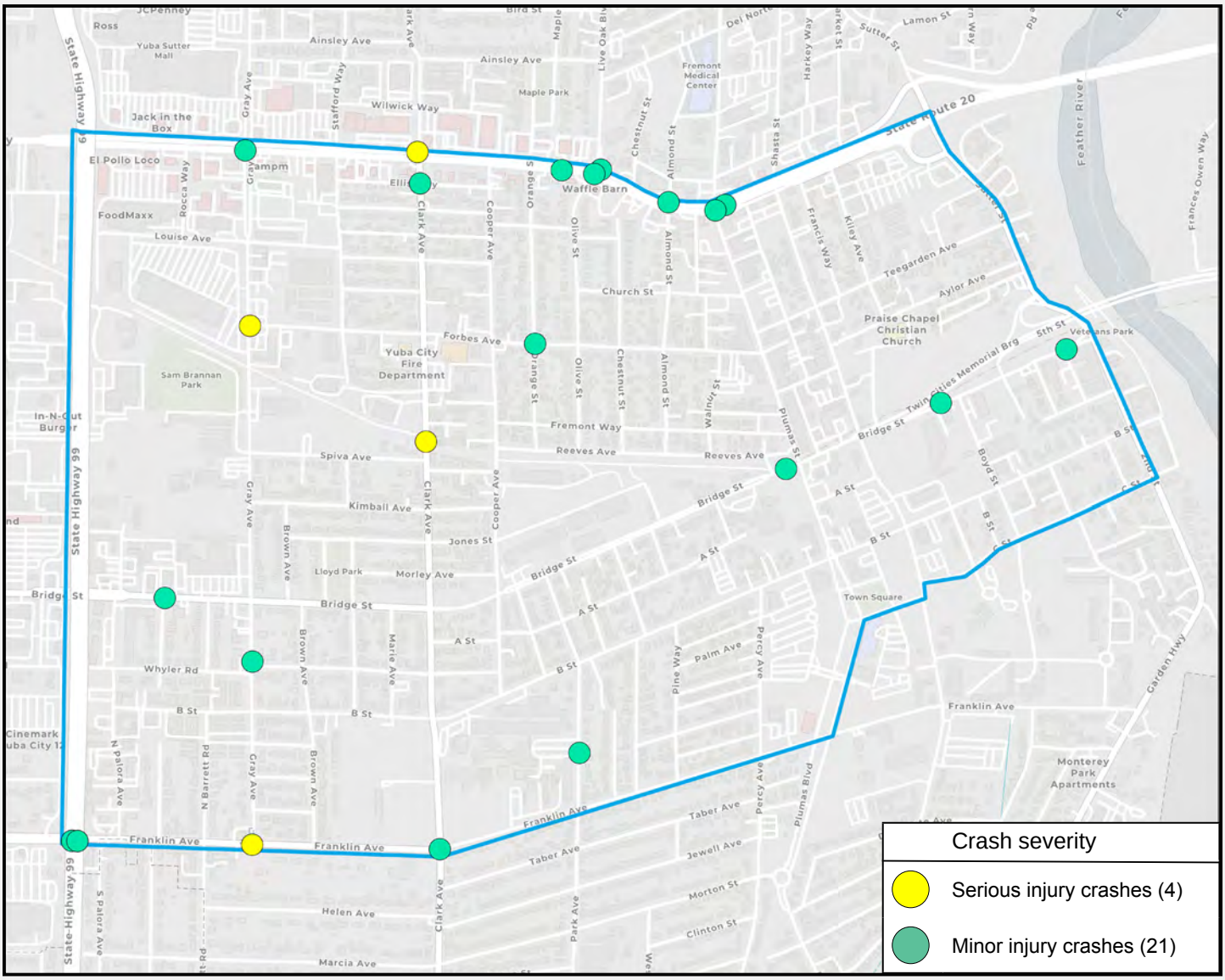

*Map showing crash severity of pedestrian crashes in the workshop focus area in Yuba City, 2020-2024.*
*Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.*

## Bicycle crashes

In the most recent five years of data available, 2020 to 2024, there were 25 bicycle crashes. Bicycle crashes were concentrated on Franklin Avenue/Franklin Road and on Colusa Avenue (SR-20) with eight crashes each, followed by Gray Avenue and Clark Avenue with four crashes each. The intersection with the highest frequency of crashes was at SR-99 and Franklin Avenue/Franklin Road with five crashes. All other intersections where a crash occurred had one or two bicycle crashes.

Of the 25 bicycle crashes, nearly half (48 percent) of them occurred on a weekday between the hours of 9 a.m. and 6 p.m. Forty percent of the bicycle crashes occurred when it was dark. Street lights were present in 90 percent of the crashes that occurred when it was dark. The most common primary crash factor was a bicyclist's failure to ride on the right half of the road (seven crashes), followed by a bicyclist's failure to ride as close as practicable to the right edge of the road if riding below the normal speed of traffic and unsafe turning or turning without signaling with three crashes each.

Of the 27 people injured in bicycle crashes in the workshop focus area, all of the victims were bicyclists, including four people who were seriously injured. Males made up the majority of bicycle crash victims, accounting for 81.5 percent of victims. Nearly one-third (29.6 percent) of bicycle crash victims were between the ages of five and 18, and no victims were ages 65 or older.




*Map showing crash severity of bicycle crashes in the workshop focus area in Yuba City, 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 involving a pedestrian or bicyclist within the workshop focus area.

Of the six fatal and serious injury pedestrian crashes, half occurred near the Bridge Street/Plumas Street intersection. Two crashes happened on Caltrans right-of-way, on Colusa Avenue (SR-20) and SR-99, and the victims in those crashes were two male pedestrians in their twenties. The last crash was near the Gray Avenue/Kimball Avenue intersection. Of the six pedestrian crash victims, half of them were males in their sixties.

All of the fatal and serious injury pedestrian crashes were attributed to a pedestrian violation, with CVC 21954(a), a pedestrian's failure to yield the right-of-way when they are not in a crosswalk, accounting for half of the violations. Four of the crashes happened in the dark in areas with street lights and two of the crashes happened in daylight. The majority of the pedestrian crashes occurred on a weekday between 3 p.m. and 9 p.m.

The four serious injury bicycle crashes were concentrated on two corridors. Two crashes were on Gray Avenue, near Forbes Avenue and at Franklin Road, and the other two crashes were on Clark Avenue, near Spiva Avenue and Colusa Avenue (SR-20). Three of the crashes occurred outside of the intersection. In two of the crashes, the primary crash factor was failure to drive on the right side of the road which could be attributed to either vehicle operator, including the driver and bicyclist. All four crashes occurred during daylight, with three crashes happening on a weekday afternoon.

