

# Adelanto Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report



**OCTOBER 2020**



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

# TABLE OF CONTENTS

---

<b>ACKNOWLEDGMENTS .....</b>	<b>3</b>
<b>INTRODUCTION .....</b>	<b>4</b>
<b>EXECUTIVE SUMMARY .....</b>	<b>5</b>
<b>THE PLANNING PROCESS .....</b>	<b>7</b>
<b>ADELANTO ASSET MAP .....</b>	<b>8</b>
<b>PEDESTRIAN AND BICYCLE COLLISION HISTORY.....</b>	<b>9</b>
<b>DATA COLLECTION RESOURCE: STREET STORY .....</b>	<b>12</b>
<b>WALKING &amp; BIKING ASSESSMENTS .....</b>	<b>13</b>
<b>REFLECTIONS .....</b>	<b>14</b>
<b>COMMUNITY RECOMMENDATIONS .....</b>	<b>22</b>
<b>PROJECT TEAM RECOMMENDATIONS .....</b>	<b>29</b>
<b>APPENDIX A: DATA ANALYSIS .....</b>	<b>30</b>

## Acknowledgments

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make Adelanto a safer place to walk and bike!

### Planning Committee

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make Adelanto a safer place to walk and bike!

#### Planning Committee

Angelica Alvarez	El Sol Neighborhood Educational Center
Nyesha Burnatte	City of Adelanto
Natanael Chavez	El Sol Neighborhood Educational Center
Wendolym Dubon	St. Joseph Medical Center
Stevonna Evans	City of Adelanto
Vilma Lopez	El Sol Neighborhood Educational Center
Kevin Mahany	St. Joseph Medical Center
Tracy McLoughlin	City of Adelanto
Brian Wolfe	City of Adelanto

Thank you to Carmen Esquivel of C&C Interpreting Services for providing English to Spanish interpretation in support of this training. We would also like to acknowledge the community residents and leaders who participated in the workshop. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

This report was prepared by:

California Walks

Miha Tomuta

Caro Jauregui

Wendy Ortiz

<https://calwalks.org>

UC Berkeley Safe Transportation Research & Education Center

Garret Fortin

Ana Lopez

Heidi Grant

<https://safetrec.berkeley.edu>

## Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Adelanto CPBST was collaboratively planned and facilitated by the Planning Committee (PC) and Cal Walks and SafeTREC (Project Team) to:

1. Improve the walking and biking conditions in Adelanto by sharing residents' concerns and community-driven solutions to inform the City of Adelanto's Non-Motorized Plan; and
2. Co-create a community vision of safety and wellness.

The virtual training took place on July 21, 2020 and convened 11 participants, including residents and representatives from the Planning Committee, Adelanto Coalition, and the Office of Assemblyman Jay Obernolte.

The training consisted of:

- An overview of the 6 E's strategies to improve walking and biking safety using the intersectional 6 E's framework which includes: Evaluation, Equity, Engineering, Education, Encouragement, and Enforcement;
- A virtual walking and biking assessment along three (3) key routes; and
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects.

This report summarizes the workshop proceedings, including the community and Project Team's recommendations for community programs, and infrastructure projects to improve walking and biking safety in Adelanto.



# Executive Summary

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley’s Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Adelanto CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

- 1. Improve the walking and biking conditions in Adelanto by sharing residents’ concerns and community-driven solutions to inform the City of Adelantos Non-Motorized Plan; and
- 2. Co-create a community vision of safety and wellness.

The July 21, 2020 virtual training consisted of:

- An overview of the 6 E’s strategies to improve walking and biking safety using the intersectional 6 E’s framework which includes: Evaluation, Equity, Engineering, Education, Encouragement, and Enforcement;
- A virtual walking and biking assessment along three (3) key routes; and
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects.

## Data

Cal Walks, SafeTREC, and the Planning Committee reviewed data which demonstrated a safety concern in the area. Over the 10-year period, 2009 to 2018, pedestrian injuries appeared to be increasing. From 2014 to 2018, there were nine pedestrian victims and one bicycle victim in the focus area of Adelanto. A full discussion of pedestrian and bicycle collisions can be found in the CPBST report.

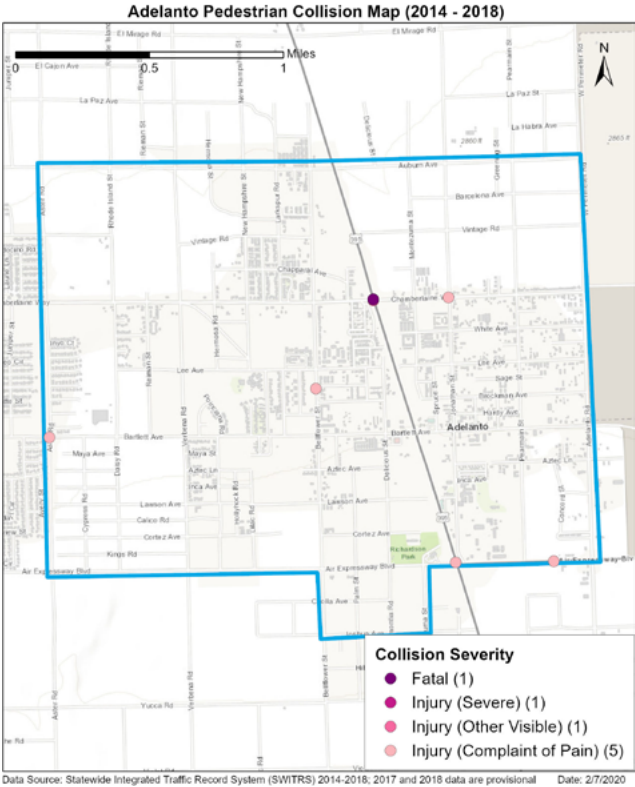


Figure 1: Pedestrian Injury Collisions (2014-2018)

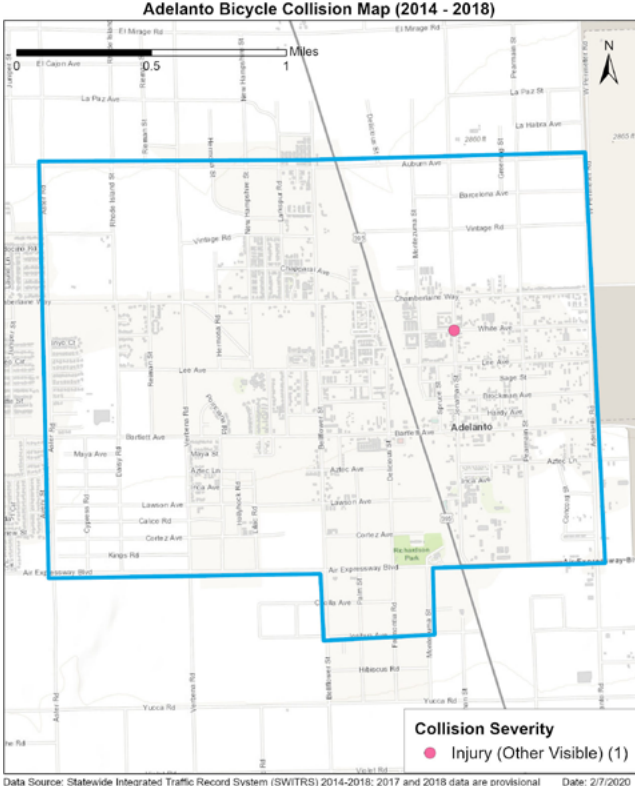


Figure 2: Bicycle Injury Collisions (2014-2018)

## PLANNING COMMITTEE

The Planning Committee consisted of representatives from the City of Adelanto, St. Joseph Medical Center, and El Sol Neighborhood Educational Center.

## WORKSHOP PARTICIPANTS

Workshop participants were residents and representatives from the Planning Committee, Adelanto Coalition, and the Office of Assemblyman Jay Obernolte.

For a more detailed discussion of the workshop, please download the full report on [SafeTREC](#) or [Cal Walks](#) websites.

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

## Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by residents to access Adelanto Elementary School, Adelanto City Hall, Adelanto Senior Citizens Club, and restaurants and retail along the routes.

Participants were asked to:

- Identify community assets;
- Assess infrastructure conditions; and
- Observe how road users engage with the built environment.

Participants expressed concerns around:

- Missing and discontinuous sidewalks in the project area including along Jonathan Street, Cortez Avenue, Air Expressway, and Delicious Street;
- Unpaved roads and unpaved shoulders along Delicious Street near the City Hall;
- Lack of street lighting and pedestrian-scale lighting;
- High vehicle speeds along Air Expressway, Jonathan Street, and Pearmain Road;
- Pedestrian crossing challenges at marked and unmarked crosswalks due to lack of lighting, high driver speeds, driver failure to yield, and long pedestrian crossing distances;
- A lack of bicycle facilities resulting in sidewalk riding; and
- A lack of vegetation and shade trees along routes used by pedestrians.

## Community Recommendations

During the action-planning sessions, participants prioritized and outlined preliminary plans for the following community programs and infrastructure projects aimed at increasing the health and safety of the community:

- Safe Routes to School Infrastructure Improvements near Adelanto Elementary School;
- Bike Safety Education Program and Air Expressway Bike Lanes; and
- Safe Routes Education and Encouragement Signage Project.

## Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Develop a crossing guard program to be implemented at the Jonathan Street/Bartlett Avenue intersection, near Adelanto Elementary School;
- Develop a Safe Routes to School Plan to address the community's walking and biking concerns and support Safe Routes to School improvements in school zones;
- Install pedestrian safety improvements, such as high-visibility crosswalks, pedestrian-scale lighting, leading pedestrian intervals, or pedestrian islands at the U.S. Route 395/Chamberlaine Way intersection; and
- Explore design options and funding opportunities for pedestrian paths and bicycle facilities along commonly used roads and leading to community spaces and commercial areas.

## The Planning Process



### Step 1: Assemble a Planning Committee December 2020

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs



### Step 2: Review and Analyze Existing Plans and Data February 2020

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends



### Step 3: Conduct CPBST Site Visit February 20, 2020

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



### Step 4: Conduct CPBST Workshop July 21, 2020

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



### Step 5: Implement CPBST Actions Ongoing

- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

# Adelanto Asset Map

During the site visit, the Project Team led the Planning Committee through an Asset Mapping exercise to identify resources and assets in Adelanto that could help them achieve their walking and biking safety goals. Together, they identified the following resources and assets in their community:

## People/Personas

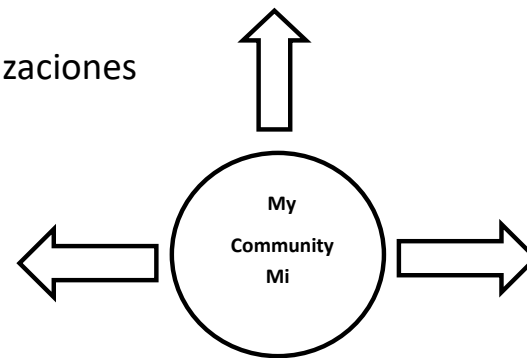
- Brenda Rivera: community member
- Community Health Action
- Doug Woppler: Public Works Director
- Gustavo Morales: El Buen Pastor Catholic Church
- Jay Shawn Johnson: Planning Commissioner
- John Name: Pastor and has a non-profit
- Karen Grabo
- Kema Russell
- Mayor & City Manager
- North Neighborhood
- Pastor Manzo: radio station, well known in the Spanish speaking community
- Police Captain
- Savina May, Tobacco Prevention CA Collaborative and youth
- Superintendent of Schools-Amy
- Tanya Edwards: Resident, Adelanto Resident Coalition

## Organizations/Organizaciones

- Adelanto Chamber of Commerce
- Adelanto Elementary School
- Adelanto High School
- Adelanto Resident Coalition
- Adelanto School District
- Afterschool Programs
- El Buen Pastor Church
- El Sol Neighborhood Educational Center
- Future Leaders of Victor Valley
- Healthy Adelanto Coalition
- Inland Empire Bicycle Alliance
- Luz de Esperanza Church
- Mobile Health Group
- St. Mary's Hospital

## Institutions/Instituciones

- Adelanto Police Department
- San Bernardino County Sheriff
- Banks
- Daily Press
- Hugo Valdez BBMG Facebook
- Insurance Caltrans, 395: Kim Cherry, PIO
- La Mejor Radio Station
- San Bernardino County: Regina Bell
- San Bernardino County Fire Department
- St. Josephs Medical Center
- Victor Valley Transit Authority



### Adelanto CPBST

In collaboration with:

California Walks | UC Berkeley SafeTREC | California Office of Traffic Safety |

City of Adelanto | El Sol Neighborhood Educational Center  
St. Joseph Medical Center

## Pedestrian and Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians<sup>1</sup> and bicyclists within an area in Adelanto bounded by Aster Road to the west, Adelanto Road to the east, Auburn Avenue to the north, and Air Expressway Boulevard to the south, with a small area extended south to Joshua Avenue. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for 2009 to 2018. Collision data for 2017 and 2018 are provisional as of December, 2019. A full discussion of the pedestrian and bicycle collision data can be found in [Appendix A](#).

