

El Cerrito and Richmond Annex Summary and Recommendations Report

Community Pedestrian and Bicycle Safety Training Program



Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make El Cerrito and Richmond Annex a safer place to walk and bike. In particular, their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes.

We also want to acknowledge the Ohlone, Miwok, Muwekma, and Confederated Villages of Lisjan peoples as the traditional land caretakers of the greater El Cerrito and Richmond Annex area.

Planning Committee

Al Miller
Carrie Hobbs Schulman
Gayle McLaughlin
Janet Byron
Laura Lent
Laura Mauer
Patrick Phelan
Rose Vekony
Steve Price
Yvetteh Ortiz

El Cerrito Library Foundation
El Cerrito Strollers and Rollers
Richmond District 5 Councilmember
El Cerrito Strollers and Rollers
El Cerrito Trail Trekkers
El Cerrito Strollers and Rollers
City of Richmond Public Works
El Cerrito Strollers and Rollers
El Cerrito Strollers and Rollers
City of El Cerrito Public Works

This report was prepared by:

California Walks

Marina Ramirez
Jacqueline Garcia
Alma Leyva
<https://calwalks.org>

University of California, Safe Transportation and Education Center (SafeTREC)

Kristen Leckie
Garrett Fortin

<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 OTS.

Contents

Acknowledgements	2
Table of Contents	3
<u>Introduction</u>	<u>4</u>
Safe System Framework	5
<u>Background</u>	<u>6</u>
Local Policies and Plans	7
Pedestrian and Bicycle Crash History	8
El Cerrito and Richmond Annex Workshop Boundaries	9
Pedestrian Crashes	9
Bicycle Crashes	10
<u>Walking and Biking Assessment</u>	<u>11</u>
Route 1: San Pablo Avenue	11
Route 2: Central Avenue	15
<u>Recommendations</u>	<u>18</u>
Community Recommendations	20
Project Team Recommendations	33
Appendix	35

Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks & SafeTREC (Project Team) works with the local Planning Committee, a group of community stakeholders, over the course of 2-3 months to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The virtual workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns, and develop preliminary action plans for priority infrastructure and community programs.

The El Cerrito and Richmond Annex CPBST workshop was held virtually and convened 35 participants on July 25, 2022, including residents, and representatives from the City of El Cerrito, the City of Richmond, West Contra Costa Transportation Advisory Committee, El Cerrito Trail Trekkers, and others. El Cerrito Rollers and Strollers requested that the Project Team conduct a CPBST in El Cerrito and Richmond Annex with the goals to:

1. Improve walking and biking safety between El Cerrito and the Richmond Annex area;
2. Encourage more people to walk, bike, and use public transportation; and
3. Create a shared community vision with neighbors.

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



Safe System Framework

The Project Team adapted the Federal Highway Administration's Safe System framework to make it more impactful for grassroots community engagement. The Safe System approach aims to eliminate all fatal and serious injuries. We emphasize equity as a central component and acknowledge the critical need to strengthen partnerships between transportation professionals and the communities they serve in order to create safe streets for everyone. Our Safe System approach improves safety for all road users through the principles and the multiple layers of protection seen in the graphic below.

For more information about the Safe System Approach, please review our policy brief available at: bit.ly/SafeSystemApproach. To learn more about Safe System strategies, please review our toolkit available at: bit.ly/CPBSTToolkit.



Background

The communities of El Cerrito and Richmond Annex are located in Contra Costa County. Per the California Office of Traffic Safety’s Crash Rankings, in 2019, El Cerrito ranked 69th out of 103 cities of similar population size for people killed or injured in a traffic crash (with a ranking of “one” indicating the worst crash rate). Most notably, El Cerrito ranked 14th out of 103 cities for senior pedestrians killed and injured. The city of Richmond, which includes the Richmond Annex neighborhood, ranked 15th out of 59 cities of similar population size for people killed or injured in a traffic crash. Most notably, Richmond ranked fourth out of 59 cities for crashes where a person between the ages of 21 and 34 had been drinking.

Per 2022 [Esri Community Analyst](#) data, both El Cerrito (18 percent) and Richmond Annex (21 percent) have large numbers of households with one or more persons with a disability. The communities also have large numbers of seniors (aged 65 or older), 23 percent and 18 percent respectively. Over ten percent of all households do not own a personal vehicle in the focus area.

The largest commute pattern outside of solo drives to work for both El Cerrito and Richmond Annex, with 26 and 21 percent, is taking public transportation. The focus area commutes more than twice as much via public transportation than Contra Costa County as a whole (10 percent). Carpooling is the third most popular commute option, with 8 percent of both communities carpooling to work. El Cerrito sees two percent of its population biking to work and one percent walking to work. In Richmond Annex, three percent of the population walks to work and one percent bikes to work. The full demographic report from 2022 Esri Community Analyst data can be found in the appendix.



A shuttle waits to pick up passengers at the El Cerrito del Norte BART Station, which serves as a transit hub for local and regional transit agencies.

Local Policies and Plans

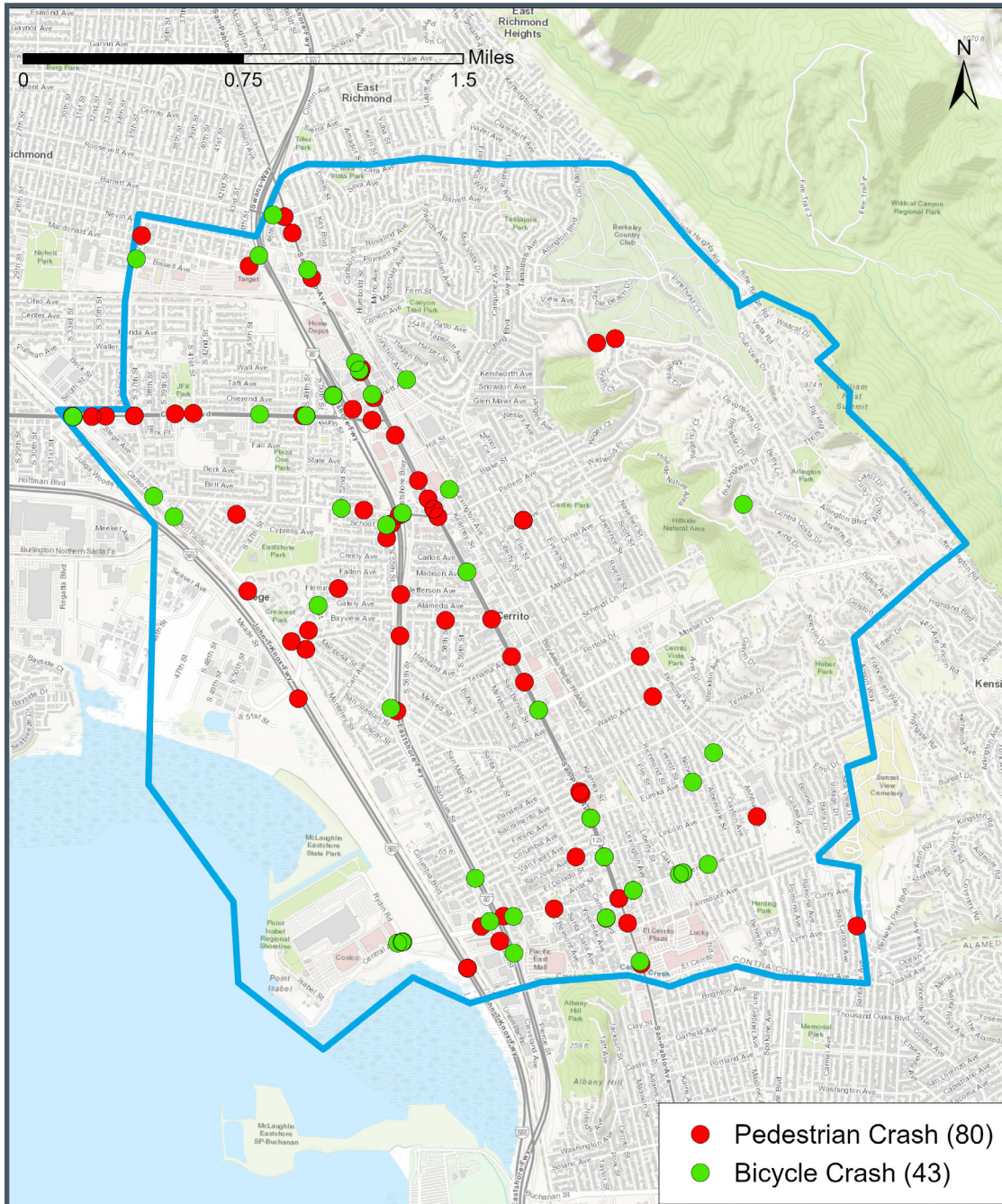
The [Form-Based Code Chapter 2022](#) a land development regulation based on building form as opposed to land uses, of the [San Pablo Avenue Specific Plan 2014](#) is currently being updated. The code includes open space standards and guidelines, including requirements for developers to provide a certain amount of open space or financially contribute to an open space development program where potential open space developments are constrained. These guidelines encourage the development of plazas, midblock connections, rain gardens, and more. [The Complete Streets Chapter 2014](#) calls for a bike lane north of Potrero Avenue, a one-way separated bikeway from Potrero Avenue to Lincoln Avenue, and a bike route between Lincoln Avenue and Fairmount Avenue on San Pablo Avenue.

The [El Cerrito del Norte Transit-Oriented Development Complete Streets Improvement Project](#) focuses on the area around and leading to the Del Norte BART Station and is currently in the public outreach portion of the project timeline and will implement multimodal transportation improvements identified in the San Pablo Avenue Specific Plan 2014 and the El Cerrito Active Transportation Plan 2016. Visit the [project updates page](#) to learn more.

The [Contra Costa Countywide Bicycle & Pedestrian Plan \(2018\)](#) denotes San Pablo Avenue as a part of the Countywide Bicycle Network (CBN) and currently has a level of traffic stress 4. This plan proposes a protected bike lane along this report's focus area of San Pablo Avenue.

[El Cerrito Active Transportation Plan \(2016\)](#) calls for sidewalk reconstruction and repair on Central Avenue between El Cerrito Plaza BART station and the Bay Trail. This plan calls for a parking-separated cycle track on San Pablo Avenue between Potrero Avenue and Lincoln Avenue.

Pedestrian and Bicycle Crash History



The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians¹ and bicyclists in El Cerrito and the Richmond Annex. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2011 to 2020. Crash data for 2020 is provisional as of June 2022. A full discussion of the pedestrian and bicycle crash data can be found in the appendix.

The map above shows all of the crashes within the workshop boundaries in which a person was injured and that involved a pedestrian or bicyclist from 2016 to 2020.

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

El Cerrito and Richmond Annex Workshop Boundaries

The boundaries for this workshop were: Nevin Avenue and Hazel Avenue at the north, the El Cerrito city boundary line at the south and the east, and Carlson Boulevard and the waterfront at the west. The Planning Committee chose these boundaries to include key community destinations, including the El Cerrito Plaza and Del Norte BART stations, El Cerrito Shopping Plaza, San Francisco Bay Trail and waterfront, Point Isabel, MacDonald 80 Shopping Center, Nomura Preschool, and the Ohlone Greenway.

