Community Pedestrian and Bicycle Safety Program

# Corona Summary and Recommendations Report

## Summer 2025

California Walks
Stepping Up for Health, Equity, & Sustainability

OTS
CALIFORNIA OFFICE OF
TRAFFIC
SAFETY

UC Berkeley SafeTREC

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Updated September 2025

# Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make the City of Corona a safer place to walk and bike.

Our work took place on the ethnohistoric territory of the Acjachemen, Payómkawichum, and Tongva[1]. We recognize that every community member of the City of Corona has, and continues to benefit from, the use and occupation of Acjachemen, Payómkawichum, and Tongva land.

**Planning Committee**

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

1 Native Land Digital https://native-land.ca/

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# Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a statewide, joint project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program engages community members 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[2] 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 the community's safety needs and priorities.

The City of Corona, Public Works Department requested a CPBST in Corona to:

- Enhance connectivity, visibility, and maintenance of greenways, trails, and other bicycle and pedestrian infrastructure.
- Collect and share active transportation data with Corona-Norco Unified School District to support the implementation of Safe Routes to School planning.
- Raise public awareness about the health benefits of walking and biking.

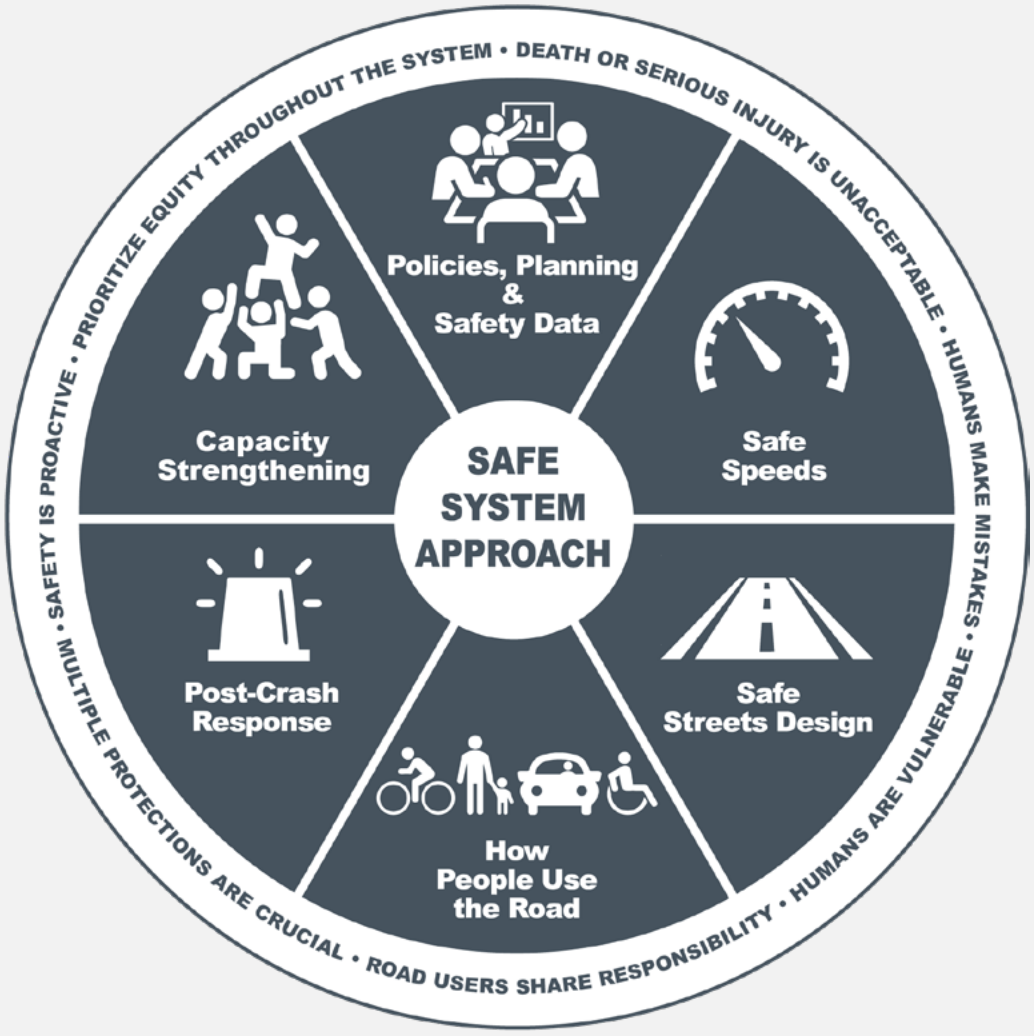
The Corona CPBST workshop convened the larger local community on Thursday, July 24, 2025, at the Corona Public Library. Eighteen people participated in the workshop, including representatives from the City of Corona Departments of Land Development, Public Works, City Manager's Office, along with SAFE IE, residents, and community members.

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

2 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.[3] 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*

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

The Safe System Approach was founded on the principle that people make mistakes and the road system should be adapted to anticipate and accommodate human error. Its framework has been adopted by the US Department of Transportation, California Office of Traffic Safety, and the California Department of Transportation (Caltrans). The Safe System Approach, in conjunction with Vision Zero, encourages a paradigm shift in transportation safety that prioritizes safe mobility for all while working towards the goal of zero deaths or serious injuries on our roads —a goal that continues to be widely adopted both in California and across the US. The Safe Systems Pyramid for roadway safety practitioners is an updated approach to traffic safety that demonstrates how population-level interventions have a greater impact than ones that depend on individual effort.4 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 CPBSP 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.

4 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 Corona is located in Riverside County with a population of approximately 157,136.[5] Of its residents, 49 percent identified as Hispanic or Latino and 37 percent identified as White.[6] The median household income in Corona in 2022 was $104,871, above the statewide median household income of $95,521, and above that of Riverside County.[7]

The boundaries for the workshop focus area were: West Grand Boulevard and the Corona North Main Metrolink Station at the north, Olive Street at the south, East Grand Boulevard at the east, and Sherman Avenue at the west. The Planning Committee chose these boundaries to include the downtown area and West Sixth Street, which are part of the Downtown Revitalization Plan to transform the circle into a walkable, beautified downtown. Key community destinations include Corona's Historic Civic Center, Corona Mall, Corona Public Library, and Corona Regional Medical Center.

In Corona, 14 percent of the population are seniors ages 65 or older and 23 percent of households have one or more persons with a disability. Nearly nine percent of all households in Corona did not own a personal vehicle. The largest commute pattern outside of solo drives to work for Corona, with eight percent, is carpooling, followed by public transportation with one percent. Within Corona, less than one percent of the population bikes to work and one percent walk to work. The full demographic report from ArcGIS Business Analyst is available upon request.

## 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 Downtown Revitalization Specific Plan outlines a vision for development in Downtown Corona. The plan prioritizes infrastructure improvements to create a bicycle, public transit, and pedestrian-friendly environment on Main Street and on the West Sixth Street corridors. It also identifies the need for continued investment in public infrastructure to improve pedestrian access, parking, wayfinding, and circulation. The Downtown Revitalization Plan Update includes timelines and details for specific projects, such as the West Sixth Street and Main Street beautification efforts and streetscape enhancements along the West Sixth Street corridor, which will include the addition of medians.

The City of Corona 2020-2040 General Plan aims to enhance nonmotorized transportation by creating safe and connected networks of sidewalks, trails, and bicycle paths, particularly around schools and public spaces. The plan seeks to promote bicycle use through key infrastructure improvements, including bicycle storage facilities and clear signage. It also emphasizes coordination with regional plans to develop continuous bicycle routes, improve safety and accessibility for all users, and raise public awareness of the health and mobility benefits of walking and biking.

The 2025 Complete Streets Safety Assessment (CSSA)conducted by SafeTREC analyzed streets within the CPBST workshop focus area, including West Sixth Street, South Lincoln Avenue, and West Olive Avenue. Suggestions for the West Sixth Street and South Lincoln Avenue corridors include assessing existing bicycle lane continuity and whether conditions would support speed reduction, as well as implementing high-visibility crosswalks, curb extensions, and nighttime lighting treatments. The CSSA also included several policy considerations, such as adding retroreflective backplates to traffic signals. These are one-to-three inch yellow retroreflective borders around the signal heads, significantly improving their visibility.

5 Profiles. United States Census Bureau. Retrieved from https://data.census.gov/profile/

6 ArcGIS Business Analyst. ESRI. Retrieved from https://bao.arcgis.com/esriBAO/

7 Profiles. United States Census Bureau. Retrieved from https://data.census.gov/profile/

The 2024 Green Alleys Project, with funding through the California Department of Transportation (Caltrans) Clean California Grant program, is working to improve 34 alleys in Corona with upgrades such as solar lighting, cleaner pathways, graffiti removal, and improved pavement to enhance walkability and bicycle access through improved low-volume pedestrian and bicycle routes. Mainly focused around West Sixth Street, the project also includes stormwater-friendly features to help recharge the local water table and promote sustainability.