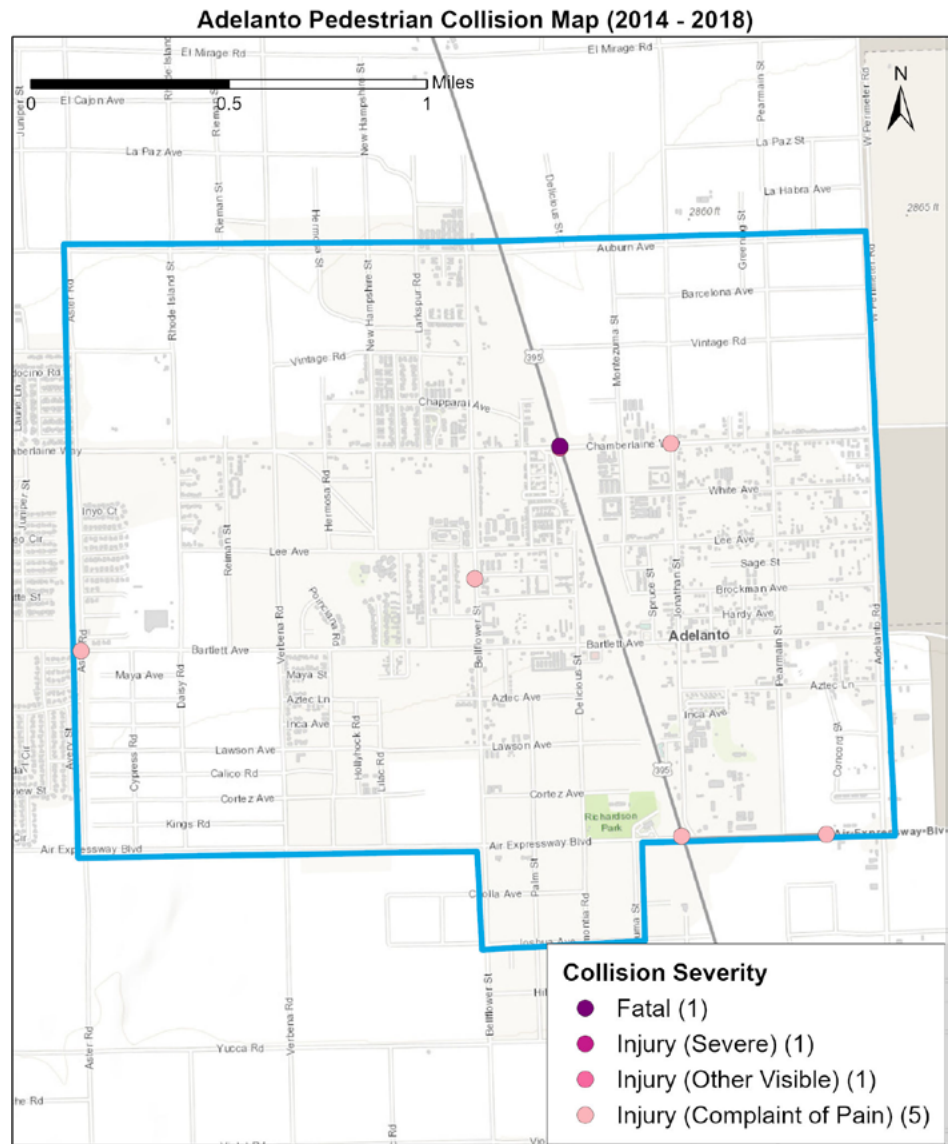
---

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

## Pedestrian Collisions

Over the 10-year period between 2009 and 2018, pedestrian collisions appear to be increasing. In the most recent five years of data available, 2014 to 2018, pedestrian collisions were concentrated at the U.S. Route 395/Chamberlaine Way intersection. There were multiple minor collisions along Chamberlaine Way and Air Expressway Boulevard, including where they intersect with U.S. Route 395. Pedestrian collisions occurred primarily during the afternoon and evening, with a peak from 6 p.m. to 9 p.m. There was no clear trend among the primary collision factors<sup>2</sup>. There were nine pedestrian victims, including one fatality and one severe injury. Over half of victims, 55.56 percent, were 24 years old or younger.

<sup>2</sup> Pedestrians have the right-of-way at marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of a marked or unmarked crosswalk, pedestrians must yield the right-of-way to drivers. A pedestrian is legally allowed to cross outside of a marked or unmarked crossing between two intersections where one or none of the intersections is signaled but only after the pedestrian yields the right-of-way to oncoming drivers. This is not the same as "jaywalking," which refers to crossing outside of a marked or unmarked crossing between two signaled intersections.



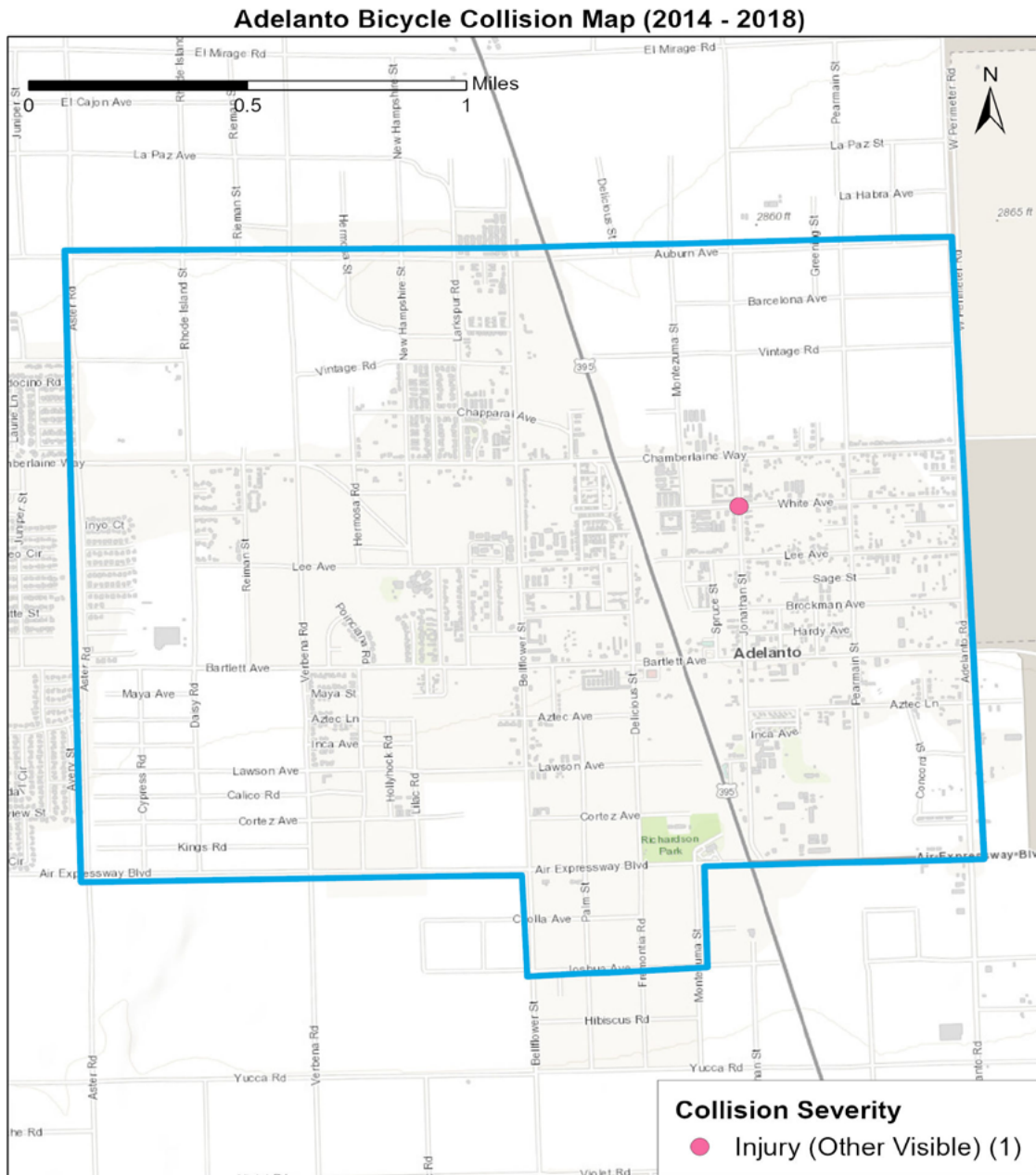
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of Dec. 2019 Date: 2/7/2020

*Pedestrian Injury Collisions (2014-2018)*



## Bicycle Collisions

Over the 10-year period between 2008 and 2019, there were three bicycle collisions in the project area with no clear trend due to too few reported incidents. In the most recent five years of data available, 2014 to 2018, there was one bicycle collision, at the Jonathan Street/White Avenue intersection. Speeding was determined to be the primary collision factor for this collision, in which one child was injured.



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of Dec. 2019 Date: 2/7/2020

*Bicycle Injury Crashes (2014-2018)*

## Data Collection Resource: Street Story

The community noted there was a lack of collision data for Adelanto and that underreporting could be a significant concern. One option for collecting community pedestrian and bike safety experiences is UC Berkeley SafeTREC's Street Story tool, free and publicly available at <https://streetstory.berkeley.edu/>.

Street Story is a community engagement tool that allows community residents and organizations to share collisions, near-misses, unsafe and safe areas to travel in their community. Street Story is an online platform developed by SafeTREC to collect stories about transportation collisions, near-misses, hazards and safe locations to travel. Street Story is also available in a paper version, in English and in Spanish.



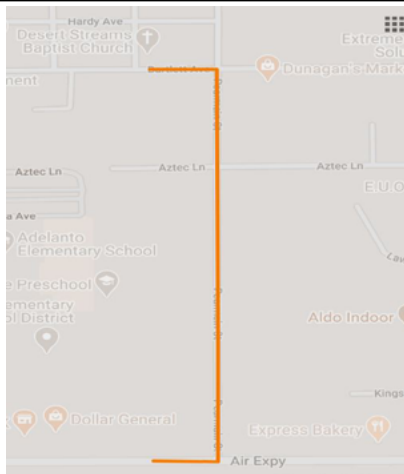
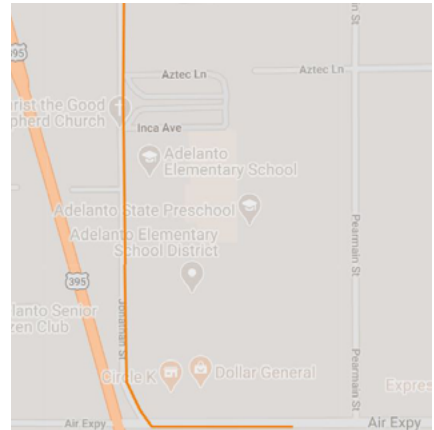
## Walking & Biking Assessments

Along the three walking and biking assessment routes, participants were asked to:

1. Identify community assets;
2. Assess infrastructure conditions; and
3. Observe how road users are engaging with the built environment.

### Walk and Bike Assessment Route 1: Adelanto Elementary School

Route 1 focused on identifying resident walking and biking concerns along Jonathan Street, from Air Expressway to Bartlett Avenue. Students and families walk and bike along Jonathan Street to get to and from Adelanto Elementary School.

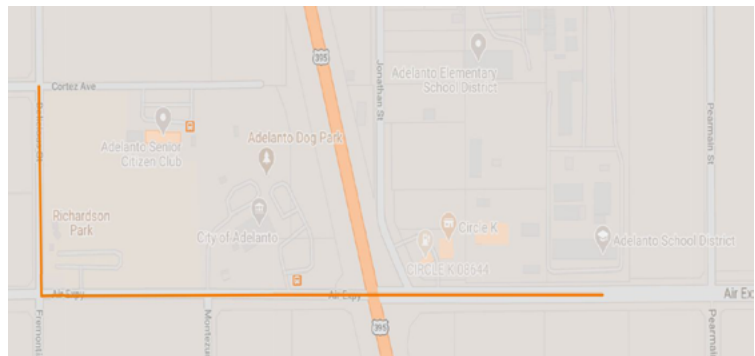


### Walk and Bike Assessment Route 2 Pearmain Street

Route 2 focused on Pearmain Street which residents use to access Air Expressway and Bartlett Avenue, particularly the bus stops along Bartlett Avenue between Pearmain Street and Jonathan Street. Students walk on the unpaved shoulders along Pearmain Street to get to and from Adelanto Elementary School.

### Walk and Bike Assessment Route 3: City of Adelanto Parks and Services

Route 3 focused on Air Expressway, from the Adelanto School District to Delicious Street. Residents travel along Air Expressway to access City Hall, Richardson Park, Adelanto Dog Park, Adelanto Senior Citizens Club, restaurants, retail, and gas stations.



## Reflections

### Assets

- The City recently installed fluorescent school crossing signage, sidewalks, a bulb-out, a Rectangular Rapid Flashing Beacon (RRFB), and truncated domes at the Jonathan Street/Lawson Avenue intersection, in front of Adelanto Elementary School. School families and residents feel that recent enhancements have increased their sense of safety when walking and biking in the area.
- Since the City's COVID-19 shelter-in-place orders, participants have seen a substantial increase in people walking in their neighborhoods during the cooler evening hours.



*New school crossing signage along Jonathan Street, leading up to Adelanto Elementary School, warns drivers they are entering a school zone and to look out for pedestrians at the upcoming crosswalk*



*The bulb-out and RRFB at the Jonathan Street/Lawson Street intersection has improved parents' sense of safety.*

### Discontinuous Sidewalks

- There are missing sidewalks along both sides of Jonathan Street, between Air Expressway and Bartlett Avenue. Sidewalks begin on the west side of Jonathan Avenue just before Lawson Avenue and on the east side just before Bartlett Avenue along the Adelanto Tire Shop. Students and parents walk along both sides of Jonathan Street along sidewalks, paved shoulders, and gravel shoulders to walk to and from Adelanto Elementary School. Residents also use Jonathan Street to access the small businesses along the street.



*Students and parents walk along Jonathan Street towards Bartlett Avenue from Adelanto Elementary School along the unpaved shoulder.*

- There is a discontinuous sidewalk along Cortez Avenue on the south side leading to the senior center and no sidewalk on the north side. Many residents walk in this area to access the Adelanto Senior Citizens Club and this missing sidewalk forces them to walk in the street.



*A discontinuous sidewalk along Cortez Avenue leading to the Adelanto Senior Citizens Club.*



Discontinuous Sidewalks, continued

- There is an unpaved shoulder along the south side of Air Expressway, between Delicious Street and U.S. Route 395. Sidewalks at the northeast corner of Air Expressway and U.S. Route 395 do not connect to any other sidewalks. Some cyclists use this shoulder instead of riding in the travel lanes on Air Expressway and pedestrians walk through this area to access City Hall and park on the north side of Air Expressway.
- There is an incomplete sidewalk network around the Adelanto Head Start and the Adelanto Branch Library, near the Delicious Street/Bartlett Avenue intersection. The existing sidewalk along the east side of Delicious Street is level and has ramps, but has developed visible cracks creating a hazard for community members traveling to these two community services.



*The south side of Air Expressway west of U.S. Route 395 has an unpaved shoulder.*



*Sidewalk gaps on Delicious Street next to the Adelanto Head Start and the Adelanto Branch Library.*

### Unpaved Roads

- Delicious Street, from Cortez Avenue to Bartlett Avenue, is an unpaved road. Residents walk along dirt paths to the park, food bank, City Hall and to community events at the Adelanto Senior Citizens Club.