All four victims in the serious injury bicycle crashes were males. One was a teenager and the other three were adults between the ages of 40 and 55.

### 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 assessments.

## Neighborhood-wide strengths and concerns

### Strengths

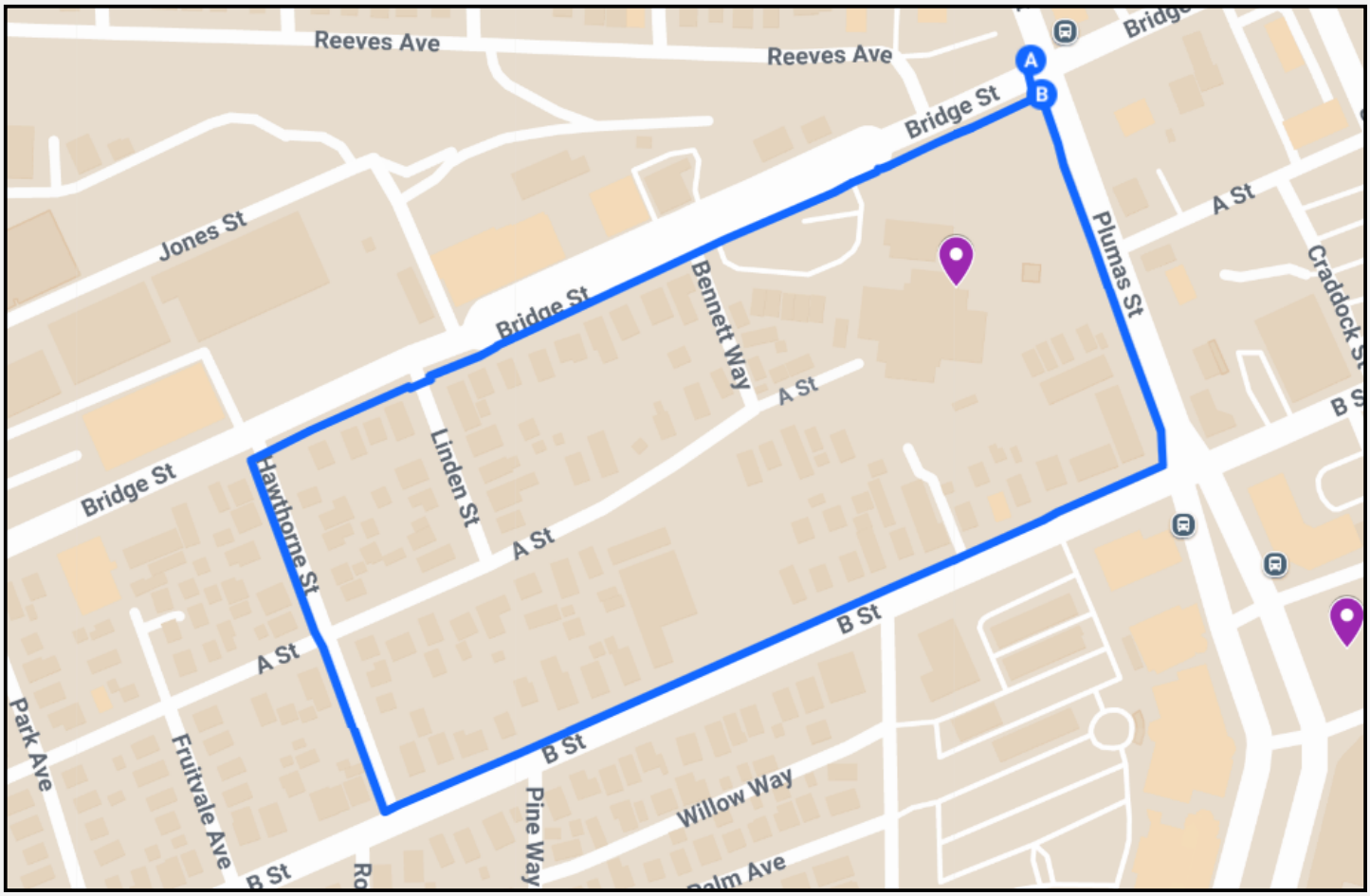
- Yuba City and its staff are committed to improving the safety and comfort of those walking, biking, and taking transit citywide and want to move toward a more multimodal commute pattern.
- This commitment is further strengthened by the collaboration with local partners, like the Blue Zones Project, Sutter County Children and Families Commission staff, the Yuba-Sutter Arts Council, and more.

### Concerns

- Driver behaviors, including aggressive driving and speeding, impact the safety of everyone in Yuba City, especially vulnerable road users like schoolchildren and those walking or biking.
- Overall, inadequate pedestrian and bicycle infrastructure, like a lack of effective signage, traffic-calming measures, and protections for those walking and biking leads to potential conflicts between those driving and those walking or biking. This is then compounded by heavy commuter, freight, and school traffic which limits space for pedestrians and bicyclists in the focus area.
- Noise levels and speeds from vehicle traffic are extremely high and impact the experience of those on or near the street, and can cause discomfort for those walking, biking, or taking transit amidst the vehicle traffic and congestion.

## Route 1: Bridge Street Elementary School

Bridge Street Elementary School is on the southwest corner of the Bridge Street/Plumas Street intersection. It is adjacent to the neighboring downtown business district and along the route connecting Yuba City to Marysville via the Fifth Street Bridge (also known as the Twin Cities Memorial Bridge). In addition to the elementary school, this route also serves a diverse community traveling to key community destinations, including the Town Center Senior Manor, Sutter Health medical facilities, the Hmong Alliance Church, a daycare facility, and numerous residences.




*Walking and biking assessment route along Plumas Street with stops at the intersections of Plumas Street/B Street, B Street/Hawthorne Street, Hawthorne Street/Bridge Street, and Bridge Street/Plumas Street.*

### Strengths

Trees and other greenery enhance the comfort and appeal of walking and biking by providing shade, improving air quality, and creating a more visually appealing environment, all while contributing to traffic-calming.

- Ample greenery creates a pleasant walking experience for students and residents in the immediate area of Bridge Street Elementary School, including on Plumas Street between Bridge Street and B Street, and westbound on B Street towards Hawthorne Street.
- There are young recently planted trees on Hawthorne Avenue that will provide more shade as the trees mature.
- The planted median on Plumas Street south of B Street, in the medical center, visually slows drivers down.

## Strengths, continued

There are some pedestrian and bicycle amenities that support multimodal safety and accessibility along the route.