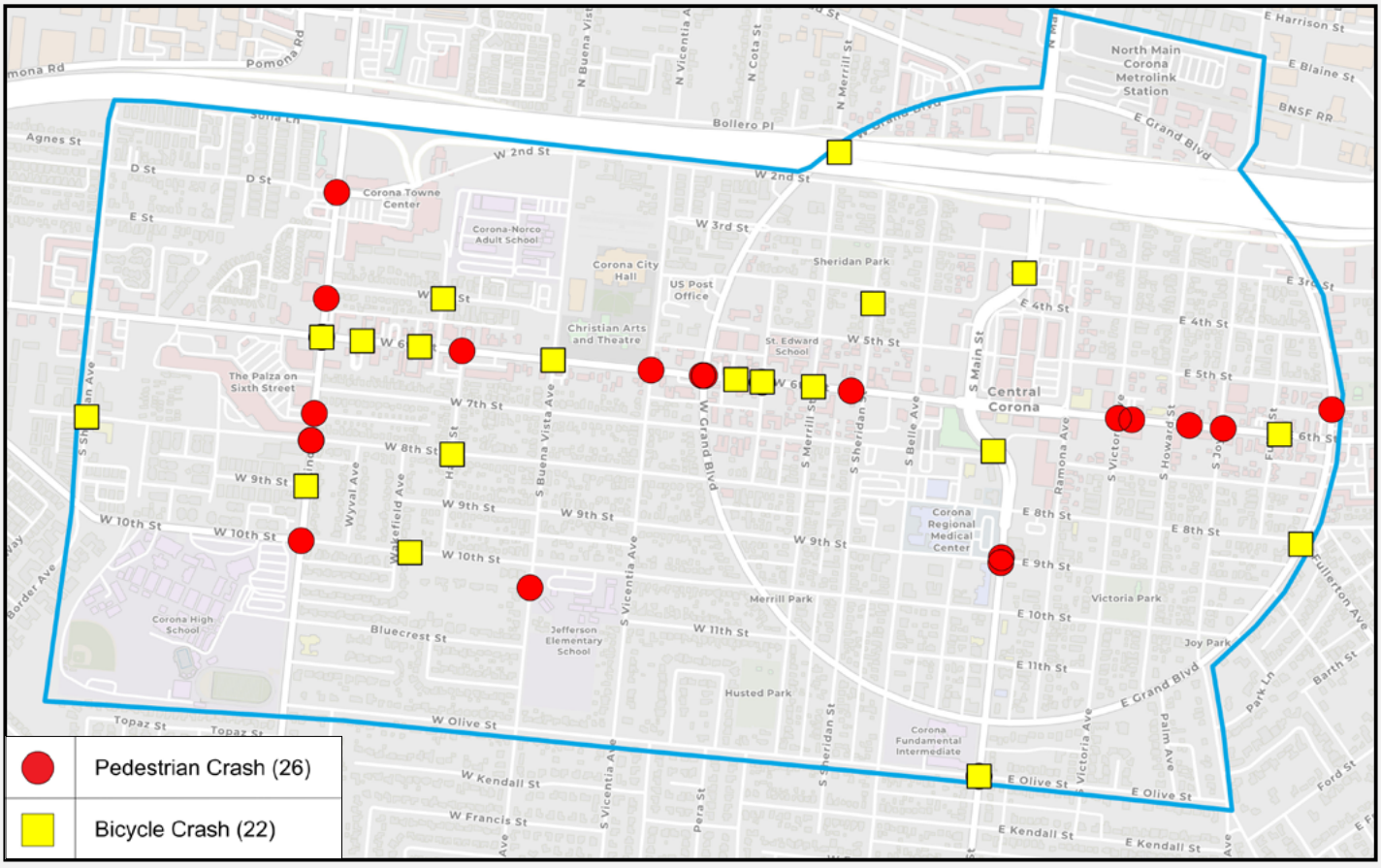
The 2001 Corona Bicycle Master Plan calls for the completion of a Bicycle Parking Program, Bicycle Safety Awareness Program, and a comprehensive bikeway network that includes Main Street, West Sixth Street, and Olive Street just south of downtown. This involves implementing an educational and promotional program along with adding signage. The Corona Bicycle Master Plan is currently being updated to include regional connectivity plans with the City of Norco and Metrolink.

## Pedestrian and bicycle crash data

Per the California Office of Traffic Safety's Crash Rankings, in 2022, Corona ranked 40th out of 61 cities of similar population size for people killed or injured in a traffic crash (with a ranking of "one" indicating the worst crash rate). Corona ranked 56th out of 61 cities for pedestrians killed or injured in a crash and 47th out of 61 for bicyclists killed or injured in a crash. Most notably, Corona ranked 34th out of 61 cities for both bicyclists under the age of 15 killed or injured in a crash and for speeding-related crashes.

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

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

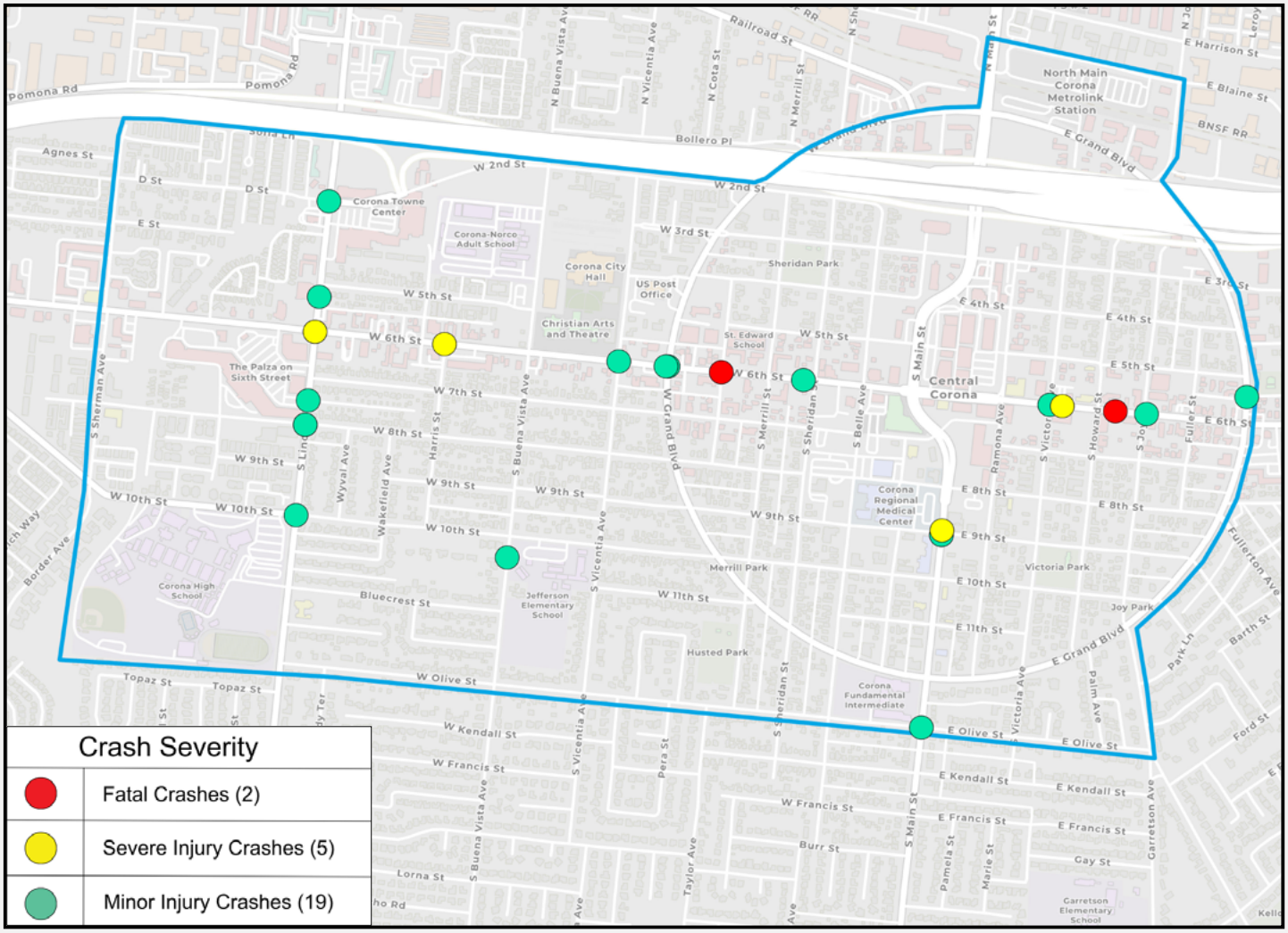



*Pedestrian and bicycle crash map for the workshop focus area in Downtown Corona, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.*

## Pedestrian crashes

Over the 10-year period between 2015 and 2024, there were an average of six pedestrian crashes per year in the workshop focus area. In 2017, the highest number of crashes over the 10-year period occurred (14 crashes), while the lowest numbers of crashes occurred in 2015 (zero crashes) and 2022 (one crash). In the most recent five years of data available, 2020 to 2024, there were 26 pedestrian crashes. Pedestrian crashes were concentrated on West Sixth Street with 13 crashes, followed by Lincoln Avenue with nine crashes. The intersection with the highest concentration of crashes was the West Sixth Street/Lincoln Avenue intersection with five crashes. Of the 26 pedestrian crashes, 19 percent occurred between 6 p.m. and 9 p.m., while Wednesday and Thursday saw the most crashes, with six and nine crashes, respectively. The primary crash factor for most of the pedestrian crashes was a driver not yielding the right-of-way to a pedestrian at a marked or unmarked crosswalk, which was associated with 16 crashes.

