

**SEPTEMBER 2020**

# **South Merced / Golden Valley High School Workshop Summary and Recommendations**

**Community Pedestrian & Bicycle Safety Training and Action Planning  
Creating Safer Streets for Walking and Biking**



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



**Merced, CA**

## Acknowledgments

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make Golden Valley High School in South Merced County a safer place to walk and bike!

### Planning Committee

Claudia Corchado	Cultiva la Salud
Magan Cope	Golden Valley High School
Gerald (Jerry) Fragasso	Golden Valley High School
Tom Hothem	League of American Cyclist Instructor
Amalia Hernandez Madrigal	Merced County Department of Public Health
Anthony Martinez	Merced County City Council District 1
Monica Parra	Merced County Department of Public Health
Stephanie Russell	Merced County Department of Public Health
Carlos Flores	Rivers, Trails & Conservation Assistance Program
Patrick Johnston	Rivers, Trails & Conservation Assistance Program

Thank you to Golden Valley High School Assistant Principal Megan Cope for securing Spanish and Hmong interpreters for the training. Thank you to Rosaura Murataya for providing Spanish interpretation during the training and Jack Lor for being available for Hmong interpretation. We are grateful to Gerald Fragasso for ensuring student participation in the site visit and virtual workshop. We would also like to acknowledge the community residents who participated in the workshop. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

This report was prepared by:

#### **California Walks**

Wendy Ortiz  
Miha Tomuta  
Areli Morales  
<https://calwalks.org>

#### **UC Berkeley Safe Transportation Research & Education Center**

Garrett Fortin  
Jarrah Crowner  
<https://safetrec.berkeley.edu>

# TABLE OF CONTENTS

---

<b>ACKNOWLEDGMENTS .....</b>	<b>3</b>
<b>EXECUTIVE SUMMARY.....</b>	<b>5</b>
<b>INTRODUCTION .....</b>	<b>7</b>
<b>THE PLANNING PROCESS .....</b>	<b>8</b>
<b>PEDESTRIAN AND BICYCLE CRASH HISTORY .....</b>	<b>9</b>
<b>GOLDEN VALLEY HIGH SCHOOL, SOUTH MERCED ASSET MAP.....</b>	<b>11</b>
<b>WALKING &amp; BIKING SAFETY ASSESSMENTS .....</b>	<b>11</b>
<b>RECOMMENDATIONS TO IMPROVE WALKING AND BIKING SAFETY .....</b>	<b>17</b>
<b>APPENDIX A: DATA ANALYSIS.....</b>	<b>24</b>

## 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 program engages residents and safety advocates to develop community-driven action plans to improve walking and biking safety in their communities

The Golden Valley High School, South Merced County CPBST was collaboratively planned and facilitated by The Merced County of Public Health Department, the Planning Committee, Cal Walks, and SafeTREC to:

1. Improve the walking and biking conditions around Golden Valley High School; and
2. Co-create a community vision of safety and wellness with neighbors.

The May 28, 2020 training and the action planning session on July 14, 2020 consisted of:

- An overview of the 6 E's strategies to improve walking and biking safety using the intersectional 6 E's framework including: 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 and bicycle injuries appeared to be increasing. From 2014 to 2018, there were 106 pedestrian victims and 104 bicycle victims in the project area encompassing southern and eastern City of Merced as well as adjacent unincorporated Merced County. A full discussion of pedestrian and bicycle crashes can be found in the CPBST report.

### Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by students walking and biking to Golden Valley High School. Participants were asked to:

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

## **PLANNING COMMITTEE**

The planning committee consisted of representatives from Merced County Public Health, Rivers, Trails & Conservation Assistance Program, Cultiva la Salud, Golden Valley High School, and Merced City Council District 1.

## **WORKSHOP PARTICIPANTS**

Workshop participants were community members and/or representatives from the Planning Committee.

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.

## **Community Observations**

Participants expressed concerns around:

- Variations in pedestrian infrastructure between the city and county jurisdictions, which poses a potential obstacle for community efforts to improve the roads in this area;
- Only the western half of the Highway 99 bridge has a narrow sidewalk. Students must walk on an adjacent paved path, behind a physical buffer between drivers in order to cross the bridge;
- Lack of sidewalks west of the Highway 99 bridge, along East Childs Avenue, forces students to walk to and from school along a dirt shoulder;
- The discontinuous sidewalk on the southside of East Childs Avenue forces students and pedestrians to walk a dirt path leading to the Highway 99 exit. The proximity to Highway 99 creates a “freeway mentality” for drivers;
- Drivers at the East Childs Avenue/Carol Avenue intersection are flowing in six different directions, making it extremely difficult for pedestrians to know when it is safe for them to cross. There are no crosswalks at this intersection, despite pedestrians needing to cross this area;
- Drivers appear to travel above the posted speed limit of 25 miles per hour on East Childs Avenue, as they exit east off of Highway 99, towards Golden Valley High School;
- When traveling east on East Childs Avenue, driver traffic bottlenecks at the school parking lot entrance, despite the dedicated left-hand turning lane into the drop-off zone; and
- There is a lack of shade trees near Golden Valley High School, particularly near the East Childs Avenue/Parsons Avenue intersection.

## **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:

- Lawn Sign Educational Campaign;
- East Childs Avenue Pedestrian and Bicycle Safety Improvements; and
- Walking and Biking Infrastructure Enhancements at the East Childs Avenue/Carol Avenue intersection.

## **Cal Walks & SafeTREC Recommendations**

The following are recommendations for bicycle and pedestrian safety improvements:

- Develop and host an annual walking and biking safety assembly for incoming 9th graders;
- Develop an on-campus bike/skate club at Golden Valley High School;
- Develop designated safe routes to school maps for Golden Valley High School Students, particularly those crossing Highway 99 to get to school;
- Apply to join the Merced Bicycle Advisory Committee; and
- Explore funding opportunities to implement pedestrian and bicycle facilities recommendations along East Childs Avenue near Golden Valley High School.

## 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 Golden Valley High School, South Merced County CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve the walking and biking conditions around Golden Valley High School; and
2. Co-create a community vision of safety and wellness with neighbors.

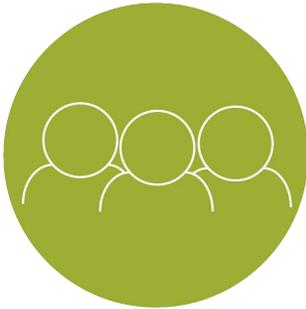
The virtual training took place on May 28, 2020 and convened 24 participants, including Golden Valley High School parents and students, Merced County Department of Public Health, Cultiva La Salud, and Rivers, Trails & Conservation Assistance Programs. An additional 1-hour virtual action planning session took place on July 14, 2020 and convened Golden Valley High School parents and students and Cultiva la Salud staff.

The training consisted of:

- An overview of the 6 E's strategies to improve walking and biking safety: Evaluation, Equity, Engineering, Education, Encouragement, and Enforcement;
- Walking and biking assessments 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 the Golden Valley High School, South Merced County community.

## The Planning Process



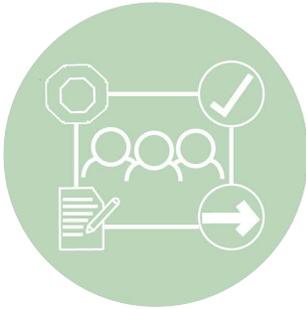
### Step 1: Assemble a Planning Committee - January 2020

- 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 7, 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 - May 28 and July 14, 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

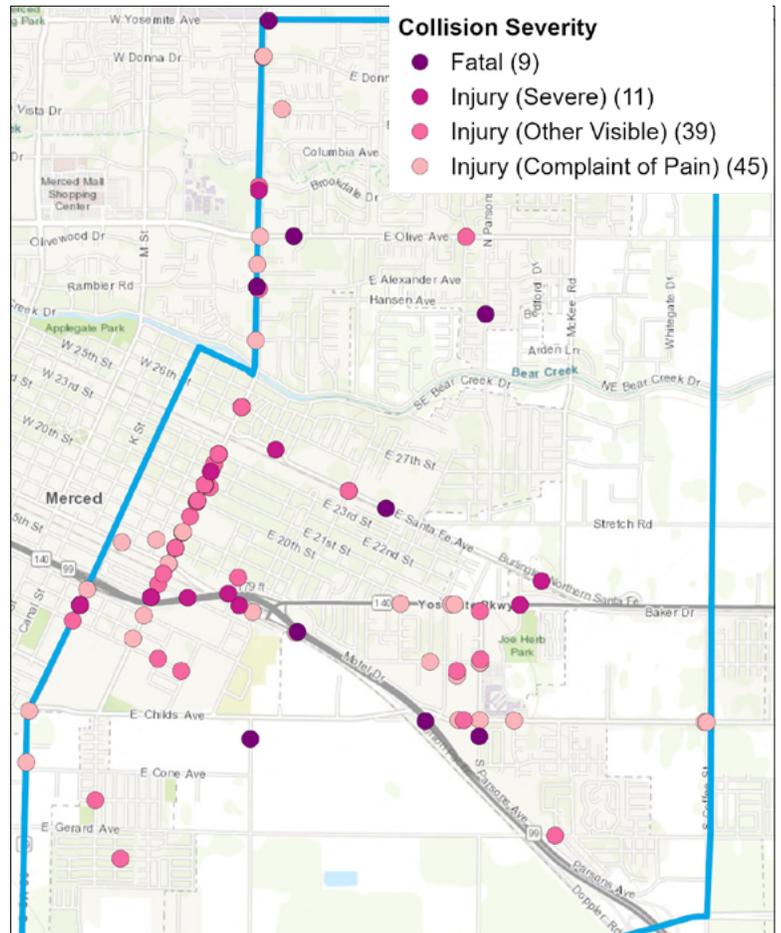
Last Updated: 5/14/19

## Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians<sup>1</sup> and bicyclists in eastern and southern City of Merced, as well as unincorporated Merced County. The boundaries for this project are Yosemite Avenue in the north, Mission Avenue in the south, and Martin Luther King Jr. Way in the west to Coffee Street in the east. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Crash data for 2017 and 2018 are provisional as of December, 2019. A full discussion of the pedestrian and bicycle crash data can be found in Appendix A.

### Pedestrian Crashes

Over the 10-year period between 2009 and 2018, pedestrian crashes appear to be on an upward trend, with 2015 to 2018 each posting a greater number of pedestrian crashes than any of the years between 2009 to 2014. In the most recent five years of data available, 2014 to 2018, fatal crashes occurred mostly on large streets outside of the downtown area, both north and east of Central Merced. The second most prominent cluster of crashes is near Golden Valley High School on Highway 99, Yosemite Parkway, and the roads connecting the two. There were two crashes in which pedestrians suffered fatal injuries, one near Highway 99 and one on Parsons Ave, less than ¼ mile from the school, while many less-severe pedestrian crashes were concentrated along G Street between Mission Ave and Yosemite Ave in central Merced. Pedestrian crashes occurred primarily during the evening time, with a peak on Fridays and Saturdays from 6 p.m. to 9 p.m. The top primary crash factor was driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (42.3 percent).<sup>2</sup> There were 104 pedestrian victims, including 9 fatalities and 11 severe injuries. Over 44 percent of victims were 45 or older, while 41.5 percent were 24 or younger.



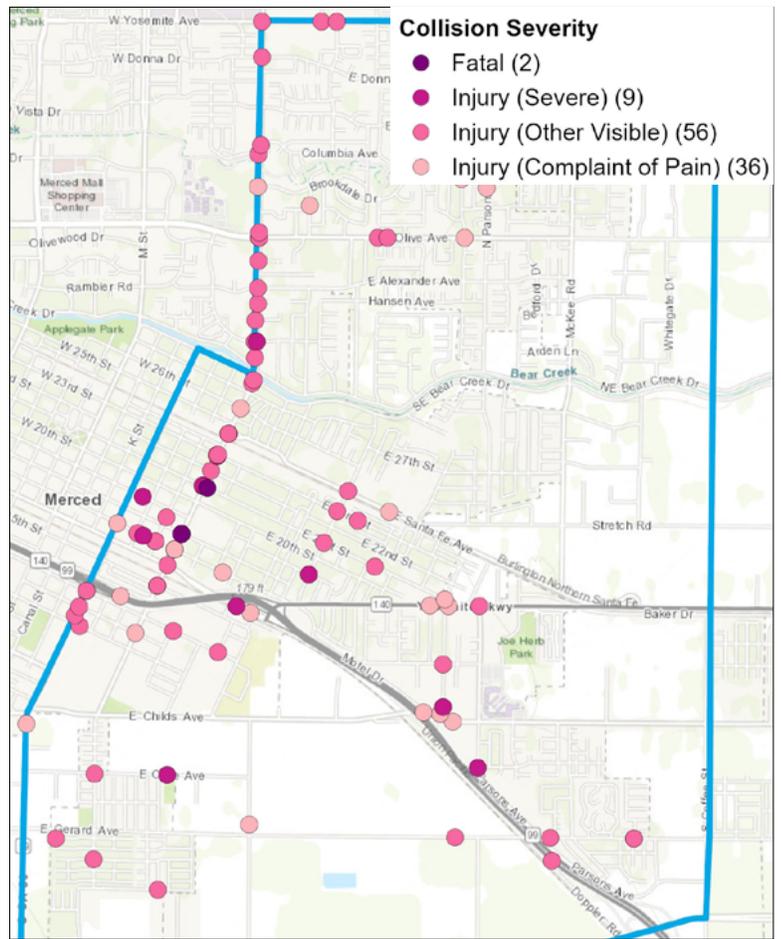
South Merced Pedestrian Injury Crashes (2014-2018)

<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.

<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 signalized 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 signalized intersections.

## Bicycle Crashes

Over the 10-year period between 2008 and 2019, bicycle crashes appear to be slightly increasing. In the most recent five years of data available, 2014 to 2018, bicycle crashes are concentrated on G Street between Highway 99 and Yosemite Ave in central Merced, including two fatal crashes, one on E 17th Street and the other on E 21st Street. Bicycle crashes occurred mainly on weekdays during commute hours between 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m. The top primary crash factor was failure to drive or ride on the right half of the roadway (26.2 percent).<sup>3</sup> There were 107 bicyclist victims, including two fatalities and nine suspected serious injuries. About three-quarters of bicyclist victims were male, with no strong pattern by age.



South Merced Bicycle Injury Crashes (2014-2018)

<sup>3</sup> These violations could have either been committed by a motor vehicle driver or bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles.