Pedestrian Crashes

Over the 10-year period between 2011 and 2020, pedestrian crashes appear to be steadily decreasing since 2016, with a large drop in 2020 across all types of crashes due to the COVID-19 shelter-in-place orders.² In the most recent five years of data available, 2016 to 2020, there were 80 pedestrian crashes, which includes two pedestrian fatalities. Pedestrian crashes were concentrated on San Pablo Avenue (25 crashes), Cutting Boulevard (20 crashes), and Carlson Boulevard (14 crashes). There were four crashes each at the Cutting Boulevard/South 49th Street and Cutting Boulevard/Carlson Boulevard intersections. Of the pedestrian crashes, 27 occurred between 6 p.m. and 9 p.m. Wednesdays and Fridays saw the most crashes, with 33 of the 80 crashes total occurring on the weekdays. The primary crash factor for most of these pedestrian crashes was a driver not yielding the right-of-way to a pedestrian at a marked or unmarked crosswalk, which was associated with 42 (53 percent) crashes.

Among the 80 victims of these 80 pedestrian crashes, there were two fatalities and 18 serious injuries, with minor injuries (60 crashes) comprising the largest number of total injured victims. Working adults made up 71 percent of all pedestrian crash victims. Most of the working adult victims were male (47 percent), which consisted of anyone in the 19 to 59 age range. Seniors, victims ages 60 or older, comprised 21 percent of all crashes. 60 percent were female.

Free SafeTREC Data Resources

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

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

² However, this decline is not lasting. Nationally, preliminary 2021 data shows an increase in fatal crashes of 10.7 percent. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813283>

Bicycle Crashes

Over the 10-year period between 2011 and 2020, bicycle crashes appeared to be steadily decreasing as well, with a significant drop during COVID-19 shelter-in-place orders. In the most recent five years of data available, 2016 to 2020, 43 bicycle crashes occurred in the focus area. Bicycle crashes were concentrated on Central Avenue (14 crashes), San Pablo Avenue (seven crashes), and Carlson Boulevard (seven crashes). There were no fatal bicycle crashes in the focus area in the past five years. Of the 43 crashes, 14 of the crashes occurred between 3 p.m. and 6 p.m. Ten of the 43 crashes occurred on a Wednesday, with Tuesday and Thursday coming in next with eight crashes each. The most common primary crash factor for most of these bicycle crashes was due to a bicyclist riding in the opposite direction on the roadway as motor vehicles, which was associated with nine crashes. Drivers not yielding the right-of-way to people biking either at a stop sign or when entering/exiting a highway accounted for 12 of the 43 crashes, seven and five respectively.

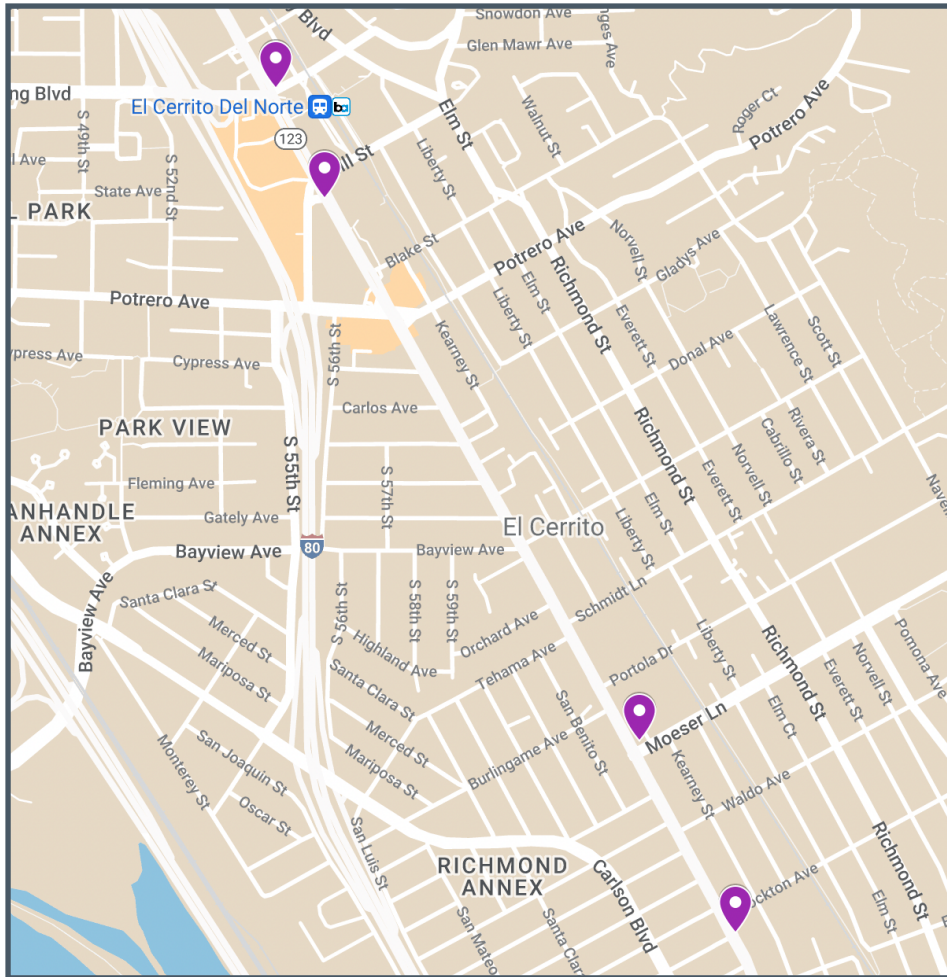
Among the 44 victims of these 43 bicyclist crashes, there were no serious fatalities and five serious injuries. Most bicycle crash victims suffered minor injuries, comprising 39 of the 44 injured victims. There were no serious bicycle injuries in 2019 and 2020. A majority of crashes were working adults, consisting of 73 percent of victims and most were male (75 percent). School aged children, victims in the age range 5 to 18, comprised 18 percent of all crashes and most were male as well (75 percent).



A faded bike sign at the Carlson Boulevard/Cutting Boulevard intersection.

Walking and Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment 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.



Route 1: San Pablo Avenue

San Pablo Avenue is a major north-south road in El Cerrito and Contra Costa County, and is the border between El Cerrito and Richmond Annex. People walk, bike, take transit, and drive on San Pablo Avenue to get to local businesses, the Del Norte and El Cerrito BART Stations, schools, green spaces, grocery stores, and other key services.

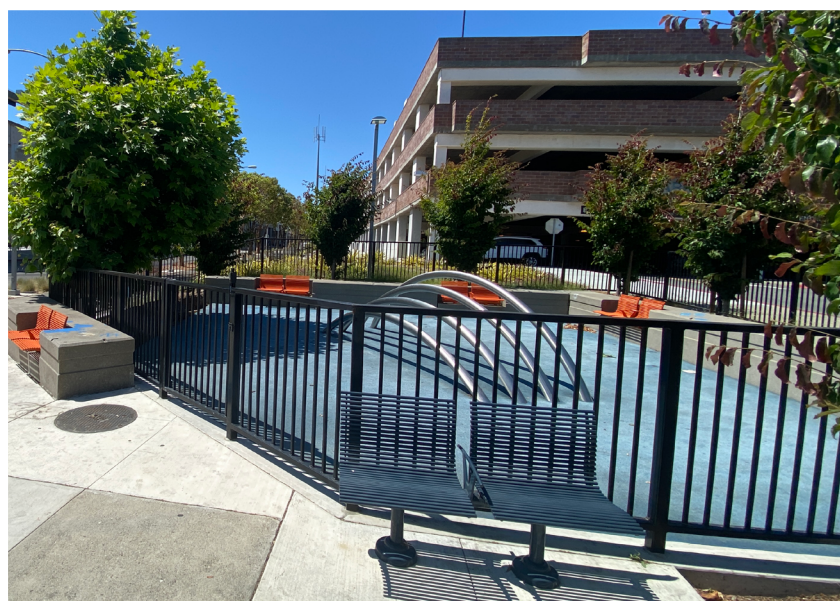
Strengths

1. The Ohlone Greenway is an approximately five-mile separated shared-use path east of and runs parallel to San Pablo Avenue. It provides a safe alternative for people to walk, bike, and roll between Richmond to the north, El Cerrito, Albany, and Berkeley to the south. The Greenway features two San Francisco Bay Area Rapid Transit District (BART) stations, parks, green spaces, community gardens, bike shelters, and more.

Route 1: San Pablo Avenue, continued

Strengths, continued

2. The El Cerrito del Norte and El Cerrito Plaza BART stations are popular commuter rails for people traveling to and from El Cerrito. The stations are adjacent to the Ohlone Greenway, between San Pablo Avenue businesses to the west and residential neighborhoods to the east, providing an opportunity for people to walk and bike to the station to complete the first and last mile of individual trips.
3. San Pablo Avenue hosts transit stops, stores, restaurants, shops, and other essential services residents can walk and bike to. Participants encourage the addition of more Black, Indigenous, People of Color businesses and cooperative models as a way to encourage more people to walk and bike to key destinations.



TOP LEFT: Bike Lockers, long-term storage bicycle parking, on the Ohlone Greenway by the El Cerrito Plaza BART Station. TOP RIGHT: The El Cerrito del Norte BART Station rails provide shade and clear signage. BOTTOM: A pocket park by El Cerrito del Norte BART Station and the Ohlone Greenway.

Route 1: San Pablo Avenue, continued

Concerns

1. Many parking lots and driveways along San Pablo Avenue create visibility issues between all road users because of the constant driver traffic in and out of the driveways and cars parked to the edge of the road. This leads to many near misses and discourages people from walking and biking.
2. Drivers use San Pablo Avenue as an alternative route to Interstate 80 during peak traffic hours, causing people walking and biking to feel unsafe traveling on and along the congested road.
3. Drivers appear to be traveling above the posted speed limit of 30 miles per hour and do not yield to pedestrians at unmarked and marked crosswalks on San Pablo Avenue, including at Eureka Avenue/Columbia Avenue, Moeser Lane, and Hill Street/Eastshore Boulevard/Peerless Avenue intersection. Participants shared that they must wait a long time, walk to the closest signalized intersection, or do not cross San Pablo Avenue at all because of this driver behavior.
4. The ladder crosswalk markings at the San Pablo Avenue/Eureka Avenue/Columbia Avenue intersection are generally visible to drivers, but the five-lane roadway is a long crossing distance for pedestrians, especially because the intersection is uncontrolled and there is no pedestrian island in the middle of the crosswalk.
5. Drivers turning left from Stockton Avenue and Moeser Lane onto San Pablo Avenue complete their turns before pedestrians can make it safely onto the sidewalk because it is not a dedicated left turn signal, leading to potential near misses.
6. A protected bike lane on the eastside of San Pablo Avenue, between Waldo and Moeser Lanes, does not connect to any bike lane. Participants, including Public Works staff, shared that it was installed to test out protected bike lanes in the community, but it confuses drivers because bicyclists abruptly transition from the bike lane into the travel lane.



LEFT: Long crossing distance at the San Pablo Avenue/Eureka Avenue/Columbia Avenue intersection. RIGHT: The protected bike lane ends at Moeser Lane.