- Plumas Street is a bicycle boulevard beginning at Bridge Street and extends south. Based on a review of satellite imagery on Google Maps, it appears to end near the intersection of Plumas Street/C Street.
- B Street, which has a conventional bicycle lane that runs parallel to Bridge Street, offers a more comfortable east-west option for bicyclists due to its lower vehicle traffic volume and painted edge lines that visually narrow the travel lane and prompt those driving to reduce their speed.
- Various signage along B Street, between Plumas Street and Yuba City High School, and at Clark Avenue encourage those driving to slow down and make room for pedestrians and bicyclists.
    - These signs are posted on B Street between Percy Avenue and Pine Way, Hawthorne Street and Park Avenue, Plumas Street and Percy Avenue, and at University Avenue.
    - Specific signs remind those driving to give at least three feet of space when passing bicyclists and remind bicyclists and drivers to drive in the same direction, or “go with the flow.”
- The walk signal at the Bridge Street/Plumas Street intersection provides thirty seconds for pedestrians to cross.
- The curb ramps at the Bridge Street/Plumas Street intersection have truncated domes which provide tactile warnings to those who are blind or have low vision that they are entering the street.
- School crossing guards are present during school arrival and dismissal times at the busy five-lane intersection of Bridge Street/Plumas Street, one of the busiest intersections in the city (according to the aforementioned 2019 Traffic Impact Study for Bridge Street Level of Service Policy GPA).


*A fluorescent yellow sign reminds drivers to leave three feet between their car and a bicyclist when passing.*

## Strengths, continued

*B Street's Class II bicycle lane offers a more comfortable east-west option for bicyclists than Bridge Street.*

*Trees on the Bridge Street Elementary School campus provide ample shade to protect from the heat along Plumas Street.*

*Trees in the residential area along B Street provide heat-protecting shade for those walking.*


*Bicyclists and drivers are encouraged to travel in the same direction on B Street.*

## Concerns

Pedestrians, especially those with young children, face challenges walking on this route due to unmarked or faded crosswalks and missing sidewalks, which heighten potential safety risks.

- Unmarked crosswalks at numerous intersections on B Street and Bridge Street make it difficult for those walking to cross the street around the school campus. The Bridge Street/Bennett Way intersection, directly next to the school campus, has neither a crosswalk nor a stop sign to cross Bridge Street. Similarly, the intersections at Bridge Street/Hawthorne Street, B Street/Park Avenue, and B Street/Cooper Avenue do not have marked crosswalks. The lack of marked crosswalks, especially high-visibility ones, lessen the visibility of those walking and do not visually remind drivers to yield the right-of-way to pedestrians.
- There are no sidewalks on several of the residential streets that cross B Street, forcing pedestrians and bicyclists to use the road and significantly increasing the likelihood of an interaction between pedestrians, bicyclists, and drivers. Although the 2020 Yuba City Safe Routes to School plan designates sidewalk installation as a priority, Hawthorne Street between B Street and Bridge Street is still missing sidewalks on both sides of the street. This is especially challenging for families who frequent the daycare center on Hawthorne Street.
    - The following intersections were also observed to have missing sidewalks: A Street/Fruitvale Avenue, the east side of Park Avenue/A Street, A Street between Hawthorne Street and Cooper Avenue, Pine Way between B Street and Elm Street, and Bennett Way between Bridge Street and A Street.
- Near Yuba City High School, the standard crosswalks are painted yellow, but the paint is cracked and faded, which makes them less visible to approaching drivers.

*Participants walking in the road on Hawthorne Street during the walking and biking assessment because there are no sidewalks.*

## Concerns, continued

Bridge Street Elementary School students walk, bike, or are driven to school because the school district does not provide bus services. This creates a high volume of congestion, a situation made more hazardous by minimal school signage to alert unfamiliar drivers to reduce their speeds, increase caution, and expect a larger number of students present during school arrival and dismissal hours.

- At school arrival and dismissal times, participants reported that traffic overflows the small parking lot in front of the school and the queue created leads to a traffic hazard on Bridge Street.
- No school signs were observed on Plumas Street, either north or south of the school. Southbound Plumas Street after B Street widens from one traffic lane to two, which suggests to drivers that a change is occurring in roadway conditions, inadvertently signaling reduced vigilance and higher driving speeds. This puts those traveling to and from campus at a potentially higher risk of a crash.
- The signage on Bridge Street is notably limited, creating potential safety hazards around Bridge Street Elementary School.
    - Traveling eastbound, a single schoolchildren sign was observed at Linden Street followed by a school zone speed limit sign as one approaches the school.
    - The primary visual cues for drivers heading westbound from the Twin Cities Memorial Bridge include yellow-painted continental sidewalks at the Bridge Street/Shasta Street intersection. There are also two signs, neither of which indicate a school zone, posted on Bridge Street between Shasta Street and Plumas Street: a 35 MPH speed limit sign and truck route sign. Drivers are only directly alerted to the school zone with a 25 MPH reduced speed limit sign after they have already crossed the busy Bridge Street/Plumas Street intersection, which is directly adjacent to the school. This delayed warning fails to adequately prepare eastbound drivers for the presence of students and their families.
- Participants shared that parked vehicles on Bridge Street at school arrival and dismissal times obstruct visibility, posing a particular risk for students and their families.

While present, bicycle facilities are either inadequate or obstructed along the route.

- Bicyclists on B Street often find themselves sharing the road despite a conventional bicycle lane. The bicycle lane that runs from Plumas Street towards Yuba City High School is often obstructed by parked cars and residents' trash cans, forcing bicyclists into the vehicle traffic lane.
- The painted bicycle lane signage on the ground of southbound Plumas Street is cracked and faded, leaving the bicycle boulevard unclear. Compounding this, the sharrow markings are adjacent to the area where the one lane widens into two lanes, which can mislead bicyclists into thinking there is more dedicated space for them or create ambiguity for those driving on how to share the road.
- Workshop participants shared that the poor pavement conditions of B Street makes biking uncomfortable.

## Concerns, continued

A substandard road environment, coupled with prevalent unsafe driver behaviors like speeding and failing to yield, creates a hazardous and uncomfortable experience for students, their families, and other residents walking or biking in this area.

- Drivers were observed making rolling stops instead of coming to a full halt at stop signs. This behavior was observed at the following intersections during the walking and biking assessment: Plumas Street/B Street and B Street/Cooper Avenue.
- Street lights are limited in this area, with only dim lamps on Plumas Street south of B Street.
- Participants shared that drivers often do not yield to Yuba City High School students crossing B Street in front of the school.
- Traffic is notably loud at the Bridge Street/Plumas Street intersection, making it difficult for pedestrians, especially young students, to hear any potential warnings.
- Workshop participants shared that the new LED lights on B Street are noticeably dimmer than the incandescent lights they replaced.

The bus stop at the Bridge Street/Plumas Street intersection has no bus shelter, making it difficult to wait for prolonged periods of time in the heat.