*The intersection of Delicious Street and Cortez Avenue intersection has one paved and three unpaved corners.*

- There is an unpaved shoulder along the west side of Delicious Street, from Air Expressway to Cortez Avenue. Drivers park their vehicles along the unpaved shoulder during community events at the baseball field, creating cramped conditions where drivers and pedestrians have limited visibility of each other.



*The west side of Delicious Street north of Air Expressway is an unpaved shoulder.*

Insufficient Lighting

- One participant shared that they do not feel safe walking along Air Expressway, near U.S. Route 395 and Jonathan Street when it is dark outside because there is insufficient lighting at this intersection. They shared that they are constantly looking over their shoulder, especially after the sun goes down, because drivers turn onto Jonathan Street quickly and the poor lighting creates limited visibility of pedestrians and bicyclists.
- Six light posts were observed along Jonathan Street, between Air Expressway and Bartlett Avenue. Residents felt that there was still a lack of street lighting and pedestrian-scale lighting along Jonathan Street, especially for children and families traveling to and from Adelanto Elementary School.
- One participant, who worked as an Emergency Medical Technician, shared that they were often called to respond to incidents along Air Expressway, at Jonathan Street and U.S. Route 395 where people were assaulted next to the poorly lit liquor store.
- There is a lack of pedestrian-scale lighting at the Delicious Street/Air Expressway intersection and along the nearby sidewalks on Delicious Street. Street lights along both Delicious Street and Air Expressway near City Hall are too far from each other and are oriented towards the roadway for cars. This creates potentially unsafe conditions due to drivers having difficulty seeing pedestrians accessing the park, City Hall, and the Adelanto Senior Citizens Club in the evening on this block of Delicious Street.



*Two street lights in front of Adelanto Elementary School provide all the street lighting at the intersection of Jonathan Street/ Lawson Avenue*



### Road User Behavior

- Air Expressway is a four-lane road with some paved shoulders and sidewalk segments leading up to U.S. Route 395. Participants are concerned with high driver speeds on Air Expressway. Bicyclists, including youth and working age people, ride to City Hall, the park, food bank, and Adelanto Senior Citizens Club both on the paved road and in the unpaved shoulder. Some cyclists choose to ride on the unpaved shoulder here due to driver behavior, such as speeding.



*The south side of Air Expressway west of U.S. Route 395 has an unpaved shoulder that is used by pedestrians and bicyclists..*

- Drivers appear to travel above the posted speed limit of 25 m.p.h. along Jonathan Street, from Air Expressway to Bartlett Avenue, especially before and after school. Residents shared that this area is relatively calm from 8:00 a.m. - 3:00 p.m., during school hours. However, the increased traffic volume and high speed limits during school arrival and departure times are hazardous for students and their families walking and biking to and from school
- Pearmain Road, from Air Expressway to Bartlett Avenue, is a two-way paved road with a center median and unpaved shoulders on both sides. Students walk along Pearmain Road, on the unpaved shoulders, to get to and from Adelanto Elementary. Participants worry about the students' safety due to the high speeds of drivers in this area.



*Pearmain Road near Air Expressway looking north towards Bartlett Avenue. The width and lack of defined space encourages speeding since drivers do not expect pedestrians or bicyclists to be sharing the road.*

### Crossing Challenges

- The Bartlett Avenue/Jonathan Street intersection is a 4-lane east-west corridor with marked crosswalks. Residents expressed concern over the crossing distances which are used by students and families to walk to and from Adelanto Elementary School.
- The Jonathan Street/Bartlett Avenue intersection has a four-way stop, yet drivers travel quickly through the intersection where students and families travel to and from Adelanto Elementary School. Participants shared that they also feel unsafe crossing here at night because there is no lighting and small children may walk here in the early mornings to get to school. When traveling north along Jonathan Street, on the western corner of the intersection, one of the buildings creates a blind spot for drivers who can't see pedestrians crossing the street.
- Participants expressed personal safety and crime concerns at the Jonathan Street/Bartlett Avenue intersection where people hang out at the northeast corner in front of a restaurant.



*The building footprint on the southwest corner of the Bartlett Avenue/Jonathan Street intersection creates a blind spot for drivers who are turning right onto Jonathan Street from Bartlett Avenue.*



*The unmarked crosswalks and unpaved shoulders at the intersection of Air Expressway and Delicious Street create an unsafe crossing for pedestrians and cyclists.*



### Crossing Challenges, continued

- The Air Expressway/Delicious Street T-intersection has one stop sign on Delicious Street and unmarked crosswalks at all three legs of the intersection. There seem to be stripes of lighter-colored pavement at the unmarked crosswalks on Air Expressway, which is a three (3) lane road with two west-bound lanes and one east-bound lane while Delicious Street has no lane markings. Residents walk and bike through the Air Expressway/Delicious Street intersection to access City Hall, the park, and the Adelanto Senior Citizens Club. Participants shared that the unmarked crosswalks on Air Expressway are unsafe due to the long crossing distances and high vehicles speeds.
- The U.S. Route 395/Air Expressway intersection has been improved with new streetlights and crosswalks, as well as a vehicle left turn phase due to an ongoing widening project on U.S. Route 395. These enhancements have helped improve the perception of safety at the intersection but there continue to be pedestrian safety concerns when crossing U.S. Route 395. Drivers, including 18-wheeler trucks and trailer trucks appear to be driving above the 40 m.p.h. speed limit. Some pedestrians attempt mid-block crossings away from the intersection to avoid the heavy vehicle traffic at the interaction; however, this action exposes them to potential harm due to the lack of lighting and the fact that drivers do not expect them to cross outside of the crosswalk. The new gas station at this intersection may bring more foot and driver traffic, creating further crossing hazards near this intersection.

### Bicycle Facilities

- Bicyclists often ride on the sidewalks along Pearmain Road between Chamberlaine Way and Aztec Lane to protect their tires from roadway conditions and debris, and to provide a safe space between them and drivers.
- Bicyclists tend to ride on sidewalks or paved and unpaved shoulders in the community to avoid sharing the travel lane with cars.

### Lack of Vegetation and Shade Trees

- There is a lack of vegetation and shade trees along Jonathan Street and Pearmain Road, near Adelanto Elementary School and Delicious Street, near City Hall, the Head Start, and Adelanto Senior Citizens Club. Participants shared that a local church along Pearmain Road planted trees in front of their buildings, but the rest of Pearmain Road, between Air Expressway and Bartlett Avenue has little shade covering.



*Jonathan Street leading up to Adelanto Elementary School is one of the few shade sidewalks in the project area.*

## Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for community programs and infrastructure projects aimed at increasing the health and safety of the community. Participants considered the following programs/projects:

- Install more pedestrian-scale lighting on Delicious Street, between Air Expressway and Cortez Avenue;
- Install key walking and biking safety infrastructure at the Air Expressway/Delicious Street intersection, potentially incorporating, but not limited to:
  - Marked crosswalks across Air Expressway;
  - Pedestrian islands;
  - Curb extensions;
  - Pedestrian-scale lighting;
  - Rectangular Rapid Flashing Beacons (RRFB);
  - HAWK signals; and
  - Stop signs on Air Expressway.
- Extend the sidewalk that ends at the southeast corner of Delicious Street and Cortez Avenue towards the Adelanto Senior Citizens Club on the south side of Cortez Avenue;
- Complete the sidewalk network, especially along Air Expressway and Pearmain Street on Route 3;
- Explore opportunities to add parks, gyms, and other physical activity and recreation spaces in residential areas;
- Prioritize installing street-focused and pedestrian-scale lighting with all sidewalk projects in the City;
- Prioritize shade tree planting along streets with high pedestrian activity and along existing sidewalks. Encourage residents to plant trees in their yards along sidewalks and road shoulders to provide shade for pedestrians;
- Plan and organize residents to ask the City to prioritize portions of Adelanto Road, Rancho Road, and U.S. Route 395 to be paved pedestrian lanes that run along the roadway and provide a designated space for walking;
- Install street lighting along Mojave Drive and Aster Road near Adelanto High School; participants on Route 2 reflected that street lighting should be a priority whenever the City adds sidewalks or repairs the roadway;
- Repave Pearmain Road and the road shoulder and add walking safety improvements when the City repairs the road in a future repaving project; and
- Install bike lanes along Jonathan Street between Air Expressway and Bartlett Avenue. Participants shared that Jonathan Street would be an ideal location for bike lanes because the street leads to the school and is a connector between the two thoroughfares, Air Expressway and Bartlett Avenue.

The following tables summarize the recommendations identified as the highest priority by workshop participants.

**Project Name:** Safe Routes to School Infrastructure Improvements Near Adelanto Elementary School

Engineering Project Name: Safe Routes to School Infrastructure Improvements Near Adelanto Elementary School

Project Description: A partnership between the City of Adelanto and the Adelanto Elementary School District will work towards installing additional pedestrian-scale lighting and sidewalks along Jonathan Street, between Air Expressway and Bartlett Avenue. Students and families walk and bike to and from school using this half-mile stretch of Jonathan Street, as do drivers and the school bus to Columbia Middle School who pick up and drop-off students right in front of Adelanto Elementary School. Pedestrian-scale lighting and sidewalks will improve safety conditions for students who currently walk here and currently share the road with cars.

Project Goals:

1. Improve safety for students walking, biking, and traveling to and from Adelanto Elementary School; and
2. Increase visibility between people walking, biking, rolling, and driving on Jonathan Street, from Air Expressway to Bartlett Avenue.

Action Steps	Timeline	Responsible Party	Resources
<p><b>Community Meeting to Share Concerns:</b></p> <ul style="list-style-type: none"> <li>• The Planning Committee will meet with the City of Adelanto and the Adelanto Elementary School District to discuss community concerns in the area and advocate for the installation of additional lighting and sidewalks on Jonathan Street</li> </ul>	<p>Fall/Winter 2020</p>	<p>Planning Committee</p>	<p><a href="#">Safe Routes to School Street Design Toolkit</a></p> <p><a href="#">Conducting Public Forums and Listening Sessions</a></p>

**Project Name:** Safe Routes to School Infrastructure Improvements Near Adelanto Elementary School, continued

Action Steps	Timeline	Responsible Party	Resources
<p><b>Identify Funding:</b></p> <ul style="list-style-type: none"> <li>The City of Adelanto and the Adelanto Elementary School District will work together to finance Safe Routes to School improvements such as lighting and sidewalks on Jonathan Street. With a community goal to install lighting and sidewalks by Summer 2025</li> </ul>	<p>Winter 2021 - Spring 2021</p>	<p>Planning Committee</p> <p>Adelanto Elementary School District</p>	<p><a href="#">California Active Transportation Funding Opportunities</a></p> <p><a href="#">AARP’s Annual Community Challenge</a></p> <p><a href="#">California Office of Traffic Safety annual grant</a> under the pedestrian and bicycle safety priority area. This grant requires applicants to apply with a City agency.</p> <p><a href="#">California Department of Public Health’s Kid’s Plate Grant</a></p>

**Project Name:** Bike Safety Education Program and Air Expressway Bike Lanes

Project Name: Bike Safety Education Program and Air Expressway Bike Lanes

Project Description: A bike safety education program will build off of an existing program in the City led by Alta Planning in support of the draft [Adelanto Active Transportation Plan](#). The education program will support the community while it explores the potential installation of bike lanes along Air Expressway.

Project Goals:

1. Promote cycling and bicycle safety in Adelanto through riding and bicycling law education; and
2. Achieve greater community involvement and interest in active transportation in Adelanto.

Action Steps	Timeline	Responsible Party	Resources
<p><b>Develop a Bike Safety Education program</b></p> <ul style="list-style-type: none"> <li>• Restart pre-COVID bicycle education project including exploring online options during the period of social distancing</li> <li>• Develop education trainings on bike riding and cycling laws</li> </ul>	<p>Ongoing, Fall - Winter 2020</p>	<p>Planning Committee  El Sol Neighborhood Organization</p>	<p><a href="#">California Department of Motor Vehicles Bike Safety Information</a>  <a href="#">Example of Online Bike Education Classes</a></p>
<p><b>Conduct Outreach and Bike Counts</b></p> <ul style="list-style-type: none"> <li>• Build a coalition to talk to residents about what they would need in order to 1) bike safely and comfortably and 2) communicate the need for bike lanes to City Council</li> <li>• Work with the City to understand the outcomes of the Go Human active transportation training and facility demonstrations as part of the Adelanto Active Transportation Plan draft effort. Explore how this bike outreach can build off of the draft Adelanto Active Transportation Plan</li> <li>• Conduct biking counts along Air Expressway                             <ul style="list-style-type: none"> <li>▫ Select key times to conduct counts via consultation with community</li> <li>▫ Recruit and train volunteers</li> </ul> </li> </ul>	<p>2021</p>	<p>Planning Committee</p>	<p><a href="#">Adelanto Active Transportation Plan</a>  <a href="#">Manual for Conducting a Bike Count</a>  <a href="#">California Office of Traffic Safety annual grant</a></p>

**Project Name:** Bike Safety Education Program and Air Expressway Bike Lanes, continued

Action Steps	Timeline	Responsible Party	Resources
<p><b>Identify Opportunities for a Bike Lane on Air Expressway</b></p> <ul style="list-style-type: none"> <li>• Present results of the bicycle counts to City staff and City Council</li> <li>• Work with City staff to determine the type of bike lane most appropriate for Air Expressway</li> <li>• Identify sources to fund the bike lanes</li> </ul>	<p>2022</p>	<p>Planning Committee</p>	<p>Potential Funding Sources:</p> <p><a href="#">Active Transportation Program</a></p> <p><a href="#">Transformative Climate Communities program</a></p> <p><a href="#">Sustainable Transportation Equity Project</a></p>



**Project Name:** Safe Routes Education and Encouragement Signage Project, continued

<b>Action Steps</b>	<b>Timeline</b>	<b>Responsible Party</b>	<b>Resources</b>
<b>California Walks explores grant funding to support the development and printing of signage</b> <ul style="list-style-type: none"><li>• Develop a list of potential grants and share with the community and workshop participants.</li></ul>	Fall-Winter 2020	California Walks	List of Funding Grants



## Project Team Recommendations

The Project Team submits the following recommendations for consideration based on short-term, and long-term projections. Implementation of recommendations may take more or less time dependent on individual community factors.