Route 1: San Pablo Avenue, continued

Concerns, continued

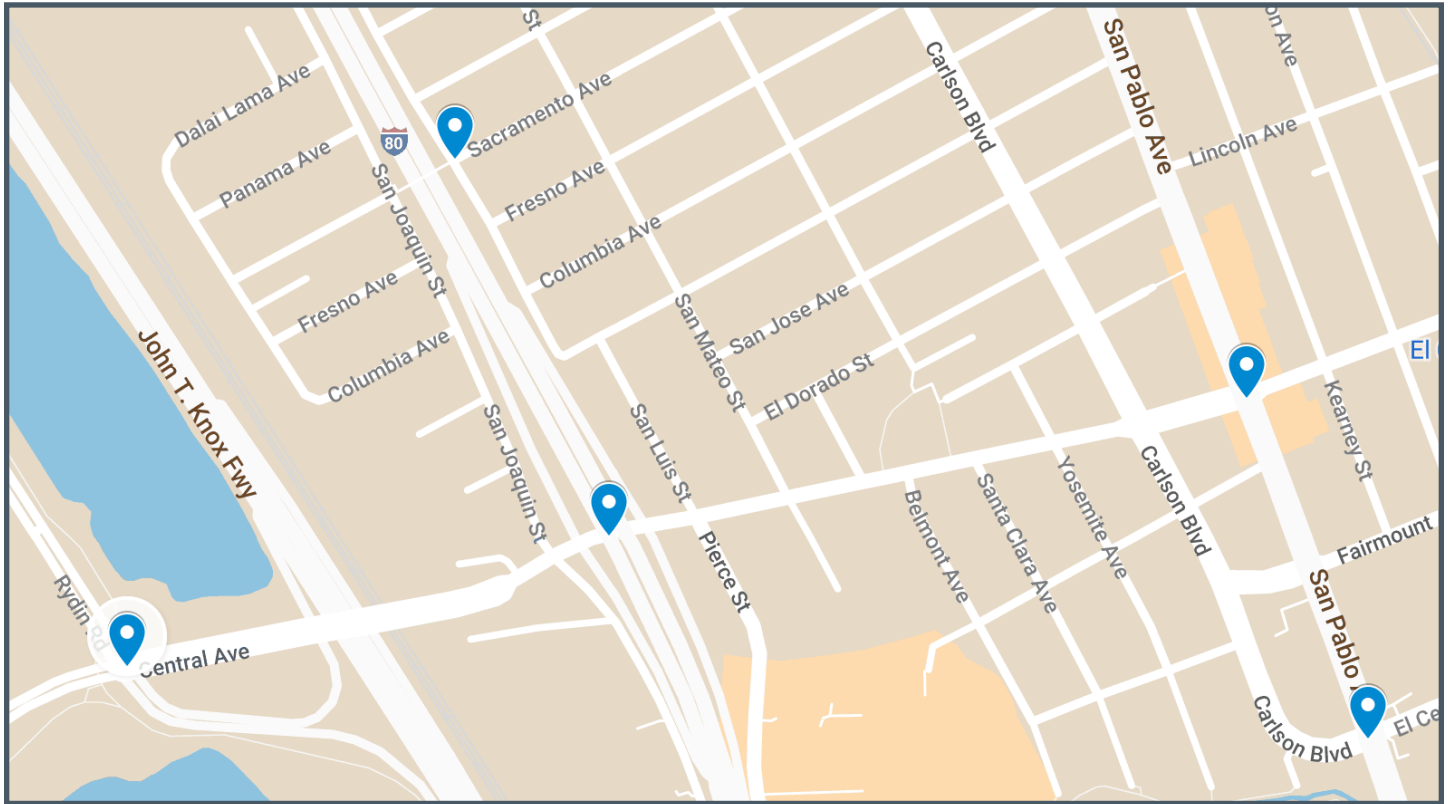
7. The San Pablo Avenue/Moeser Lane and San Pablo Avenue/Hill Street/Eastshore Boulevard/Peerless Avenue intersections have unmarked crosswalks at the south and north end.
8. Pedestrians feel unsafe crossing the wide crosswalk on San Pablo Avenue at Moeser Lane because of the four-lane corridor that includes an auxiliary turning lane, a concrete median, and parallel street parking.
9. Crossing at all legs of the five-way San Pablo Avenue/Hill Street/Eastshore Boulevard/Peerless Avenue intersection feels unsafe because of the faded marked crosswalks, unmarked crosswalks, wide crossing distance, and insufficient pedestrian crossing time. Pedestrians have approximately 22 seconds to cross San Pablo Avenue at Hill Street.
10. The crosswalk on the south end of San Pablo Avenue/Hill Street/Eastshore Boulevard/Peerless Avenue intersection cannot adequately accommodate the volume of pedestrians walking to and from the Del Norte BART station, leading many pedestrians to walk outside of the painted crosswalk. The crossing signal for pedestrians seems to take a long time to activate, so pedestrians often run across the street against a red light to catch their preferred bus or rail.
11. “Donut” tire markings at the San Pablo Avenue/Hill Street/Eastshore Boulevard/Peerless Avenue intersection reinforce the notion that the road is occupied by unsafe driver behavior and decreases the street appearance, deterring pedestrians and bicyclists from the roadway.
12. Bicyclists traveling east on Hill Street from San Pablo Avenue must compete for space in the narrow right-turn-only lane with drivers turning into a parking lot, causing bicyclists to feel unprotected.



TOP LEFT: Unmarked crosswalk on the north end of the San Pablo Avenue/Hill Street/Eastshore Boulevard/Peerless Avenue five-way intersection. BOTTOM RIGHT: Crossing at the north end of the San Pablo Avenue/Moeser Lane intersection.

Route 2: Central Avenue

Central Avenue is a major east-west bike and pedestrian route in El Cerrito. The pedestrian bridge at Sacramento Street and Interstate 80 and the Carlson Boulevard/San Pablo Avenue intersection see high numbers of students, parents, and residents walking, biking, taking transit, and traveling to and from the El Cerrito Plaza BART Station, El Cerrito Shopping Plaza, Point Isabel, Harding Elementary School, the Ohlone Greenway, and more. While a popular travel path, residents had significant safety concerns along the corridor.



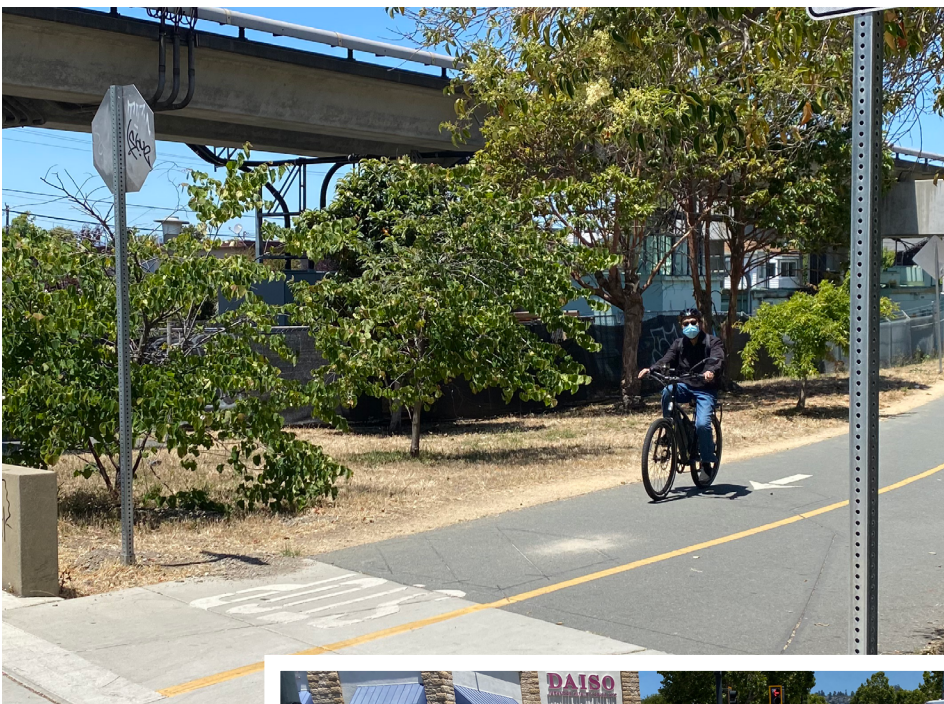
Strengths

1. Sharrows, bulbouts, daylighting, and hybrid beacons by the El Cerrito Plaza BART station on Central Avenue, provides neighbors with a relatively calm east to west bike route.
2. Central Avenue provides an east to west corridor to connect the community from inland destinations like El Cerrito High School and the Ohlone Greenway, to the waterfront, and popular destinations like Point Isabel and the San Francisco Bay Trail.
3. The El Cerrito Plaza BART Station connects the community to the regional railway and acts as an interchange hub for transit agencies like AC Transit and Bear Transit (UC Berkeley).

Route 2: Central Avenue, continued

Concerns

1. Sharrows on Central Avenue stop west of San Pablo Avenue and resume at Jacuzzi Street, just west of the I-80, forcing people biking to navigate further north or south to find an alternative route.
2. Participants shared they do not feel protected in the painted bike lanes next to high traffic volumes, drivers appearing to drive over the posted speed limit of 30 miles per hour, and multiple I-80 and Interstate-580 on-ramps and off-ramps. At Rydin Road, protected bike lanes, protected intersections, and bulbouts are present, but there are tire marks over the painted bicycle lane and crosswalk, as drivers make donuts in the intersection.
3. Pedestrians and bicyclists use Central Avenue and Carlson Boulevard that cross I-80 on and off-ramps, points of conflict between pedestrians and drivers, because they are unaware of the separated Sacramento Pedestrian Bridge.
4. The Carlson Boulevard/San Pablo Avenue intersection is difficult for neighbors to navigate due to driver speeding, short crossing times, and a lack of pedestrian and bike safety infrastructure.
5. Many intersections throughout the Central Avenue corridor are wide, especially the Central Avenue/San Pablo Avenue and Central Avenue/Rydin Road intersections, which deters pedestrians who cannot cross the street before the light cycle ends. There are no pedestrian refuge islands to provide a safe space for pedestrians to wait if they cannot cross the street before the light turns red.
6. Pedestrians do not feel safe walking on the west side of Central Avenue because of the narrow sidewalk width and high-speed drivers entering or exiting I-80 and I-580.



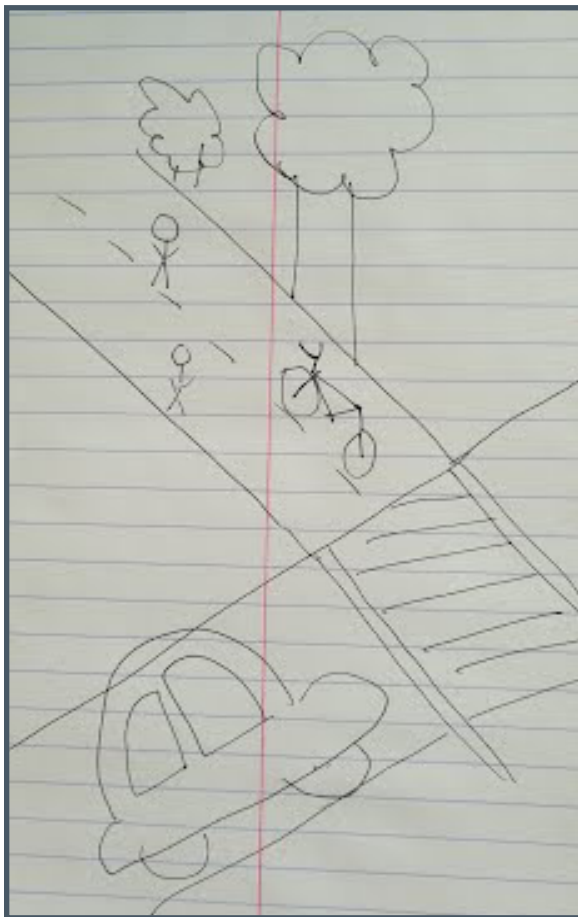
TOP: The Ohlone Greenway connects to Central Avenue, providing a north to south multi-use trail between Berkeley and Richmond. MIDDLE: Carlson Boulevard/San Pablo Avenue crosswalk which features hazards like uneven bricks and construction plates. BOTTOM: Rydin Road/Central Avenue intersection, full of tire marks from dangerous driver behavior.