## Concerns, continued

*Residents' trash cans obstruct the bicycle lane on B Street.*

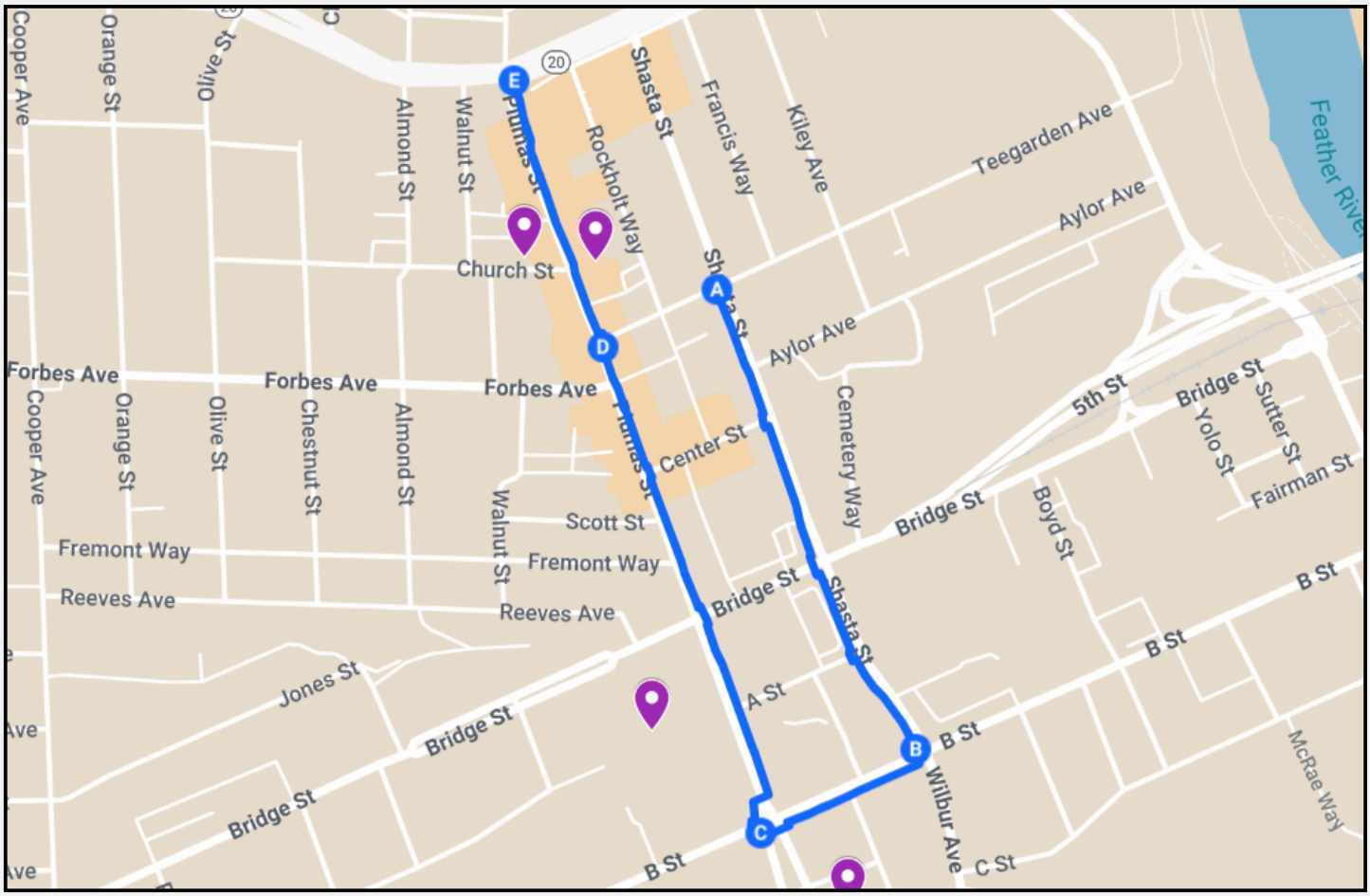
*Bennett Way, a residential street immediately adjacent to the elementary school, does not have a crosswalk nor a sidewalk.*

*The B Street/Cooper Avenue intersection has no visible crosswalk markings despite being directly in front of Yuba City High School.*


*A single school-zone sign on westbound Bridge Street near Linden Street.*

## Route 2: Business District to Town Square

Similar to the previous route, the Business District sees high volumes of vehicle traffic, especially as a connecting path between Colusa Avenue (SR-20), Bridge Street, and the residential areas south of Colusa Avenue (SR-20). The downtown commercial center begins at the Colusa Avenue (SR-20)/Plumas Street intersection and extends to the Bridge Street/Plumas Street intersection. A separate farmers' market is hosted at the Town Square four blocks south of downtown, making the corridor a major trip destination for community residents, students, older adults, and interstate travelers.




*Walking and biking assessment route that begins at the Shasta Street/Teegarden Avenue intersection, continues southward to the Shasta Street/B Street intersection, turns westward to thePlumas Street/B Street intersection, then northward to the SR-20/Plumas Street intersection.*

## Strengths

There are some pedestrian and bicycle amenities to support multimodal safety and accessibility along this route.

- Ample signage within the commercial center encourages walking and biking. Some signs specifically instruct bicyclists to walk their bicycles on the sidewalk instead of biking, such as on Plumas Street in front of the Sutter Theater and a Blue Zones Project painted sign on the sidewalk.
- Bistro string lights were installed along Plumas Street in downtown to provide nighttime lighting.
- Crosswalks along Plumas Street allow pedestrians to cross safely within the business district, like those at the intersections of Plumas Street/Center Street, Plumas Street/Scott Street, and Plumas Street/ Forbes Street.
- New street sign poles were installed along Plumas Street that have reflective strips and ground bulbs. Solar powered illuminated stop signs with flashing LED lights were observed on Plumas Street. These signs are more visible in low light than standard signs which may lead to improved driver awareness and compliance.
- Crossing guards are present at the Bridge Street/Plumas Street intersection at school arrival and dismissal times at Bridge Street Elementary School.
- Continental crosswalk markings connect the west and east sides of Plumas Street.

Trees and other greenery enhance the comfort and appeal of walking and biking by providing shade, improving air quality, and creating a more visually appealing environment, all while contributing to traffic-calming.

- Flower planters in the business district along Plumas Street create a feeling of culture and cohesion.
- Trees and planters create shade and pleasant walking experiences for community residents along Plumas Street.

Downtown Yuba City has been developed into a robust commercial center that invites pedestrians and bicyclists, encouraging residents to experience the area multimodally.