Among the 28 victims of these 26 pedestrian crashes, there were two fatalities and five serious injuries, with minor injuries (19 victims) comprising the largest number of total injured victims. Children and young adults ages 15 to 24 comprised 28 percent of all pedestrian crash victims. Males comprised 54 percent of the adult victims in pedestrian crashes (13 victims). Seniors, victims ages 65 or older, comprised 21 percent of all victims (six victims). Of the senior victims, 50 percent were female (three victims). School-age children, victims between the ages of five and 18, comprised 21 percent of all victims (six victims), and 66 percent were male (four victims).



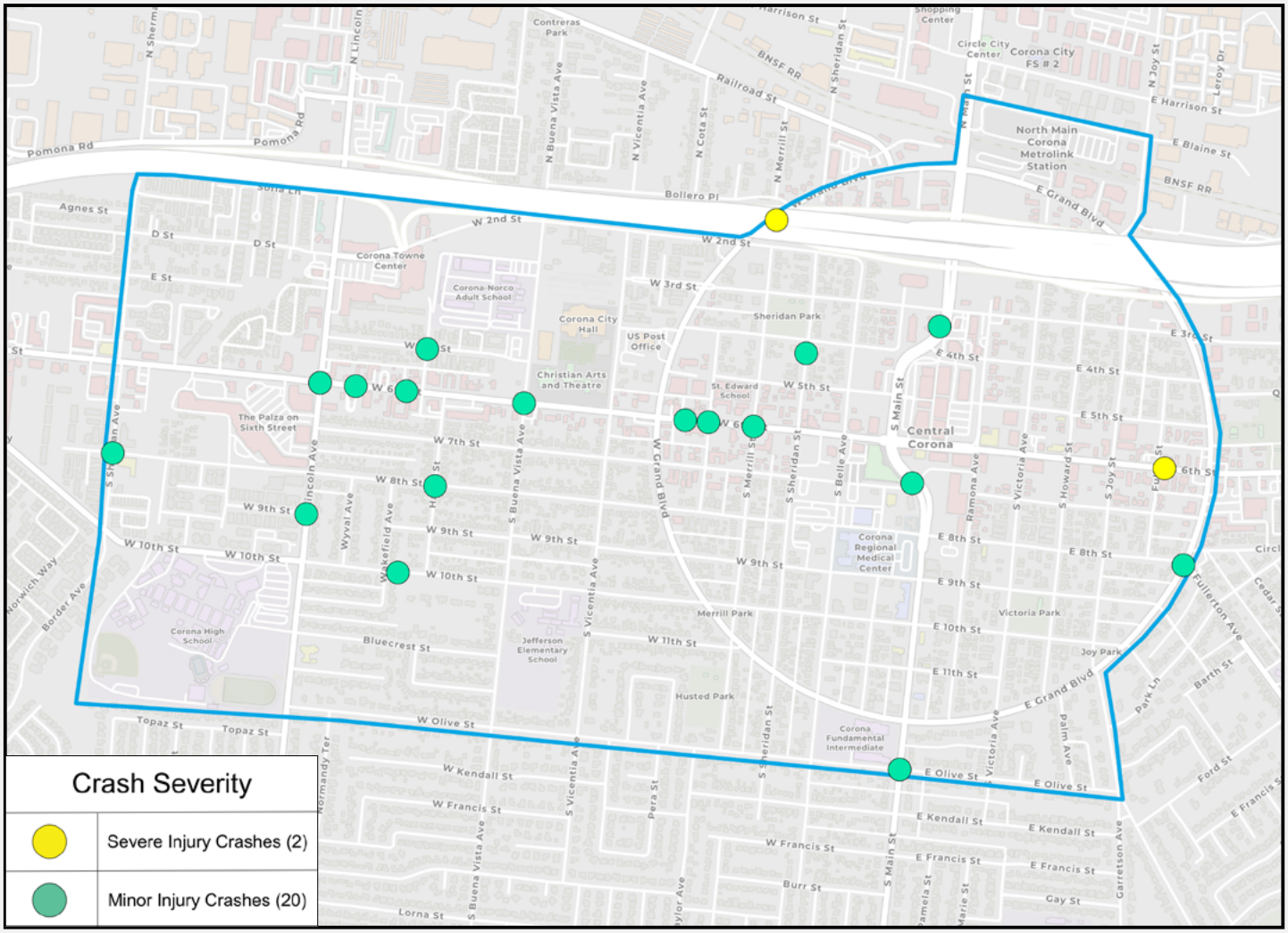

*Map showing the crash severity of pedestrian crashes in the workshop focus area in Downtown Corona, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.*

## Bicycle crashes

Over the 10-year period between 2015 and 2024, there were an average of five bicycle crashes per year in the workshop focus area. In 2016 and 2017, the highest number of crashes over the 10-year period occurred (nine crashes each year), while the lowest numbers of crashes occurred in 2015 and 2019 (two crashes each year). In the most recent five years of data available, 2020 to 2024, there were 22 bicycle crashes.

Bicycle crashes were concentrated on West Sixth Street, the location of 10 crashes. Of the 22 crashes, Wednesday and Friday saw the highest number of crashes with six crashes each, followed by Thursday with four crashes. Of the 22 bicycle crashes, 41 percent occurred between 3 p.m. and 6 p.m., and another 23 percent occurred between noon and 3 p.m. The most common primary crash factors for bicycle crashes included unsafe moving or turning on a roadway or turning without signaling (four crashes), and failure to drive/ride on the right half of the roadway (three crashes).

Among the 22 bicyclists injured in these 22 bicycle crashes, there were zero fatalities and two serious injuries. Most bicycle crash victims suffered minor injuries, comprising 91 percent of bicyclists injured (20 victims). A majority of crash victims, 64 percent (14 victims), were adults, defined as anyone between the ages of 25 and 59. A majority of the adult victims, 93 percent (13 victims), were male. Seniors, victims ages 65 or older, comprised 18 percent of all victims (four victims) and all were male. School-age children, victims between the ages of five and 18, comprised an additional 18 percent of all victims (four victims) and all were male.