Recommendations

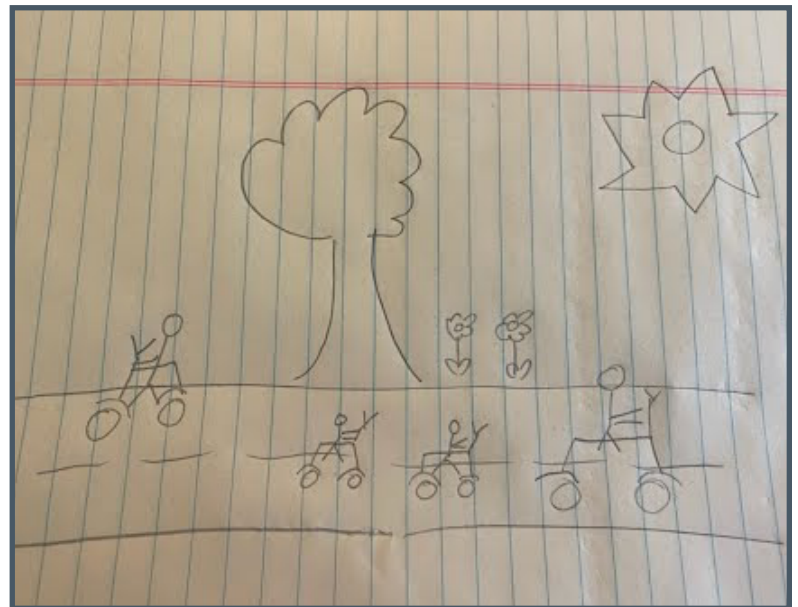
The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' preferences and priorities. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety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

Visioning Exercise

Workshop participants were asked to envision how a healthy, safe, and welcoming community looks, feels, and sounds. They generated the following visions and ideas that were used to develop the community recommendations below.



A drawing from a participant depicting a neighborhood where those biking and neighborhood kids can recreate separate from those driving.



A drawing from a participant depicting a neighborhood where more families feel safe biking and more greenery exists.

“... More main street, less freeway.”

“Smooth sidewalks, easy for wheelchairs and walkers.”

“There is room to stop and chat, and room to pass others with care.... I can get to almost all my needs by walking and biking.”

“A more equitable economy. The people in my neighborhood need cars to get to their jobs [because there is no reasonable and safe public transportation or active transportation amenities options] and they work long hours. So... while we’re fixing the world, a more equitable and fair economic system.”

Community Recommendations

Workshop participants were assigned into two groups to identify infrastructure projects and community programs to create a safer environment for walking and biking. Participants offered the following recommendations for their community. The tables below were developed by workshop participants and identified as the highest priority.

- Reconfigure Stockton Avenue and Moeser Avenue's left turning signal onto San Pablo Avenue into a dedicated left turning signal to give drivers more time to turn and to avoid encroaching on pedestrians in the crosswalk;
- Install high-visibility crosswalks and pedestrian scale lighting at all corners of the San Pablo Avenue/Hill Street/Eastshore Boulevard/Peerless Avenue intersection;
- Install a roundabout at the Central Avenue/San Pablo Avenue intersection to slow drivers and provide a safer crossing for pedestrians;
- Create a Safe Passage program to help seniors and other vulnerable pedestrians cross San Pablo Avenue safely;
- Install a pedestrian and bike bridge over the Central Avenue/I-80 intersection, similar to the Gilman Street project in Berkeley, to provide protected crossing for those walking and biking;
- Install a multi-use path connecting Madison Street to Santa Clara Avenue to connect Albany Hill and Creekside parks;
- Install protected bike lanes on Carlson Boulevard to provide safety for those biking alongside high-speed traffic;
- Install shade trees along Central Avenue to provide greenery and refuge for pedestrians; and
- Install automated pedestrian signals in the focus area to remove the push-activated buttons.

Improve Driver Behavior Along San Pablo Avenue

Project Goals:

1. Reduce driver speeds along and turning onto San Pablo Avenue.
2. Encourage drivers to yield the right-of-way to pedestrians through roadway design and a driver education campaign.
3. Encourage more people to walk and bike along San Pablo Avenue by encouraging safer driver behavior.

Project Description:

While SWITRS data shows that 65 percent of all reported pedestrian and bicyclist-involved crashes between 2016-2020 were due to driver behavior, the Safe System model looks at the influence of the roadway system on this behavior. This project seeks to 1) improve driver behavior along San Pablo Avenue by improving the infrastructure to promote safer driving and 2) implement a driver education campaign. Along San Pablo Avenue, from Eureka Avenue/Columbia Avenue to Hill Street/Eastshore Boulevard/Peerless Avenue, participants call for:

- Planting shade trees along the sidewalk and the center median;
- Widening crosswalk markings;
- Installing missing marked crosswalk;
- Adding advanced stop markings;
- Installing pedestrian hybrid beacons at non-signalized intersections;
- Installing high-visibility signage; and
- Installing curb extensions.

Continued on next page

Improve Driver Behavior Along San Pablo Avenue, continued

Proposed Plan:

<p>Activate Community & Decision-Makers</p>	<ol style="list-style-type: none"> 1. El Cerrito Strollers and Rollers will continue to collect membership sign-up surveys to learn about the community’s experience walking and biking in El Cerrito and use that information to inform their programming. (Contact El Cerrito Strollers and Rollers for results). 2. El Cerrito Strollers and Rollers and other community groups will recruit more members by continuing to talk to their neighbors, and posting about walking and biking safety on community discussion boards. 3. El Cerrito High School will identify how to best involve students in a new-driver education program. 4. The Planning Committee requests more public input opportunities in the next round of updates in the San Pablo Avenue Specific Plan. Residents can submit feedback to the El Cerrito Planning Department or receive updates about the Plan by subscribing to the Community Development E-Newsletter
<p>Project Team Recommendations</p>	<ol style="list-style-type: none"> 1. Utilize the CPBST Toolkit to explore intersection-specific traffic calming measures along San Pablo Avenue and connect with El Cerrito and Richmond Public Works Department to check for implementation feasibility. 2. El Cerrito Rollers and Strollers can host Crosswalk Performances to encourage drivers to slow down at unsignalized crosswalks, including Eureka Avenue/ Columbia Avenue. 3. Implement the “San Pablo Avenue and Central Avenue Safety Messaging Campaign” action plan below.

San Pablo Avenue and Central Avenue Safety Messaging Campaign

Project Goals:

1. Educate drivers in El Cerrito and Richmond Annex on safe driving behaviors and how to share the roadway with pedestrians and bicyclists.
2. Create a community culture of safe driving and respect for those walking and biking.

Project Description:

This project seeks to address community concerns and traffic crash history related to speeding, driving under the influence, and failure to yield the right-of-way to pedestrians and bicyclists. Many neighbors currently do not feel safe walking and biking on San Pablo Avenue and Central Avenue due to car-centric roadway design and unsafe driver behaviors. Through a safety messaging campaign, the project seeks to create a community culture of safe driving and respect for those walking and biking.

Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none">1. The Planning Committee and City Planners will hold a listening session to understand the safety concerns for the community along Central Avenue.2. The Planning Committee and City Planners use feedback given at the listening session to determine what messaging fits the goals of the project and the community's concerns.3. The Planning Committee and City Planners work with local artists and schools to create messaging artwork that fits the identities of the community.
--------------------------------------	--

Continued on next page

San Pablo Avenue and Central Avenue Safety Messaging Campaign, continued

<p>Project Team Recommendations</p>	<ol style="list-style-type: none"> 1. The campaign should include messaging around the top primary crash factor for pedestrians: drivers not yielding the right-of-way to pedestrians at marked or unmarked crosswalks and how the roadway environment encourages these unsafe behaviors. It should also include messaging around top primary crash factors for bicyclists: drivers not yielding the right-of-way to those biking either at a stop sign or when entering/exiting a highway. 2. SWITRS data shows that alcohol was a factor in over 40% of all reported pedestrian and bicyclist-involved crashes between 2016-2020. The Planning Committee and other community groups can create a drinking and driving safety campaign targeted at the entire community but also aimed at high school students. Reference the following safety messaging campaigns: <ol style="list-style-type: none"> a. “If You Drink, Don’t Drive. Decide to Ride” Campaign by Anheuser-Busch, Mothers Against Drunk Driving (MADD), and Uber b. National Highway Traffic Safety Administration (NHTSA) Buzzed Driving is Drunk Driving c. Go Safely’s Media Toolkits Resource Page 3. The campaign should include messaging that discourages driving under the influence. The following media toolkits provide examples of messaging around driving under the influence and other pertinent campaigns for the project: <ol style="list-style-type: none"> a. Go Safely’s Media Toolkits Resource Page 4. The messaging for the campaign should be developed with the community and reflect their cultural and language needs. The following is an example of a safety public service announcement in Spanish: <ol style="list-style-type: none"> a. Example: “¡Precaución! Tu familia también usa la bicicleta” PSA;
-------------------------------------	---

Economic Development Along San Pablo Avenue in Support of Pedestrian and Bicycle Mobility

Project Goal:

1. Incentivize new development to build storefronts, particularly businesses owned by Black and Indigenous People of Color, on the edge of the road to encourage pedestrian and bicyclist-friendly businesses.

Project Description:

Incentivize pedestrian and bicyclist-friendly small businesses on San Pablo Avenue to bring additional revenue and encourage more people to walk and bike to local services. Storefronts on the edge of the road are easier to access for people walking and biking, and more people near the road encourage drivers to slow down. The City of El Cerrito is developing a bike-friendly business grading system and a bike rake inventory list to create a safer biking environment.

Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none">1. El Cerrito Strollers and Rollers will attend and encourage the community to actively participate in the Economic Development Committee meetings by submitting public comments to encourage the City to develop standards and incentives that support new local businesses.2. El Cerrito Strollers and Rollers and the Planning Committee will recruit local artists, El Cerrito High School, and Korematsu Middle School to work with local businesses to create art to beautify storefronts that, among other things, create a more inviting atmosphere for those traveling to that area.3. The City of El Cerrito should connect with the City of Richmond to incorporate best practices from the Green-Blue New Deal program, to encourage green businesses and the City of Berkeley's Council Report, Berkeley as a national model for business retention through employee ownership presentation to explore supporting cooperative businesses in El Cerrito.4. Workshop participants recommend businesses utilize the El Cerrito Chamber of Commerce programs, like the marketing program, to promote their walking and bikeable business.
--------------------------------------	---

Continued on next page

Economic Development Along San Pablo Avenue in Support of Pedestrian and Bicycle Mobility, continued

Project Team Recommendations	<ol style="list-style-type: none">1. Small businesses can contact the West Contra County Transportation Advisory Committee for free bike racks.2. The City and the Planning Committee can encourage businesses to apply for Bicycle Friendly Business Status from the League of American Bicyclists and refer to the criteria to strengthen the development of their bike-friendly business grading system.3. Develop a Community Land Trust (CLT) model to keep housing affordable for low to moderate-income residents and provide other essential services. There are various CLT models, including a City-run trust like the Irvine CLT or a community-run like THRIVE Santa Ana CLT. Development projects can include sidewalk repair, shade trees, and bike parking.4. The City can also incorporate a Community Benefits Agreements clause for development projects where community residents can directly negotiate with developers for the benefits most important to them, including affordable housing, walking and biking amenities such as pedestrian scale lighting, and local hiring requirements.
------------------------------	--

El Cerrito Plaza Safety Project

Project Goals:

1. Slow driver speeds and provide protection to pedestrians with a pedestrian scramble, high-visibility crosswalks, pedestrian refuge islands, and traffic calming measures at the entrance to El Cerrito Plaza Carlson Boulevard/San Pablo Avenue intersection.
2. Prioritize the safety of bicyclists by installing bike lanes leading to and from the shopping plaza, including painted bike lanes in the plaza and protected bike lanes on Carlson Boulevard.