- The business district hosts a diverse array of stores, including many who include and/or cater to Spanish-speaking residents. This diversity enhances the district’s vibrancy and accessibility, making this an attractive area for walking and biking.
- The small park beneath the water tower is under development within the next six months, having recently obtained money for a new mural.


*Bicyclists are encouraged to "walk your wheels" along Plumas Street in downtown.*


*Tall trees line the wide sidewalks of Plumas Street, offering shade and a more pleasant walking experience.*


*Pedestrians frequent the crosswalks along Plumas Street to access both sides of the downtown.*


*The Blue Zones Project encourages folks to walk to their destinations.*

## Concerns

The Plumas Street/Colusa Avenue (SR-20) intersection is unclear and challenging for pedestrians, bicyclists, and drivers alike to navigate, which makes it a safety hazard for all road users.

- A turning lane from Plumas Street onto Colusa Avenue (SR-20) was removed in the redevelopment of the area. Consequently, there is an unused road space in front of Stanton Optical that is not a walking, biking, or driving space.
- East of the intersection, Colusa Avenue separates from SR-20, divided by a median. However, both Colusa Avenue and SR-20 have a right-turning lane onto Shasta Street, creating confusion about turning order.
- The signal timing is difficult to see and too short for walking or rolling road users. The pedestrian signals lack countdown timers and anecdotally feel too short for slower moving pedestrians.
- The bicycle lane and shoulder lane on Colusa Avenue (SR-20) are covered in debris, forcing bicyclists out of their lane and into a vehicle travel lane, which puts them at potential risk of a crash.

A substandard road environment, coupled with prevalent unsafe driver behaviors like speeding and failing to yield, creates a hazardous and uncomfortable experience for residents walking and biking in this area.

- Parking on Plumas Street in downtown is all head-in angled parking, making bicyclists less visible to drivers that are backing out of the parking spaces. These spaces are also not clearly marked and can lead to confusion for pedestrians and drivers who are unfamiliar with the design.
- People bike on the sidewalk despite signs that instruct otherwise because the sidewalk feels safer than the street, putting those walking in danger of collision. This behavior was observed on Bridge Street between Plumas Street and Shasta Street, and on Plumas Street between Center Street and Forbes Avenue.
- There is not a clear separation between driveways and sidewalks on Plumas Street, like between Church Street and Colusa Avenue (SR-20). The materials of the road blend together and make distinguishing the separation difficult, especially due to the added width of the sidewalk along the Central Business District.
- Drivers do not often obey stop signs, opting for a rolling stop instead of a complete stop, especially downtown and near the elementary school.
- Despite being a designated bicycle route, Plumas Street presents significant challenges for bicyclists because drivers were perceived to exceed the posted speed limit and there is inadequate bicycle infrastructure, such as limited little signage for bicyclists, few to no places to lock bicycles, and no dedicated bicycle lane which results in some bicyclists riding on the sidewalk.
- Commuters use Plumas Street to connect to Colusa Avenue (SR-20) and the Fifth Street Bridge, creating high volumes of high-speed traffic downtown.

*When the Plumas Street/Colusa Avenue (SR-20) intersection was redeveloped, the plan removed a curved turning lane from Plumas Street into SR-20. This left an awkward unused road space in front of the commercial business at the southeast corner of the intersection.*

*Head-in angled parking downtown along Plumas Street makes oncoming bicyclists less visible to drivers backing out.*

*Bicyclists don't feel safe riding along Bridge Street, so they will often bike on the sidewalk.*


*Despite Plumas Street being a designated bicycle route, bicyclists feel safer riding on the sidewalk.*

*A recently installed structure at the Plumas Street/ Teegarden Avenue intersection remains unattached to the curb, leaving a hazardous gap.*

## Concerns, continued

Several accessibility safety concerns are present for individuals with mobility challenges, as well as those who are blind or visually impaired on this route.

- Several crosswalks on this route are misaligned with the curb ramps of the adjacent sidewalk, requiring an awkward and unclear detour for the pedestrians. This is seen at the Shasta Street/Teegarden Avenue and Shasta Street/Center Street intersections, both of which have the older-style diagonal curb ramps directing pedestrians toward the center of the intersection, instead of the current practice of two perpendicular ramps that align with the crosswalks. This could lead to a pedestrian navigating into the middle of the intersection and put them at danger of a collision.
- A recently installed bulb-out at the Plumas Street/Teegarden Avenue intersection remains unattached to the curb, leaving a hazardous gap. This discontinuity poses a significant risk for tripping or falling, especially for blind or visually impaired pedestrians, those using mobility devices, or young children.

There is a lack of important pedestrian, bicycle, and public transit amenities to support multimodal safety and accessibility along this route.

- Restaurants obtained access to use sidewalk space for their business during the COVID-19 pandemic, and have largely retained them. This makes the actual walkable sidewalk space on Plumas Street smaller and harder or impossible for those who need more room to navigate.
- The bus service is infrequent and inconsistent, making it an unpopular form of transportation.
- There is limited street lighting along Shasta Street, making those walking or rolling less visible to drivers.

*Two driveways into a business parking lot are seamlessly blended into the sidewalk, putting pedestrians in danger of incoming vehicle drivers not paying attention.*

# Recommendations

The following recommendations were identified based on observed pedestrian and bicycle safety concerns in Yuba City, 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:

- Improve the bikeability of B Street by converting the existing conventional bicycle lane into a separated bicycle lane to encourage bicycle commuting and to connect the residential area to Downtown Yuba City.
- Implement traffic-calming measures on Plumas Street, such as speed humps, to reduce driver speeds as they approach the elementary school coming from Downtown Yuba City and SR-20.
- Build a roundabout at the B Street/Plumas Street intersection as an added layer of protection near the elementary school and healthcare facilities. The current stop signs feel insufficient and drivers are often observed to not complete a full stop at the signs.
- Increase visibility with additional lighting along B Street, particularly between Yuba City High School and the Bridge Street Elementary School, to protect families walking or biking.
- Create an updated Safe Routes to Schools program that includes identifying designated safe routes families can walk and bike along to get to the elementary and high schools.
- Improve walkability on Hawthorne Street by adding sidewalks and speed cushions to slow drivers.
- Implement a ‘No Parking’ zone on Bridge Street and Plumas Street during school arrival and dismissal times adjacent to the Bridge Street Elementary School campus, allowing for safer student drop-off and pick-up during corresponding hours.
- Improve school zone signage and implement safety messaging along Bridge Street between Hawthorne Street and Plumas Street to alert drivers to the student population that frequents the street.
- Build pedestrian refuge islands and bulb-outs at the Bridge Street/Plumas Street intersection to increase pedestrian safety.
- Clearly delineate space on roads for drivers, bicycles, and pedestrians with high-visibility paint.
- Improve traffic safety signage, including adding additional signage to alert drivers to potential bicyclists.
- Add dedicated bicycle lanes along Plumas Street for bicycles because current sharrow markings are inconsistent.