### Short-Term and/or Maintenance Based Recommendations

#### **Crossing Guard Program**

The Project Team recommends **the City of Adelanto and the Adelanto Elementary School District institute a crossing guard program** at the Jonathan Street/Bartlett Avenue intersection, near Adelanto Elementary School. Participants who live on Jonathan Street expressed safety concerns about the intersection, including faded yellow high-visibility crosswalks, a blind spot on the southwest corner, and speeding drivers. Instituting a crossing guard program could increase safety for students and their families traveling to and from school. [The California School Crossing Guard Training Guidelines](#) can support the City and the School District to develop a crossing guard program to direct traffic at Jonathan Street/Bartlett Avenue and enhance student safety.

### Long-Term Recommendations

#### **Develop a Safe Routes to School Plan**

The Project Team recommends **the City of Adelanto develop a Safe Routes to School (SRTS) Plan for Adelanto Elementary School**. Developing a Safe Routes to School Plan would help the community prioritize walking and biking safety improvements around schools and engage students and parents during the plan development. Additionally, a SRTS Plan can help the City apply for future infrastructure and non-infrastructure funding, including but not limited to [SCAG's Sustainability Planning Grant](#), which can support effective growth planning in the community.

#### **Partner with Caltrans to Install Pedestrian Safety Improvements near U.S. Route 396/Chamberlaine Way Intersection**

The Project Team recommends **the City of Adelanto work with Caltrans to install pedestrian safety improvements** at the U.S. Route 395/Chamberlaine Way intersection to address the multiple severe pedestrian collisions, including one fatality, within the last five years. The City and Caltrans could consider improvements such as, painting high-visibility crosswalks on all four legs of the intersection, installing pedestrian-scale lighting, implementing leading pedestrian intervals for the crosswalk signals, and installing pedestrian islands. Since driver speed is a factor in the severity of these pedestrian collisions, the City could also consider stationing speed feedback signs on U.S. Route 395 leading up to the intersection to alert drivers of their speeds and encourage them to slow down. Finally, the City could solicit the community for feedback on this intersection to understand which improvements are most needed. [The Caltrans Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians](#) provides detailed information about these improvements.

The Project Team recommends **the City of Adelanto explore design options and funding opportunities for pedestrian paths and off-street bicycle facilities** along commonly traveled paths that lead the community to resources and commercial areas. There are few sidewalks and no bike facilities within the project area of Adelanto, forcing pedestrians and bicyclists to walk and bike on paved and unpaved shoulders. These paved shoulders currently function as pedestrian paths and bike lanes by allowing some space between driver and pedestrians and bicyclists. [The Small Town and Rural Design Guide](#) provides design information on bicycle and pedestrian facilities specifically for small towns and rural communities. Design options for visually separated and physically separated options pedestrian paths can be a safe, comfortable, and cost-effective alternative to sidewalks.

## Appendix A: Data Analysis

- Pedestrian and Bicycle Collision Data Analysis
- Adelanto CPBST Workshop Data Factsheet
- Adelanto CPBST Site Visit Data Presentation
- Adelanto CPBST Site Visit Data Follow-Up

# Adelanto Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)  
Adelanto, CA | July 21, 2020

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 0.8 percent increase in pedestrian deaths from 2016 to 2017 and a 6.5 percent decrease in cycling deaths (FARS 2016 and 2017). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The **local data seen below reflects collision data from the last 5 years (2014-2018)** within the boundaries of the following: Auburn Avenue to the north, Adelanto Road in the east, Air Expressway in the south, Aster Road in the west.

## Pedestrian Collisions Over Time

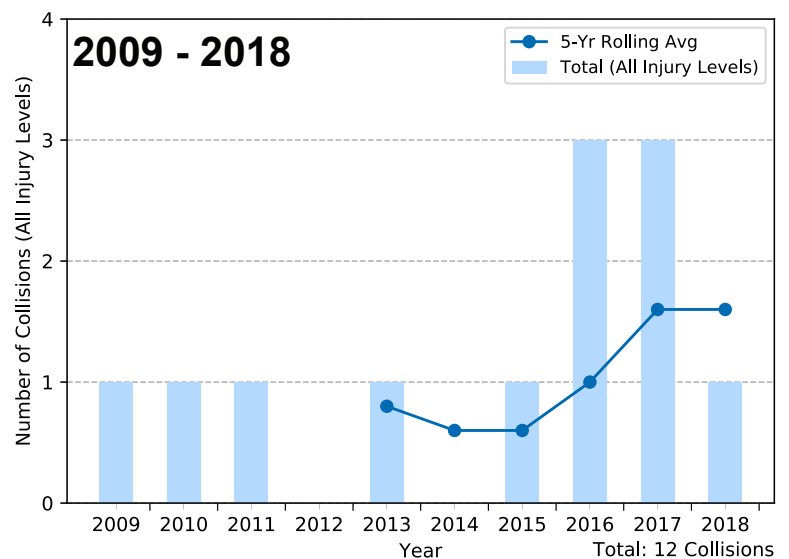
The number of collisions appear to be **mostly stable** with a peak in 2016 and 2017.



**13** people injured

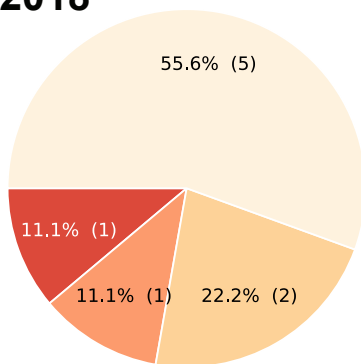


**12** pedestrian collisions

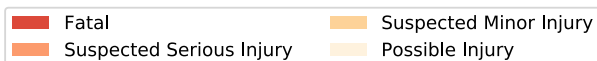


## Victim Injury Severity — Victim Demographics

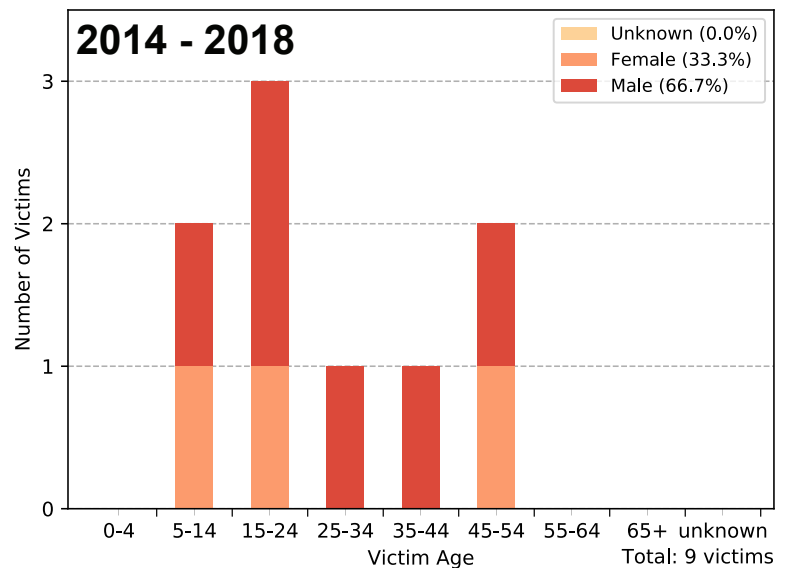
2014 - 2018



Total: 9 victims



**22.2%** fatalities or serious injuries



Total: 9 victims

**55.6%** of victims were adults between the ages of 5 and 24

## Bicycle Collisions Over Time

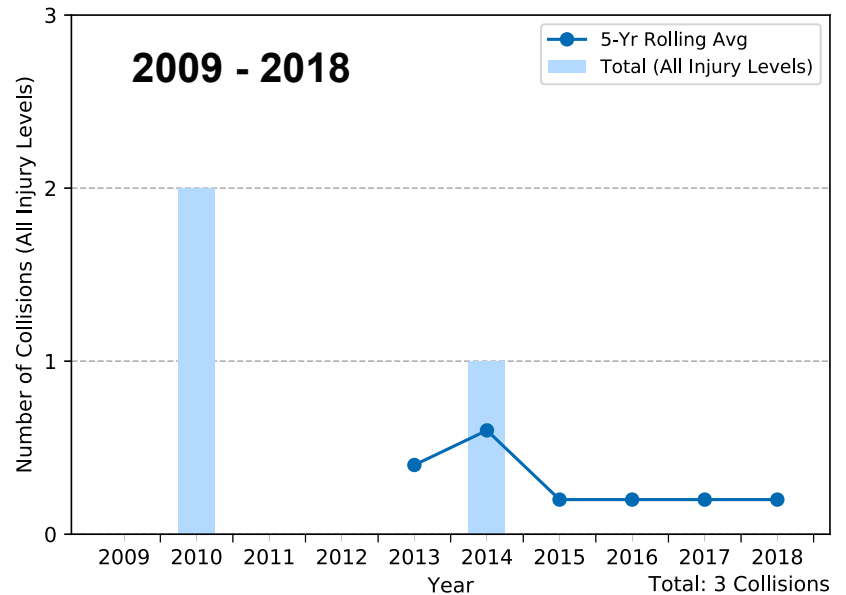
The number of collisions appear to be *mostly stable*.



**3** people injured

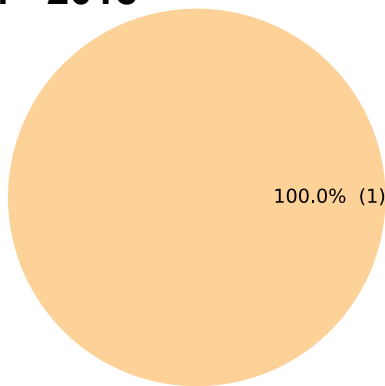


**3** bicycle collisions



## Victim Injury Severity — Victim Demographics

2014 - 2018

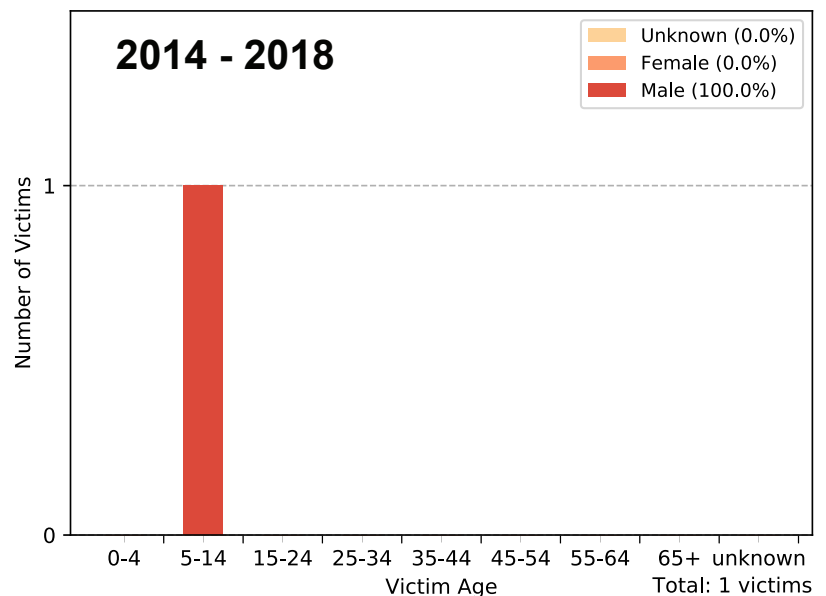


Total: 1 victims

Suspected Minor Injury

**0%** of victims suffered serious injuries

2014 - 2018



**100%** of victims were male

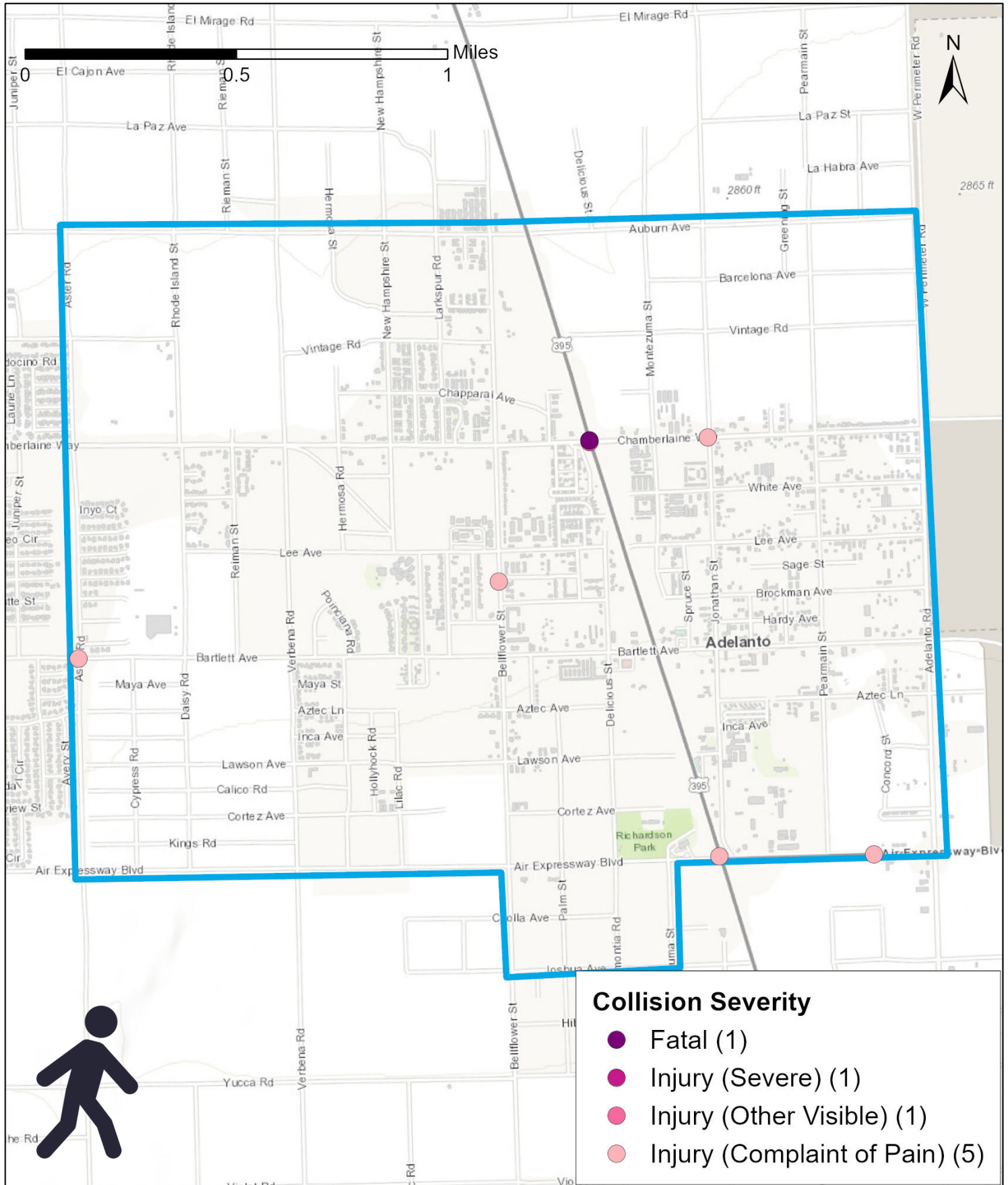
What other data could help inform decision-making?