Project Description:

Participants recommend installing pedestrian safety infrastructure and traffic calming measures including a pedestrian scramble, high-visibility crosswalks, and pedestrian refuge islands to slow driver speeds on Carlson Boulevard and at the Carlson Boulevard/San Pablo Avenue intersection. The project also seeks to install bike safety infrastructure, including bike lanes in the shopping plaza and protected bike lanes on Carlson Boulevard to create a safe, comfortable route to and from the popular destination. Neighbors frequent the shopping plaza and other nearby destinations regularly, but do not feel comfortable walking and biking to them. This project would provide critical safety measures needed in order to encourage neighbors to walk and bike to and from the El Cerrito Shopping Plaza.

Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none">1. The Planning Committee and other interested community residents will meet with City planners and the El Cerrito Shopping Plaza to discuss the feasibility of the project and the funding needed to implement it.2. The Planning Committee and City Planners will host community feedback sessions with an emphasis on reaching senior neighbors, staff, and students from the Orientation Center for the Blind to gather feedback on how to improve accessibility at this corridor.3. City staff may partner with the Planning Committee to develop an accessible way to garner feedback from neighbors and other users on what they envision for safe access to and from the shopping plaza and other nearby destinations.
--------------------------------------	--

Continued on next page

El Cerrito Plaza Safety Project, continued

<p>Project Team Recommendations</p>	<ol style="list-style-type: none">1. Utilize the CPBST Toolkit to choose project-relevant traffic calming measures to create safer access to and from the shopping plaza and other nearby destinations.2. Consider the possibility of hosting temporary demonstrations along the corridor to try out potential traffic calming measures and garner feedback from neighbors and others who access the corridor.3. Work alongside the Planning Committee and other community organizations, like the Orientation Center for the Blind to create messaging on pedestrian and bike safety to post along the corridor. The following resources are examples of safety messaging campaigns:<ol style="list-style-type: none">a. Lighthouse’s “My Cane is My Right-of-Way” campaignb. The Southern California Association of Governments’ Go Human campaignc. Go Safely Californiad. City of Eureka “Heads Up” Campaign
---	---

Sacramento Street Pedestrian Bridge Improvement Project

Project Goals:

1. Install wayfinding from major destinations that guide people walking and biking to the pedestrian bridge and provide messaging that highlights the low-stress alternative to navigating Central Avenue and the I-80.
2. Install painted bike lanes and safety infrastructure for those walking and biking on popular routes leading to and from the bridge to provide a safe, comfortable alternative to Central Avenue.

Project Description:

This project seeks to highlight the utility of the Sacramento Street Pedestrian Bridge through the use of wayfinding, messaging, and the installation of low-stress routes to and from the Bridge. Through wayfinding and messaging, the community would be able to easily access routes to popular destinations using the Bridge. Currently, there is a lack of community awareness of the Bridge and how to navigate to it. The project seeks to install painted bike lanes, wayfinding, and other safety infrastructure for those walking and biking on popular routes in order to provide safe, comfortable routes.

Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none">1. The Planning Committee will work with City Planners to discuss potential wayfinding and other messaging to implement in El Cerrito and Richmond Annex.2. The Planning Committee and City Planners will hold feedback sessions to make sure the wayfinding and safety improvements fit the needs of the community.3. The Planning Committee will work with City Planners to identify potential funding opportunities for signage and safety improvements.
--------------------------------------	---

Continued on next page

Sacramento Street Pedestrian Bridge Improvement Project, continued

Project Team Recommendations	<ol style="list-style-type: none">1. The Planning Committee and City Planners can collaborate with local artists or schools to design community-oriented wayfinding and messaging.2. City Planners may use dignity-infused community engagement throughout the process and work alongside the Planning Committee to make sure a diverse group of community residents are able to give their feedback on the project.3. Host temporary demonstrations for the bike lanes and safety improvements along the corridor to garner resident feedback. Implement quick-build projects based on the feedback. The following resources are for implementing temporary demonstrations and quick-build projects:<ol style="list-style-type: none">a. NACTO's Quick Builds for Better Streetsb. California Bicycle Coalition's Quick-Build Guidec. SCAG's Kit of Parts
------------------------------	--

Freeway Ramp Intersection Safety Project

Project Goals:

1. Install pedestrian and bike safety infrastructure at, as well as leading to and from, freeway on-ramps and off-ramps in the community, including protected intersections to improve the safety of those walking near freeways in the community.
2. Reduce driver speeds at freeway entrance and exit ramps of I-80 and I-580 by installing traffic calming features, such as protected intersections, bulbouts, pedestrians head starts, and protected bike lanes in these locations.

Project Description:

There are many wide intersections, like the Central Avenue/Rydin Road and Carlson Boulevard/I-80 intersections in the community where freeway on-ramps and off-ramps intersect with city streets, which has led to a high number of traffic crashes between drivers and those walking or biking. This project seeks to install pedestrian and bike safety infrastructure alongside traffic calming efforts in order to prioritize the safety of those walking and biking.

Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none">1. The Planning Committee and City Planners will meet with Caltrans authorities to determine what potential improvements can be implemented near and at freeway ramps. The following project may be used as a guide:<ol style="list-style-type: none">a. SoMa Freeway Ramp Intersection Safety Studies2. The Planning Committee and City Planners will hold feedback sessions to determine which key safety infrastructure elements fit the needs of the community.3. The Planning Committee will work with City Planners to identify potential funding opportunities for safety improvements.
--------------------------------------	--

Continued on next page

Freeway Ramp Intersection Safety Project, continued

Project Team Recommendations	<ol style="list-style-type: none">1. City Planners may use dignity-infused community engagement throughout the process and work alongside the Planning Committee to make sure a diverse group of community residents are able to give their feedback on the project.2. Host temporary demonstrations for the safety improvements along the corridor to garner resident feedback. Implement quick-build projects based on the feedback. The following resources are for implementing temporary demonstrations and quick-build projects:<ol style="list-style-type: none">a. NACTO's Quick Builds for Better Streetsb. California Bicycle Coalition's Quick-Build Guidec. SCAG's Kit of Parts
------------------------------	--

Project Team Recommendations

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

Open Street Events

The Project Team recommends the City of El Cerrito, the City of Richmond, and local organizations host an open street event around San Pablo Avenue. The City of El Cerrito hosts similar community events like the Off the Grid food truck fair on Fairmount Avenue, but an Open Street event hosts a designated route for people to walk, bike, and roll on, as opposed to only allowing pedestrians. The team can connect with neighboring communities to learn about open streets, like Sunday Streets in [San Francisco](#) and [Berkeley](#). Open street events provide a tangible way for people to experience their local roads without cars, promoting safe and joyful walking and biking for people of all ages and abilities. They create a sense of place, increase community support for infrastructure improvements and encourage more people to walk and bike.

Reference the [Open Streets Project toolkit](#) for step-by-step instructions to build your team, plan your event route, fund the event, evaluate the event, and more.

Quick-Build Program

The Project Team recommends that City Planners work to create quick-build project programs in El Cerrito and Richmond Annex. Many safety projects are underway in the community, but many are years away from implementation. Because safety improvements are needed now, a quick-build program is a fitting interim that will bring low-cost but effective safety improvements to the community. City Planners may also use these projects to try out new infrastructure or project-specific elements planned for the long-term projects.

In the past two years, quick-builds have gained popularity and adoption by transit agencies across California because they are a swift and cost-effective way to improve the safety of those walking and biking in communities. The California Bicycle Coalition, alongside Alta Planning, published the [Quick-Build Guide](#) as a resource for communities looking to implement quick-build projects. As more resources become available, the Association of Bay Area Governments adds more resources to the [Quick-Build Resource Library](#). For Bay Area-specific projects, the San Francisco Municipal Transportation Agency's [Vision Zero quick-build projects](#) are examples of what's possible depending on changing conditions and community needs.

Potential Funding Sources include:

[Caltrans' Active Transportation Program](#)

[PeopleForBikes Community Grant Program](#)

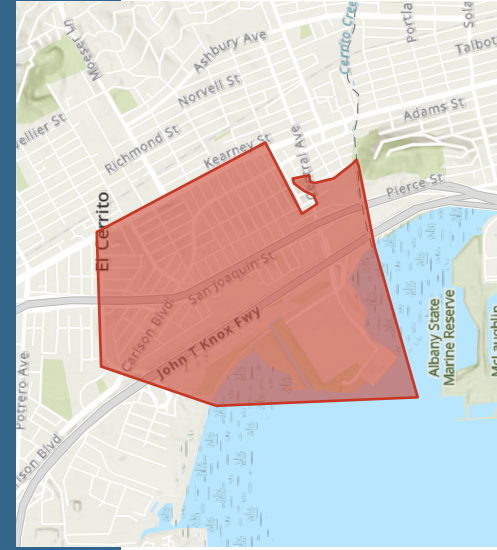
[AARP Community Challenge](#)

Participatory Survey Project

The Project Team recommends that the Planning Committee partner with City Planners and local organizations to create surveys and collect community feedback on their safety concerns and what projects and improvements they'd like to see in the community. The Planning Committee can partner with [UC Berkeley SafeTREC](#) to use [Street Story](#) as one way to engage residents, community groups, and agencies to collect information about transportation crashes, near-misses, general hazards, and safe routes to travel in El Cerrito and Richmond Annex. Any data collected can then be used as qualitative data to identify and support transportation safety projects the community supports. This also provides opportunities for community engagement and building up community leaders in El Cerrito and Richmond Annex, because the Planning Committee can recruit new neighbors into planning efforts and community organizations like the El Cerrito Strollers and Rollers. With increased community engagement, the Planning Committee can win smaller projects that are easy to implement while waiting for construction to begin on long-term projects

Appendix

- *El Cerrito and Richmond Annex Infographic*
- *CPBST Site Visit Data Presentation*

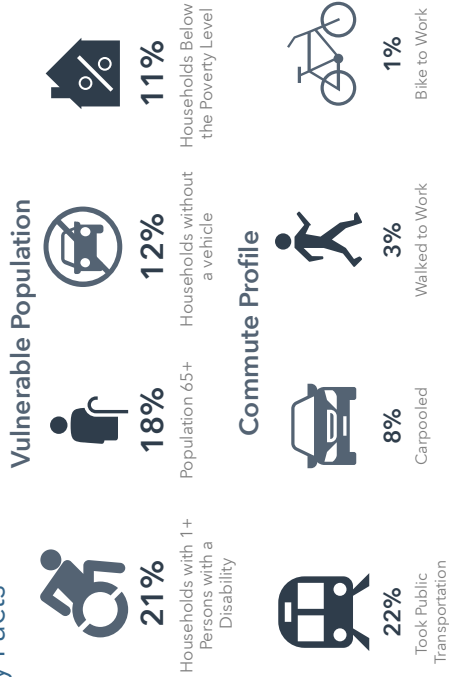


El Cerrito and Richmond Annex

Community Pedestrian and Bicycle Safety Program

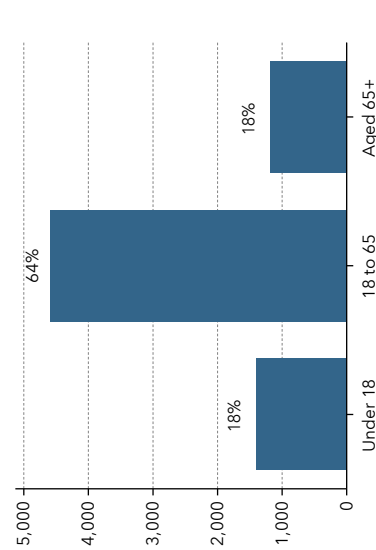


Key Facts



Household Income (2021)	
Median Household Income	\$84,072
Household Income less than \$15,000	164
Household Income \$15,000-\$24,999	163
Household Income \$25,000-\$34,999	169
Household Income \$35,000-\$49,999	252
Household Income \$50,000-\$74,999	394
Household Income \$75,000-\$99,999	412
Household Income \$100,000-\$149,999	519
Household Income \$150,000-\$199,999	270
Household Income \$200,000 or greater	300

Population by Age



Race and Ethnicity

The largest group: White Alone (34.93)
 The smallest group: Pacific Islander Alone (0.39)

Indicator ▲	Value	Diff
White Alone	34.93	+4.59
Black Alone	14.33	+4.74
American Indian/Alaska Native Alone	1.02	-0.18
Asian Alone	22.54	-10.85
Pacific Islander Alone	0.39	-0.45
Other Race	14.78	+1.43
Two or More Races	12.01	+0.71
Hispanic Origin (Any Race)	23.30	+0.07

Bars show deviation from Alameda County

El Cerrito Pedestrian and Bicycle Crash History

CPBST Site Visit – June 22, 2022

Kristen Leckie, kristenmleckie@berkeley.edu

What is a pedestrian crash?