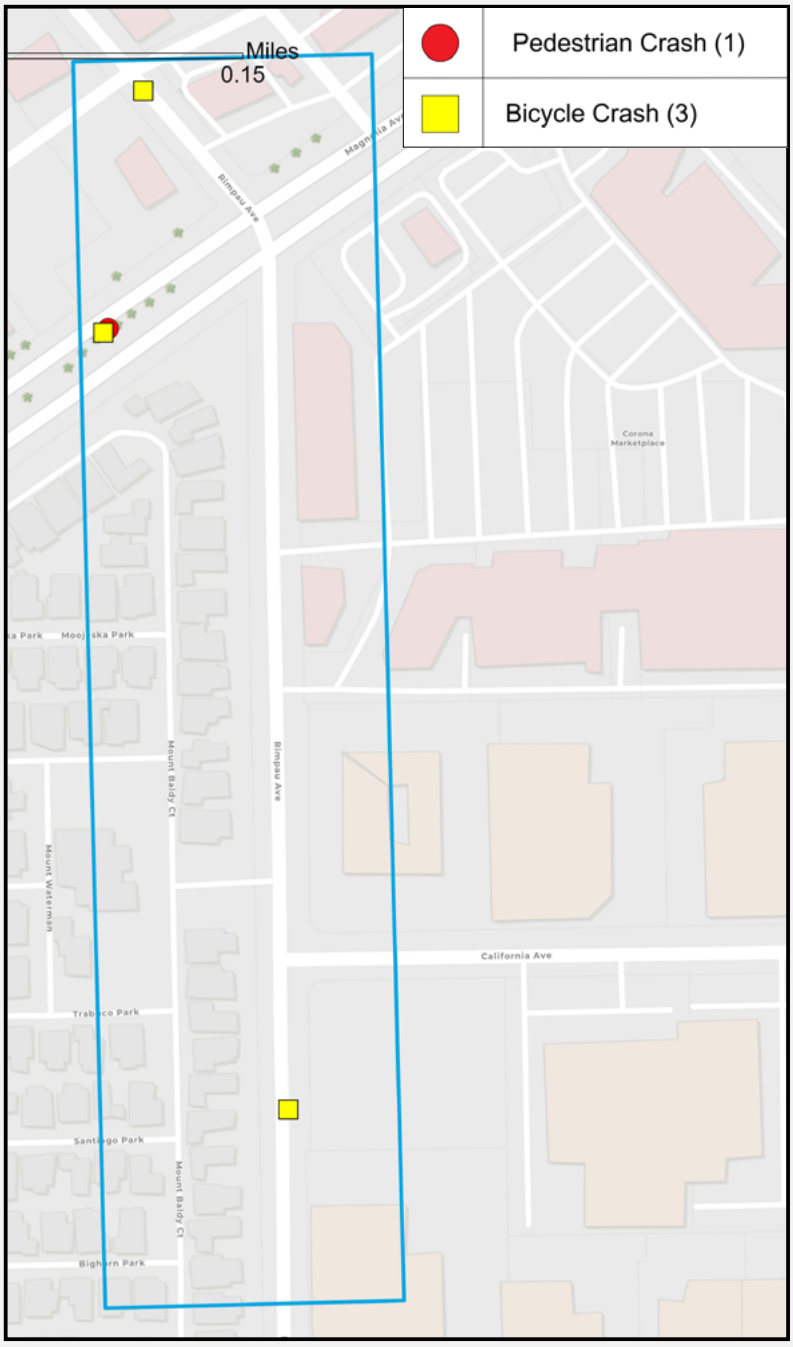



*Map showing the crash severity of bicycle crashes in the workshop focus area in Downtown Corona, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.*

## Rimpau Avenue and Magnolia Avenue Intersection crashes

At the request of a Planning Committee member, a long time community member and advocate, the Project Team conducted a brief crash data analysis of the Rimpau Avenue/Magnolia Avenue intersection for the Corona CPBST. This intersection, located in the eastern portion of the city, was identified as a popular bicycle route for Centennial High School students, despite its only bicycle infrastructure available on Rimpau Avenue being sharrows. Though this intersection was not included in the walking and biking assessment routes for the Corona CPBST, this analysis was performed to highlight the crash history and possible safety concerns at this location. This intersection was included in the 2025 Complete Streets Safety Assessment (CSSA) conducted by SafeTREC.

At the Rimpau Avenue/Magnolia Avenue intersection, between 2020 and 2024, there was one pedestrian crash and two bicycle crashes; all three crashes resulted in minor injuries. The pedestrian crash was attributed to pedestrian right-of-way (driver at fault). One bicycle crash was attributed to driving or bicycling under the influence of alcohol or drugs (driver at fault), and the other bicycle crash was attributed to riding on the wrong side of road (bicyclist at fault). The three victims of the three crashes at the Rimpau Avenue/Magnolia Avenue intersection were male. The pedestrian crash victim was 17 years of age; the bicycle crash victims were ages 40 and 53. On Rimpau Avenue, south of Magnolia Avenue, near the Rimpau Avenue/ California Avenue intersection, there was one fatal bicycle crash in 2020. The fatal bicycle crash was attributed to unsafe speed (driver at fault) and resulted in one male victim, 21 years of age.




*Pedestrian and bicycle crashes at the Rimpau Avenue/ Magnolia Avenue intersection in Corona, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of August 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 two fatal and five serious injury pedestrian crashes, nearly all occurred on West Sixth Street (six crashes). Of the seven fatal and serious injury crashes, 43 percent happened in daylight (three crashes) and 57 percent happened in the dark in areas with street lights (four crashes). Four of seven crashes were attributed to driver violations. Of these four violations, three were attributed to a driver's failure to yield the right-of-way to pedestrians at a marked or unmarked crosswalk and the fourth violation was not included in the crash report. Two other crashes were attributed to a pedestrian failure to yield the right-of-way to drivers of vehicles when crossing outside of a marked or unmarked crosswalk. Of the nine victims of the seven fatal and serious injury crashes, the majority of victims, 66 percent (six victims), were adults between the ages of 20 and 39, and the remaining 33 percent (three victims) were seniors ages 65 and above.

Of the two serious injury bicycle crashes, one occurred at the State Route 91 (SR-91) Westbound/Grand Boulevard intersection and the other occurred at the West Sixth Street/Fuller Street intersection. Both serious injury crashes were attributed to bicyclist violations; the violation for the first crash was improper turning and the violation for the second crash was riding on the wrong side of the road. One crash occurred in daylight, while the other crash occurred in the dark in an area with street lights. Of the two victims of the two serious injury bicycle crashes, one victim was 53 years of age and the age of the other victim was unknown.

**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 members. 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

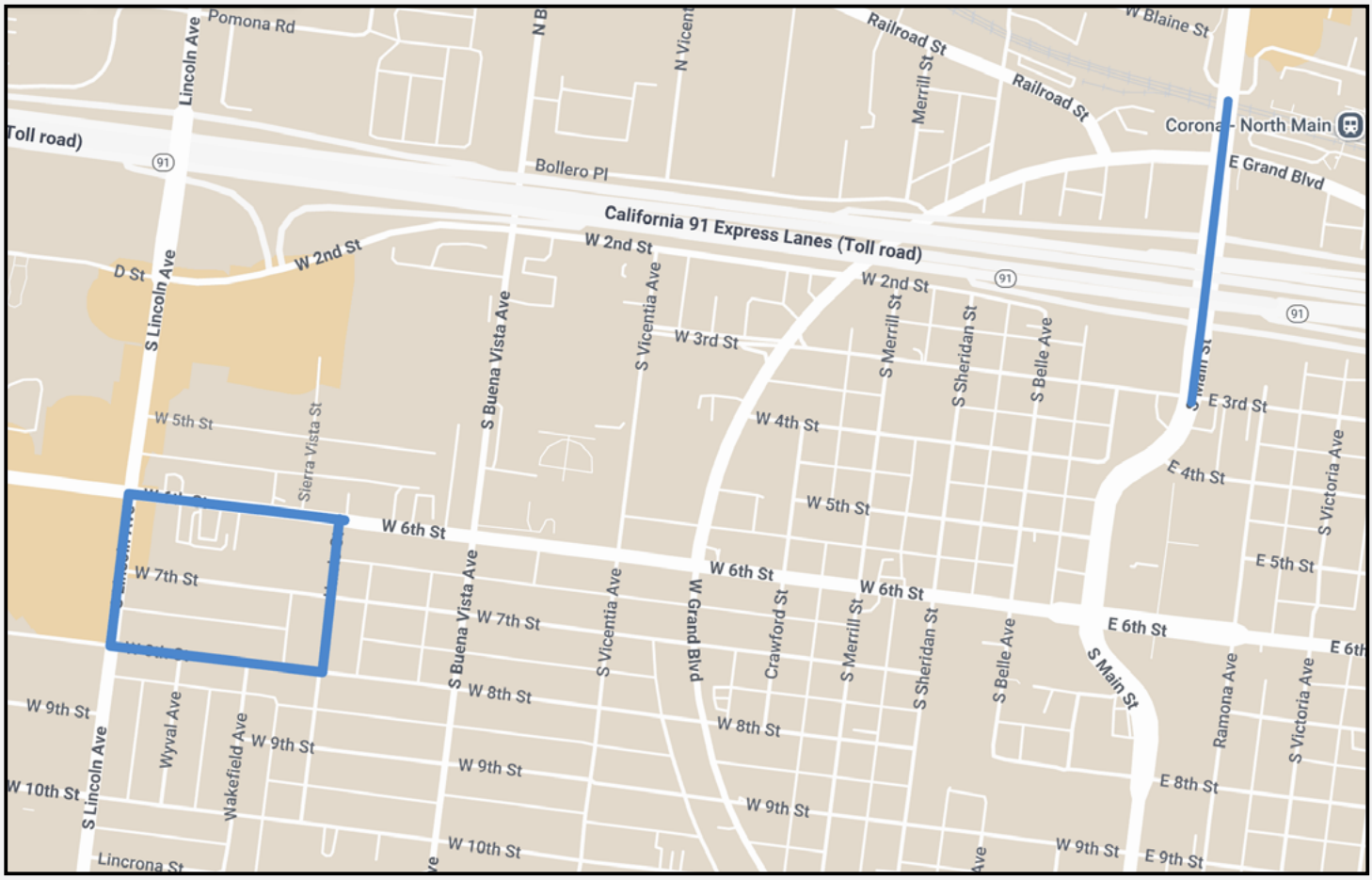
- City departments, community groups, and bicycle advocates are actively engaged in improving safety for pedestrians and bicyclists. The City of Corona is planning and implementing several infrastructure projects, including the Citywide Bus Stop Improvement Project and the 6th Street Beautification and Revitalization Projects. The redevelopment of the Main Street mall between West Eighth Street and West Ninth Street is expected to increase pedestrian and bicycle activity in the downtown area.
- Pedestrian-scale lighting and shade trees in historic and residential areas enhance walkability and pedestrian safety.
- Preserved historic homes in the southwest quadrant of the Grand Boulevard circle attract both pedestrians and bicyclists interested in local history.
- Recent crossing infrastructure enhancements, including flashing beacons and fresh crosswalk paint, increase pedestrian visibility and alert drivers to people crossing.