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

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

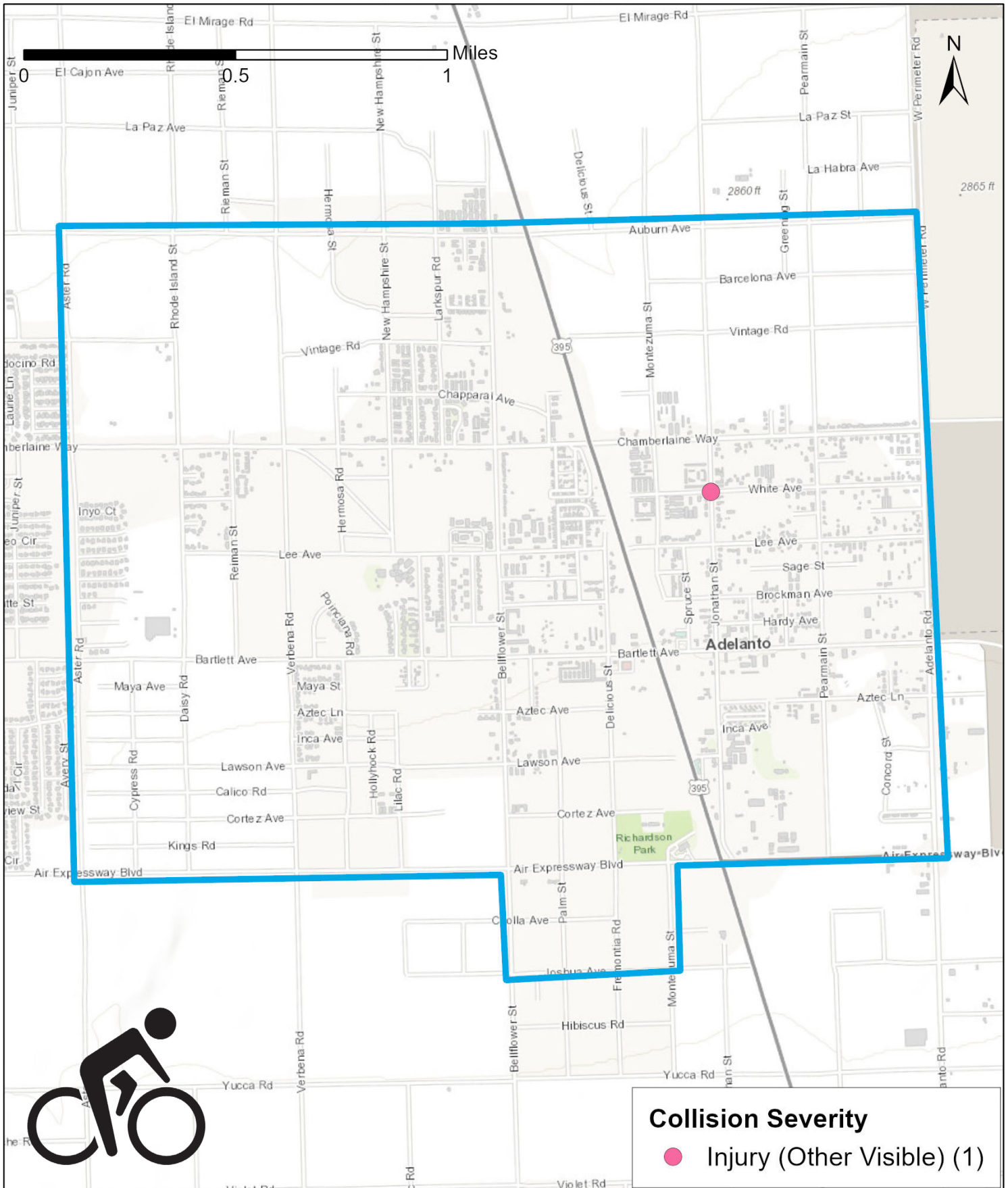
To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System ([tims.berkeley.edu](https://tims.berkeley.edu)). For additional assistance, email us at [safetrec@berkeley.edu](mailto:safetrec@berkeley.edu).

# Adelanto Pedestrian Collision Map (2014 - 2018)





# Adelanto Bicycle Collision Map (2014 - 2018)



Data source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2014-2018, Collision data for 2017 & 2018 are provisional as of December 2019. Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

# **Pedestrian and Bicycle Collision History**

Neighborhood near Adelanto Elementary School and  
Westside Park Elementary School in the City of Adelanto

## **CPBST Site Visit**

Thursday, February 20, 2020

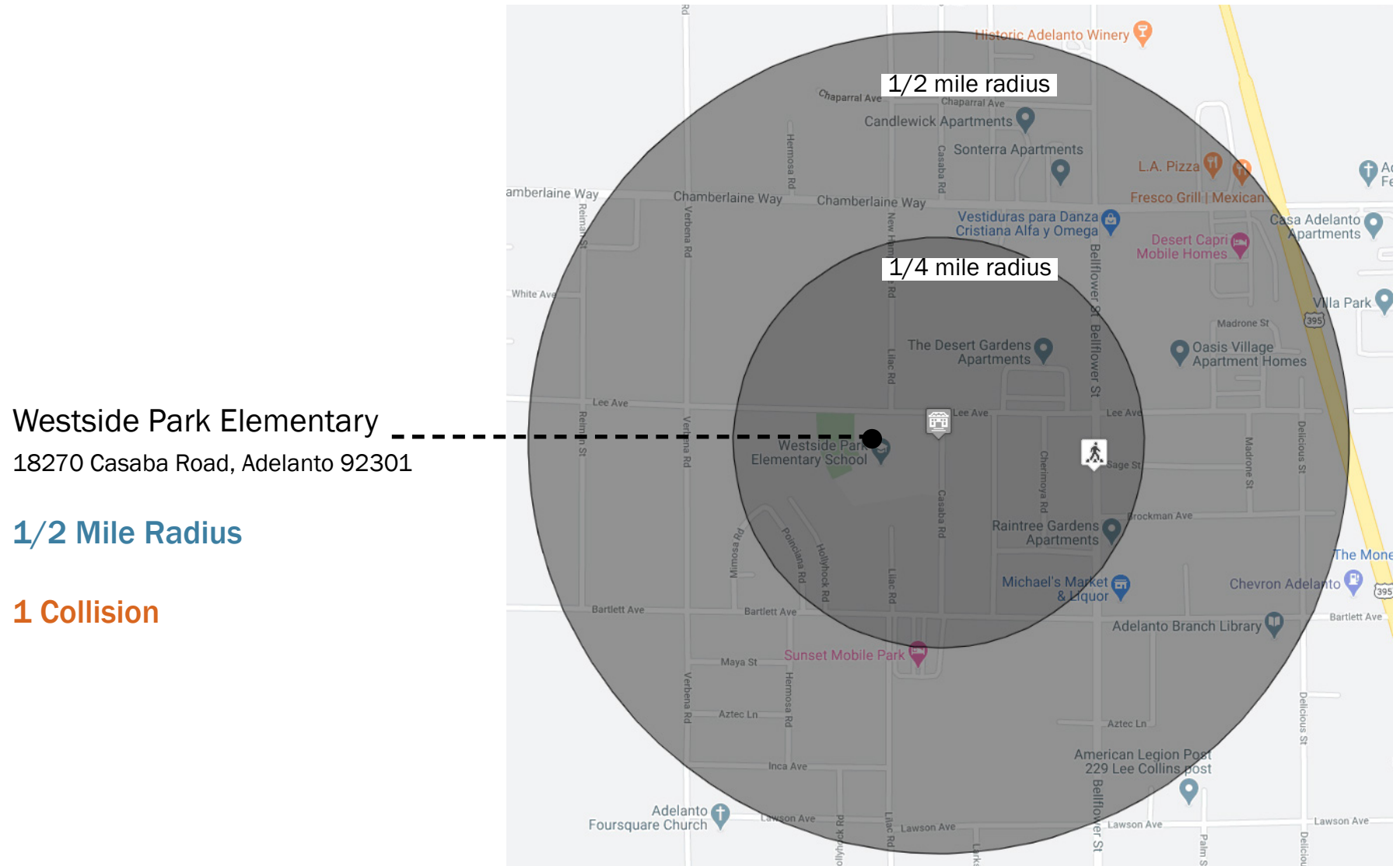
Ana Lopez

[alopez1224@berkeley.edu](mailto:alopez1224@berkeley.edu)

**Berkeley SafeTREC**

SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

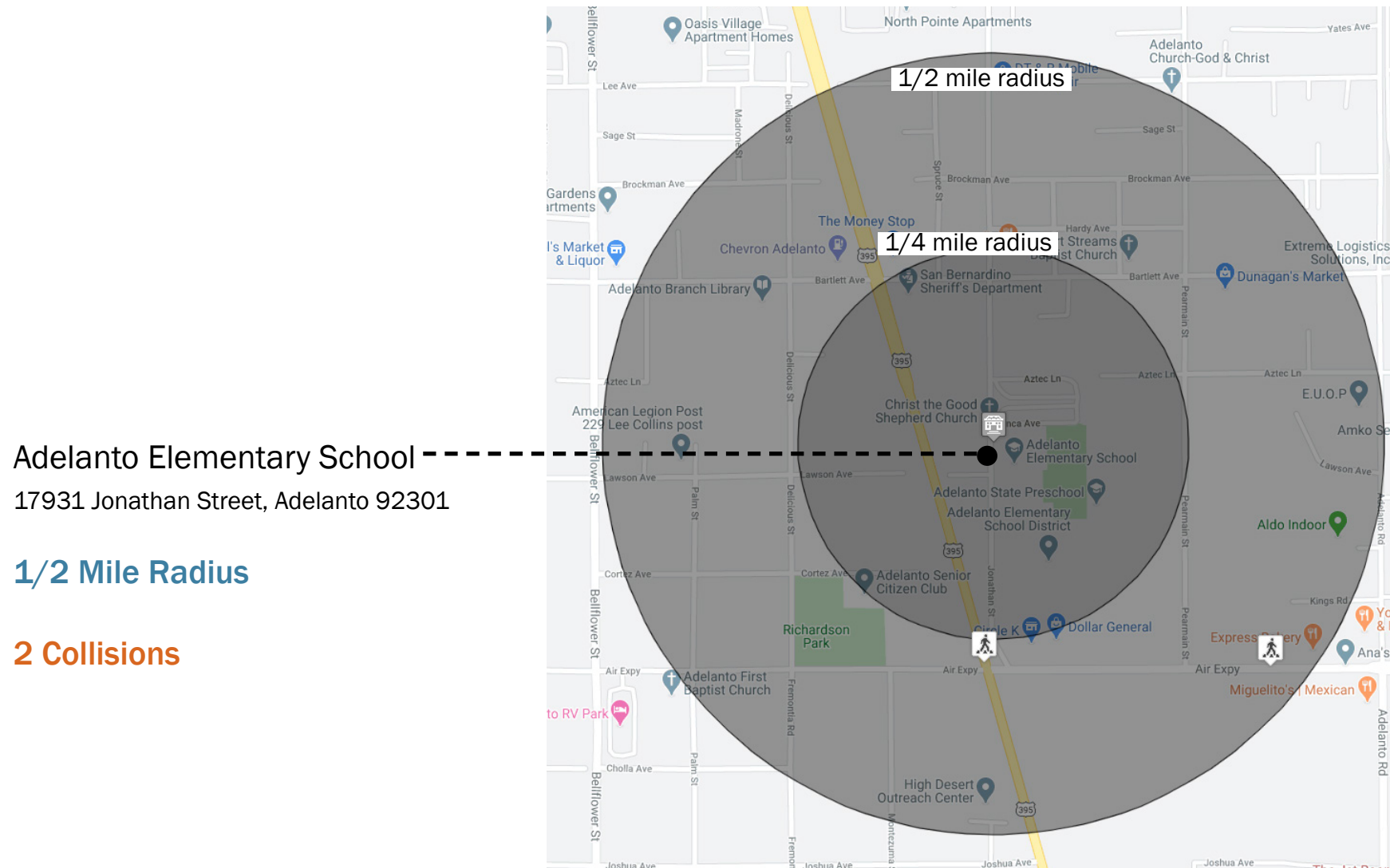
# Pedestrian and Bicycle Injury Collisions (2014 - 2018)



Data Source: Transportation Injury Mapping System (TIMS) SRTS Map Viewer. 2017 and 2018 data are provisional as of Dec. 2019



# Pedestrian and Bicycle Injury Collisions (2014 - 2018)



Data Source: Transportation Injury Mapping System (TIMS) SRTS Map Viewer. 2017 and 2018 data are provisional as of Dec. 2019