Pedestrian-motor vehicle crash

- Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device

One crash may result in multiple pedestrian victims.

What is a bicycle crash?

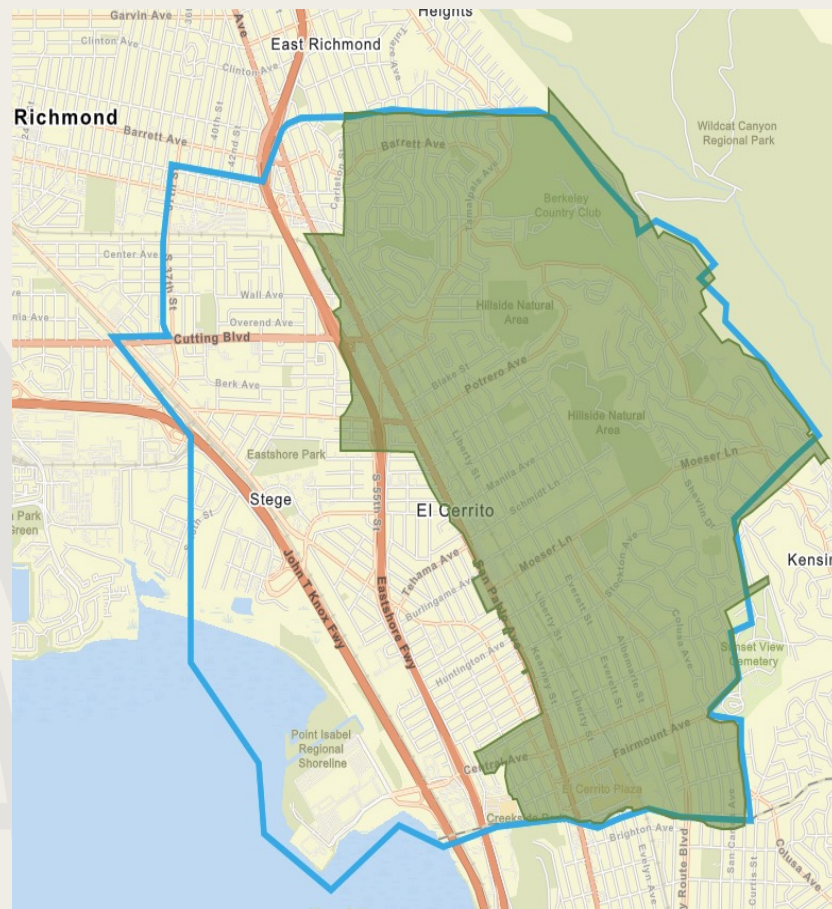


Bicycle-motor vehicle crash

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

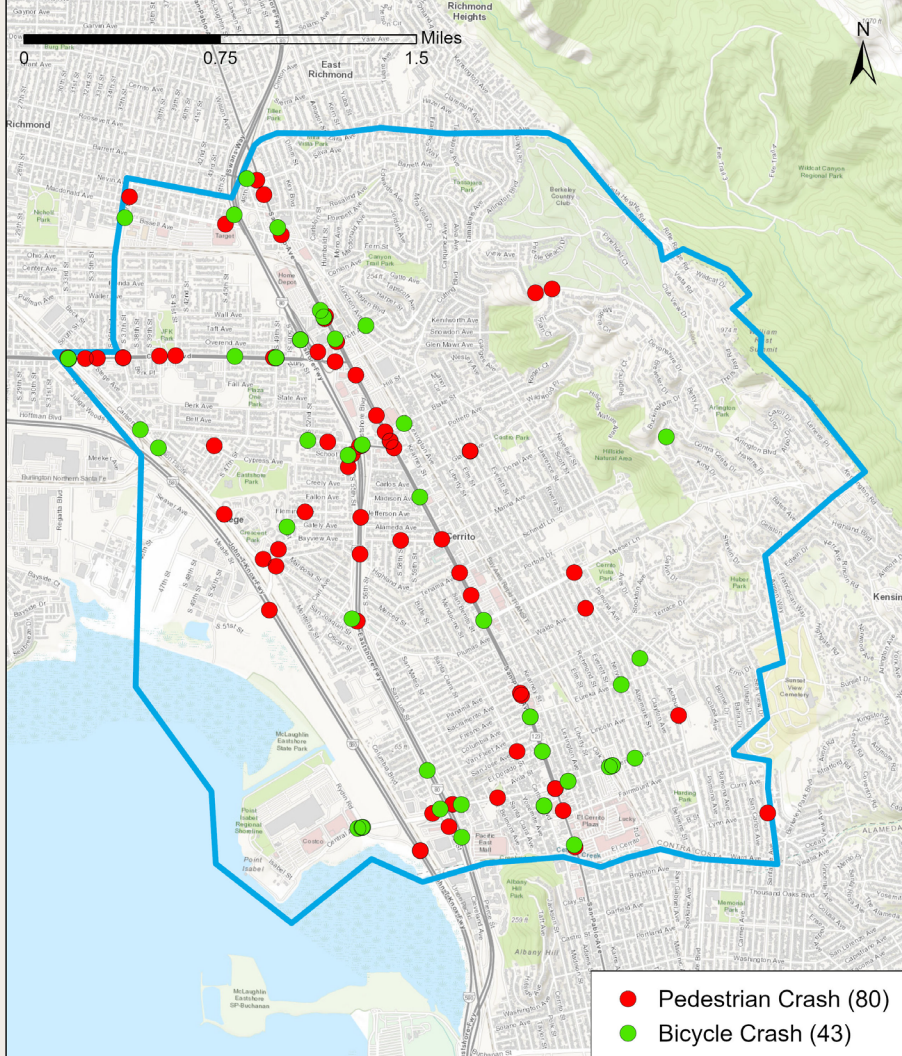
Our focus area

- The Richmond Annex neighborhood was added alongside El Cerrito to look at crash data on major east-west routes that those walking and biking take regularly.
- It is also important to look at this crash data, because any projects planned for east-west routes would include decision makers from Richmond Annex in order to improve the entire route to the waterfront.



Overview of crashes 2016-2020

El Cerrito with the addition of Richmond Annex

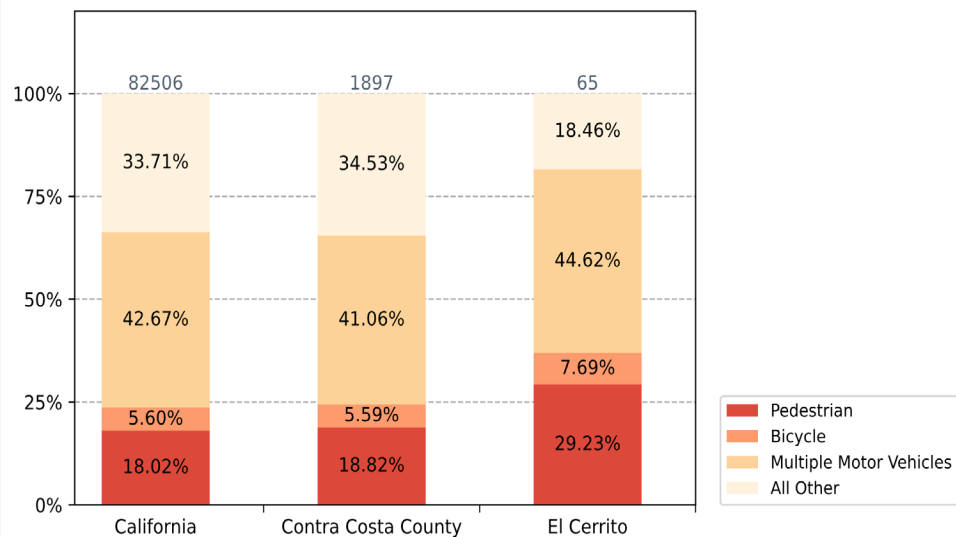


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

How does our focus area compare to other areas?

Fatal and Serious Injury Crashes by Involvement 2016-2020

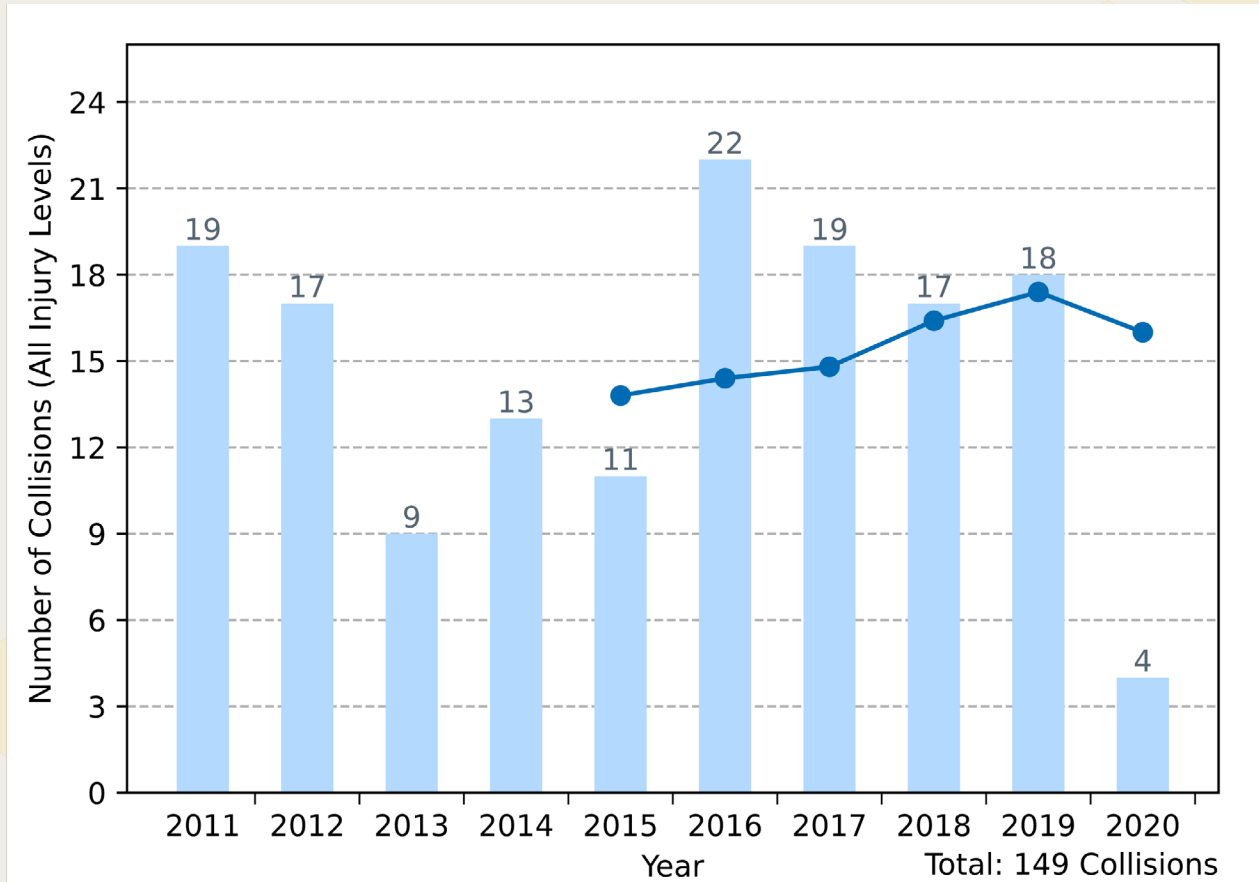
Fatal and Serious Injury Crashes by Involvements 2016 - 2020