# Golden Valley High School, South Merced County Asset Map

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

## People/Personas

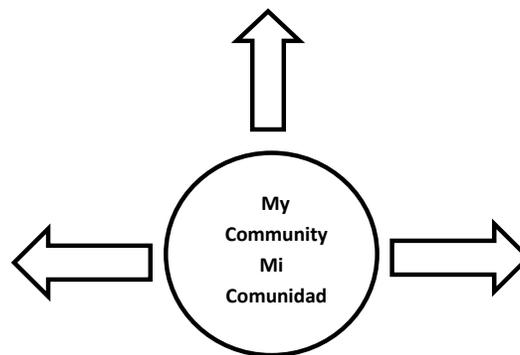
- Steve Maxey, Merced County Planner
- Patricia Pratt, Muralist
- Kim Espinosa & Michael Hren City of Merced Planner
- Bill King, Retired Planner
- Scott McBride, City of Merced Manager
- Michael Beltran, City of Merced Engineer
- City of Merced Council Member, Anthony Martinez
- Mike Murphy, City of Merced Mayor
- Billy Alcorn, City of Merced Fire Chief
- Adam Gray, Assembly member
- Liliana Prado, Dietician at WIC
- Steve Rousso, UC Merced

## Organizations/ Organizaciones

- Lifeline
- UC Merced Society Club
- Merced Bike Coalition
- Healthy House
- Cultiva La Salud
- Merced Black Parallel School Board
- Safe Routes to Schools/Safe Routes to Parks
- Merced Walks
- Dignity Health
- Leadership Counsel
- South Merced Neighborhood Association

## Institutions/ Instituciones

- Merced City Council
- Merced County Supervisor Rodrigo Espinoza
- Golden Valley High School staff & students
- Merced College
- California Arts Council Grants
- Merced Co Dept of Public Health
- Weaver Union School District, Wellness Committee
- UC Merced, Sustainability Committee, Sustainability Student Living Group
- Merced Irrigation District
- Merced City Public Works Department
- City / County Parks Department
- Merced County
- City of Merced Fire Department
- Merced Police Department



Golden Valley High School  
South Merced County CPBST

In collaboration with:

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

Merced Co. Dept of Public Health  
Golden Valley HS

Rivers, Trails & Conservation Assistance Program  
Cultiva la Salud

## Walking & Biking Assessment

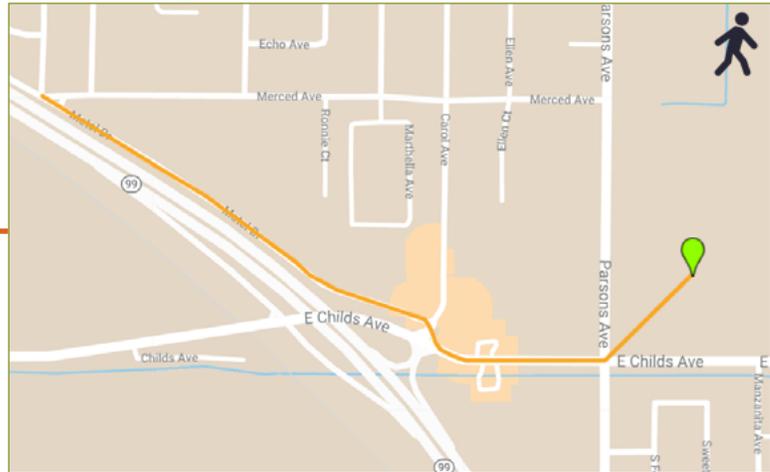
### Routes

Along the 3 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.

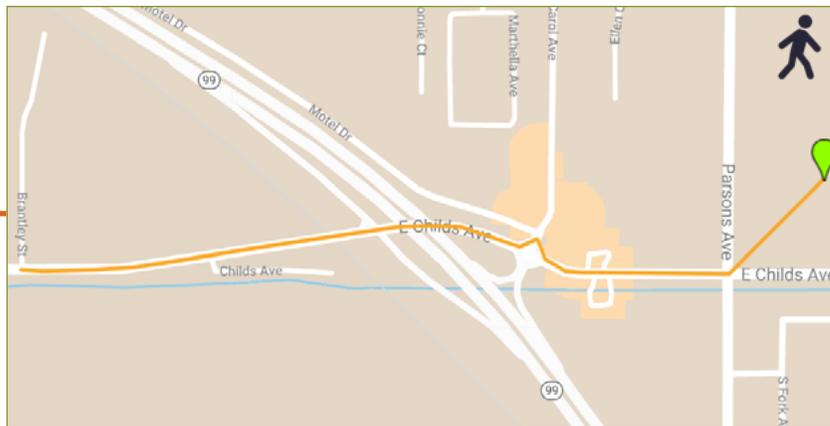
Route 1: Motel Drive

Route 1 Focus: Motel Drive was selected as a key route for students who walk to and from Golden Valley High School.



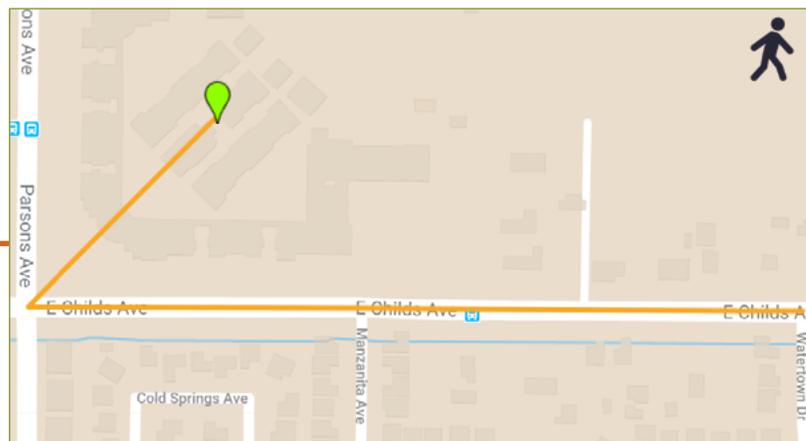
Route 2: East Childs Avenue (West)

Route 2 Focus: Assessing East Childs Avenue west of the high school was key to documenting students' experience walking over the U.S. Route 99 bridge and into Merced County jurisdiction.



Route 3: East Childs Avenue (East)

Route 3 Focus: East Childs Avenue east of Golden Valley High School was selected because of the large number of students who use this route to get to and from school.

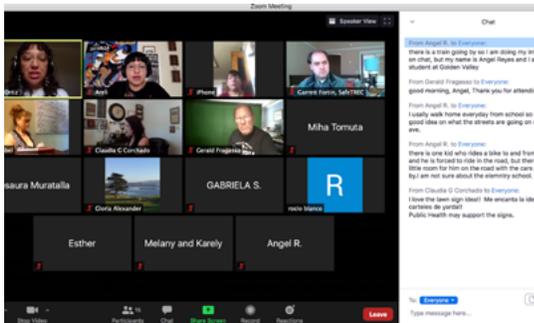


## Reflections

Following the walking and biking assessments participants shared the following reflections:

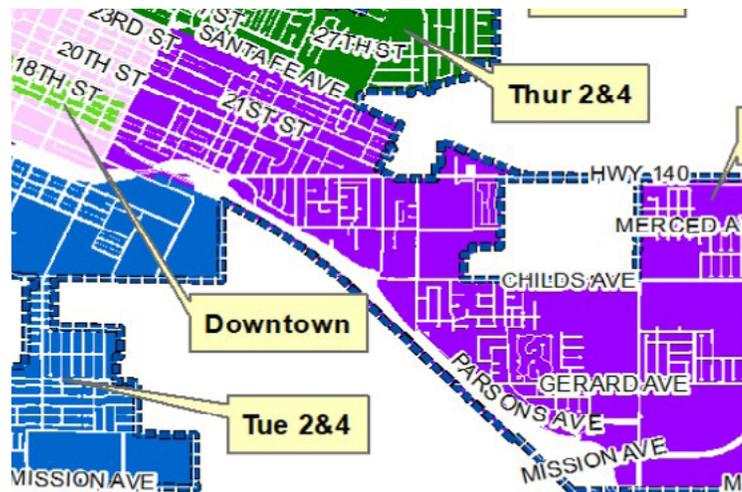
### Community Assets

- Cultiva La Salud is a bilingual and trusted non-profit organization. Their commitment to meaningful community building is apparent and admired. Cultiva La Salud provides assistance and resources to community members experiencing food insecurity amongst other barriers to health and safety. Many of Cultiva La Salud's clientele are parents to children attending local schools such as Golden Valley High School, Weaver Middle School and Pioneer Elementary School. Through their work, they cultivate and empower a network of engaged and concerned community members that will help achieve the CPBST's educational and engineering safety improvement efforts.
- There was strong student participation at the site visit, workshop, and action planning activity session. Students were able to share their own perspectives and challenges related to walking and biking to and from school and during open-campus lunchtime. Including student voices is imperative to ensure that community recommendations are adequately addressing the challenges faced by those who are walking and biking around the school the most.



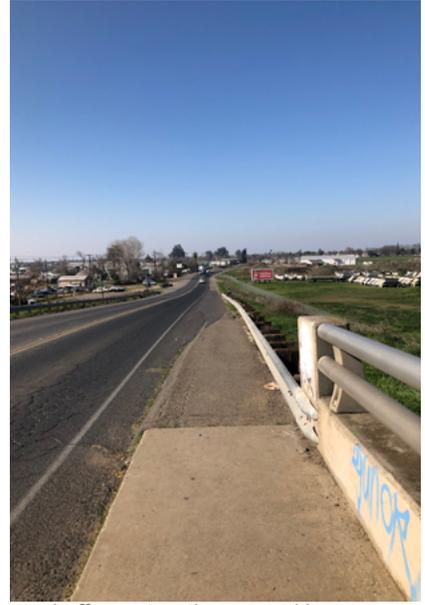
*Above: Screen capture of our Virtual Action Planning Activity with Golden Valley High School students, parents, faculty and community members.*

*Right: A map of city and county jurisdiction near Golden Valley High School.*



### Community Advocacy Challenges

- The project area, centered on Golden Valley High School, includes both City and County land. There are variations in pedestrian infrastructure between the city and county jurisdictions, posing a potential obstacle for community efforts to improve the roads in this area.
  - Specifically, East Childs Avenue, west of Highway 99, is county land on both sides of the road to De Long Street. County land continues along the south side of East Childs Avenue until it ends at the subdivision along South G Street, where the city boundary moves south. The few sidewalks along this stretch are in city lands on the northside of East Childs Avenue between B Street and G Street.
  - A patch of county land surrounded by city land lies to the immediate east of Golden Valley High School. The western boundary of this county land is, roughly, the eastern side of the high school and the eastern side of the Sierra Portal mobile home park. It runs eastward to Coffee Street. The southern boundary is East Childs Avenue and the northern boundary is Highway 140 or its frontage road, Baker Drive. Once again, sidewalks are discontinuous and confined to city land in this area, including only the southside of East Childs Avenue from the high school to slightly past Brimmer Road, and only the east side of Coffee Street from East Childs Avenue to slightly past Bodie Street.



Upper Left: Narrow sidewalk on East Childs Avenue being further narrowed by a fenced off construction area. Upper Middle: The Planning Committee walked the paved path to cross the Highway 99 bridge during the Site Visit. Upper Right: Students walking west along the Highway 99 bridge, must walk on an unpaved shoulder to get to and from school. Lower Right: The sidewalk along East Childs Avenue ends abruptly, forcing pedestrians to walk on the dirt path.

### Sidewalk Conditions

- The sidewalk on East Childs Avenue, between Parsons Avenue and Carol Avenue, is very narrow. Large groups of students walking to and from school and to the restaurant area during off-campus lunchtime are often forced to walk on the street because of the narrow sidewalk. Narrow sidewalks make it difficult for people using assisted mobility devices to safely navigate the area.
- Many students walk across the Highway 99 bridge on East Childs Avenue to get to and from school. Only the western half of the bridge has a narrow sidewalk. In order to access the sidewalk, students must walk on an adjacent paved path, behind a physical buffer between drivers. Even with a physical buffer, community residents feel unsafe because of driver speeds getting on and off of Highway 99.
- There are no sidewalks west of the Highway 99 bridge, along East Childs Avenue, forcing students to walk to and from school along a dirt shoulder. Many parents feel they must drive their students to Golden Valley High School, Weaver Middle School and Pioneer Elementary School, even if they live within a mile radius from their respective schools, because of the lack of pedestrian infrastructure leading up to the school. The unsafe walking conditions in this area are further exacerbated during the fall season when the sun sets earlier and students are walking home from after-school activities.
- The sidewalk on the southside of East Childs Avenue ends abruptly in front of Merced Inn & Suites and then again at the west end of the Chevron gas station. The discontinuous sidewalk forces students and pedestrians to walk a dirt path leading to the Highway 99 exit. The proximity to Highway 99 creates a “freeway mentality” for drivers as they speed up to approach or exit from the highway, making crossing at Carol Avenue unsafe and unpredictable.



## Crossing Challenges

- The East Childs Avenue/Carol Avenue intersection poses a great challenge to pedestrians walking east on East Childs Avenue. This intersection is also the Highway 99 on and off-ramp, an entrance to restaurants on the northside, and is the only route for pedestrians who live on the eastside of the Highway 99 bridge. Drivers at this intersection are flowing in six different directions, making it extremely difficult for pedestrians to know when it is safe for them to cross. There are no crosswalks at this intersection, despite pedestrians needing to cross this area. Pedestrians are expected to cross at the marked crosswalk on Carol Avenue/Motel Drive intersection, but there is no marked crosswalk for pedestrians who need to get back onto East Childs Avenue.
- Only the southside of East Childs Avenue, east of Parsons Avenue, has sidewalks leading up to Golden Valley High School. Students walking on the southside sidewalks cross East Childs Avenue mid-block, in front of the school parking lot, in order to get onto the school campus. The lack of safe crossings creates conflicts and near misses between all road users including, student pedestrians, parents dropping off their students at school, and drivers heading west towards the Highway 99 entrance.
- The East Childs Avenue/Parsons Avenue intersection has four traditional parallel line crosswalks. Participants feel that there is not enough time to safely cross the intersection in either direction, which poses a challenge for groups of students attempting to cross at the same time and the elderly and people using assisted mobility devices who often walk at a slower pace.
- Drivers frequently stop in the marked crosswalk at East Childs Avenue/Parsons Avenue intersection, encroaching on the pedestrian right of way.