## Biking on ‘B’

Workshop participants identified a clear need to improve the bikeability of B Street, specifically the stretch from Plumas Street to Yuba City High School. Currently, B Street has one-way conventional bicycle lanes on its north and south sides, running from the B Street/Boyd Street intersection to the B Street/Gray Avenue intersection. While a bicycle lane attempts to define a separate biking space from the driving space, the bicycle lane as installed presently frequently serves as parking for vehicles and storage for residents’ trash cans, which forces bicyclists into the vehicle traffic lane. Consequently, workshop participants anecdotally shared that the bicycle lane does not function as a safe bicycle lane.

Participants proposed upgrading the conventional bicycle lane into a buffered bicycle lane. This change would establish a physically separated biking space and improve bicyclists safety. In addition, a buffered bicycle lane along B Street would encourage people, particularly Yuba City High School students, to consider bicycles as a form of transportation to access school, the residential area, and the commercial area of Downtown Yuba City which, in turn, would reduce traffic volumes on B Street. Workshop participants envisioned an initial quick-build of the buffered bicycle lane on B Street. This phased approach would allow City staff to collect and compare data on speed, traffic counts, police calls, and consumer trends before and after the quick-build. A quick-build also gives the community opportunity to give input, and the City to make adjustments before committing to permanent construction.

In the longer term, B Street’s generous width presents opportunities to reimagine it. The street appears wide enough to accommodate two vehicle travel lanes and a two-way cycle track with a buffer while maintaining parking on one side of the road. This vision is contingent on demonstrated community support and demand for dedicated biking facilities. While a two-way cycle track might not be immediately intuitive for road users compared to traditional one-way bicycle lanes, it has the advantage of being used as an additional travel lane in the event of an emergency.

Portions of the campaign including organizing a meeting with the Public Works Department, specifically the Engineering Division, to discuss and advocate for a buffered bicycle lane quick-build, collecting data to show the changes that the bicycle lane brings, and engaging the City Council can take six to 12 months. Applying and receiving funding for the quick-build could take up to one year, or longer. As many of these timelines can vary, the fully completed buffered bicycle lane on B Street could be completed one to two years from the start of the planning process.

**Project goals:**

- To make biking in Yuba City fun and safe, especially for Yuba City High School students.
- To increase connectivity between Downtown Yuba City, the Sutter Health facilities, the residential area, and Yuba City High School.
- To encourage commercial activity in Downtown Yuba City.

**Who needs to be involved?:**
The following groups can be engaged: the Planning Committee, Sutter Health staff, residents on B Street including any homeowners’ associations, customers at the local farmers’ market, and local businesses in and around Downtown Yuba City. This list was created during an activity at the workshop and may not be fully comprehensive.

**Potential Safe System Approach strategies to use:**
Bicycle lane, Community bicycle ride, Designated safe route, Engaged elected official, Evaluation, Bicycle count, Quick-build project, Walking and biking assessment

## Biking on ‘B’, continued

**Action steps:**

1. The Planning Committee advocates to the Department of Public Works, elected officials, and others for a quick-build of buffered bicycle lanes on B Street.
2. The Department of Public Works Engineering Division, in partnership with Blue Zones, creates a quick-build of a buffered bicycle lane using paint and bollards on B Street from Plumas Street to Yuba City High School.
3. At baseline and after the quick-build has been present for six months, the relevant City Departments should measure changes in business traction, driver speeds, and traffic counts along this corridor, and the amount of police calls to the corridor.
4. The Planning Committee schedules a bicycle ride with Yuba City council members using the B Street bicycle lane quick-build, which can be led by League Cycling Instructor and Planning Committee member Emily Salke.
5. The Planning Committee schedules a meeting with Yuba City council members to present the data demonstrating the efficacy of the improved bicycle lane on B Street.
6. The Department of Public Works adds a buffered bicycle lane to the 2026 capital improvement projects list and allocates funding to complete the project.

**Resources:**

- Class IV Separated Bikeways: Approved for Use in California
- California Department of Transportation’s Class IV Bikeway Guidance Design Information Bulletin 89-02 (2022)
- Quick-Build Designs Improve Street Safety
- San Francisco’s Municipal Transportation Agency’s 3rd Street Quick-Build Project
- Caltrans Complete Streets: Contextual Design Guidance

## Bridge Street Elementary School engagement

Workshop participants discussed wanting to engage, educate, and involve caregivers, families, and school staff in the process of improving the walkability and bikeability around Bridge Street Elementary School. Most students use private transportation to get to school, partly because there is no bus service available. Workshop participants believe that with adequate education, families can feel better equipped to walk, bike, or roll to school, and school staff can feel better equipped to support them.

First, workshop participants envision conducting a survey to gather information and lived experiences on current walking and biking habits, walking and biking routes, general experiences of getting to and from school, and how safe people feel. A survey can give direct insight into the community's experiences, and highlight issues to address and how to address them. A survey can also demonstrate the City's investment in families and their welfare. Concurrently, workshop participants envisioned hosting a Walk to School Day in the fall semester (potentially coinciding with National Walk to School Day on October 8, 2025), inviting city council members to walk alongside students and their families. This event can further highlight the current challenges around Bridge Street Elementary School, and urge elected officials to implement changes. Finally, workshop participants envisioned educational presentations separately for students, school staff, and families on how to use the roads safely and the benefits of walking, biking, and rolling to school. Together, these parts of the project build momentum towards receiving critical city council support and buy-in to the urgency of these issues, and thus a step towards implementing permanent changes.

Most of the activities outlined in this campaign could potentially be undertaken in the next school year, if planning starts immediately after the workshop. Portions of the project including the development of the survey and survey distribution can take six to eight months. Scheduling and implementing a Walk to School Day in the fall semester, as well as developing and scheduling educational presentations, can take four to six months to complete.

**Project goals:**

- To ensure students and their families feel safe and confident in walking, biking, and rolling to and from (or otherwise accessing) Bridge Street Elementary School.
- To organize and host a Walk to School Day at Bridge Street Elementary School during the fall semester.
- To collect lived experiences to paint a qualitative story about traveling on Bridge Street and Plumas Street.
- To build momentum around implementing physical interventions at the Bridge Street/Plumas Street intersection.

**Who needs to be involved?:**
The following groups can be engaged: the Planning Committee, the Bridge Street Elementary School staff, the Bridge Street Parents' Association (PTA), currently staffed school crossing guards, and the Yuba City Unified School District. This list was created during an activity at the workshop and may not be fully comprehensive.