### Concerns

- There are inconsistent bicycle lanes on key corridors, including South Main Street, Grand Boulevard, and parts of West Sixth Street. This is especially a concern for multimodal Metrolink access. Inconsistent bicycle infrastructure forces bicyclists to ride on the sidewalk, in the roadway, onto alternative residential routes including West Olive Street and West Tenth Street, or to stop biking altogether.
- Inconsistent street design, maintenance, gutter clearing, and flood prevention measures create challenges throughout the workshop focus area. Debris, gutter lips, and drain grates obstruct bicycle paths and may cause tire damage, especially on designated bicycle paths, like West Sixth Street, leading to Downtown Corona.
- Participants shared that overgrown trees obstruct sightlines, creating blind spots for drivers and bicyclists, especially on West Sixth Street where there is a speed differential between drivers and bicyclists. This contributes to reduced visibility, especially along business corridors with multiple parking entrances like West Sixth Street and South Main Street.
- Visibility concerns stemming from poor or a lack of pedestrian-scale lighting and road lighting, especially at the SR-91 underpasses and widely spaced traffic lights on the South Main Street and West Ninth Street corridors, make crossings feel unsafe.
- Due to the lack of enforcement of daylighting laws, parked vehicles block access to sidewalks and ramps, creating a safety hazard for pedestrians and bicyclists, especially at the West Sixth Street/South Main Street intersection.
- South Main Street and West Sixth Street experience observed high driver speeds. During the site visit and workshop, drivers appeared to be traveling above the posted speed limit of 35 MPH on these corridors.
- There is heavy congestion on South Main Street, especially at the South Main Street/West Eighth Street intersection. Drivers bypass heavy traffic by using private parking lots as cut-throughs.
- Participants anticipate traffic safety issues with the new Circle City Tavern business in the shopping mall on South Main Street, which may increase the potential for impaired drivers.

## Route 1: South Lincoln Avenue, State Route 91

South Lincoln Avenue, the SR-91 on-and-off ramps, and the North Main Corona Metrolink Station are key focus areas for pedestrian and bicycle safety due to their location and high vehicle and pedestrian traffic volumes. The South Lincoln Avenue corridor connects Corona High School to nearby residential neighborhoods and commercial areas serving students, commuters, and shoppers. There is a conventional Class II bicycle lane running north and south on Lincoln Avenue leading to nearby West Olive Street, which was identified as an alternative east-west route for bicyclists during the workshop.




*Walking and biking assessment route along West Sixth Street, South Lincoln Avenue, West Eighth Street, and Harris Street, and by the North Main Corona Metrolink Station on South Main Street between East Grand Boulevard and Third Street.*

**Strengths**

- The City of Corona has added and updated infrastructure in several locations along this route to increase road user safety. Fresh crosswalk paint is visible to both pedestrians and drivers. Truncated domes for accessibility are present at all intersections and crossings along this route. Sidewalks along much of this route are in good condition and free of any trip hazards and gaps.
    - The Project Team observed various high-visibility ladder crosswalks and pedestrian crossing signage, which may increase the visibility of pedestrians and alert drivers to people walking in the area. The city has installed new rectangular rapid flashing beacons (RRFBs) and high-visibility signage at several crossings along West Sixth Street, such as the one at the West Sixth Street/Harris Street intersection, to support pedestrians crossing the street by improving their visibility. The pavement on West Sixth Street was recently repaved and is smooth to walk and roll on, reducing tripping hazards for pedestrians and bicyclists.
    - Pedestrian-scale lighting throughout the residential neighborhoods south of West Sixth Street enhances visibility and safety, especially at night, making streets feel more comfortable and secure for non-motorized users.
    - The City of Corona Public Works Department is working on a project to reduce the amount of entrance and exit points from businesses on West Sixth Street, which will reduce potential conflict points between all road users.
- This route has multiple public transportation options, connecting the residents of Corona to local and regional transportation. Bus stops along West Sixth Street are equipped with benches and bus stop shelters that offer riders route maps, rider information, and shelter from the sun and inclement weather.
    - The Corona Cruiser Red Line route runs along West Sixth Street. This bus route runs from the west to the southeast side of Corona and connects riders to Downtown Corona, the North Main Corona Metrolink Station, the Corona Public Library, and other community amenities including schools, parks, a post office, a medical center, and a mall.
    - The Corona Transit Center, adjacent to the North Main Corona Metrolink Station, provides riders with free park-and-ride services, and transfer between public transit services including Metrolink, Corona Cruiser, Riverside Transit Agency, and Rally Rideshare.
- On West Sixth Street near the Corona Civic Center, between South Buena Vista Avenue and Vicentia Avenue, sufficient tree cover provides shade for people walking and biking.
- The neighborhoods along South Lincoln Avenue have pedestrian-scale lighting that improve visibility for all road users, allowing pedestrians to see their own surroundings and improving a driver's ability to see pedestrians.

## Strengths, continued


*New rectangular rapid flashing beacons (RRFBs) on West Sixth Street help pedestrians cross the street safely.*

*Freshly painted crosswalks and newly installed tactile bumps improve pedestrian safety and accessibility along this route.*


*Pedestrian-scale lighting on West Eighth Street in a front yard with a handicap parking sign.*


*The Corona Cruiser serves this route, connecting residents to amenities across the City of Corona.*

## Strengths, continued


*The bus bench and canopy cover at West Sixth Street near Harris Street provide shade and route information for bus riders.*


*The pavement on West Sixth Street is smooth, reducing the potential for trip hazards for those walking, biking, or rolling. The bicycle lane is clearly marked.*


*The West Sixth Street corridor is well-shaded near Corona Civic Center, between South Buena Vista Avenue and South Vicentia Avenue.*

## Concerns

- The lack of traffic calming infrastructure along West Sixth Street and South Lincoln Avenue may encourage drivers to travel at high speeds. During the site visit and workshop, participants observed that many drivers on these corridors appeared to exceed the posted 35 MPH speed limit, creating a high-stress and unsafe environment for those walking or biking, despite the presence of clearly visible crosswalks. Traffic from the nearby SR-91 freeway, combined with the wide lanes and absence of traffic calming infrastructure along West Sixth Street, contributes to high driver speeds in this area.
- The lack of continuous and well-connected bicycle infrastructure along West Sixth Street, South Lincoln Avenue, and nearby corridors creates challenges for people biking and contributes to unsafe interactions between bicyclists, pedestrians, and drivers. In several locations, existing bicycle lanes end abruptly or are absent altogether, forcing bicyclists to share travel lanes with fast-moving drivers in vehicles. During the walking and biking assessment, multiple bicyclists were observed riding on the sidewalk to avoid riding in the street, which in turn creates potential conflict points with pedestrians.
    - Along West Sixth Street, the existing conventional eastbound bicycle lane ends abruptly at the West Sixth Street/Buena Vista Avenue intersection, forcing bicyclists to merge into general traffic lanes alongside fast-moving drivers in vehicles. This sudden lack of dedicated space for bicyclists increases the potential for conflict between bicyclists and drivers.
    - On South Lincoln Avenue, there is no bicycle lane and the sidewalks are narrow. Participants shared that these narrow sidewalks on South Lincoln Avenue feel unsafe and uncomfortable, with telephone poles and signs obstructing the right-of-way. Due to the lack of bicycle infrastructure on this corridor, a cyclist was observed riding on the very narrow sidewalk. This creates a potential conflict with pedestrians.
- West Olive Street serves as an unofficial alternative east-west bicycle route from Corona High School to West Grand Boulevard through residential neighborhoods. Participants noted that the lack of designated bicycle facilities, signage, and excessive on-street parking on this route reduces its appeal and safety for people biking.
- A lack of regular tree maintenance and an accumulation of gutter debris along West Sixth Street and South Lincoln Avenue reduces visibility for drivers and bicyclists traveling southbound. Overgrown vegetation and debris can obscure sightlines, particularly at intersections and driveways, increasing the risk of collisions.