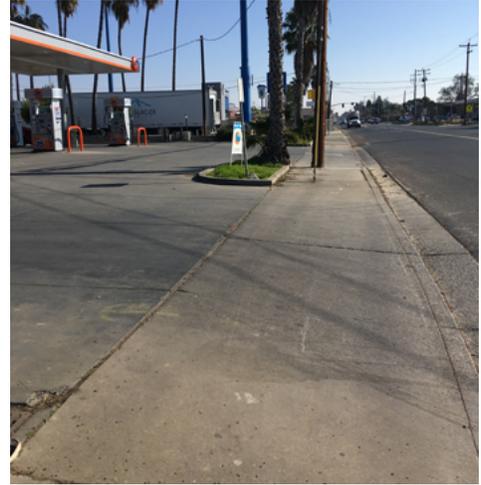


*Far Left: The marked crosswalk at the Carol Avenue/Motel Drive intersection. Left: The unmarked crosswalk on Motel Drive, at Carol Avenue, that pedestrians have to walk in order to get back onto East Childs Avenue. Bottom Left: The Planning Committee standing on the northside of East Childs Avenue, in front of the school parking lot, where some students walk on the unpaved dirt path leading up to the school. Below: The four crosswalks at East Childs Avenue/Parsons Avenue span four travel lanes, two lanes in each direction, making it difficult for students to cross within the allotted time.*



### Unsafe Driver Behaviors

- Drivers appear to travel above the posted speed limit of 25 miles per hour on East Childs Avenue, as they exit east off of Highway 99, towards Golden Valley High School. This creates an unsafe environment for students walking to get to the commercial food areas between Parsons Avenue and Highway 99.
- When traveling east on East Childs Avenue, driver traffic bottlenecks at the school parking lot entrance, despite the dedicated left-hand turning lane into the drop-off zone. Participants noted that some parents drive aggressively in this area during pickup and drop-off time.
- Drivers traveling south on Parsons Avenue rarely make a full stop before making a right-hand turn onto East Childs Avenue. Many drivers making that right turn do not yield to pedestrians and students who are crossing East Childs Avenue to get to and from school.
- East Childs Avenue between Parsons Avenue and Carol Avenue is a heavily walked area and also a highly driven area because of Highway 99. There are many driveways leading to gas stations and restaurants on both the south and northside of East Childs Avenue. Drivers often do not yield to pedestrians when turning into these driveways.



*Above:* Wide driveways on East Childs Avenue prompt drivers to make wide and uncontrolled turns into restaurants and gas stations. *Below:* The southwest corner of East Childs/Parsons Avenue intersection.

### Lack of Shade Trees / Vegetation Maintenance

- There is a lack of shade trees near Golden Valley High School, particularly near the East Childs Avenue/Parsons Avenue intersection. During the rainy season, midday, and sunset, visibility is low at the intersection. Sun or rain creates visibility issues between pedestrians and drivers.
- The low vegetation along the north and southside of East Childs Avenue is often overgrown around the sidewalks, limiting driver visibility as they enter and exit the parking lots of commercial establishments, such as gas stations, motels, and restaurants. Low vegetation also encroaches on the narrow sidewalks along East Childs Avenue, forcing pedestrians into the street.

### Road Infrastructure

- The southwest corner of East Childs Avenue and Parsons Avenue floods during the rainy seasons and forces pedestrians to walk outside of the crosswalk to get to Golden Valley High School.



## Recommendations to Improve Walking and Biking Safety

### 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:

- Road reconfiguration on East Childs Avenue between Parsons Avenue and Carol Avenue that includes a center turning lane, conventional bike lane and the removal of the merging lane heading East off of East Childs Avenue after it intersects with Parsons Avenue;
- Close off some of the driveways leading to businesses on both sides of East Childs Avenue between Parsons Avenue and Carol Avenue so that pedestrian don't have to consistently watch for oncoming traffic as they walk on East Child's Avenue;
- Crossing improvements at the East Childs Avenue/Carol Avenue intersection, including, but not limited to high-visibility marked crosswalks;
- Install additional School Zone signage near Golden Valley High School;
- Complete the sidewalk network, particularly on segments of Parsons Avenue and East Childs Avenue, and provide a marked crossing on East Childs Avenue on the west side of Highway 99 for students to cross to the north side of East Childs Avenue;
- Clear the low vegetation that obstructs the entrance/exit view of the hotels and gas stations on East Childs Avenue, between Parson and Highway 99;
- Install bike facilities on East Childs Avenue;
- Install educational signs at the school parking lot entrance to educate students on safe walking and biking practices; and
- Install pedestrian-scale lighting along Parsons Avenue and East Childs Avenue.

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

### **Education Project Name: Lawn Sign Educational Campaign**

**Project Description:** Create an educational lawn sign campaign to reduce driver speeds around Golden Valley High School and educate all road users about their roles and responsibilities on the roadway. The planning of the program, including the art contest will be conducted virtually, while the lawn signs will be physically placed around the school community by Fall 2021.

**Project Goals:**

1. Inform all road users of their roles and responsibilities on the roadway, including teaching students how to walk to and from school safely;
2. Develop a lawn sign art contest through the Golden Valley High School art department to garner student participation; and
3. Educate parents about walking and biking safety practices around Golden Valley High School.

Action Steps	Timeline	Responsible Party	Resources
<p><b>Coordinate with the Golden Valley High School Art Department</b></p> <ul style="list-style-type: none"> <li>• Teacher Gerald Fragasso to reach out to the Art Department teachers to coordinate the student art contest</li> <li>• Students to help Art teacher develop art contest guidelines</li> <li>• Launch virtual art contest</li> </ul>	Fall 2020	<p>Gerald Fragasso, Golden Valley High School teacher</p> <p>Golden Valley High School Art Department</p>	
<p><b>Funding for Lawn Signs</b></p> <ul style="list-style-type: none"> <li>• Planning Committee to apply for the First 5 Merced County Community Engagement Event Sponsorships grant to fund the lawn signs</li> <li>• Seek funding from OTS (Applications generally due January 30)</li> </ul>	Spring 2021	<p>Planning Committee</p> <p>SafeTREC can provide technical assistance on OTS grant writing.</p>	<p><a href="#">First 5 Merced County Community Engagement Event Sponsorships</a></p> <p><a href="#">OTS grants</a></p>
<p><b>Launch the virtual art contest</b></p> <ul style="list-style-type: none"> <li>• Introduce the Golden Valley HS Art Contest Campaign to parents and students using the Golden Valley High School messaging system</li> <li>• Student and staff panel to decide the winners of the campaign</li> </ul>	Spring 2021- Fall 2021	<p>Golden Valley Students</p> <p>Golden Valley High School Art Department</p>	

### **Engineering Project Name: East Childs Avenue Pedestrian and Bicycle Safety Improvements**

**Project Description:** Scoping, planning, and data gathering project to identify infrastructure enhancement priorities for East Childs Avenue, near Golden Valley High School. Community residents to work with Merced County Planning and Public Works Departments, City of Merced Planning Division and Public Works Department, and Golden Valley High School to install pedestrian and bicycle safety improvements leading up to Golden Valley High School.

**Project Goals:**

- Identify community partners at the County and City level to assess the feasibility of proposed infrastructure enhancements leading up to Golden Valley High School;
- Gather existing conditions data including walking and biking assessments, student arrival and dismissal observations, student and parent surveys, and other Safe Routes to School data to support advocacy and potential future grant proposals; and
- Identify and apply for infrastructure funding for pedestrian and bicycle improvements in the City of Merced and Merced County.

<b>Action Steps</b>	<b>Timeline</b>	<b>Responsible Party</b>	<b>Resources</b>
<p><b>Existing or future infrastructure enhancements for East Childs Avenue</b></p> <ul style="list-style-type: none"> <li>• Set up a meeting with County and City staff to discuss any existing or future projects for East Childs Avenue</li> <li>• Review CPBST report findings and community concerns to assess the feasibility of the community and Project Team recommendations</li> </ul>	Fall 2020	California Walks Planning Committee Merced County Planning and Public Works Departments City of Merced Planning Division and Public Works Department	<a href="#">Merced Vision 2030 General Plan</a> <a href="#">City of Merced Active Transportation and Safe Routes to School Plan</a> <a href="#">2013 Merced Bicycle Transportation Plan</a> <a href="#">2030 Merced County General Plan</a> <a href="#">Merced County Association of Governments 2020 Annual Report On the Move</a>
<p><b>Gather student arrival and dismissal data</b></p> <ul style="list-style-type: none"> <li>• Gather reflections, photos, and videos from students crossing the Highway 99 bridge to get to and from school</li> <li>• Document student experiences including near misses and crashes using Street Story</li> </ul>	Fall 2020	California Walks Planning Committee SafeTREC Golden Valley High School	<a href="#">TIMS Assessment Form</a> <a href="#">Street Story</a>

**Engineering Project Name: East Childs Avenue Pedestrian and Bicycle Safety Improvements (continued)**

<p><b>Assess school parking lot pickup and drop-off</b></p> <ul style="list-style-type: none"> <li>• Perform school parking lot assessments, including egress and ingress routes for cars, pedestrians, and bicyclists to better reconfigure the pickup and drop-off areas</li> <li>• Work with school and school district to restrict, cone, update drop off zones</li> <li>• Perform student travel tallies to understand changing travel patterns to school, particularly due to COVID-19</li> <li>• Schedule a meeting with school, students, parents, and agencies to discuss findings and identify next steps for project funding and implementation</li> </ul>	<p>Fall-Winter 2020</p>	<p>California Walks Planning Committee SafeTREC Golden Valley High School Merced Union High School District Merced County Planning and Public Works Departments City of Merced Planning Division and Public Works Department</p>	<p><a href="#">Seattle Improve Your School Arrival and Departure Procedures</a></p>
<ul style="list-style-type: none"> <li>• Identify local, regional, and state grant opportunities to fund pedestrian and bicycle improvements in the City and County portions of East Childs Avenue.</li> <li>• City and County to apply for funding with the support of Planning Committee and project findings</li> </ul>	<p>Fall 2020- Fall 2021</p>	<p>Planning Committee California Walks Merced County Planning and Public Works Departments City of Merced Planning Division and Public Works Department</p>	

**Engineering Project Name: Walking and Biking Infrastructure Enhancements at the East Childs Ave./Carol Ave. Intersection**

**Project Description:** Workshop participants, students and local residents will advocate to the City of Merced for walking and biking infrastructure enhancements at the East Childs Avenue/Carol Avenue intersection. Workshop participants were interested in the installation of high-visibility marked crosswalks, pedestrian-scale lighting, additional signage, and other walking and biking enhancements.

**Project Goals:**

- Understand how all road users are using the intersection;
- Prioritize walking and biking safety for students and residents needing to cross at this intersection;
- Increase visibility between all road users at this intersection.

Action Steps	Timeline	Responsible Party	Resources
Assemble a local advocacy group <ul style="list-style-type: none"> <li>• Workshop participants will recruit parents, local businesses, students, and the school community to advocate to the City for infrastructure improvements at the East Childs Avenue/Carol Avenue intersection</li> </ul>	Fall 2020	Workshop participants	
Student Video/Photovoice Projects <ul style="list-style-type: none"> <li>• Students will develop video/photo voice projects about their experience walking through the intersection, as well as the routes leading up to the intersection and the school</li> <li>• Students will share their photo/video voice projects to the City in support of their call to install walking and biking infrastructure enhancements at the intersection</li> </ul>	Fall 2020	Golden Valley High School staff and students	<a href="#">Photo Voice</a>
Connect with the City of Merced Planning & Public Works Department <ul style="list-style-type: none"> <li>• Advocacy group to present the South Merced County Summary &amp; Recommendations report to the City of Merced to share concerns that fall under City jurisdiction, particularly the East Childs Avenue/Carol Avenue intersection</li> </ul>	Spring 2020		

## 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 Recommendations

The Project Team **recommends Golden Valley High School partner with the Merced County Public Health Department, Cultiva la Salud, Merced Walks, and local [League Certified Instructors](#) (LCI's) to develop and host an annual walking and biking safety assembly for incoming 9th graders.** School staff would like to see students, parents, and local residents continue to advocate for infrastructure enhancements to create a safer walking and biking environment near the school, but also stressed the importance of educating students on how to walk and bike safely under current infrastructure conditions. Assembly topics can include generating designated safe routes to school maps and reviewing walking, [bike safety](#) and [bike riding](#) tips. After the initial pilot year, it would be ideal for older students to co-facilitate the assemblies with school staff to encourage greater student participation and facilitate leadership skills among older students. This model is dependent on students being physically present in school.

The Project Team **recommends Golden Valley High School partner with local bike, skate shops and [LCI's](#) to develop an on-campus bike/skate club.** Teacher Gerald Fragasso and students can help identify the bike/skate club advisor who can create partnerships with local bike, skate shops and LCI's to teach students on-road safety tips, basic bike mechanics and host socially distanced community rides. The bike/skate club can start in a virtual space using digital resources such as the [Learn to Bike at Any Age](#) and can lead to socially distanced community rides once a semester. For additional resources on how to plan a socially distanced community bike ride and programs, check out [Bike Collectives Wiki](#), [Active SGV](#) and [Stoked](#) for skate programs.

### **Designated Safe Routes to School**

The Project Team **recommends the development of designated safe routes to school maps for Golden Valley High School Students, particularly those crossing Highway 99 to get to school.** Designated Safe Routes to school maps will identify safer routes along arterials and residential streets students can use to travel to and from Golden Valley High School. The project team recognizes that while these routes cannot ensure safety, designated safer routes could address personal safety issues along certain routes in the community and allow more students to walk in groups, making them more visible to drivers. Golden Valley High School students could name the routes, identify hazards and safe areas, and share with students and parents via maps in student handbooks, visible places around the school, and social media. The Project Team also **recommends Golden Valley High School work with the Merced Union High School District to assess the possibility of an additional school bus route for students who must cross Highway 99 to get to school.**

### **Student Voices on the Merced Bicycle Advisory Committee**

The Project Team **recommends key Planning Committee members and students apply to be on the Merced Bicycle Advisory Committee (BAC)** to provide advice and recommendations to the City's future pedestrian and bicycle projects. As of August 2020, there appear to be three vacancies on the BAC. Juniors, graduating seniors or recent graduates can [apply for appointment to the BAC](#). The BAC should also invite concerned students and teachers from Golden Valley High School to share their experiences and this Summary & Recommendations report at BAC meetings.