**Potential Safe System Approach strategies to use:**
Bicycle train, Community liaison, Community walk, Engaged elected official, Evaluation, Participatory campaign, Safe routes to school, Walking school bus

## Bridge Street Elementary School engagement, continued

**Action steps:**

1. The Planning Committee will engage Bridge Street Elementary School administrators and teachers to secure their buy-in to conduct broader school engagement around traffic safety.
2. The Planning Committee will develop goals and an outline of a survey to collect lived experiences of students, staff, and families and how they experience driving, walking, or rolling to Bridge Street Elementary School.
3. The Planning Committee will plan and begin the survey distribution process.
4. The Planning Committee will develop an educational presentation and campaign (varied for students, staff, and families) that explains the rules of the road, how to navigate to school safely, and the benefits of walking, biking, and rolling to school.
5. The Planning Committee will schedule a meeting with the Bridge Street PTA, Bridge Street Elementary School staff (including teachers, administrators, and school resource officers [SROs]), district staff, and the staff crossing guards to review a plan for implementation of education and engagement strategies, including a Walk to School Day in October, and educational presentations in late fall.
6. The Planning Committee will collect and analyze data gathered from qualitative surveys. Write a brief summary of survey results, and develop an action plan based on survey results. Engage the City Department of Public Works, Yuba City Unified School District, city council, and others, accordingly.

**Resources:**

- National Center for Safe Routes to School's Starting a Walking School Bus: The Basics
- LA County's A Walking School Bus Training Manual for Safe Routes to School Programs
- National Center for Safe Routes to School's Walking to School: Trends, Issues, and Evidence
- California Department of Transportation's Parent Survey about Walking and Biking to School
- Child Road Safety Education Guidelines
- How to Plan a Walk to School Day
- Ruby Bridges Walk to School Day November 2025
- Follow-up technical assistance for former CPBSP sites

## Plumas Street Business District walkability improvement

Workshop participants identified a clear need to improve the walkability of Plumas Street, specifically to enter and exit the Business District. This project aims to make the corridor even more inviting for pedestrians and bicyclists by enhancing the overall vibrancy and accessibility of the downtown area. A key initiative is to activate leading pedestrian intervals (LPI) at key intersections. LPIs enhance safety by allowing pedestrians to enter the crosswalks three to seven seconds before drivers receive a green light, effectively separating the road users in time and creating a more predictable travel environment.

The Plumas Street/Colusa Avenue (SR-20) and Plumas Street/Bridge Street intersections already have pedestrian push buttons, which can be paired with LPIs. When reprogramming signals, implementing agencies should also consider if the crossing time allowed is appropriate or if it should be changed to accommodate those who need more time to cross the street safely. Another consideration to improve walkability is to implement a “No Turns on Red” restriction during the LPI phase to further enhance safety, especially at the Plumas Street/Bridge Street intersection during school arrival and dismissal times.

Portions of the campaign development include identifying the key intersections and collecting supporting data, organizing a meeting with the Yuba City Public Works Department and/or Caltrans depending on who has jurisdiction, and implementing and evaluating the safety improvement. The estimated timeframe for this project is six to12 months, including two to three months for the initial advocacy and data collection, three to six months for any necessary engineering studies, signal reprogramming, and activation, and two to three months for evaluation.

**Project goals:**

- Improve the overall pedestrian experience to and from the Business District.
- Install leading pedestrian intervals at key intersections.
- Create a more vibrant and accessible Downtown Yuba City.

**Who needs to be involved?:**
The following groups can be engaged: the Planning Committee, Yuba City Downtown Business District, City of Yuba City Department of Public Health, Caltrans, and others. This list may not be fully comprehensive.

**Potential Safe System Approach strategies to use:**
Complete Streets, Evaluation, Pedestrian and bicycle count, Pedestrian head start, Transportation Injury Mapping System, Walking or biking assessment

## Plumas Street Business District walkability improvement, continued

**Action steps:**

1. The Planning Committee could work with local stakeholders, such as the Yuba City Downtown Business District and Bridge Street Elementary School, to identify key intersections for potential LPIs.
    a. Document the specific concerns, e.g., crash history, high pedestrian volume, turning conflicts, visibility issues, vulnerable populations, and/or wide crossings.
    b. Gather data to support these concerns.
2. Schedule a meeting with the Department of Public Works and/or Caltrans to request LPIs at critical intersections, depending on who has jurisdiction.
3. Traffic engineers would then conduct studies and reprogram signal timing. Simultaneously, they would consider if additional safety measures might be warranted.
4. The implementing agency should consider monitoring the intersection's performance, observing pedestrian and driver behavior, and tracking any changes in crash data to confirm the effectiveness of the LPIs.

**Resources:**

- Federal Highway Administration Leading Pedestrian Interval
- Manual on Uniform Traffic Control Devices (MUTCD)
- Caltrans Traffic Safety Bulletin 21-01: Leading Pedestrian Interval Implementation Guidelines
- Caltrans Traffic Operations Policy Directive 24-01: Leading Pedestrian Interval (LPI) at Signalized Intersections

## Roadway separation and beautification

Workshop participants identified a clear need to improve the walkability of the Business District, particularly making clearer distinctions between different uses of the roads and pavement. This project aims to make the corridor safer for everyone by clarifying the appropriate uses of the road and sidewalk space. A key initiative is to create clear separations between driveways, sidewalks, bus stops, parking spots, and more using clear roadway indicators and bright, colorful paint and additional signage.

The Business District already has several crosswalks and abundant sidewalks, which can be supplemented with artwork and high visibility markings for all road users to easily distinguish portions of the sidewalk and road. When adding visibility marks, implementing agencies should also consider cultural elements of Yuba City to include in the art. Another consideration to improve walkability is to implement more pedestrian signage and stop signs at the end of driveways.

Portions of the campaign event development include identifying the key points of conflict and collecting supporting data, organizing a meeting with the City of Yuba City Public Works Department, and implementing and evaluating the roadway and sidewalk improvements. The estimated timeframe for this project is six to12 months, including two to three months for the initial advocacy and data collection, three to six months for any necessary design drafting, and two to three months for evaluation.

**Project goals:**

- Identify conflict points between driveways, bus stops, parking spots, and other road uses in the Business District.
- Implement clear roadway indicators for bicyclists, creating a safer biking experience.
- Incorporate art and other high-visibility markings into street infrastructure to make a more aesthetically pleasing and exciting pedestrian and rolling experience in Downtown Yuba City.

**Who needs to be involved?:**
The following groups can be engaged: the Planning Committee, the Downtown Business Association, the Yuba-Sutter Arts Council, Caltrans, Sacramento Area Council of Governments (SACOG), and city council. This list was created during an activity at the workshop and may not be fully comprehensive.