# Pedestrian Injury Collisions Map (2014 - 2018)

## Focus Area

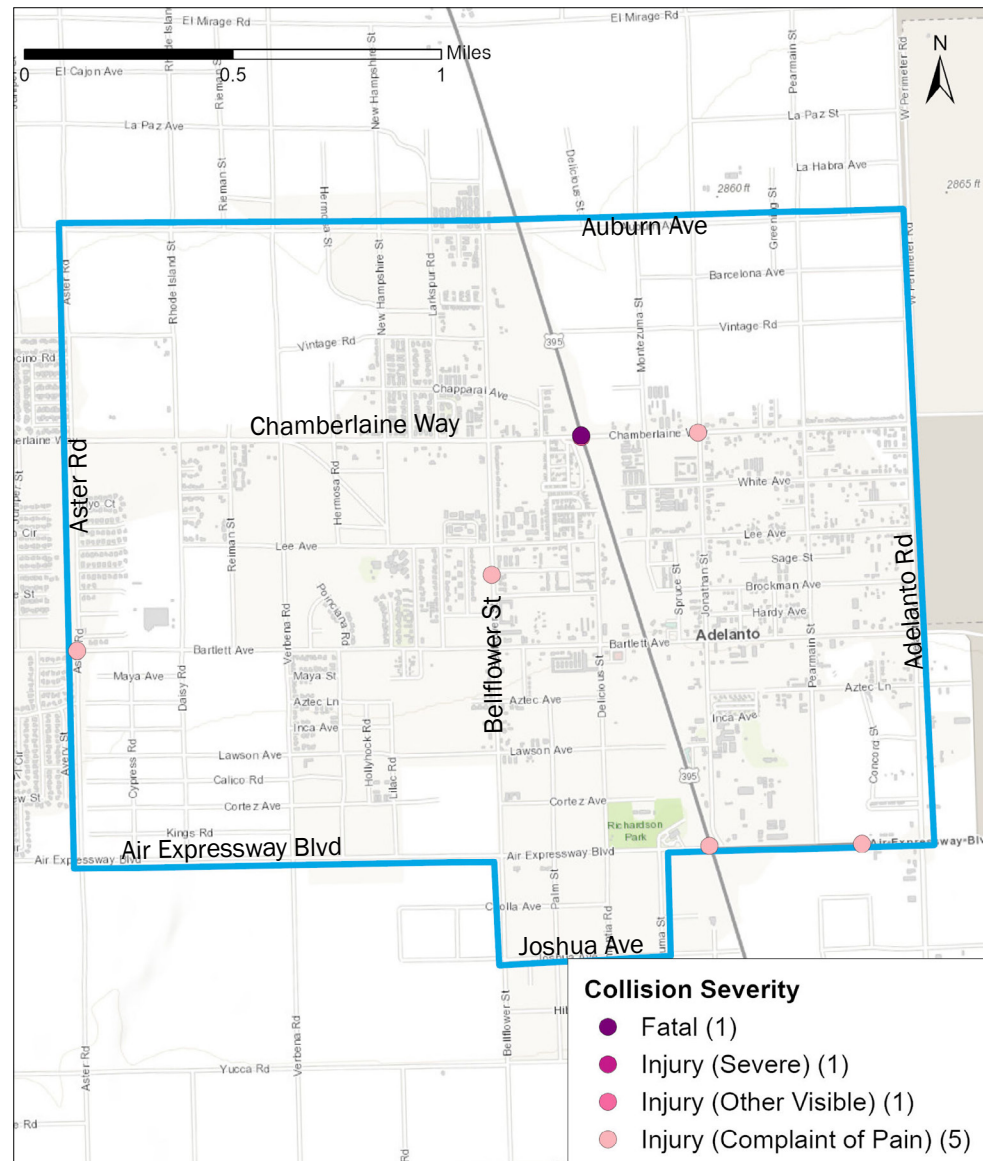
North to South:

- Auburn Avenue to Air Expressway Blvd;

West to East:

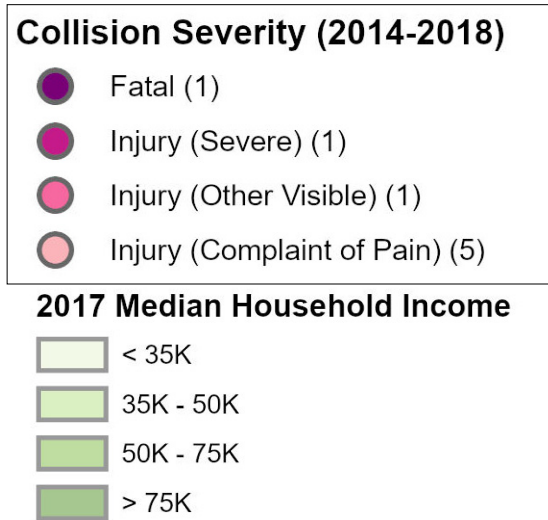
- Aster Road to Adelanto Road

**8 pedestrian collisions resulting in an injury to a pedestrian**



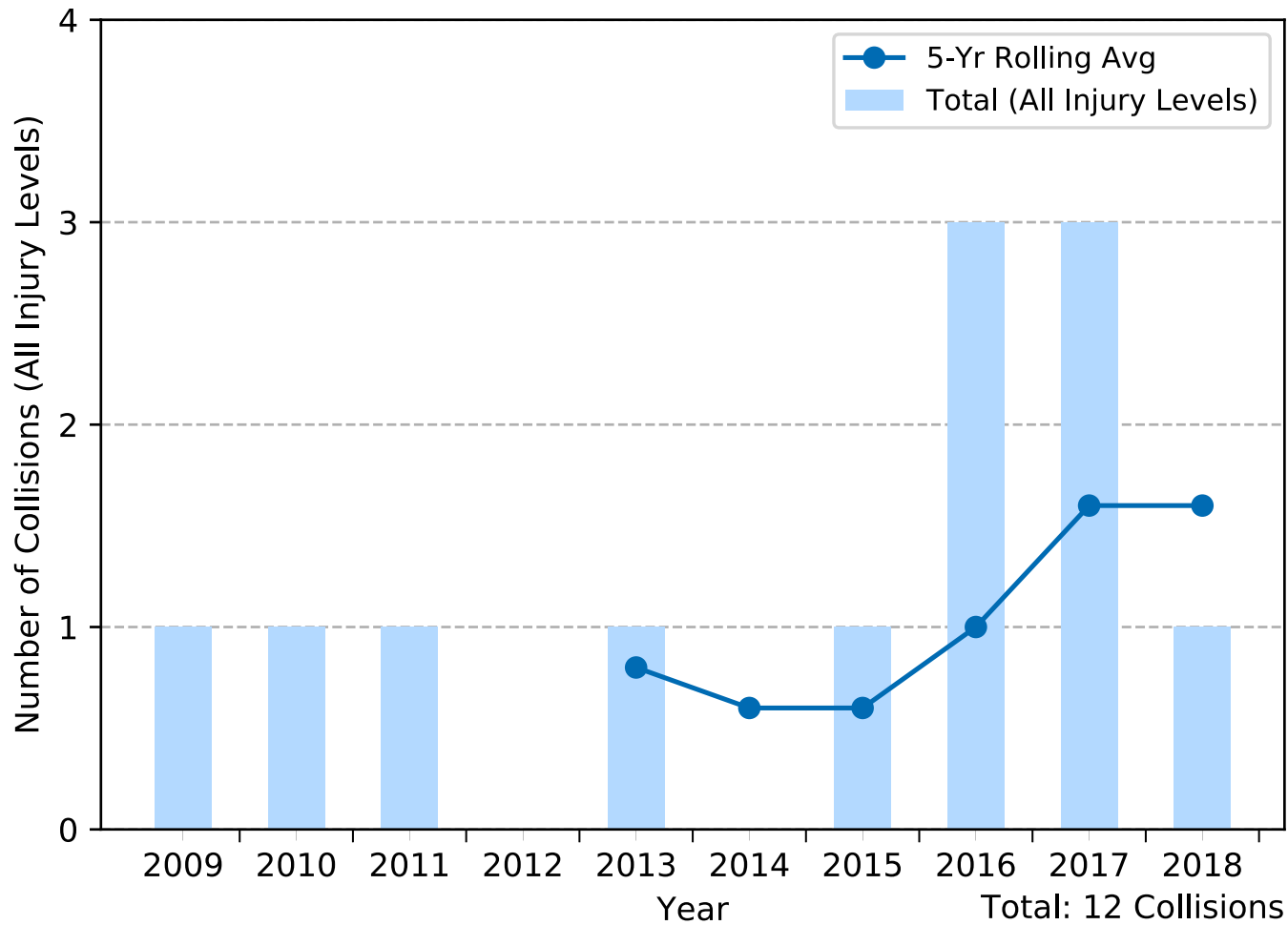
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Pedestrian Injury Collisions Map with Income (2014 - 2018)



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019  
Demographics - ESRI, US Census Bureau, and ACS

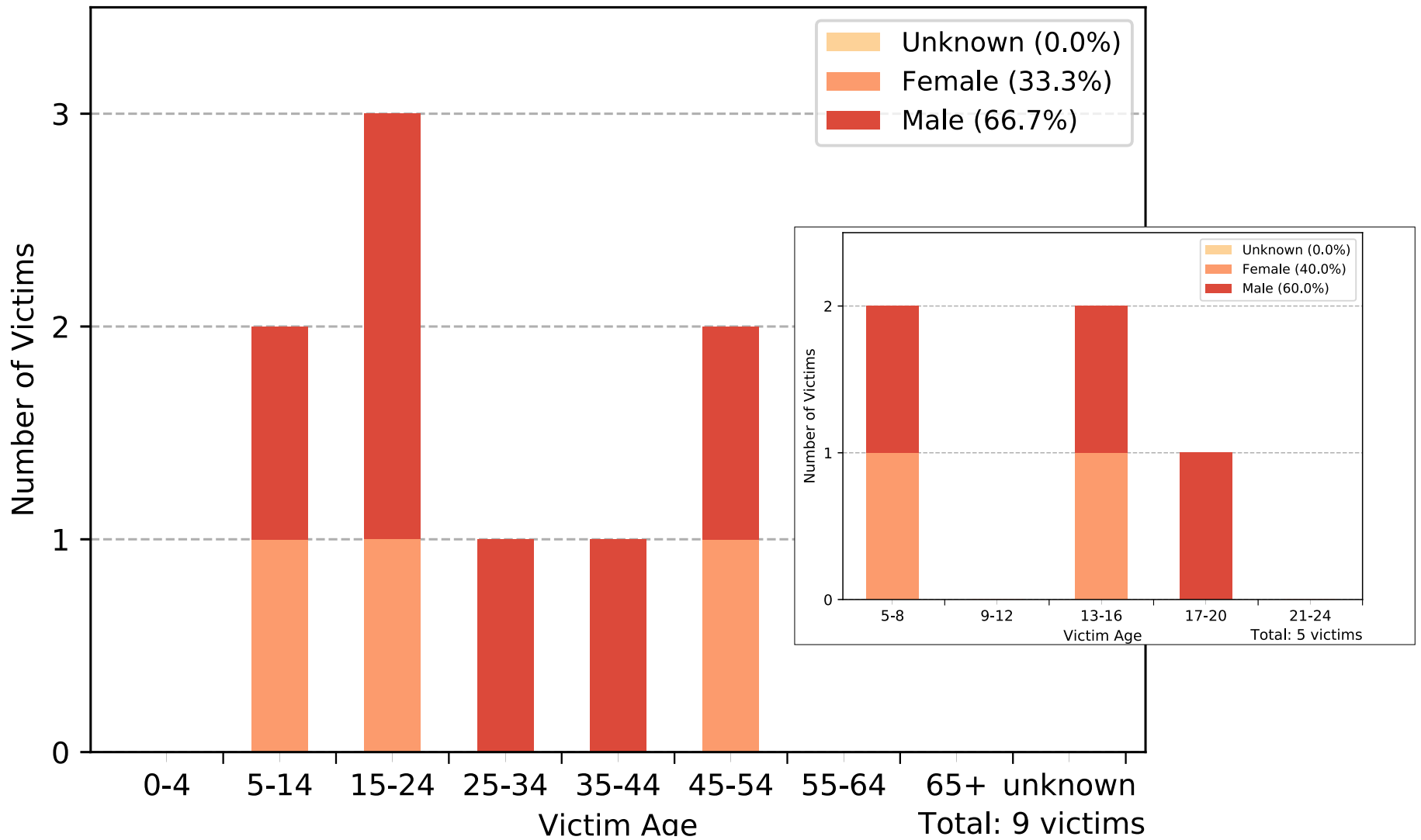
# Pedestrian Injury Collisions Trend (2009 - 2018)



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

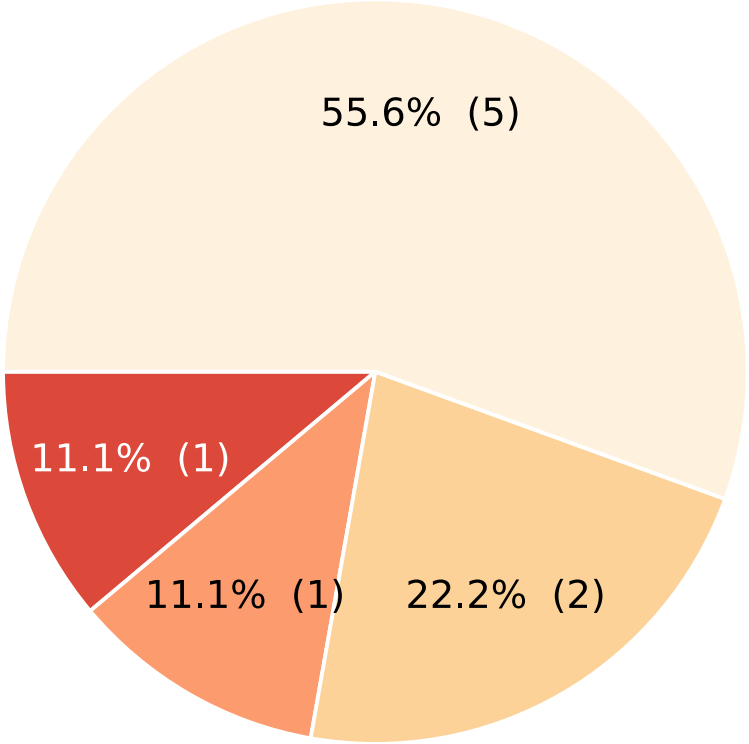
# Pedestrian Victim Injury (2014 - 2018)

by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Pedestrian Victim Severity (2014 - 2018)



Total: 9 victims



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Pedestrian Collisions (2014 - 2018)