### **Long-Term Recommendations**

#### **Statewide Funding Sources for Pedestrian and Bike Infrastructure and Non-Infrastructure Improvement Projects**

The Project Team **recommends the City of Merced and Merced County explore funding opportunities to implement pedestrian and bicycle facilities recommendations along East Childs Avenue near Golden Valley High School**. Potential funding sources include:

[The Transformative Climate Communities program](#) (TCC) is administered by the Strategic Growth Council and the Department of Conservation and funds bicycle and pedestrian facilities projects in California's most disadvantaged communities.

[The Sustainable Transportation Equity Project](#) (STEP) is administered by the Air Resources Board and can support various types of pedestrian and bicycle facilities. Funding is intended to help low-income and disadvantaged communities identify residents' transportation needs.

[The State Highway Operations and Protection Program](#) (SHOPP) is administered by Caltrans and is responsible for planning, developing, managing and reporting the four-year SHOPP portfolio of projects. The Program is the State Highway System's "fix it first" program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. Eligible projects include bike and pedestrian facilities.

Caltrans also manages the [Active Transportation Program](#). The ATP provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects and Plans to further active modes of transportation like walking and biking.

The [California Office of Traffic Safety](#) provides [Pedestrian and Bicycle Safety Grants](#) that promote safe behaviors and the use of roadways when walking or biking. Programs are designed for high-risk populations, including youth and older community members, all in an effort to teach safer driving, bicycling, and walking behaviors.

## **Appendix A: Data Analysis**

### **Pedestrian and Bicycle Crash Data Analysis**

- South Merced CPBST Workshop Data Factsheet
- South Merced CPBST Site Visit Data Presentation

# Análisis de datos de peatones y ciclistas en la área sur Merced

Entrenamiento Comunitario sobre la Seguridad Peatonal y Ciclista  
Merced, CA | 28 de Mayo del 2020

En California, más de una en cada cuatro personas que mueren en un choque es un peatón o ciclista. Hubo un aumento de 0.8 por ciento en las muertes peatones del 2016 al 2017 y una disminución de 6.5 por ciento en las muertes de ciclistas (FARS 2016 and 2017). En este taller, le proporcionamos datos locales de choques para que podamos identificar formas de hacer que caminar y andar en bicicleta sean más seguros en su comunidad.

Los datos locales que proporcionamos a continuación reflejan datos de choques de los últimos 5 años (2014-2018) dentro del este y sur de Merced incluyendo las tierras cercanas del condado. Las límites aproximadamente son Martin Luther King Jr Way en el oeste, Coffee Street en el este, Mission Avenue en el sur, y Yosemite Avenue en el norte.

## Choques de peatones a través del tiempo

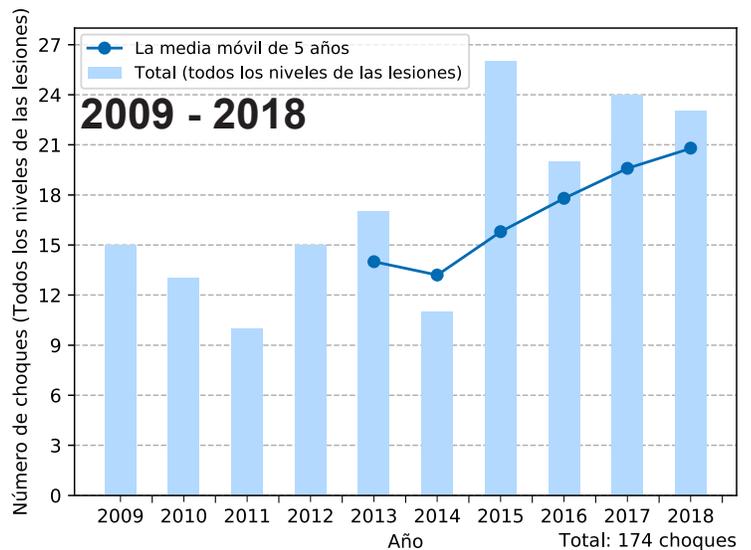
El número de choques parece estar *umentando*.



**186** personas lesionadas

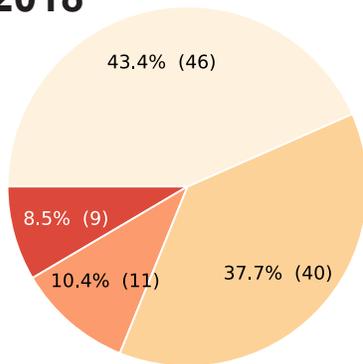


**174** choques peatonales



## Gravedad de lesión Demográficas de las víctimas

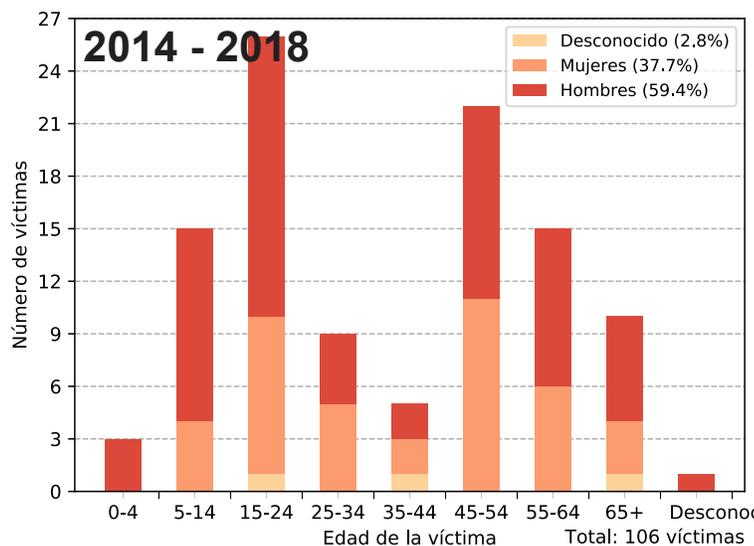
2014 - 2018



Total: 106 víctimas

- Mortalidades
- Lesión posiblemente grave
- Lesión posiblemente menor
- Posiblemente hubo una lesión

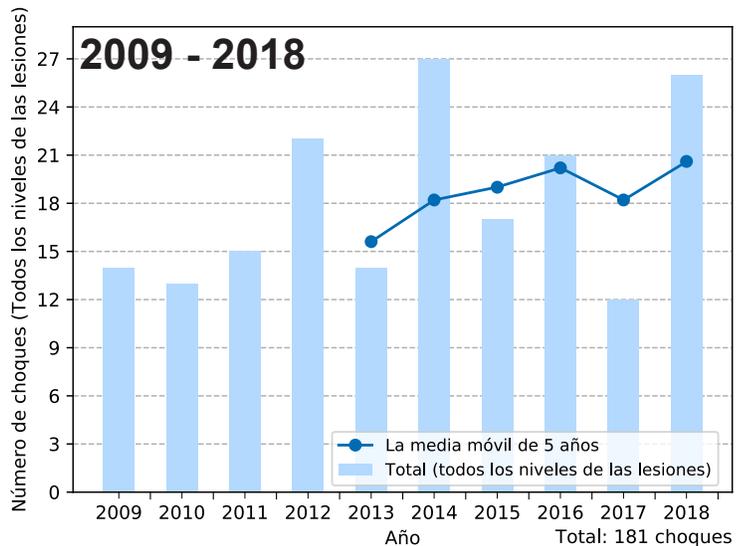
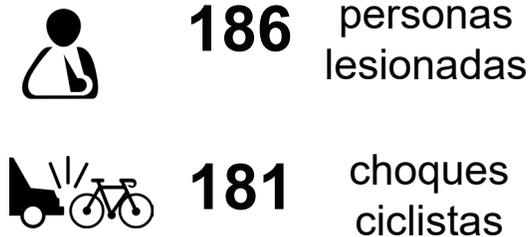
**18.9%** esiones fatales o posiblemente graves



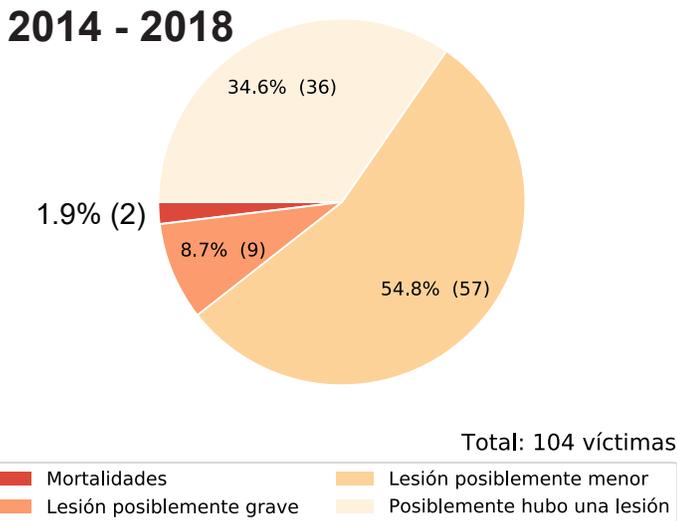
**24.5%** de las víctimas tenían entre 15 y 24 años

# Choques de ciclistas a través del tiempo

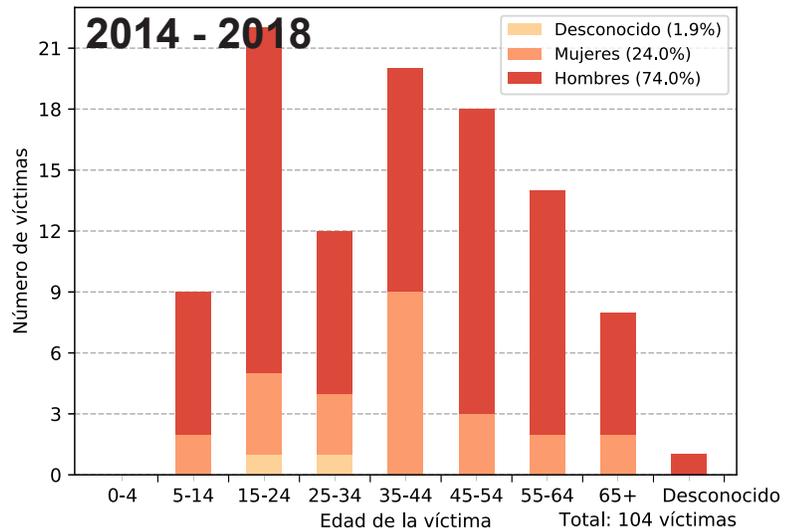
El número de choques parece estar **umentando ligeramente**.



## Gravedad de lesión — Demográficas de las víctimas



**10.6%** lesiones fatales o posiblemente graves



**74%** de las víctimas eran hombres

¿Qué otros datos podrían ayudar a informar la toma de decisiones?

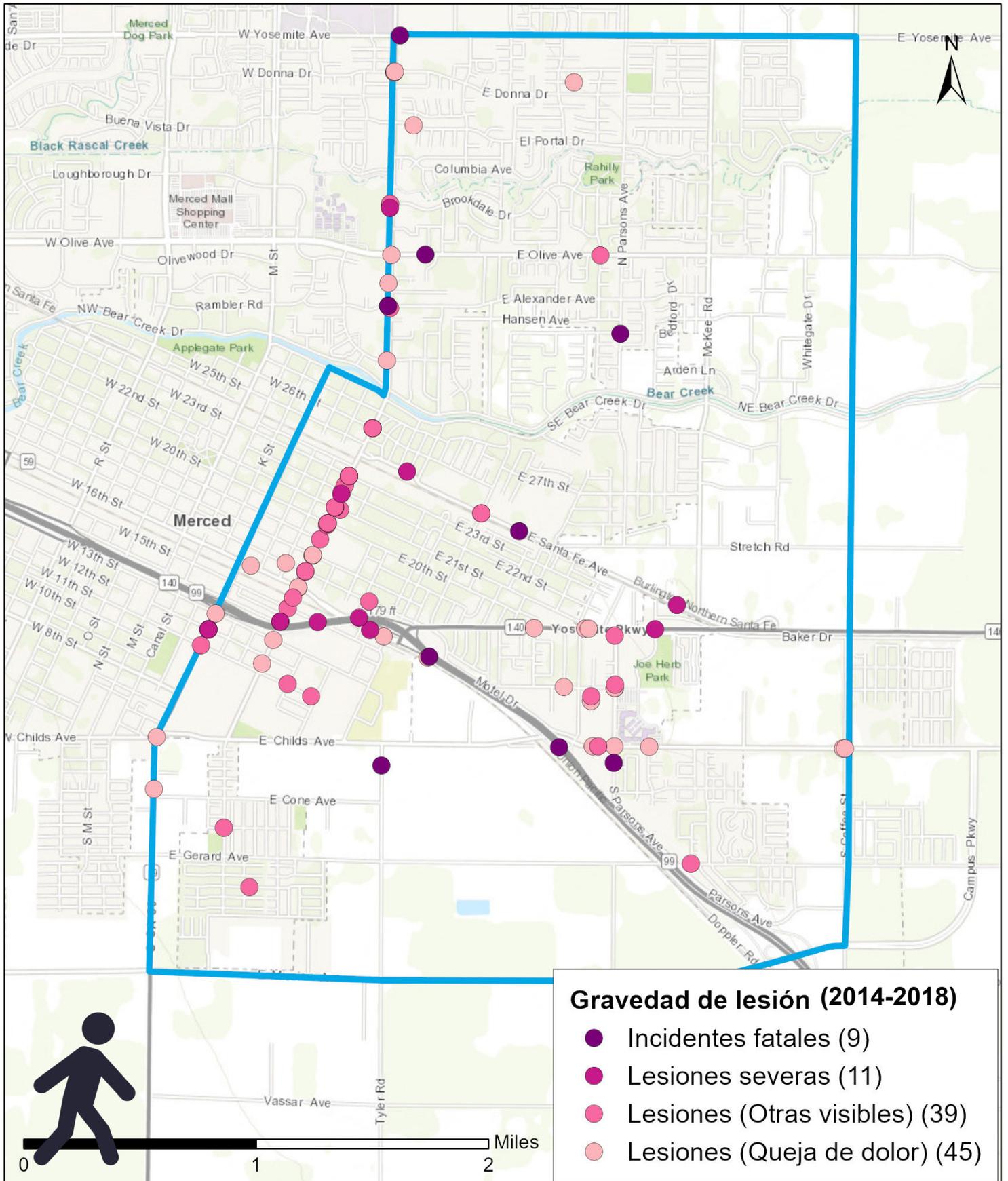
Si bien estos números no cuentan toda la historia, ¿resuenan con su experiencia en su comunidad?