**Potential Safe System Approach strategies to use:**
Complete Streets, Funding opportunities that prioritize safety, High-visibility road striping and signage, Placemaking, Sidewalk landscaping

## Roadway separation and beautification, continued

**Action steps:**

1. The Planning Committee could work with local stakeholders, such as the Yuba City Downtown Business Association and Bridge Street Elementary School, to conduct a walking assessment in order to identify key points of conflict between road users on Plumas Street.
2. Meet with the Yuba-Sutter Arts Council to design culturally relevant and highly visible distinctions between uses of the road, like between sidewalks and driveways in the Business District.
3. Partner with Caltrans, the City of Yuba City, and SACOG to identify funding opportunities in the California Active Transportation Plan (ATP) cycle.
4. The implementing agency should observe pedestrian, bicyclist, and driver behavior, and track any changes in crash data to confirm the effectiveness of the road separations and beautification.

**Resources:**

- U.S. Access' Model Sidewalks
- Clean California Beautification Project Grant Awardees
- Downtown San Diego Beautification Project
- Uptown Whittier's Streetscape Beautification Plan
- South 9th Street Corridor Plan (Stanislaus County) 2025

# Project Team recommendations

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

## Traffic-calming on Plumas Street

The Project Team recommends the City consider several traffic-calming measures to reduce driver speeds, discourage cut-through traffic, and enhance the safety of those walking and biking on Plumas Street.

- The City of Yuba City should explore if Plumas Street between Colusa Avenue (SR-20) and B Street qualifies for speed reduction flexibilities under California Assembly Bill 43. The City would need to analyze if the street segment meets the specific criteria to qualify as a Business Activity District or evaluate if there is a sufficiently high concentration of bicyclists or pedestrians to reduce posted speed limits.
- Explore installing bulb-outs at B Street, Bridge Street, Church Street, and other intersections on Plumas Street to shorten the pedestrian crossing distance, visually narrow the roadway, and increase pedestrian visibility. One consideration is to ensure that they do not impact business access, delivery trucks, or transit.
- Consider replacing, or removing entirely, the tall planters currently on Plumas Street where they obstruct sightlines at crosswalks and intersections on the commercial corridor between Colusa Avenue (SR-20) and Bridge Street. This is especially critical if there is a lot of cut-through traffic where drivers may be in a rush.
- Plumas Street is a bicycle route which means bicyclists are expected to share the road with drivers. The City of Yuba City should consider converting existing parking to back-in angled parking. This change would improve driver sightlines when exiting, provide safer trunk access from the sidewalk, and promote slower speeds because the act of backing into a space inherently requires drivers to be more deliberate.
- Consider if a pedestrian refuge island is necessary at the Plumas Street/Bridge Street intersection to allow pedestrians to cross in two stages.

The City of Yuba City can pursue various funding opportunities to implement these critical safety enhancements. Many of these projects are strong candidates for federal grants like the Safe Streets and Roads for All (SS4A) program, state funds like the California Active Transportation Plan (ATP) and Highway Safety Improvement Program (HSIP), or local sources like the Sacramento Area Council of Governments regional funding programs or Yuba City's Capital Improvement Program.

**Resources**:

- California Safe Speeds Toolkit

**Funding opportunities:**

- California Active Transportation Program (ATP)
- California Local Highway Safety Improvement Program (HSIP)
- U.S. Department of Transportation's Safe Streets for All (SS4A) program

## Safe Routes to School Program at Bridge Street Elementary School

Developing an updated comprehensive Safe Routes to School (SRTS) program at Bridge Street Elementary School would enhance student safety and promote active transportation. A SRTS program takes a holistic approach and addresses safety from multiple angles while fostering a culture of walking and biking. The program could build off the school engagement and education campaign outlined by workshop participants. Specific activities may include, but are not limited to, the following:

- Establish a core SRTS working group to plan, implement, and evaluate all SRTS activities to ensure consistent communication and coordination.
- Consider recruiting and training additional crossing guards to champion traffic safety around the school. A recent report found that there is a substantial crossing guard turnover, so it is important to identify a sustainable funding source to strengthen the crossing guard program.
- Improve signage around the school to alert oncoming drivers to the school zone. This is especially important on westbound Bridge Street.
- Review and potentially reconfigure current student arrival and dismissal locations and procedures for improved vehicle traffic and pedestrian circulation. This may include considerations for establishing a designated pick-up/drop-off zone on Plumas Street, rerouting the queue away from Bridge Street, or staggering dismissal times for different grades.
- Often, street lights are appropriate for drivers on the road but may not be sufficient for other road users. Conduct a lighting survey to identify whether street illumination is adequate for pedestrian and bicyclist safety, particularly during the darker winter months.

The City of Yuba City and Yuba City Unified School District can pursue various funding opportunities to support SRTS programming at Bridge Street Elementary School. The school district can further solidify the long-term success of SRTS activities by designating or hiring a dedicated district-wide SRTS coordinator.

**Resources**:

- California Active Transportation Resource Center (ATRC)
- Safe Routes Partnership
- National Center for Safe Routes to School
- CA Crossing Guard Training (2022)

**Funding opportunities:**

- California Office of Traffic Safety Grants Program (for education)
- California Active Transportation Program (ATP)
- California Local Highway Safety Improvement Program (HSIP)
- U.S. Department of Transportation's Safe Streets for All (SS4A) program

## Community engagement

To ensure the long-term success, public acceptance and equitable implementation of road safety improvements, the Planning Committee, and more broadly the City of Yuba City, must consider more proactive, inclusive, and continuous broader community engagement strategies. This may necessitate going beyond traditional public meetings by meeting residents where they are at (e.g., local events, businesses, schools), making a concerted effort to reach traditionally underrepresented groups, providing accessible materials and diverse input formats (e.g., surveys, workshops, walk audits), communicating clearly and visually about project benefits, and demonstrating transparency by showing how community feedback directly shapes the plans.

Additionally, Yuba City would benefit from collaborating with unconventional partners whose stakes in traffic safety may not be as obvious, but exist nonetheless. Broader representation is suggested to ensure that diverse community voices are included when identifying and implementing safety solutions. Examples include:

- Town Center Senior Manor
- Sutter-Yuba Homelessness Consortium
- Marysville Youth and Civic Center
- Sutter County Library

**Resources**:

- International Association for Public Participation
- Safe Routes Partnership Community Engagement Guide

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

For more information, please visit:
http://bit.ly/CPBSP.

For questions, please email safetrec@berkeley.edu.

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

California Walks
Stepping Up for Health, Equity, & Sustainability

OTS
CALIFORNIA OFFICE OF TRAFFIC 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.