## Concerns, continued


*The lack of bicycle lanes on West Sixth Street forces bicyclists into fast-moving traffic or incentivizes them to ride on the narrow sidewalk.*

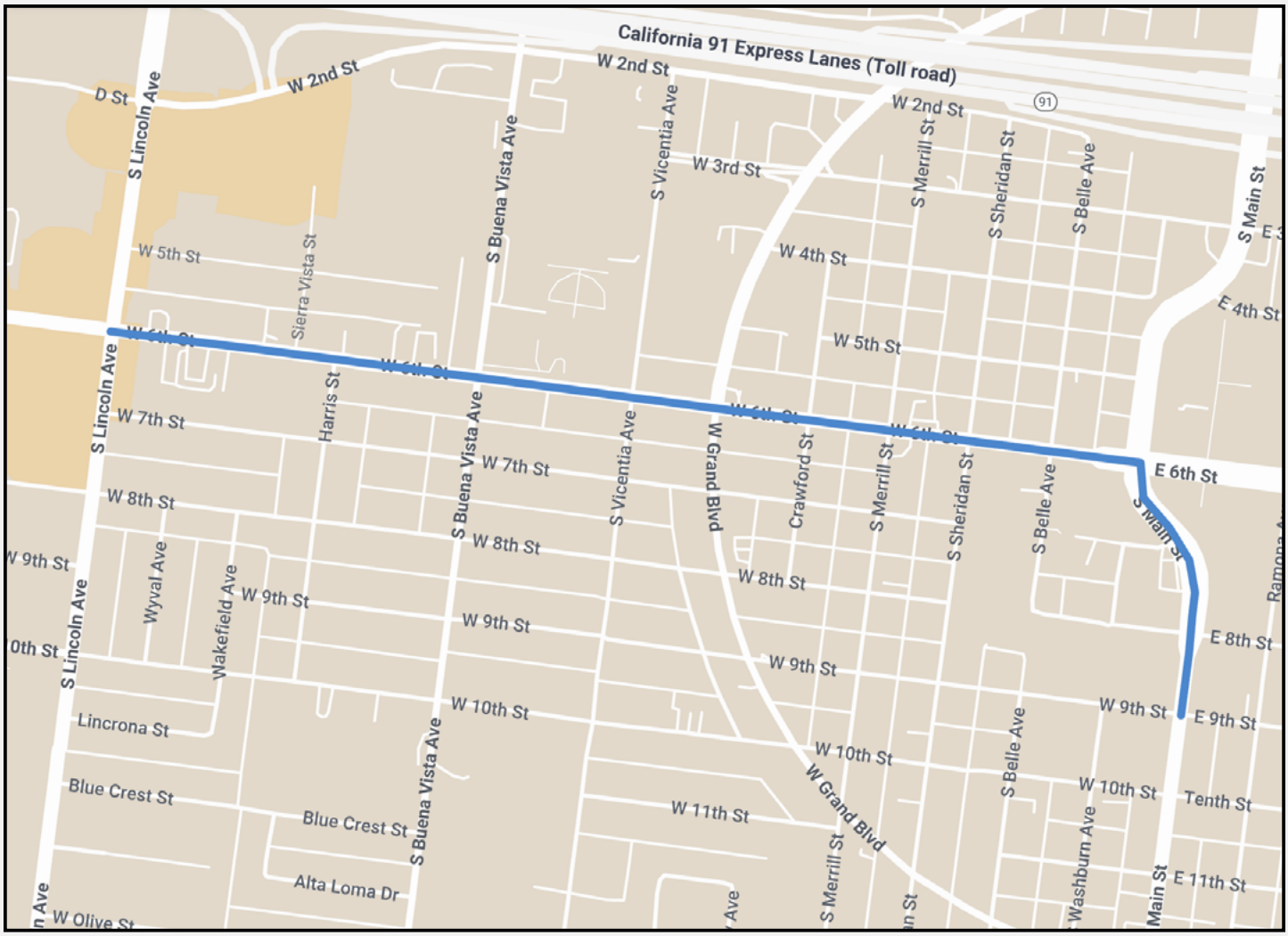

*The sidewalks on South Lincoln Avenue are very narrow and are obstructed by telephone poles and signage.*


*Numerous driveways on West Sixth Street create conflicts between vehicle drivers, pedestrians, and bicyclists.*

*Large trees with overgrown branches obstruct the path of pedestrians traveling southward on South Lincoln Avenue.*

## Route 2: West Sixth Street, South Main Street

West Sixth Street and South Main Street are commercial thoroughfares with high volumes of vehicle traffic, leading to key destinations such as Corona City Hall, Corona Public Library, Corona Regional Medical Center, and various commercial and retail spaces. On South Main Street, there are several medical service providers, making the corridor a major trip destination for community members and older adults. Both of the corridors experience high vehicular, pedestrian, and  icyclist traffic. Along this corridor are many public transit riders, including those who use the Riverside Transit Agency (RTA) services and the Corona Cruiser.




*Walking and biking assessment route along West Sixth Street, South Main Street, and West Ninth Street.*

**Strengths**

- The City of Corona demonstrates strong community engagement through active collaboration among community groups, bicycle advocates, and the City of Corona Public Works Department. This is evident in the transparency of its public notices for various renovation and development projects. This collaborative effort is producing tangible results:
    - As part of the Downtown Revitalization Plan, the city is redesigning West Sixth Street to convert the street to a one-way street in each direction with diagonal parking, landscaped medians, wayfinding signage, and more. The project aims to slow traffic and create a safer, more walkable environment, encouraging walking, and reducing the reliance on cars.
    - The City of Corona received a Caltrans grant to remove graffiti and trash from alleyways in the CPBST workshop focus area. The Green Alley Project aims to transform these spaces into low-impact pedestrian and bicycle pathways.
    - The city is also implementing citywide bus shelter improvements to enhance public transit accessibility for RTA and Corona Cruiser users.
- The City of Corona's historic preservation efforts, including pedestrian-scale lighting, contribute significantly to pedestrian and bicycle safety in Corona by fostering a sense of place and community identity. Preserved neighborhoods with unique architectural character naturally encourage slower driver speeds, creating a more inviting environment for walking and biking. Additionally, historic sites and attractions draw residents and visitors, promoting foot traffic and active transportation, while reinforcing Corona's unique cultural identity. This blend of heritage, design, and safety supports a more vibrant, walkable community.
    - Corona's Historic Civic Center, located on West Sixth Street, features open green space and a tree canopy that creates a comfortable environment for pedestrians and bicyclists. A bus shelter located directly in front of the Civic Center offers a convenient stop for Corona Cruiser and RTA riders, including seniors and students.
- The Corona Public Library offers community meeting rooms, study rooms, homework help, heritage room genealogy resources, passport services, community services, volunteer opportunities, and other valuable resources. The space is available for residents to use Monday through Saturday and offers a Library On-the-Go service hosted at various parks throughout the City of Corona for outdoor storytime and active sporting activities.
- The Project Team observed a high volume of pedestrian and bicycle traffic throughout the commercial corridors along West Sixth Street and South Main Street. This included the use of e-bicycles and multimodal devices which were observed throughout the day. There are essential services provided along these corridors, including care at the Corona Regional Medical Center, Urology Center of Southern California, and City of Hope. Other businesses along these corridors encourage a high volume of pedestrian, bicycle, and public transportation traffic, indicating an interest in walking and biking in the area as key modes of transit.
- High-visibility ladder crosswalks and yellow truncated domes installed by the City of Corona are key strengths for improving pedestrian and bicycle safety. These features are particularly effective in densely commercial and retail corridors with high volumes of vehicle drivers entering and exiting driveways and alleyways. High-visibility ladder crosswalks may increase the visibility of pedestrians and alert drivers to people walking in the area. The tactile surfaces provide essential cues for individuals with visual impairments, clearly indicating designated crossing points and enhancing accessibility. At the same time, their bright yellow color and distinctive texture alert drivers to pedestrian zones, encouraging caution and speed reduction. By increasing visibility and defining safe crossing areas, the truncated domes help prevent conflicts between vehicle drivers, pedestrians, and bicyclists, contributing to a safer and more comfortable path.

## Strengths, continued


*The City of Corona Public Works Department's public notice of planned construction.*


*The Corona Public Library, where the CPBST workshop was held, offers a variety of programs for residents of all ages.*

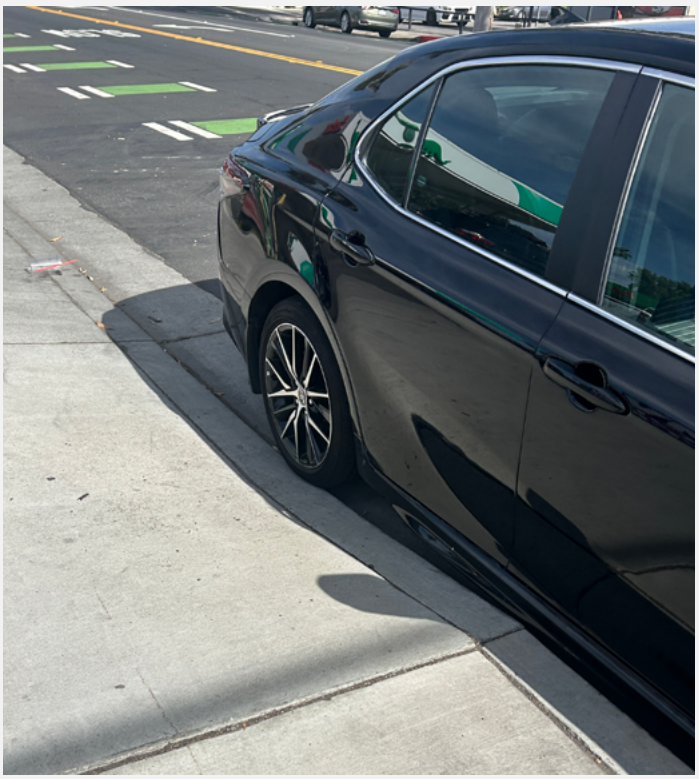

*Corona Historic Civic Center is located in front of the Corona City Hall and includes a theatre, open green space, tree canopy and public parking.*