¿Qué tipo de mejoras crees que podría ayudar a que caminar y andar en bicicleta sea más seguro en tu comunidad?

Para obtener más información sobre los datos de choque en su comunidad, visite las herramientas gratuitas disponibles a través del Sistema de cartografía para las lesiones del transporte ([tims.berkeley.edu](https://tims.berkeley.edu)).

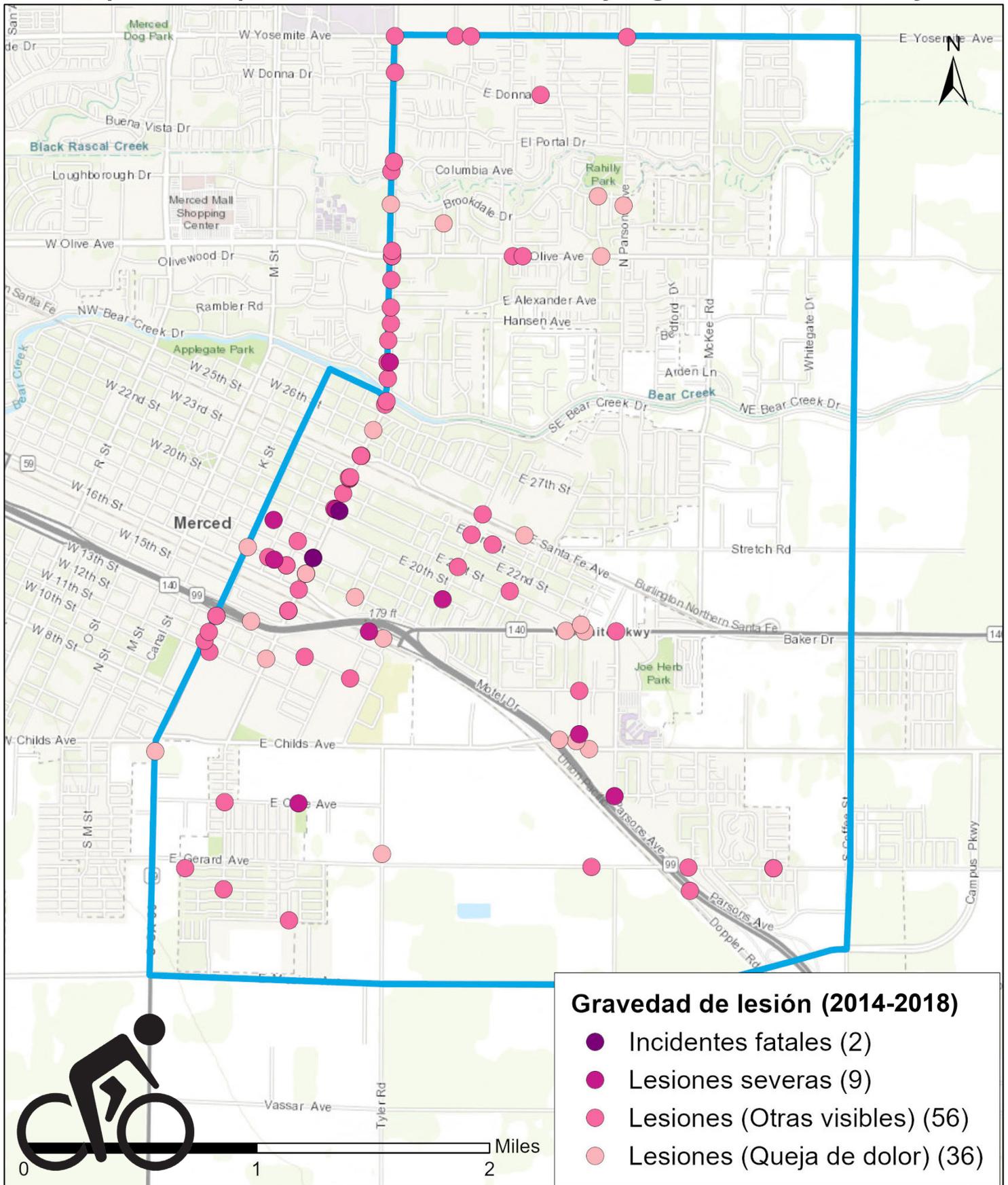
Para obtener asistencia adicional, envíenos un correo electrónico a [safetrec@berkeley.edu](mailto:safetrec@berkeley.edu).

# Mapa de choques que involucraron a peatones en Old Town



Fuente de datos: Registro integrado del tráfico estatal (Statewide Integrated Traffic Records System, SWITRS) del 2014 al 2018. Los datos de 2017 y 2018 son provisional a partir de Dic. 2019. Fondos para este programa fueron proporcionados por una beca de la Oficina de Seguridad de Tráfico de California (California Office of Traffic Safety, en inglés), por medio de la Administración Nacional para la Seguridad de las Carreteras (National Highway Traffic Safety Administration, en inglés).

# Mapa de choques que involucraron a ciclistas en Old Town



Fuente de datos: Registro integrado del tráfico estatal (Statewide Integrated Traffic Records System, SWITRS) del 2014 al 2018. Los datos de 2017 y 2018 son provisional a partir de Dic. 2019. Fondos para este programa fueron proporcionados por una beca de la Oficina de Seguridad de Tráfico de California (California Office of Traffic Safety, en inglés), por medio de la Administración Nacional para la Seguridad de las Carreteras (National Highway Traffic Safety Administration, en inglés).

# **Pedestrian and Bicycle Collision History**

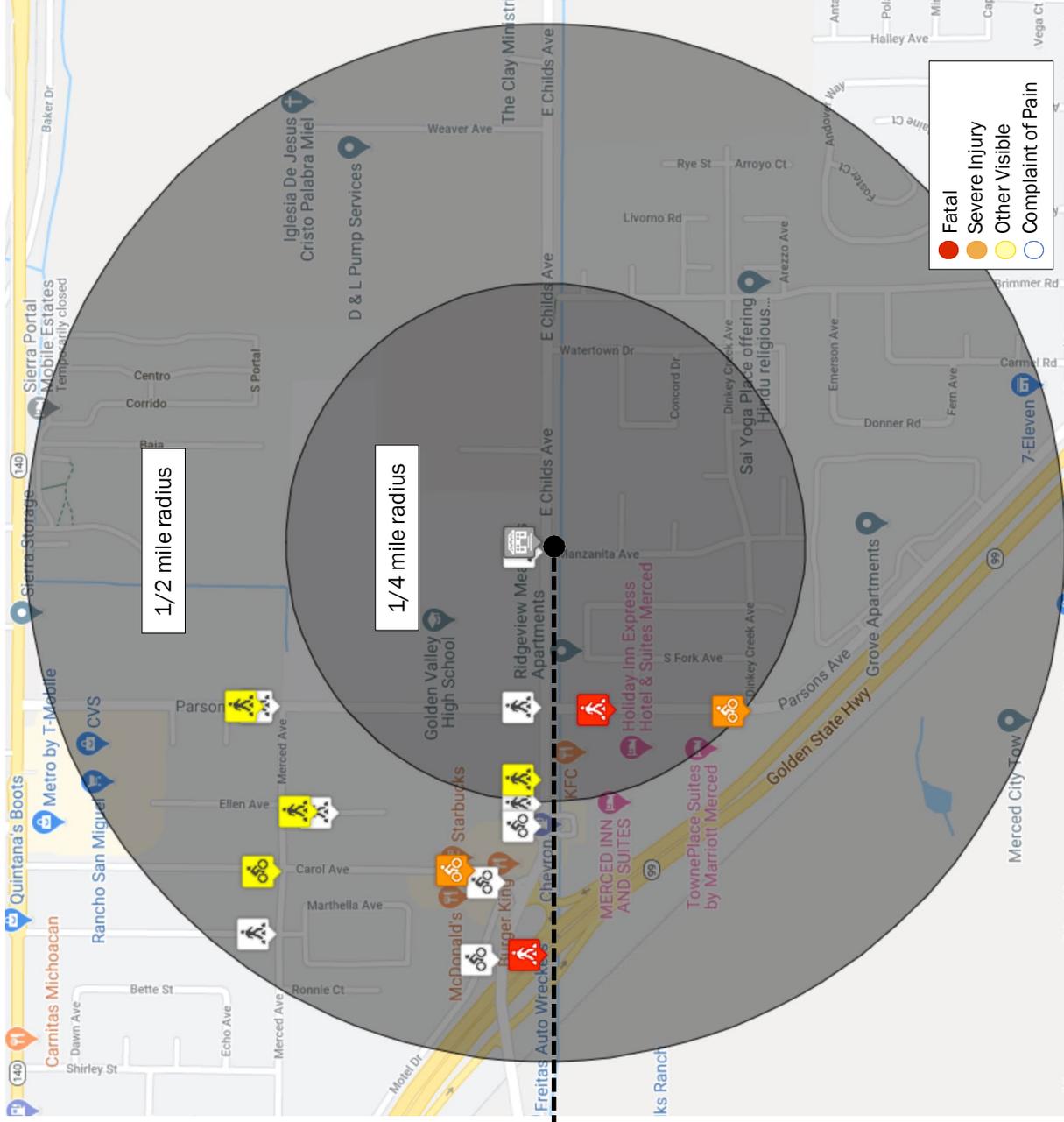
## Golden Valley High School Community in Merced, California

### **CPBST Site Visit**

Friday, February 7, 2020

Garrett Fortin, Program and Policy Analyst  
[fortinga@berkeley.edu](mailto:fortinga@berkeley.edu)

# Pedestrian and Bicycle Injury Collisions (2014 - 2018)



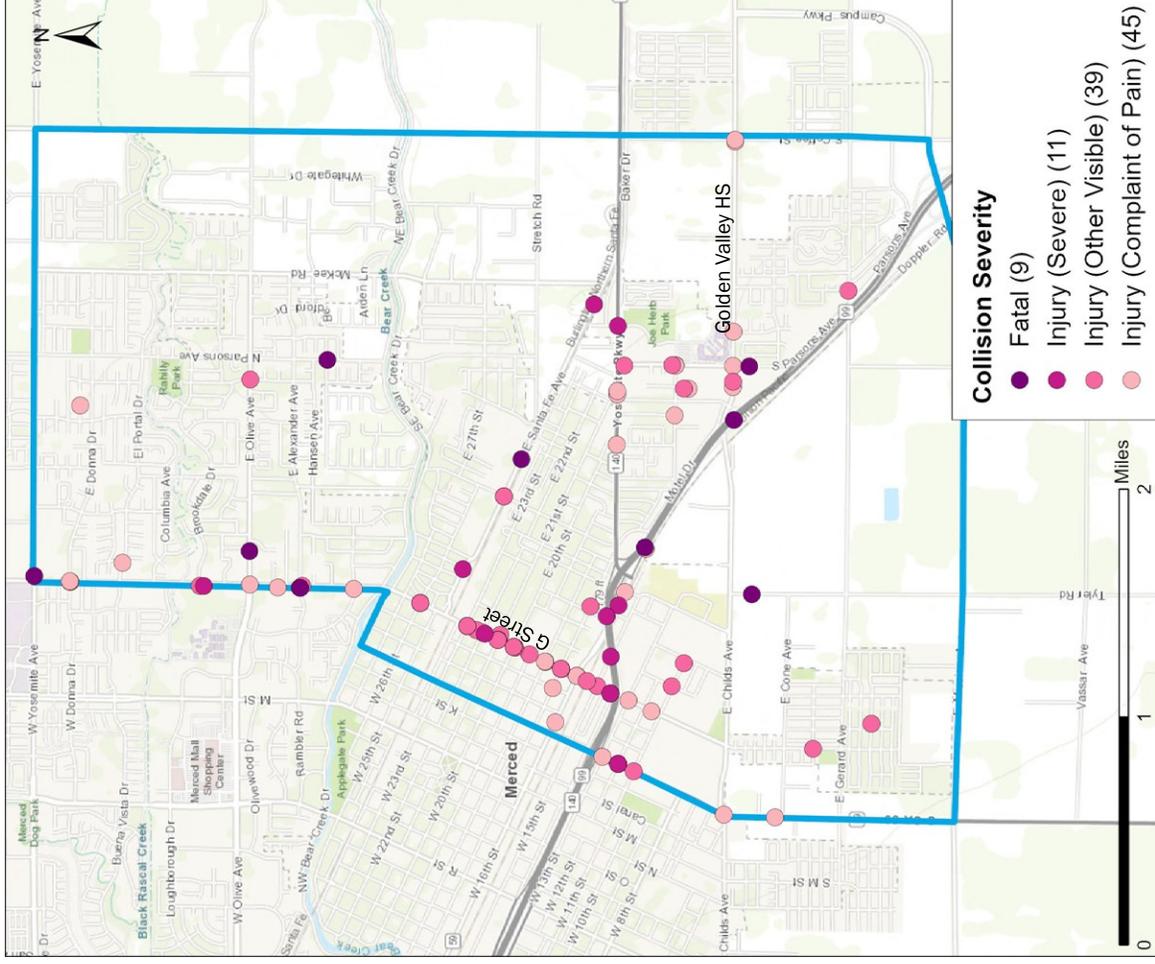
Data Source: Transportation Injury Mapping System (TIMS) SRTS Map Viewer. 2017 and 2018 data are provisional as of Dec. 2019