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2016-2020; 2019 and 2020 data are provisional as of Jun. 2022

- Citywide, El Cerrito had one fatal pedestrian or bicycle crash between 2016 and 2020. Within our focus area, there were two fatalities due to the inclusion of the Richmond Annex.
- Contra Costa County has relatively the same pedestrian and bicycle fatal and serious injury crash rate as California as a whole.
- Our focus area has relatively more pedestrian, bicycle, and multi-vehicle fatal and serious injury crashes than both Contra Costa County and the state.

Pedestrian Crashes 2011-2020



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

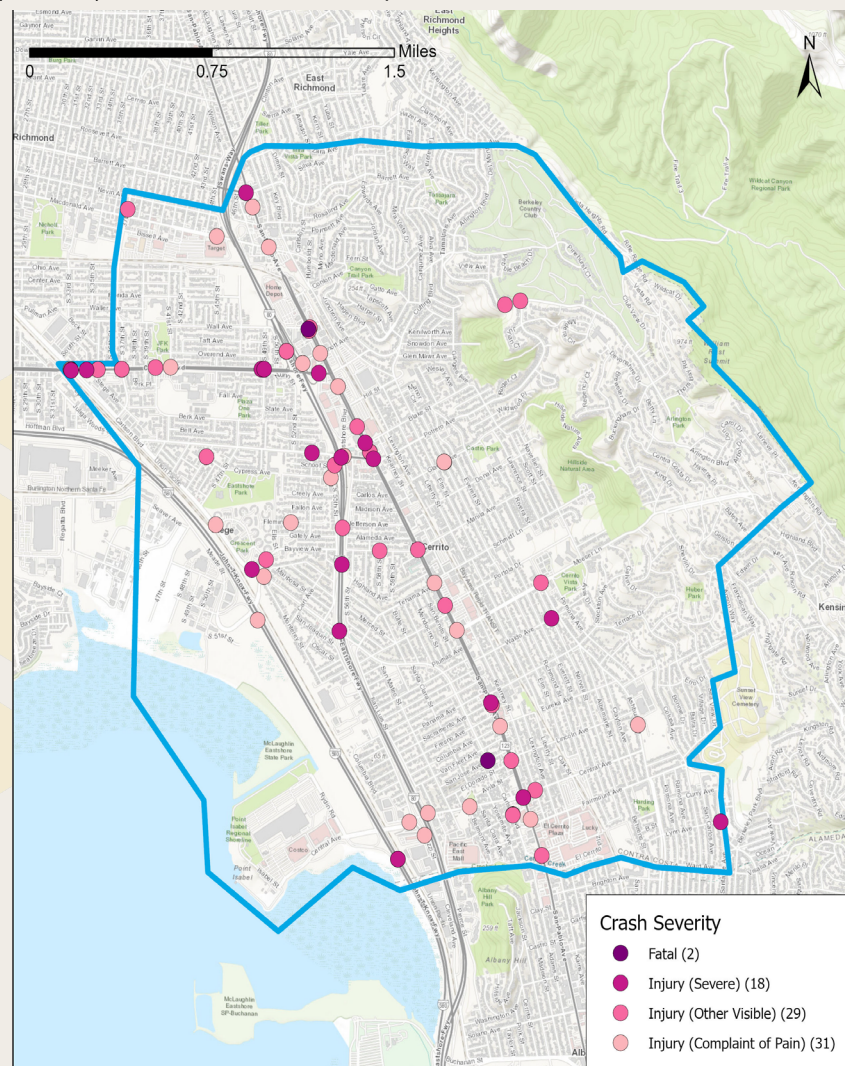
Pedestrian Crashes 2016-2020

Crashes were concentrated along:

- San Pablo Avenue (25 crashes)
- Cutting Boulevard (20 crashes)
- Carlson Boulevard (14 crashes)

Top crash intersections were

- Cutting Boulevard and South 49th Street (4 crashes)
- Cutting Boulevard and Carlson Boulevard (4 crashes)



Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

Pedestrian Crashes 2016-2020

By time of day & week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	1	4	0	1	2	2	10
06:00PM-08:59PM	2	6	2	6	7	3	1	27
03:00PM-05:59PM	2	1	3	1	2	1	0	10
Noon-02:59PM	3	0	1	0	0	1	2	7
09:00AM-11:59AM	0	1	2	0	3	1	0	7
06:00AM-08:59AM	3	2	3	1	4	0	0	13
03:00AM-05:59AM	0	0	1	0	0	0	1	2
Midnight-02:59AM	0	1	0	1	0	0	2	4
Total	10	12	16	9	17	8	8	80

Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

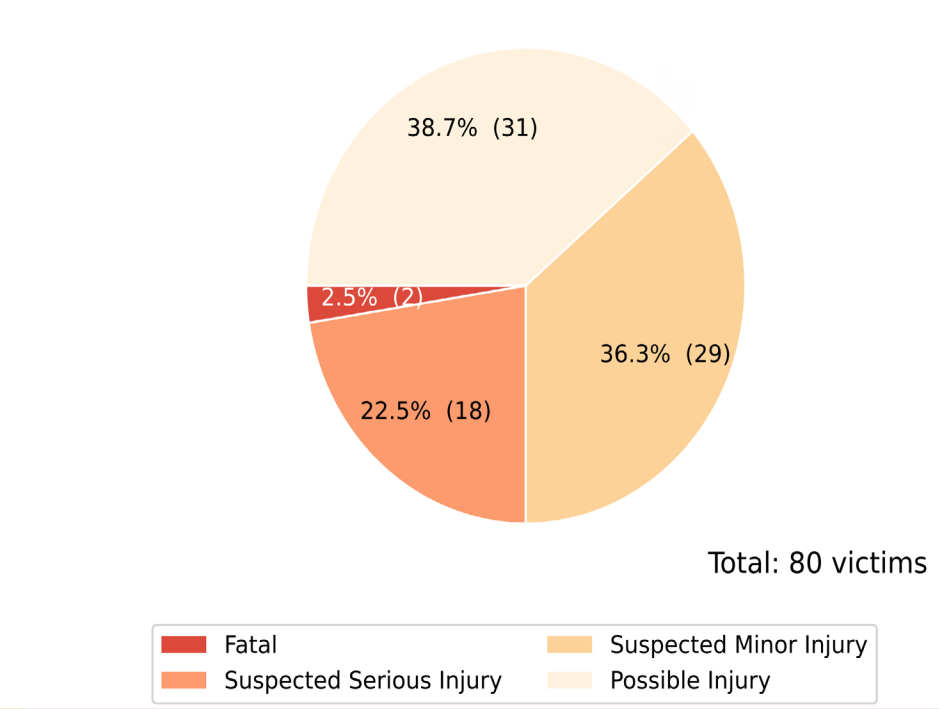
Pedestrian Crashes 2016-2020

By injury severity

80 victims were injured in 80 pedestrian crashes.

- All victims were pedestrians, with one crash also injuring a bicyclist.

The two fatalities were pedestrians; the victims were a 24 and 70 year old female.



Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

Pedestrian Crashes 2016-2020

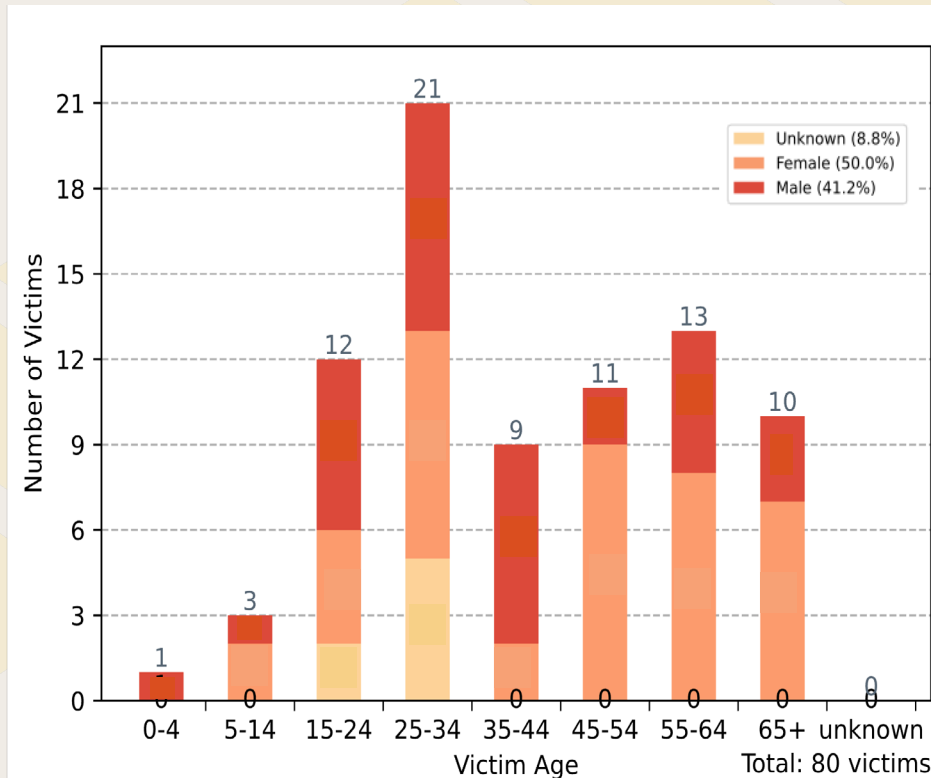
By victim age & gender

71% of victims were working adults (ages 19-59).

- 15 suffered severe injuries and 49 suffered minor injuries.
- 47% were male, 37% were female.

21% of victims were seniors (ages 60+).

- Five suffered minor injuries, three victim suffered serious injuries.
- 60% were female, 40% were male.



Pedestrian Crashes 2016-2020

Most frequently cited violations in injury crashes

42

crashes

21950a. Driver does not yield the right-of-way to a pedestrian at a marked or unmarked crosswalk.

12

crashes

21954a. Pedestrian does not yield the right-of-way when not within a marked or unmarked crosswalk at an intersection.