## by Time of Day and Day of Week

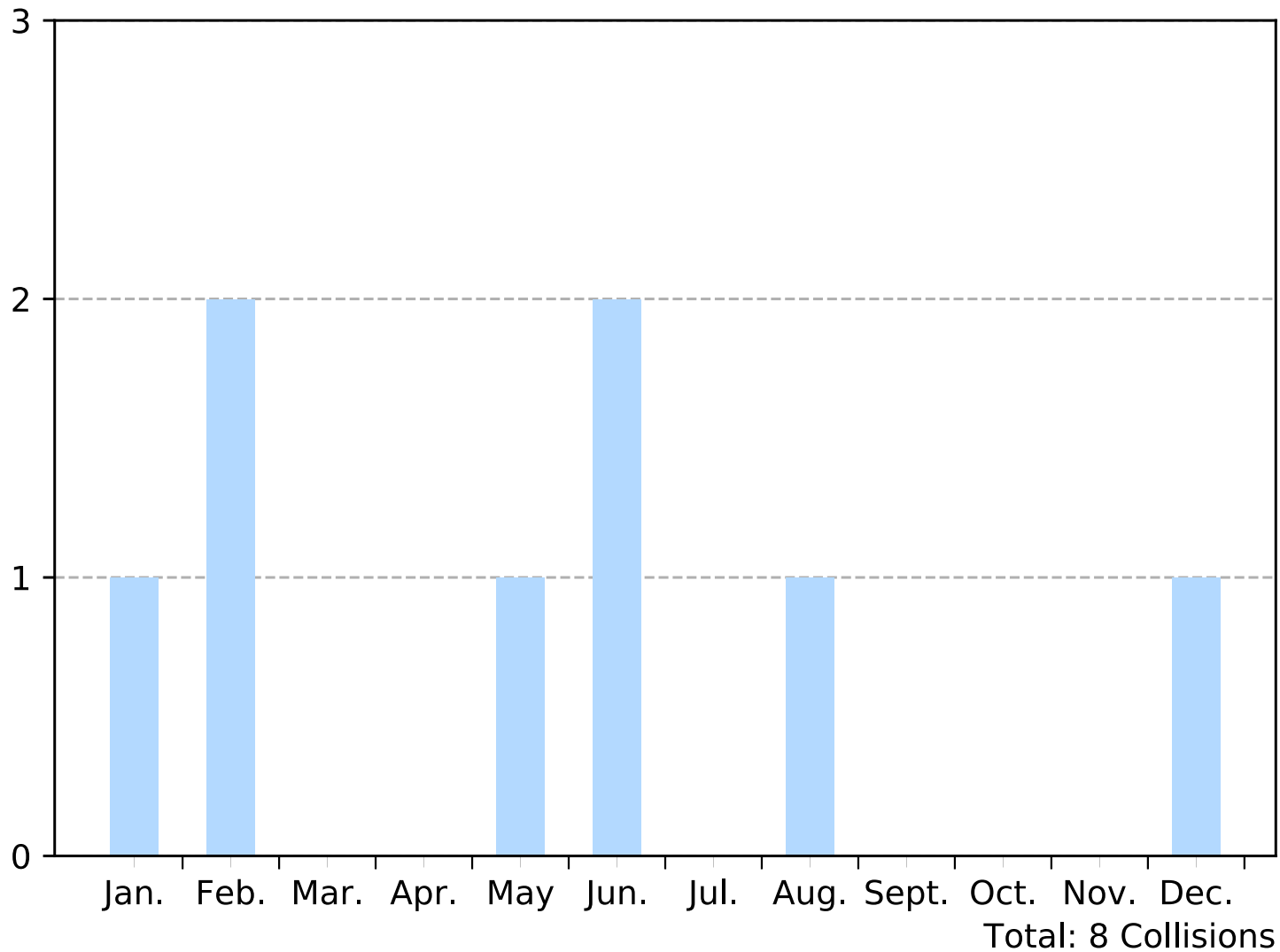
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	0	0	0	1	0	0	0	1
06:00PM-08:59PM -	0	2	1	0	0	1	1	5
03:00PM-05:59PM -	0	0	0	0	0	0	1	1
Noon-02:59PM -	0	0	0	0	0	0	0	0
09:00AM-11:59AM -	0	0	0	0	0	0	0	0
06:00AM-08:59AM -	1	0	0	0	0	0	0	1
03:00AM-05:59AM -	0	0	0	0	0	0	0	0
Midnight-02:59AM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

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019



# Pedestrian Collisions (2014 - 2018)

## by Month



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Pedestrian Collisions (2014 - 2018)

## by Type of Violation (Top Violations)

Adelanto Pedestrian Collisions by Type of Violation  
Total: 8 Collisions

CVC No.	Description	Number of Collisions
21456	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	1 (12.5%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	1 (12.5%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	1 (12.5%)
21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	1 (12.5%)
21956	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	1 (12.5%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1 (12.5%)
23152	Driving under the influence of alcohol (BAC 0.08+) or drugs	1 (12.5%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of Dec. 2019

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Bicycle Injury Collisions Map (2014 - 2018)

## Focus Area

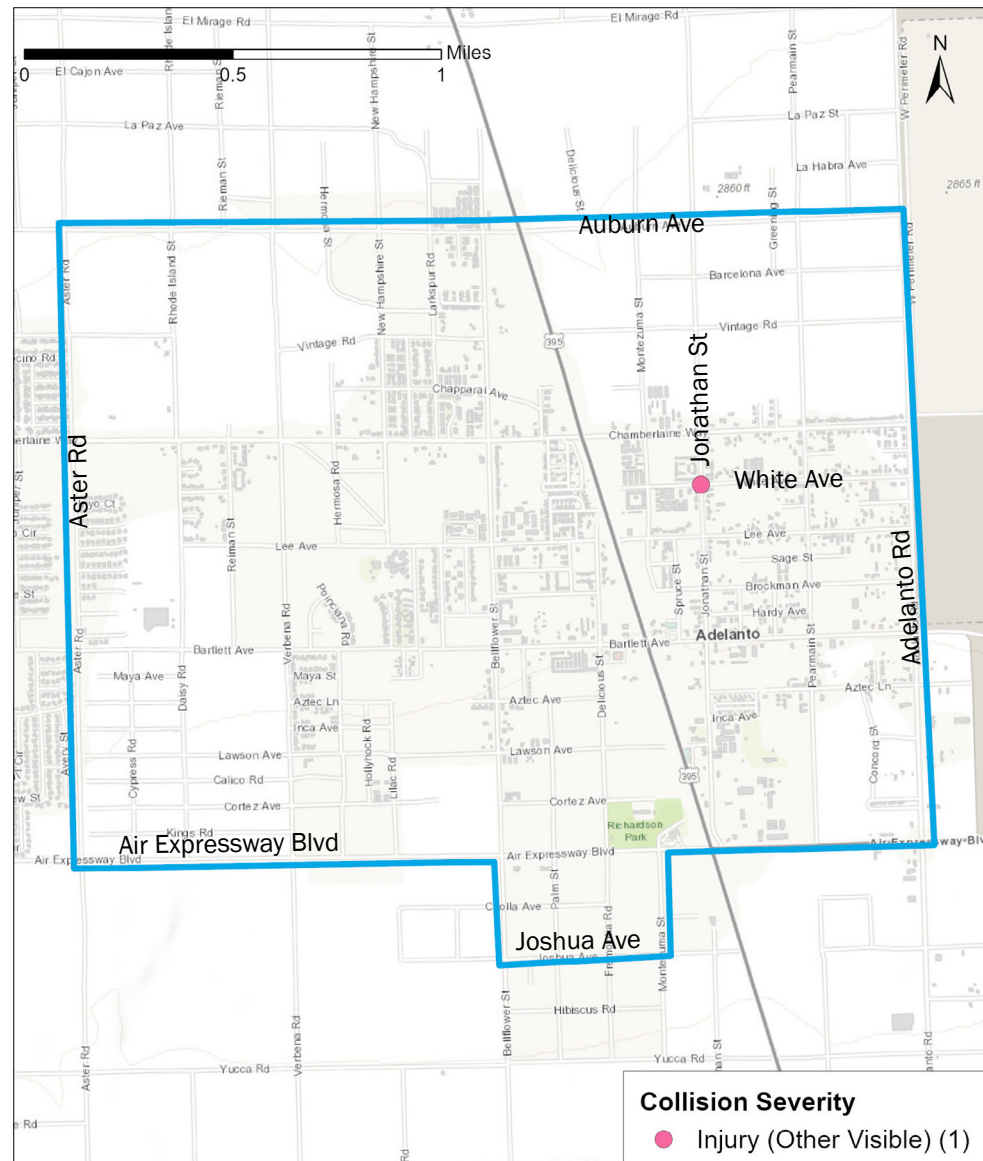
North to South:

- Auburn Avenue to Air Expressway Blvd;

West to East:

- Aster Road to Adelanto Road


**1 bicycle collisions resulting in an injury to a cyclist**







Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

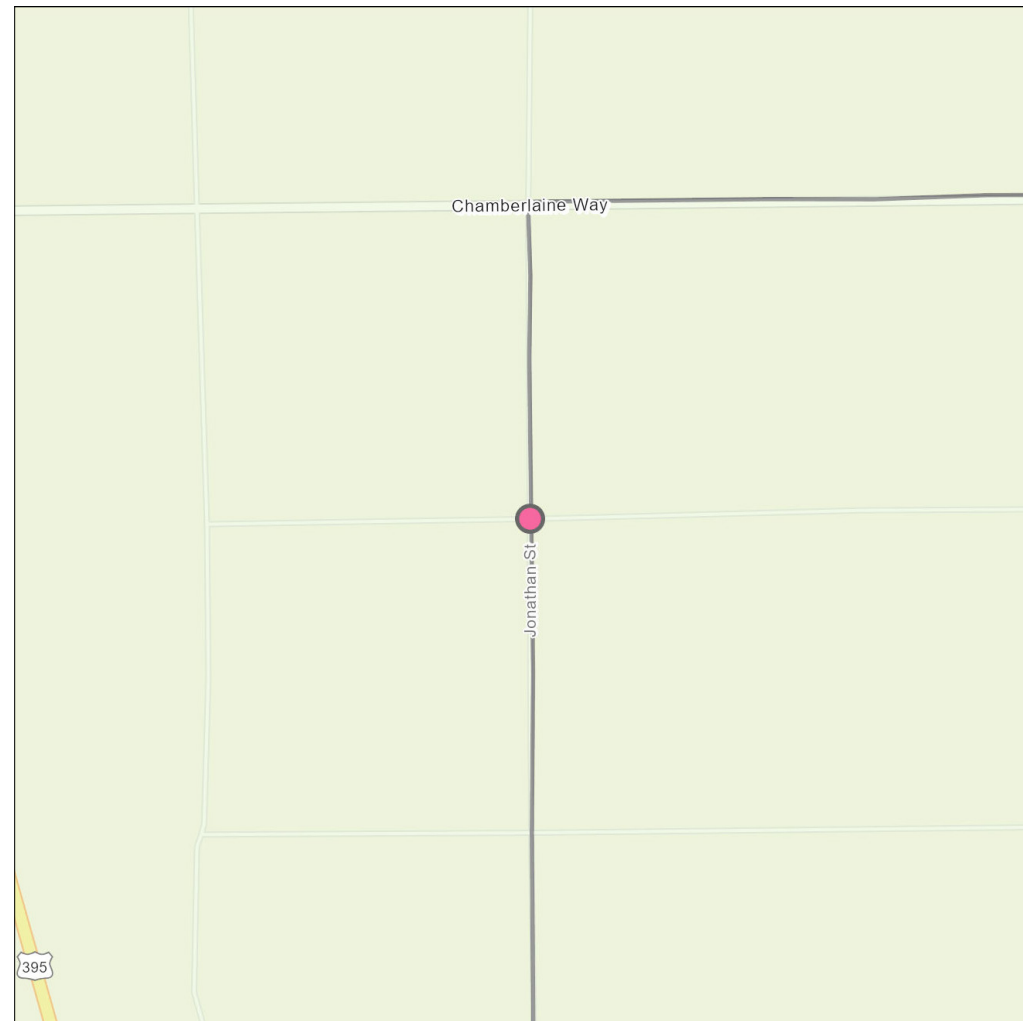
# Bicycle Injury Collisions Map with Income (2014 - 2018)

## Collision Severity (2014-2018)

 Injury (Other Visible) (1)

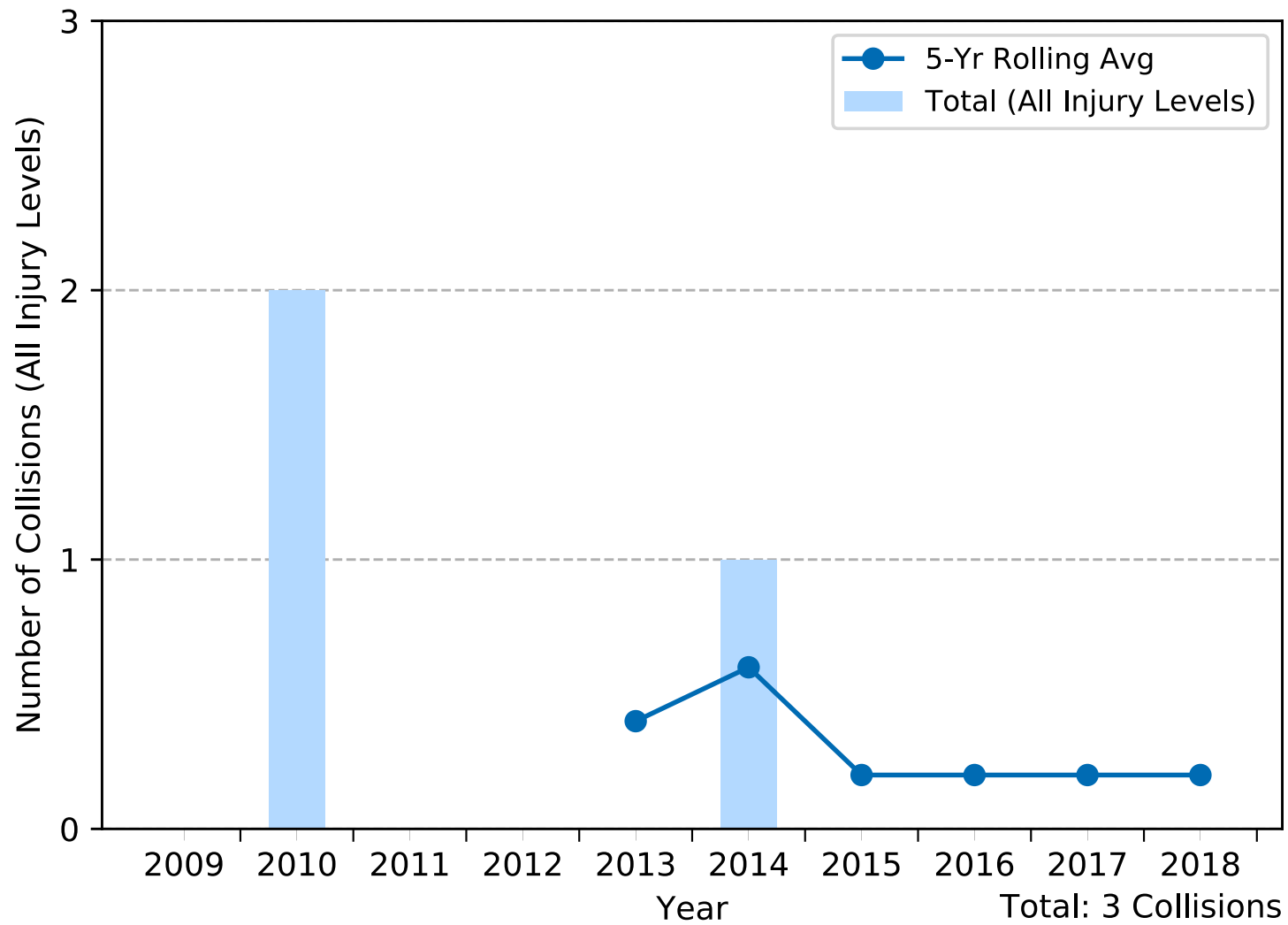
## 2017 Median Household Income

-  < 35K
-  35K - 50K
-  50K - 75K
-  > 75K



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019  
Demographics - ESRI, US Census Bureau, and ACS