# Pedestrian Injury Collisions Map (2014 - 2018)

## Focus Area

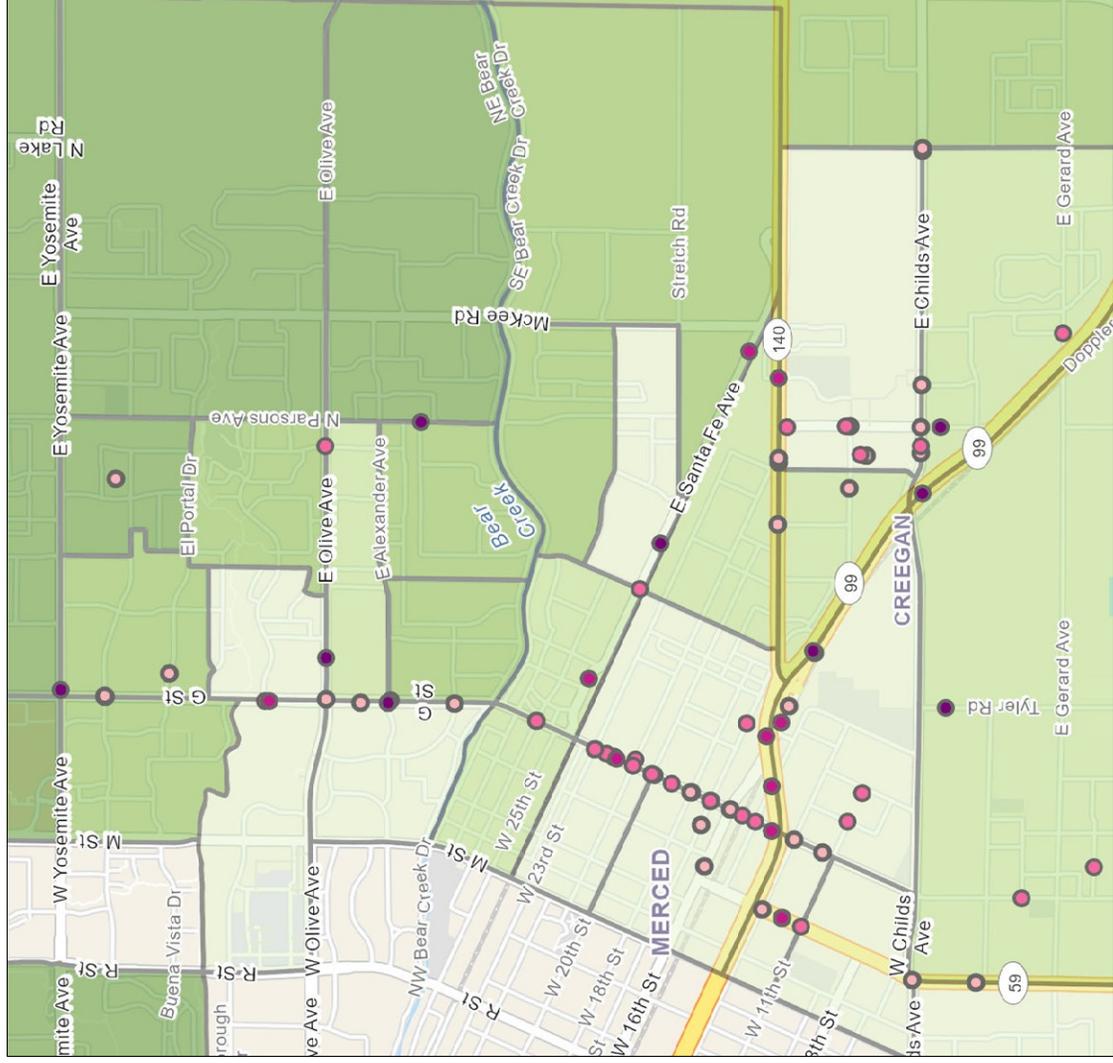
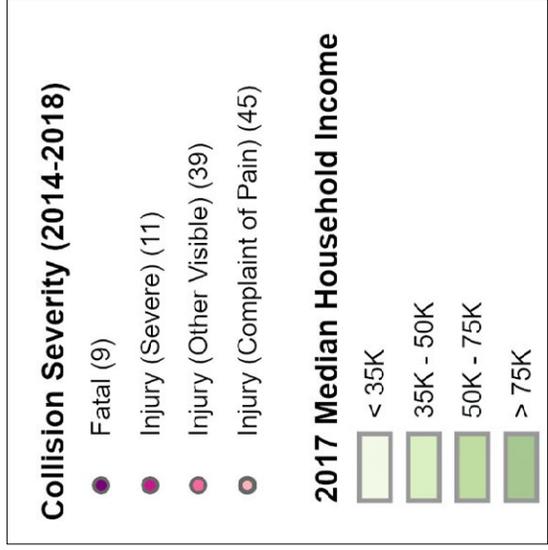
North to South: Yosemite Ave to Mission Ave;  
West to East: Martin Luther King Jr Way to  
Coffee Street

104 pedestrian collisions resulting in  
an injury to a pedestrian



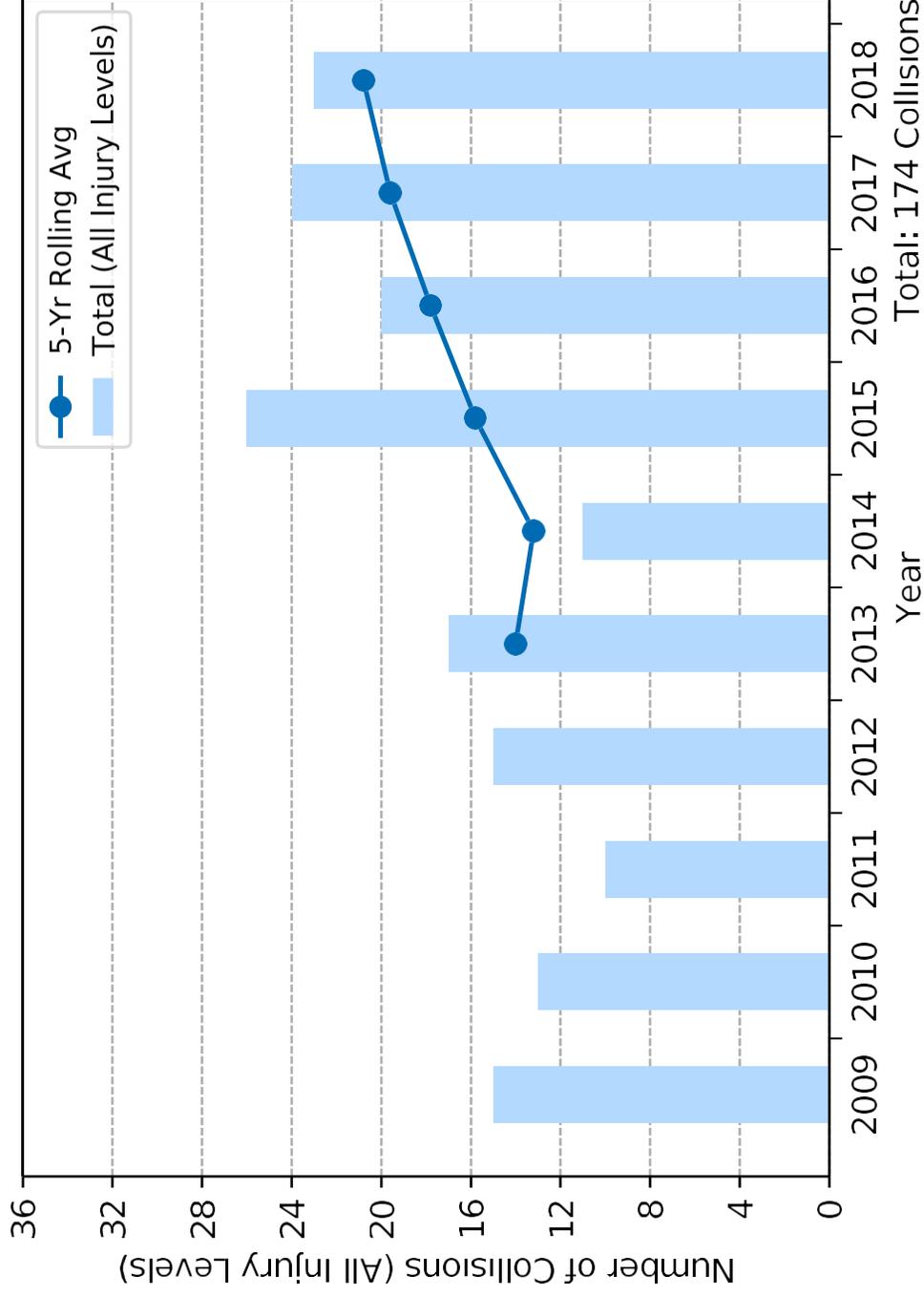
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# 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

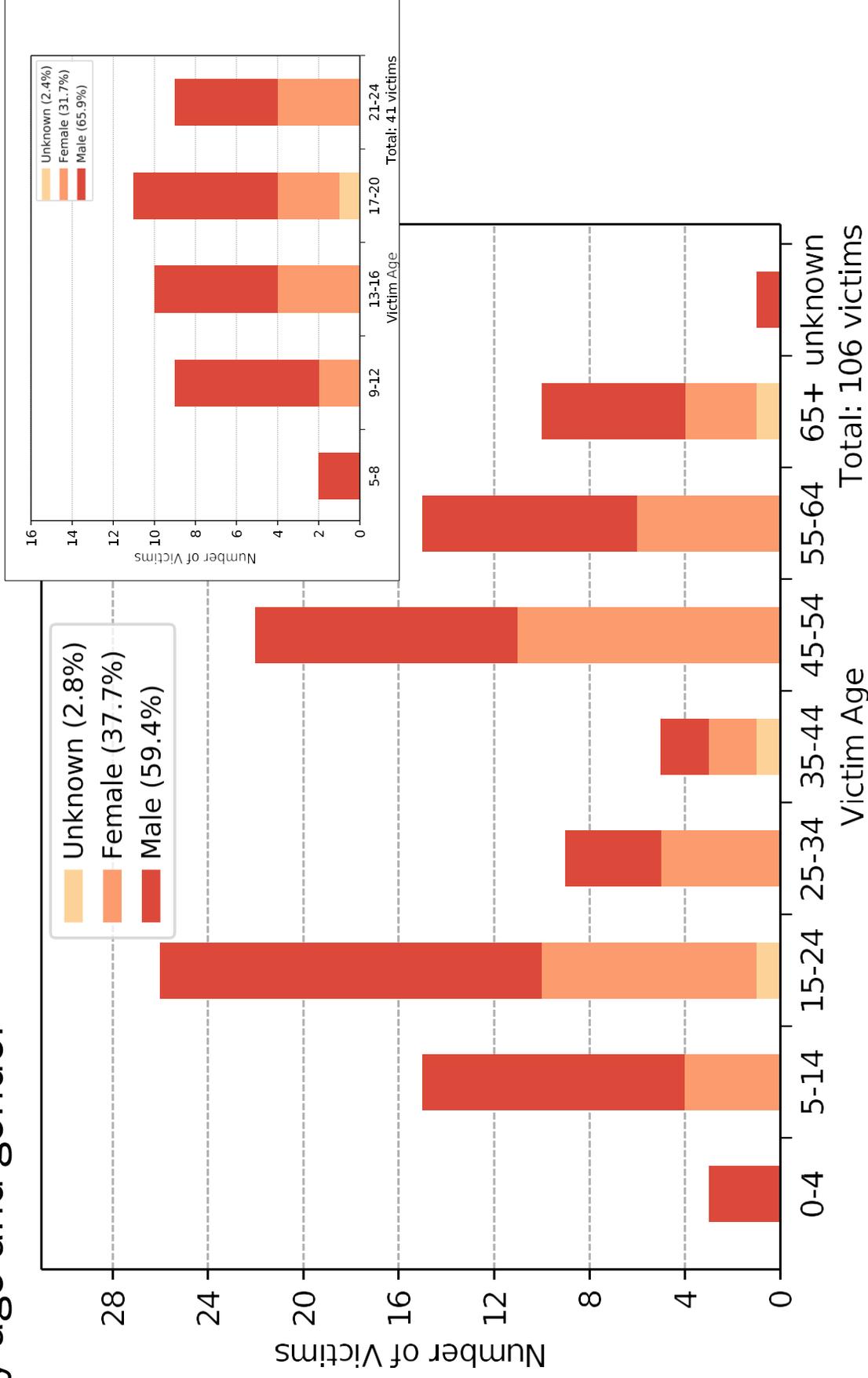
# Pedestrian Injury Collisions Trend (2009 - 2018)



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

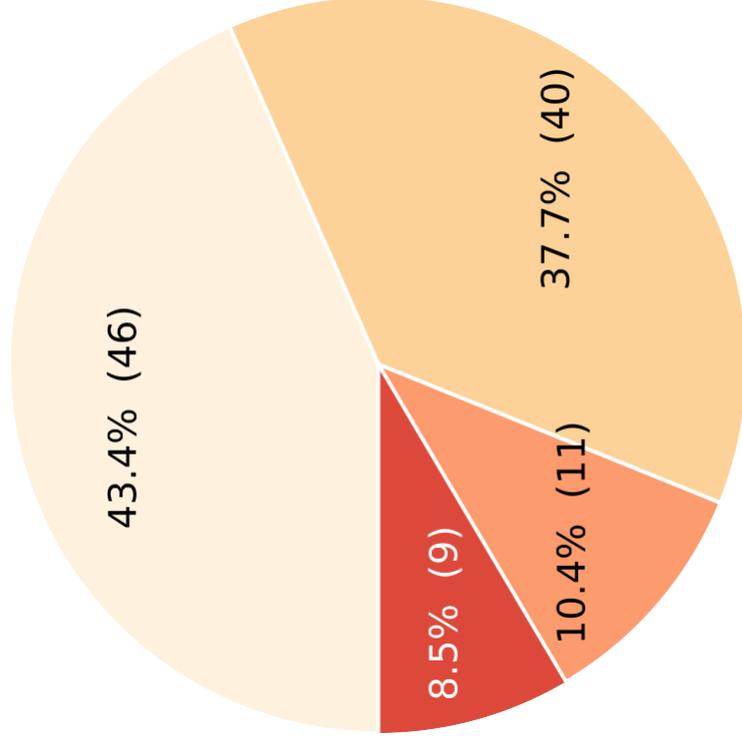
# Pedestrian Victim Injury (2014 - 2018)