*Truncated domes are located on either side of an alleyway exit on West Sixth Street.*

## Concerns

- The lack of adequate bicycle and pedestrian infrastructure along the West Sixth Street and South Main Street corridors are a concern, particularly for vulnerable populations such as students, seniors, and individuals with disabilities. Inconsistent, damaged, and narrow sidewalks, along with obstructed bicycle paths due to debris, create unsafe travel conditions. Visibility is further compromised by overgrown tree branches that block sightlines at intersections and along pathways, as well as poor street lighting in key areas.
    - Obstructed bicycle lanes on West Sixth Street reduce the usable width of bicycle lanes and road shoulders, forcing bicyclists closer to traffic or off of their intended path.
    - Bicyclists may be forced to veer into traffic lanes or ride on the sidewalks to avoid hazardous road conditions such as gutter pan lips, exposed concrete expansion joints, and clogged drainage. This increases the potential for crashes with vehicle drivers or pedestrians, and ultimately makes bicycling less comfortable and safe.
    - Drivers appear to be traveling above the posted speed limit of 35 MPH on the West Sixth Street and South Main Street corridors, making pedestrians and bicyclists feel unprotected due to sharing the road with high-speed drivers. The paint indicating bicycle sharrows on West Sixth Street are faded and not clearly visible to drivers or bicyclists. Though it is marked as a bicycle route, participants said that heavy traffic makes biking here unsafe.

*Bicycle paths on the West Sixth Street corridor are obstructed by debris and raised gutter lip posing a hazard for bicyclists.*



*Parked drivers blocking sidewalk ramps was identified as a concern during the walking and biking assessment.*

## Concerns, continued

- West Sixth Street faces numerous pedestrian safety and accessibility issues. These include inconsistent and poorly marked crosswalks, as well as damaged or narrowed sidewalks, caused by lifted tree roots.
    - During the walking and biking assessment, participants identified that the ramp on the southwest corner of the West Sixth Street/South Sheridan Street intersection is unevenly paved and difficult to navigate, especially for those using assistive mobility devices. The curb ramp is curved, directing pedestrians into traffic rather than into the crosswalk.
    - Overgrown tree roots have uprooted sections of the sidewalk, creating cracks and uneven surfaces that pose tripping hazards for pedestrians. Debris from overgrown vegetation, including tree trimming (notably, palm and eucalyptus trees) on West Sixth Street and South Main Street, further obstructs the pedestrian pathways.
    - Unsafe mid-block crossings and a lack of crossing infrastructure at key intersections, like the South Main Street/West Ninth Street and West Sixth Street/South Belle Avenue intersections, contribute to unsafe pedestrian crossings.

*Eucalyptus and palm trees line the West Sixth Street and South Main Street corridors and the roots uplift sidewalks and cause tripping hazards for pedestrians.*

*Numerous medical service facilities are available on the West Sixth Street/South Sheridan Street intersection and the South Main Street corridor. Patients walk, roll, and drive to access services.*

**Concerns, continued**

- Vehicles parked directly on top of the sidewalks on West Sixth Street, especially at the West Sixth Street/South Merrill Street intersection and at the automotive window tinting service, obstruct pathways for pedestrians and bicyclists.
- Numerous retail shops and commercial spaces on West Sixth Street have driveways and parking lots that grant vehicle access. The constant flow of traffic into and out of these spaces creates potential conflicts and near-misses between people driving and those walking or biking.
- Inconsistent push-button pedestrian crossing signals on West Sixth Street and South Main Street, where button heights vary between three and four feet, can pose a challenge for pedestrians with mobility issues, as the higher placement may be difficult to reach.
- Participants identified the differences in sidewalk width and conditions in front of some businesses on West Sixth Street as a concern. In some areas, the sidewalk narrows considerably, limiting safe passage for pedestrians, especially those with strollers, assistive mobility devices, or in groups.

- High driver speeds and congestion along the West Sixth Street and South Main Street corridors pose safety concerns for all road users.

*The sidewalk narrows on West Sixth Street, making it difficult to navigate, especially for pedestrians using assisted mobility devices.*


*Accessibility for pedestrians due to a narrow sidewalk on West Sixth Street was identified as a concern. Compounding accessibility issues, a front door to a business opens directly into the path of pedestrians.*

**Concerns, continued**

- Aggressive driving behaviors, including making illegal U-turns, speeding, and failure to yield the right-of-way to pedestrians and bicyclists, are commonly observed on the West Sixth Street and South Main Street corridors.
- During the walking and biking assessment, drivers failed to yield the right-of-way to pedestrians and make complete stops at key intersections, including the South Grand Boulevard/West Sixth Street intersection. Driver failure to make complete stops at traffic lights and crosswalk encroachment endangers crossing pedestrians and bicyclists.

*Participants noted tree overgrowth as a concern due to it blocking drivers' visibility and obstructing pedestrians' right-of-way.*

# Recommendations

The following recommendations were identified based on observed pedestrian and bicycle safety concerns in Corona, 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 lighting and signage standards citywide to enhance navigation and visibility for all road users by upgrading and installing energy-efficient LED lighting, especially at the SR-91 underpasses at East Grand Boulevard, West Grand Boulevard and North Main Street;
- Add bicycle lanes on East and West Grand Boulevard and North Main Street to connect the corridors to the Metrolink station, and develop alternative and separated bicycle routes where street width allows, linking schools, libraries, health care facilities, and other essential community resources;
- Explore neighborhood traffic calming measures, including speed humps, parking removal, and reduced speed zones in areas with high pedestrian and bicycle activity;
- Address vehicle congestion caused by drive-through traffic on North Main Street near Partridge Avenue;
- Organize community events such as bicycle buses, community bicycle rides, open streets, and walking tours to encourage non-vehicle travel and promote support for safe streets;
- Install RRFBs, Hybrid Beacons (HAWKs), and leading pedestrian and bicycle signal phases at key crossings, including the South Main Street/West Ninth Street intersection, to reduce conflict between road users and increase pedestrian and bicycle safety;
- Develop a Safe Routes to School plan to ensure safe walking and biking for students;
- Build a curb ramp at the East Grand Boulevard/North Joy Street intersection; and
- Remove private barriers blocking access to the Skyline Trail to allow continuous pedestrian and bicycle passage.

### Safe Street Crossing

Workshop participants discussed implementing a program to enhance pedestrian and bicycle safety on the West Sixth Street and Main Street corridors by addressing critical safety concerns related to street crossings. Concerns about street crossings were consistently raised throughout the site visit, workshop, and walking and biking assessments, as most pedestrian crashes occurred while pedestrians were crossing at an intersection.

This project would involve collaborating with the City of Corona's Public Works Department to install traffic calming infrastructure, reduce driver speeds, and explore the implementation of leading intervals for pedestrians and bicyclists. Through these measures, the project aims to create a safer, more pedestrian-friendly environment on the West Sixth Street and Main Street corridors by reducing driver speeds and increasing visibility for pedestrians and bicyclists, ultimately reducing crashes caused by speeding and driver failure to yield.

**Project goals:**

1. Improve pedestrian and bicyclist safety at street crossings;
2. Encourage walking and biking as alternative modes of transportation; and
3. Implement infrastructure to increase pedestrian and bicycle safety, including HAWKs and pedestrian and bicycle leading intervals.

### Who needs to be involved?

The Planning Committee, SAFE IE, and the City of Corona's Public Works Department can lead this project and engage additional community groups and partners such as the Riverside Bike Club, Corona City Council, Corona Public Library, Corona Community Health Center, and Corona-Norco Unified School District (CNUSD) as the process progresses.

The project can begin with an initial feasibility study and research of funding opportunities, with infrastructure improvements likely to take two or more years. Concurrently, the Planning Committee and community groups can co-develop community engagement activities for the project discussed during the CPBST planning process and workshop. The Planning Committee can support this project by continuing to engage community members and connecting them with agency stakeholders.