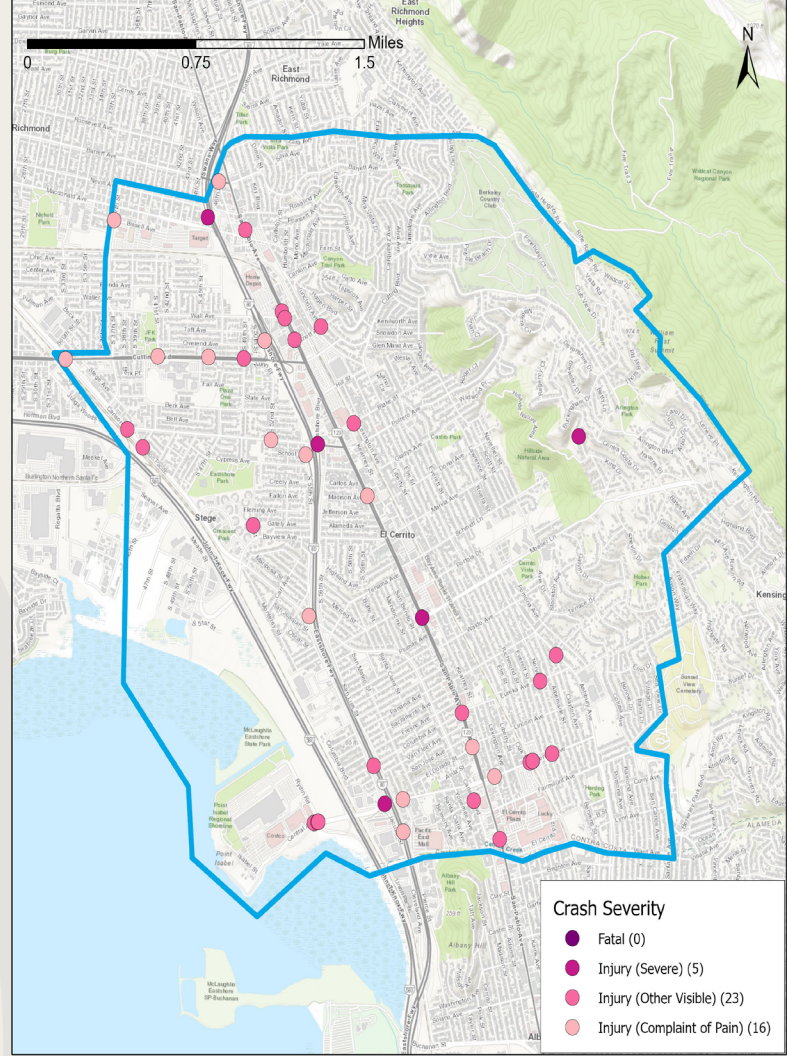
Bicycle Crashes 2016-2020

Crashes were concentrated along:

- Central Avenue (14 crashes)
- San Pablo Avenue (7 crashes)
- Carlson Boulevard (7 crashes)

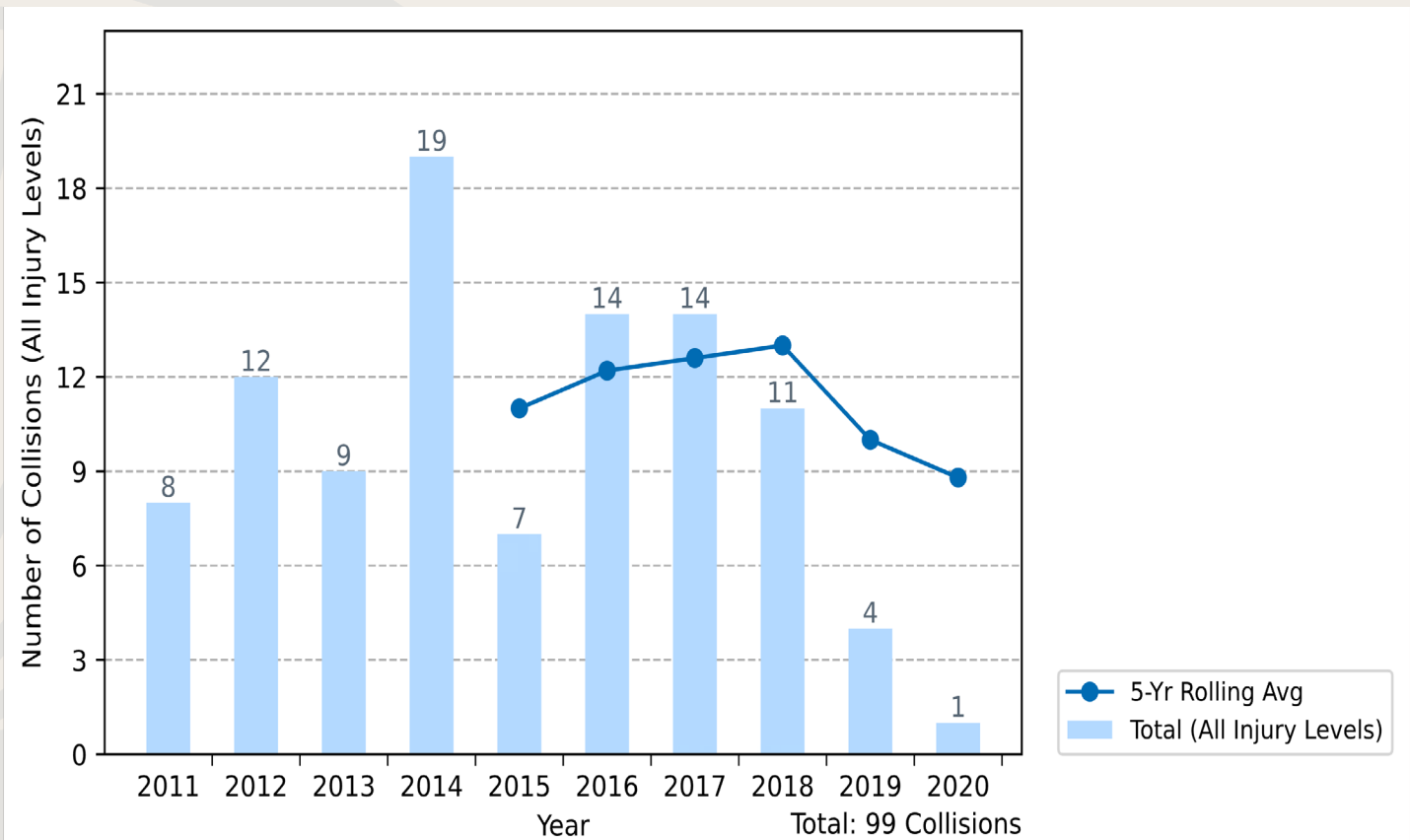
Top crash intersections were

- Central Avenue and Rydin Road (4 crashes)
- Central Avenue and the Ohlone Greenway (3 crashes)



Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

Bicycle Crashes 2011-2020



Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

Bicycle Crashes 2016-2020

By time of day & week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	1	0	1	0	1	3
06:00PM-08:59PM	2	0	2	2	0	1	1	8
03:00PM-05:59PM	1	3	3	3	3	0	1	14
Noon-02:59PM	1	2	1	2	0	0	0	6
09:00AM-11:59AM	1	1	0	0	0	0	0	2
06:00AM-08:59AM	0	2	2	1	1	1	0	7
03:00AM-05:59AM	0	0	1	0	0	0	0	1
Midnight-02:59AM	0	0	0	0	0	2	0	2
Total	5	8	10	8	5	4	3	43

Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

Bicycle Crashes 2016-2020

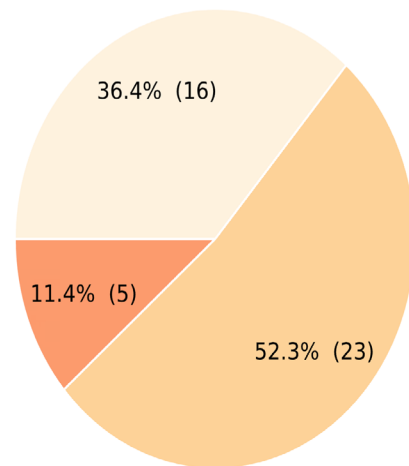
By injury severity

44 victims were injured in 43 bicycle crashes

- All victims were bicyclists, with one crash also injuring a pedestrian.

There were no fatal and five serious injury victims.

- There were no serious injuries in 2019 and 2020.



Total: 44 victims

■ Suspected Serious Injury ■ Possible Injury
■ Suspected Minor Injury

Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

Bicycle Crashes 2016-2020

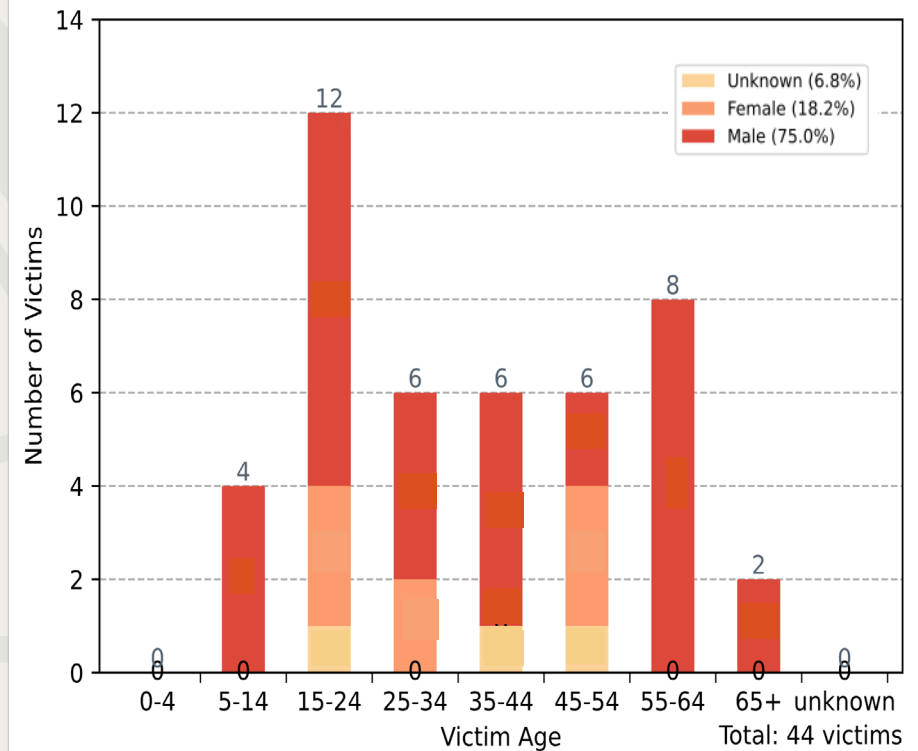
By victim age & gender

18% of victims were school age (5-18)

- All victims suffered minor injuries.
- 75% were male, 25% were female.

73% of victims were working adults (ages 19-59)

- Four victims were seriously injured.
- 75% were male, 25% were female.



Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2019; 2020 data are provisional as of June 2022.

Bicycle Crashes 2016-2020

Most frequently cited violations in injury crashes

9

crashes

21650.1 Failure to ride a bicycle in the same direction on the roadway as vehicles are driven.

7

crashes

21802a. Driver failure to stop or yield right-of-way at a stop sign.

5

crashes

21804a. Driver failure to yield right-of-way when entering/crossing a highway.

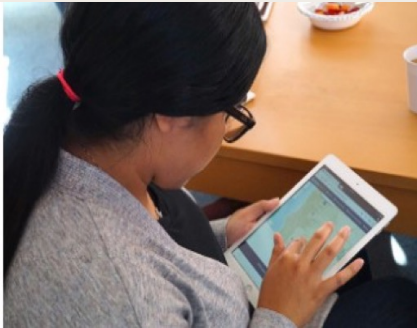
Additional Resources

Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

<https://streetstory.berkeley.edu>



Transportation Injury Mapping System (TIMS)

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

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

<https://tims.berkeley.edu>

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

For more information, please visit:

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