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: 106 victims



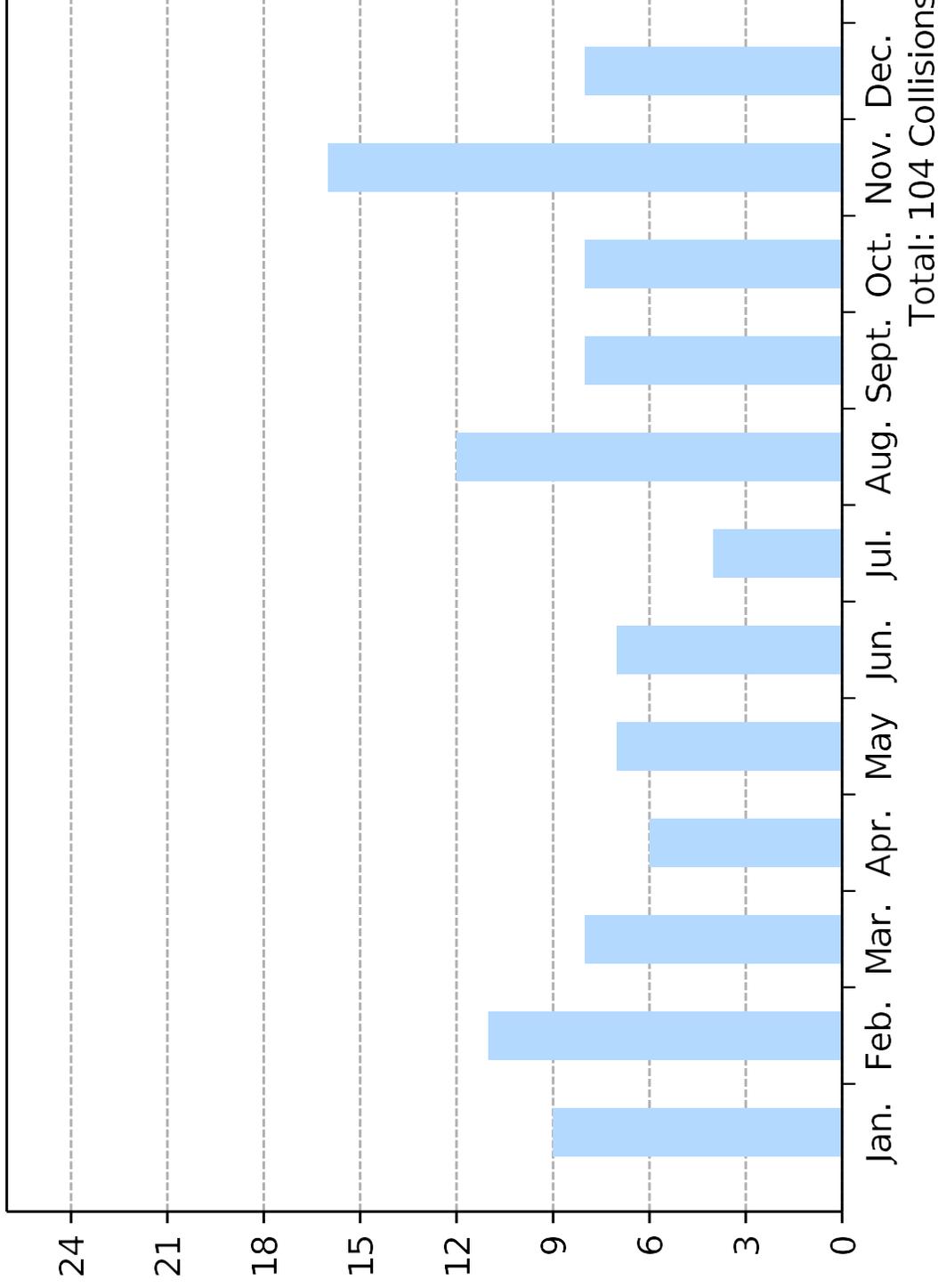
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Pedestrian Collisions (2014 - 2018) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	4	2	3	1	2	2	1	15
06:00PM-08:59PM	2	3	2	4	7	8	4	30
03:00PM-05:59PM	4	3	3	6	1	2	2	21
Noon-02:59PM	2	2	1	1	1	1	2	10
09:00AM-11:59AM	0	0	2	1	1	0	1	5
06:00AM-08:59AM	2	3	1	5	3	0	0	14
03:00AM-05:59AM	1	0	1	1	0	0	2	5
Midnight-02:59AM	0	0	0	0	2	2	0	4
<b>Total</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>19</b>	<b>17</b>	<b>15</b>	<b>12</b>	<b>104</b>

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)

<b>CVC No.</b>	<b>Description</b>	<b>Number of Collisions</b>
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	44 (42.3%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	30 (28.8%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	3 (2.9%)
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	3 (2.9%)
21654	Failure to remain in the right lane, or as close to the right side as possible, when traveling below the normal speed of traffic on a highway	2 (1.9%)
21658	Failure to drive vehicle in single lane	2 (1.9%)
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	2 (1.9%)

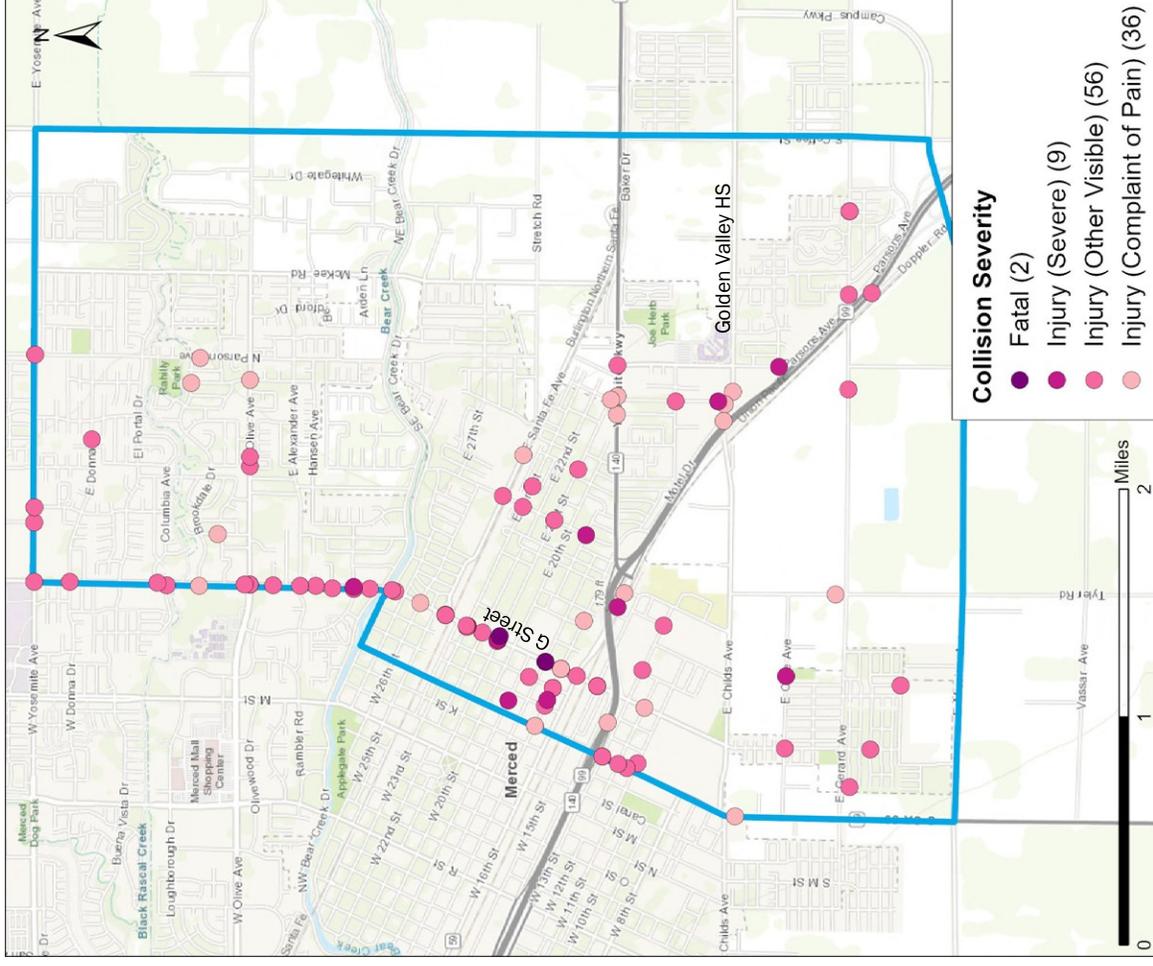
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# Bicycle Injury Collisions Map (2014 - 2018)

## Focus Area

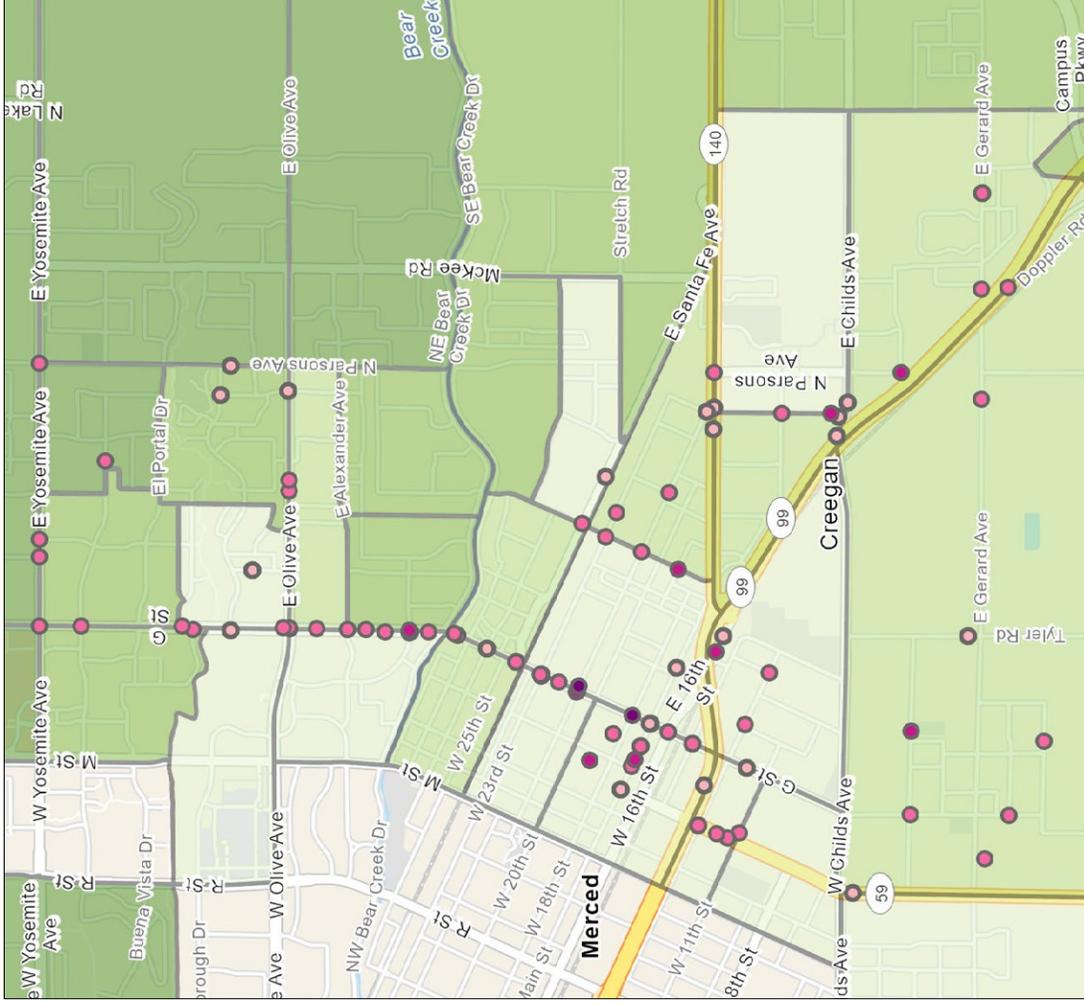
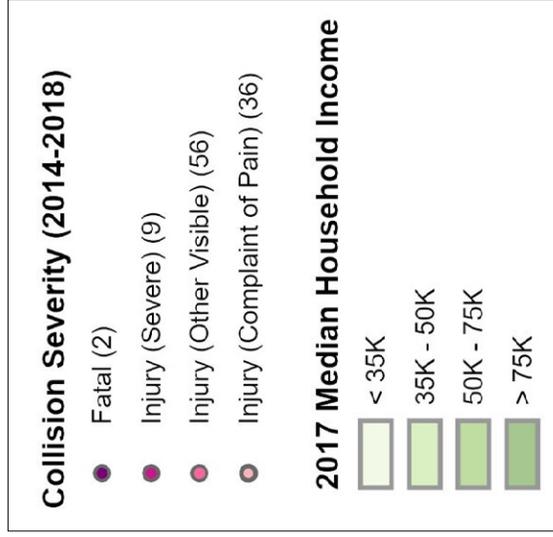
North to South: Yosemite Ave to Mission Ave;  
West to East: Martin Luther King Jr Way to  
Coffee Street

107 bicycle collisions resulting in  
an injury to a cyclist



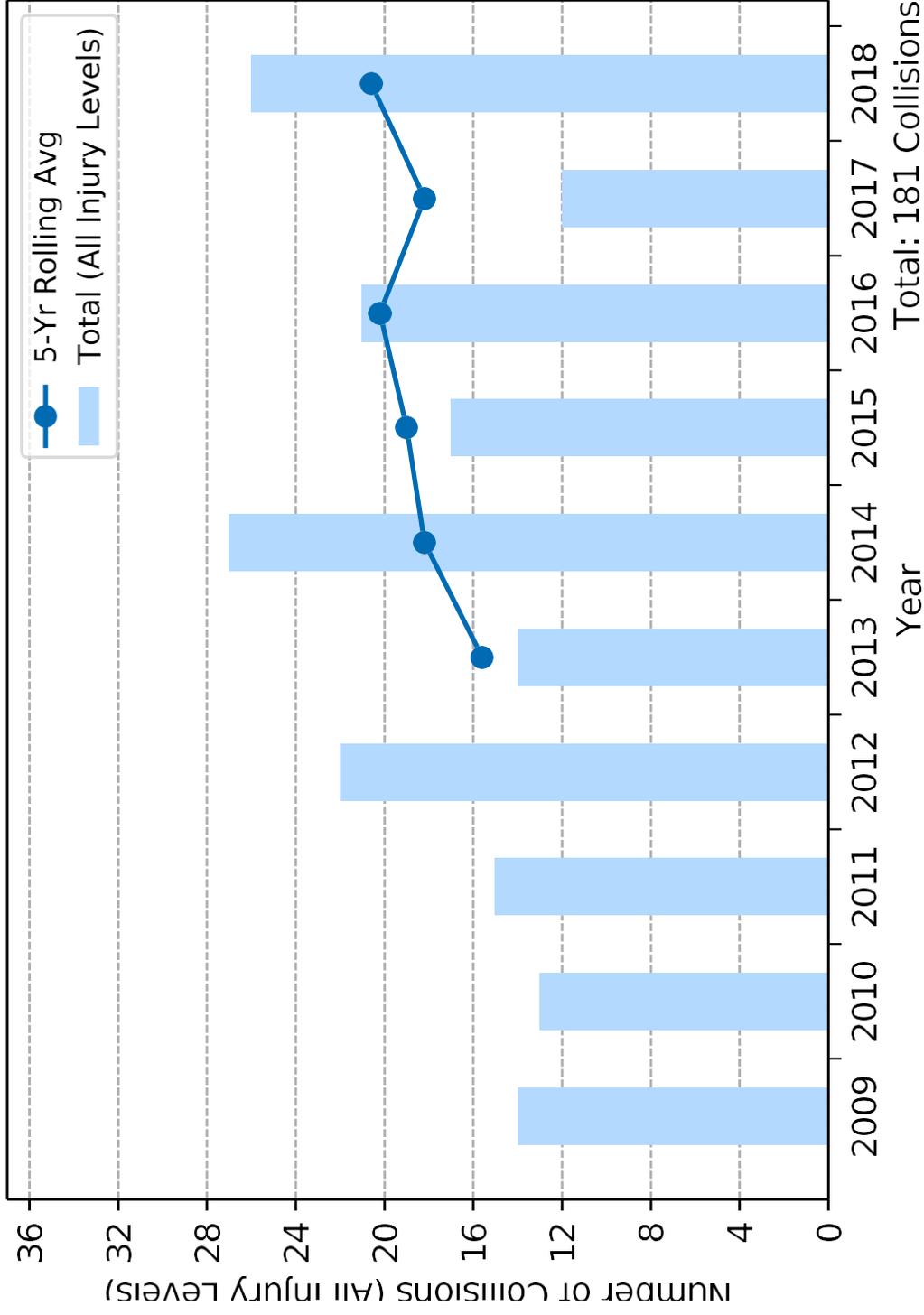
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