### Potential Safe System Approach strategies to use:

High-Injury Network (HIN), High-Visibility Road Markings and Signage, Hybrid Beacon (HAWK), Designated Safe Route, Pedestrian Head Start (Leading Pedestrian Interval), Neighborhood Speed Awareness Program, Pedestrian Safety Island, Raised Crosswalk, Safe Passage Program, Speed Hump

### Action steps:

1. The Planning Committee hosts a meeting with the City of Corona Public Works Department to inventory existing projects, identify gaps, and determine the feasibility of adding leading pedestrian intervals at key locations on West Sixth Street and Main Street. A feasibility study may include determining the need for data collection that reflects the daily experiences of community members crossing the West Sixth Street and Main Street corridors, which can support funding for infrastructure improvements, such as pedestrian counts.
2. The Planning Committee, in collaboration with the City of Corona Public Works Department, will invite members of the Corona City Council to several events. These may include: walking and biking public events for them to experience the city's infrastructure firsthand, pedestrian and bicycle counts and assessments to collect data on how people are using the infrastructure, and meetings about pedestrian and bicycle safe street crossings to discuss specific safety concerns and solutions. Collectively, these events demonstrate the community benefits of improved walking and biking infrastructure and identify opportunities to collaborate further.
3. The Planning Committee and the City of Corona will research and apply for state and federal funding sources to support infrastructure improvements. The California Active Transportation Safety Information Pages (CATSIP) provides a list of funding sources for various agencies at the regional, state, and federal levels.

### Resources:

- SCAG Community Funding Opportunities
- Quick Builds for Better Streets
- Solutions for Congested Corridors Program (SCCP)
- Office of Traffic Safety Grants Program for non-infrastructure projects
- Active Transportation Program (ATP)
- AARP Community Challenge
- U.S. Department of Transportation's Safe Streets for All (SS4A) program

## Open Streets Corona

Workshop participants discussed organizing a recurring open streets event in Corona, Open Streets Corona, which would encourage community members to walk and bike on a neighborhood street that is designed mainly for vehicles. The event could promote active transportation options and foster a culture shift that encourages alternative forms of transportation and social activities, while creating a safe and comfortable environment for walking and biking. To encourage attendance and community engagement, the Planning Committee can invite local vendors to the event as a way to support local businesses. Open Streets Corona could be located on West Sixth Street between South Lincoln Avenue and West Grand Boulevard. After the program's launch, the event can be expanded to include other focal streets and areas in the community. As proposed by community members during the workshop, a CicLAvia-inspired event could be planned at a secondary location, the loop of Grand Boulevard, to circulate around the loop.

Open Streets Corona would also encourage coalition building throughout the planning process by fostering connections between the Planning Committee and neighborhood groups, advocates, businesses, Corona City Council Members, CNUSD, and other partners. By building momentum, the event would strengthen the Planning Committee's capacity to advance long-term project implementation, including pedestrian and bicycle safety infrastructure improvements, Safe Routes to School initiatives, bicycle safety education programs, and other community recommendations highlighted by the Planning Committee.

Portions of the event development, including organizing a committee to plan the event, developing a plan and timeline for implementation, and engaging relevant groups and community members, can take 6-12 months. Applying and receiving permits for the event could take up to one year or longer. As many of these timelines vary, the first Open Streets Corona could be one or two years from the start of the event planning process.

### Project goals:

1. Encourage residents to use alternative methods of transportation, namely walking and biking;
2. Build capacity for bicycle and pedestrian improvements in Corona through building community;
3. Encourage economic development in the community by connecting residents to commercial centers, local businesses, and farmers' markets; and
4. Organize opportunities for walking and biking in Corona, where residents and visitors can interact with the community.

### Who needs to be involved?:

The following groups can be engaged: the Planning Committee, Riverside Bike Club, CicLAvia, Corona Community Health Center, CNUSD, Citrus Classic Organizers, local businesses in and around the project location, and the Corona 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:

Open Streets, Slow Streets, Participatory Campaign, Placemaking, Safety Messaging Campaign

### Action steps:

1. Recruit members and form an Open Streets Corona Neighborhood Committee to plan the event. The committee may include Planning Committee members, the Corona Planning and Development Department, business owners, residents, a local councilmember, and other relevant stakeholders interested in leading the planning process. The group can consider scheduling a regular meeting time as needed.
2. Committee members contact CicLAvia event organizers to better understand the process of leading such an event and to further clarify the project timeline and steps involved.

3. The members of the Open Streets Corona Neighborhood Committee will schedule meetings with the Corona Planning and Development Department, Corona City Council, Riverside Transit Agency, Corona Cruiser staff, and other necessary agencies to discuss the feasibility and logistics of closing West Sixth Street for Open Streets Corona, considering required permits and licenses.
4. The Open Streets Corona Neighborhood Committee continues to plan the event by acquiring all necessary permits, inviting vendors and community members, and promoting the event.
5. The Open Streets Corona Neighborhood Committee will evaluate the success and effectiveness of the Open Streets event through surveys, community meetings, and engagement with attendees, with adjustments made as needed for future events.

**Resources:**

- Open Streets Toolkit: Open Streets Project
- Open Streets Guide: League of American Bicyclists
- Open Streets: California Bicycle Coalition
- CicloSDias: San Diego County Bicycle Coalition
- Open Streets: New York City Department of Transportation
- Open Streets Santa Cruz County: Bike Santa Cruz County
- City of Corona Permit Directory

# Project Team recommendations

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

## City-wide Safe Routes to School Plan and coordination

The Project Team recommends that the City of Corona consider partnering with Corona-Norco Unified School District and the Corona Community Health Center to develop a citywide Safe Routes to School (SRTS) program. SRTS is a program that promotes walking and biking to school through infrastructure improvements, safety education, and incentives. It focuses on safe street crossings for students, develops education programs that enhance community safety, advances community health and wellness by promoting student physical activity, and addresses issues related to school pick-up and drop-off zones.

The Project Team also recommends that the City of Corona consider partnering with CNUSD to seek funding for a full-time SRTS Coordinator. This staff person would develop programs, including those on pedestrian and bicycle safety, and organize parents and volunteers to support these efforts, ensuring sustained community engagement following the Corona CPBST planning and workshop.

This program would encourage students to walk and bike to school by providing safety education. It could also create incentives for families and students to choose alternative active transportation options to boost student physical activity and create a culture of traffic safety. The program would develop detailed maps for each school that highlight crosswalks, sidewalk gaps, and bicycle lanes and identify necessary traffic safety infrastructure improvements. This initiative would foster a safer, more connected community environment by developing a pedestrian and bicycle education curriculum, and organizing events including bicycle trains and walking school buses. The citywide project could begin with an initial half-mile radius of Corona High School and later expand to other schools in Corona.

**Resources:**

- California Active Transportation Resource Center (ATRC)
- Safe Routes Partnership
- CA Crossing Guard Training (2022)
- Safe Routes to School Guide
- Starting and Running a Safe Routes to School Program
- National Center for Safe Routes to School

**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

## Bicycle lanes

The Project Team recommends that the City of Corona explore funding opportunities to install bicycle infrastructure on the Main Street and Olive Street corridors. Given the safety concerns observed by the Planning Committee, Project Team, and workshop participants, protected bicycle lanes should be prioritized as they provide the necessary safety for those biking in the community. The city may also coordinate bicycle infrastructure improvements with bicycle routes in neighboring cities and the RTA to ensure that bicyclists are better connected to businesses, amenities, and other activities across the City of Corona and Riverside County.

As the city updates its Bicycle Master Plan, staff should consider plans to install additional features such as bicycle signal heads, bicycle boxes, and bicycle sensors. To enhance community involvement and safety, the City of Corona can partner with CNUSD, Riverside Bike Club, Corona Community Health Center, and SAFE IE to develop educational materials and community engagement programs focused on bicycle safety. Plans to add bicycle lanes should also be accompanied by, “bikes may use full lane,” signage on bicycle routes to ensure the safety and awareness of all road users.

**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
- CA MUTCD Chapter 9, CA HDM Chapter 1000

## Reduced speed limit zones

The Project Team recommends that the City of Corona consider reducing the speed limit on the West Sixth Street and Main Street corridors, and on Lincoln Avenue near Corona High School. Reduced speed limit zones are designated areas with a decreased speed limit of 25, 20, or 15 MPH, typically near schools, senior facilities, or commercial corridors. The reduced speed limits prioritize the safety of people walking and biking in the area, especially those most vulnerable to traffic crashes, such as younger and older populations.

Depending on the road context, speed limit reductions may be easier to implement due to a new state law on speed limit setting flexibilities that reduce or eliminate the need for Engineering and Traffic Surveys (E&TS). For more information on speed limit setting flexibilities, refer to SafeTREC’s California Safe Speeds Toolkit, which highlights select speed limit setting case studies from cities across California and provides guidance to local jurisdictions about next steps in pursuing safe speed limit setting. For technical assistance on lowering speed limits in accordance with California State laws, consider applying for the SafeTREC Safe Speed Limits Assessment (SSLA) as part of the Complete Streets Safety Assessments Program (CSSA).

**Resources:**

- California Safe Speeds Toolkit
- Safe Speed Limits Assessment (SSLA), as part of the Complete Streets Safety Assessments Program (CSSA)

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

For more information, please visit:
https://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

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