# Bicycle Injury Collisions Trend (2009 - 2018)

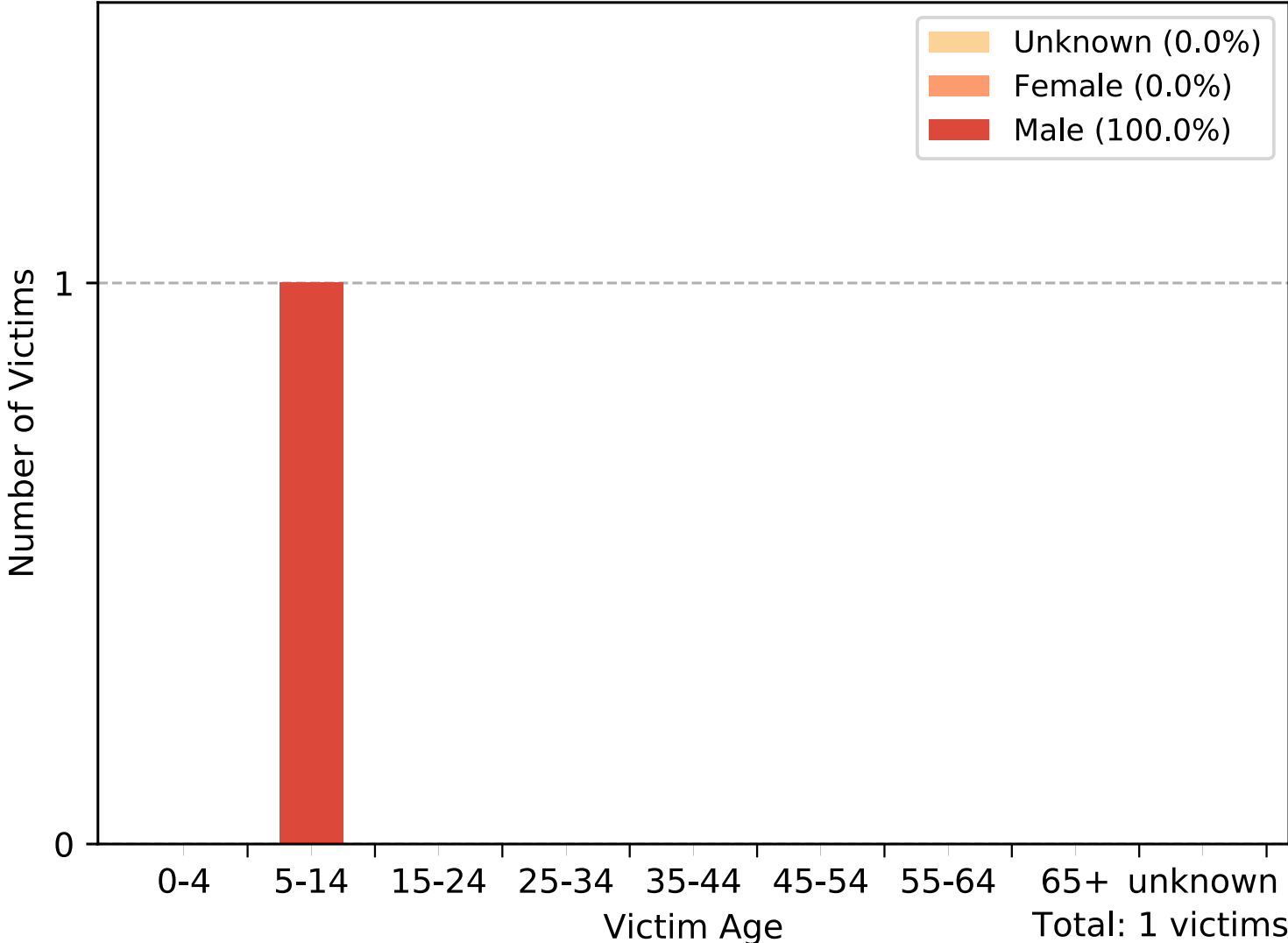


Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019



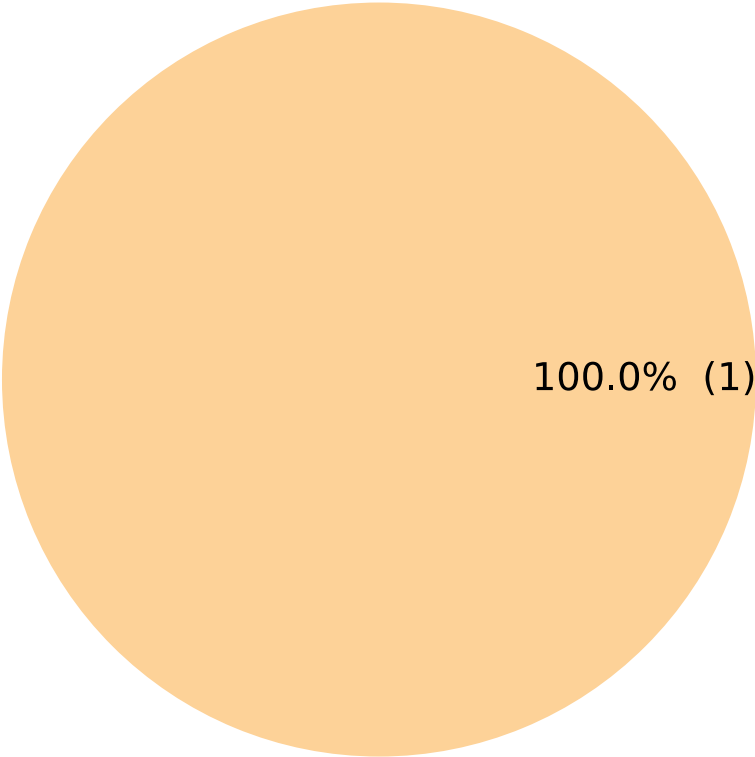
# Bicycle Victim Injury (2014 - 2018)

by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Bicycle Victim Severity (2014 - 2018)



Total: 1 victims

■ Suspected Minor Injury

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Bicycle Collisions (2014 - 2018)

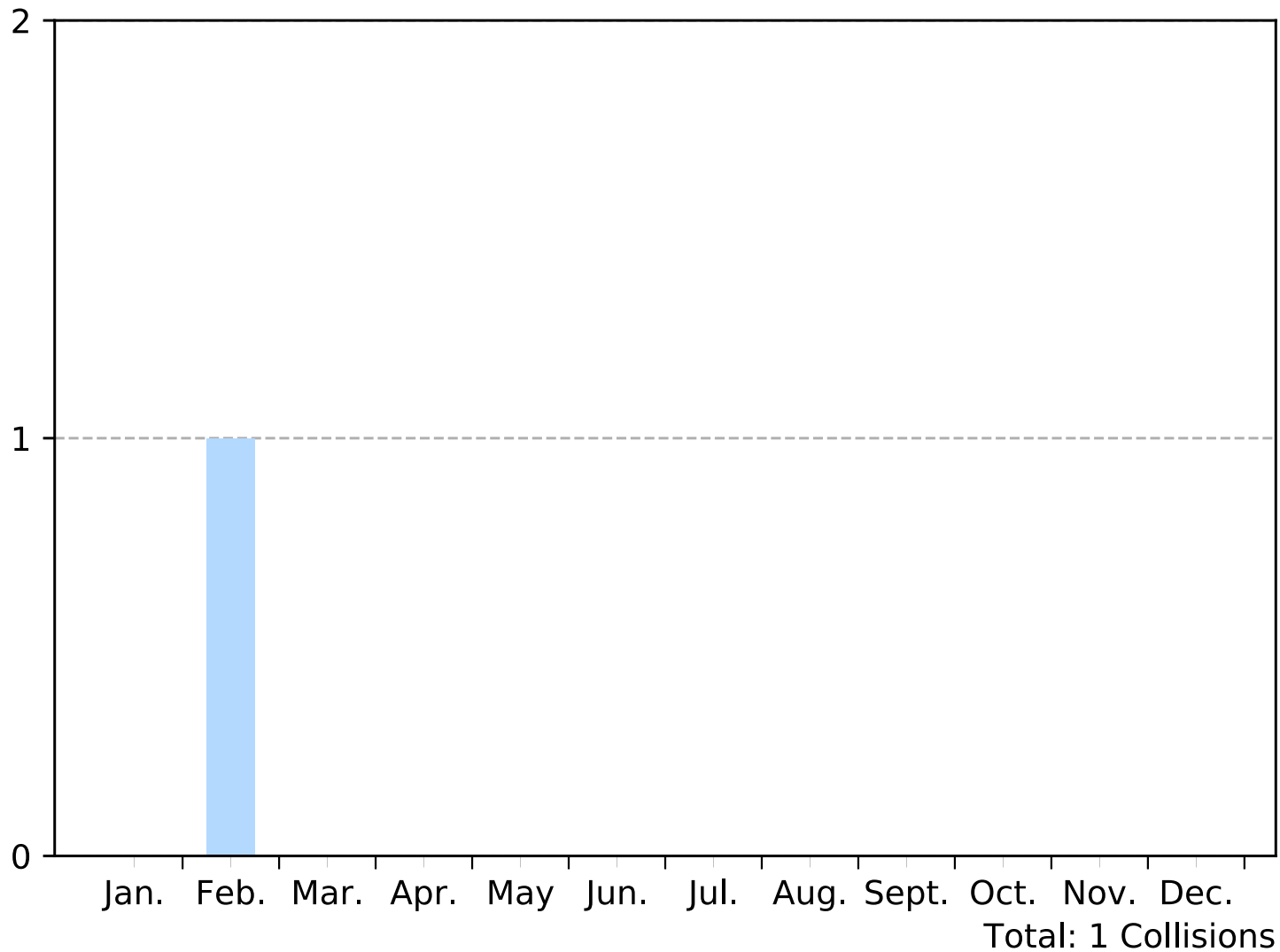
## by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	0	0	0	0	0	0	0	0
06:00PM-08:59PM -	0	0	0	0	0	0	0	0
03:00PM-05:59PM -	0	1	0	0	0	0	0	1
Noon-02:59PM -	0	0	0	0	0	0	0	0
09:00AM-11:59AM -	0	0	0	0	0	0	0	0
06:00AM-08:59AM -	0	0	0	0	0	0	0	0
03:00AM-05:59AM -	0	0	0	0	0	0	0	0
Midnight-02:59AM -	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Bicycle Collisions (2014 - 2018)

## by Month



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

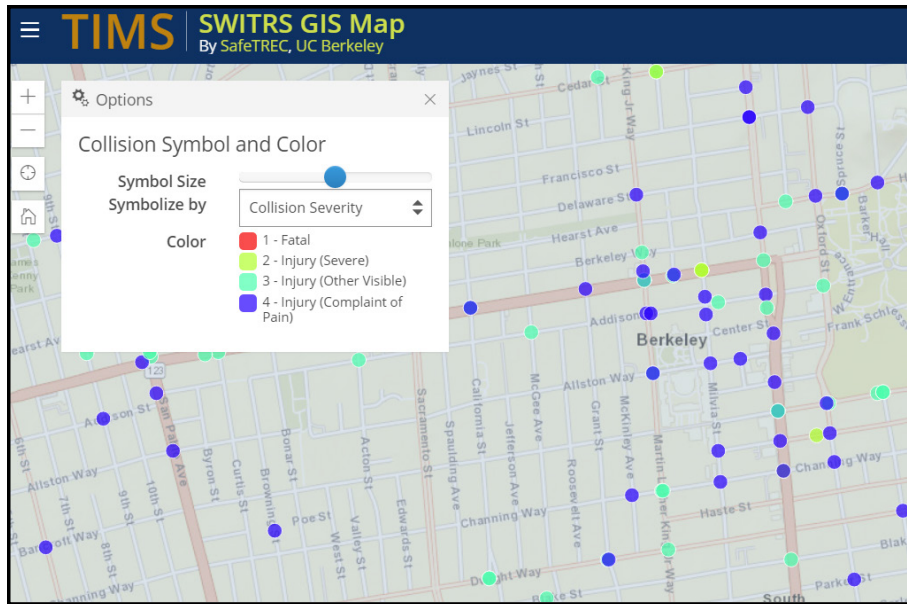
# Bicycle Collisions (2014 - 2018)

## by Type of Violation (Top Violations)

CVC No.	Description	Number of Collisions
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1 (100.0%)

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Additional Resources



## Transportation Injury Mapping System (TIMS)

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

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

<https://tims.berkeley.edu>



## Street Story

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

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

<https://streetstory.berkeley.edu>





**Summary**

Questions?

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

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

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