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



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

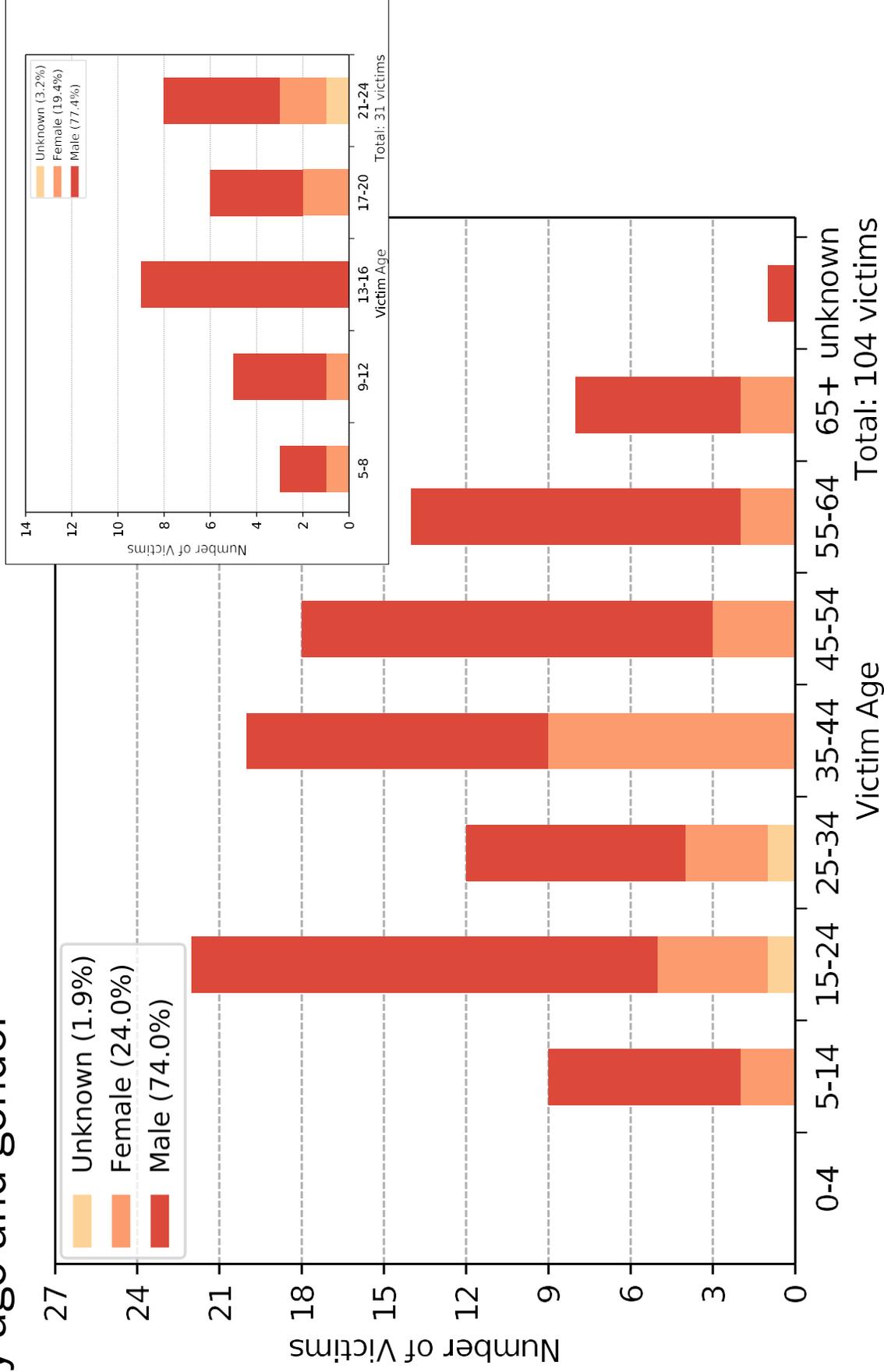
# Bicycle Injury Collisions Trend (2009 - 2018)



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

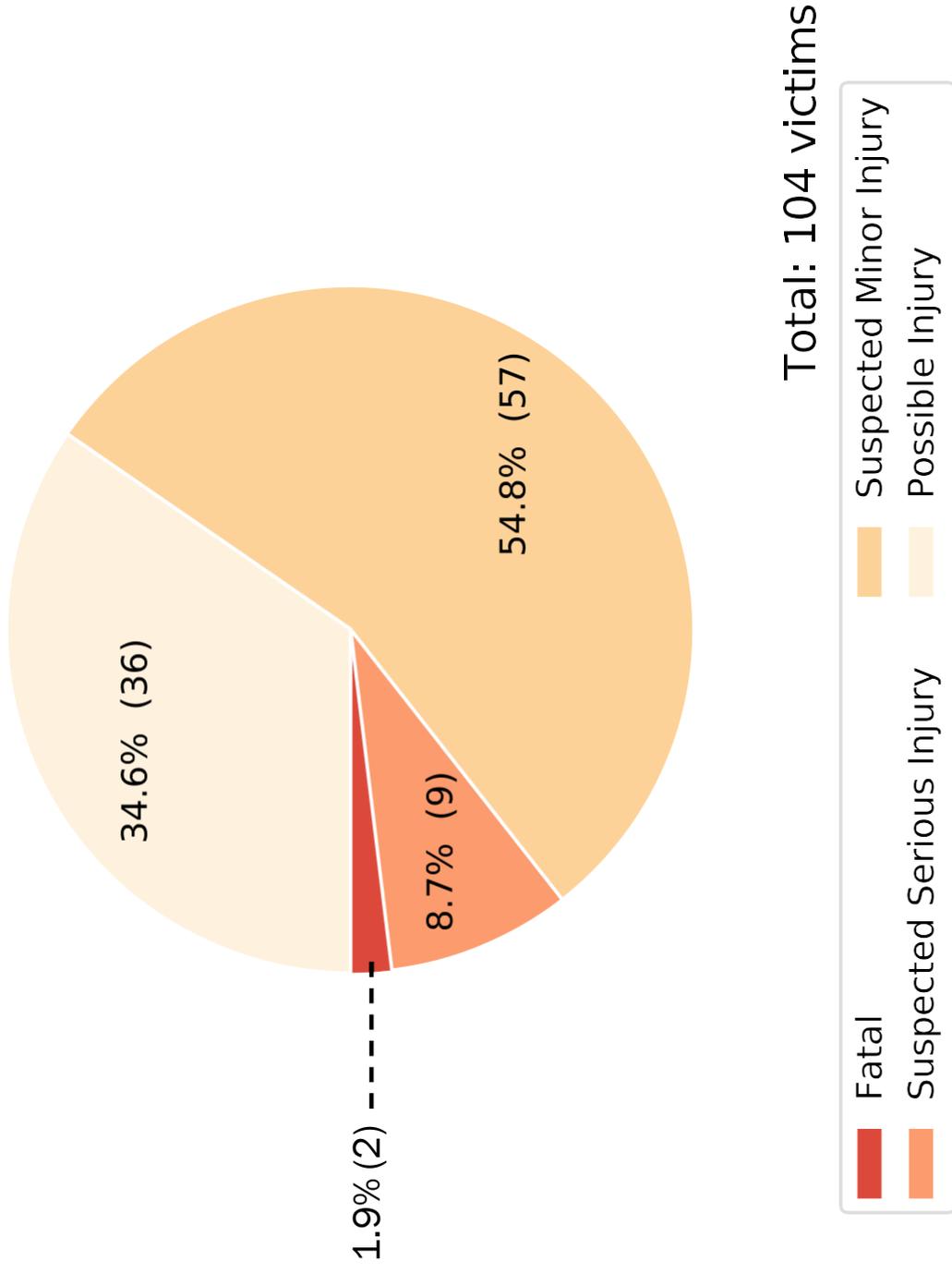
# Bicycle Victim Injury (2014 - 2018)

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)



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

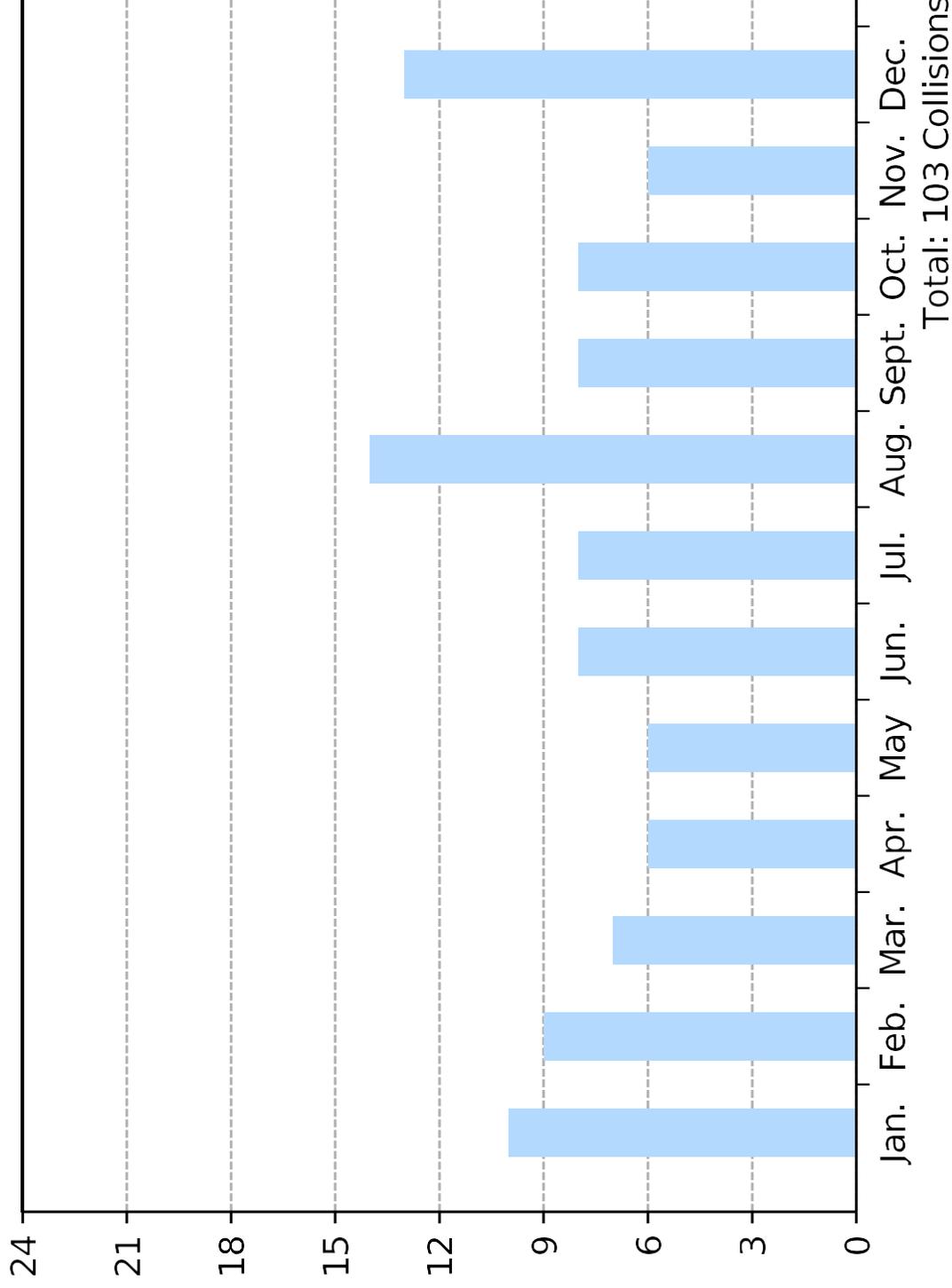
# Bicycle Collisions (2014 - 2018)

## by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	1	1	1	1	1	1	2	8
06:00PM-08:59PM -	3	1	3	3	2	5	1	18
03:00PM-05:59PM -	7	5	4	7	6	2	1	32
Noon-02:59PM -	2	4	1	2	0	1	3	13
09:00AM-11:59AM -	1	1	2	3	1	1	0	9
06:00AM-08:59AM -	4	6	4	2	3	0	1	20
03:00AM-05:59AM -	0	0	2	0	0	0	0	2
Midnight-02:59AM -	0	0	0	0	0	1	0	1
<b>Total</b>	<b>18</b>	<b>18</b>	<b>17</b>	<b>18</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>103</b>

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)

<b>CVC No.</b>	<b>Description</b>	<b>Number of Collisions</b>
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	27 (26.2%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	11 (10.7%)
21802	Failure to stop or yield right-of-way at a stop sign	9 (8.7%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	9 (8.7%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	6 (5.8%)
21208	Failure to ride in a bicycle lane when moving at less than the speed of traffic on the roadway, with exceptions	4 (3.9%)
21451	Driver or pedestrian failure to yield right-of-way at an intersection or adjacent crosswalk	4 (3.9%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	4 (3.9%)
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	4 (3.9%)
21202	Bicyclist failure to ride on right edge of roadway if riding below the normal speed of traffic	4 (3.9%)

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)

