



**AUGUST 2020**

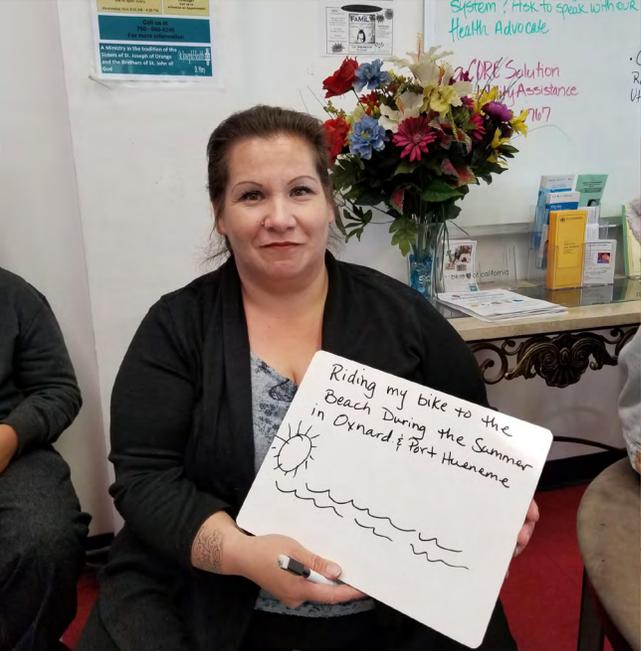
# **Old Town Victorville Workshop Summary and Recommendations**

**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.*



**Old Town Victorville, CA**

## Acknowledgments

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

### Planning Committee

Brian Gengler	City of Victorville
Anwar Wagdy	City of Victorville
Stephan Longoria	City of Victorville
Michael Szarzynski	City of Victorville
Janie Lynch	City of Victorville
Jennifer L. Neri	Revive Our Old Town Victorville (ROOT)
Kevin Mahany	St. Joseph Health-St Mary Medical Center
Vilma Lopez	El Sol Neighborhood Educational Center

Thank you to the Family Assistance Center for providing the venue for this training. We'd like to thank the City of Victorville for providing food and refreshments. We appreciate Stephanie Pazarin for providing English to Spanish interpretation in support of this training. We would also like to acknowledge the community residents, and children 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  
Caro Jauregui  
Alma Leyva  
<https://calwalks.org>

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

Katherine Chen  
<https://safetrec.berkeley.edu>

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# Executive Summary

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

The Old Town Victorville CPBST was collaboratively planned and facilitated by the City of Victorville, the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve the walking and biking conditions for the community living in and traveling through Old Town Victorville;
2. Gather community feedback on key infrastructure projects outlined in the City’s 2018 Old Town Specific Plan; and
3. Expand upon the City’s efforts to revitalize Old Town Victorville in accordance with the City’s 2018 Old Town Specific Plan.

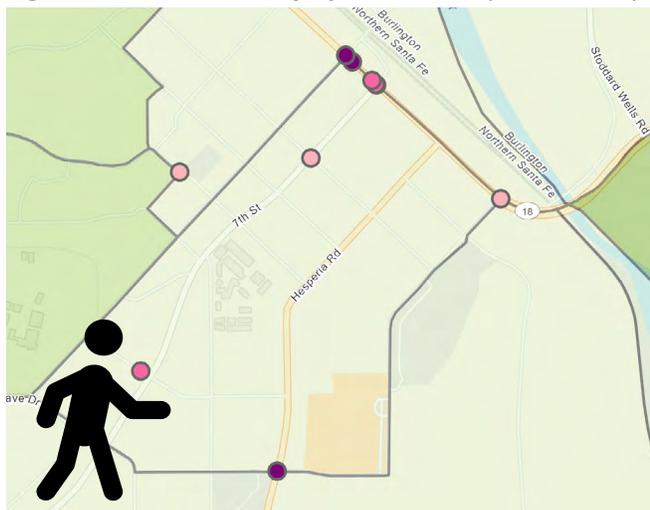
The March 7, 2020 training consisted of:

- Introductory Activity;
- Walking and biking assessments along three (3) key routes;
- 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; and
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects.

## Data

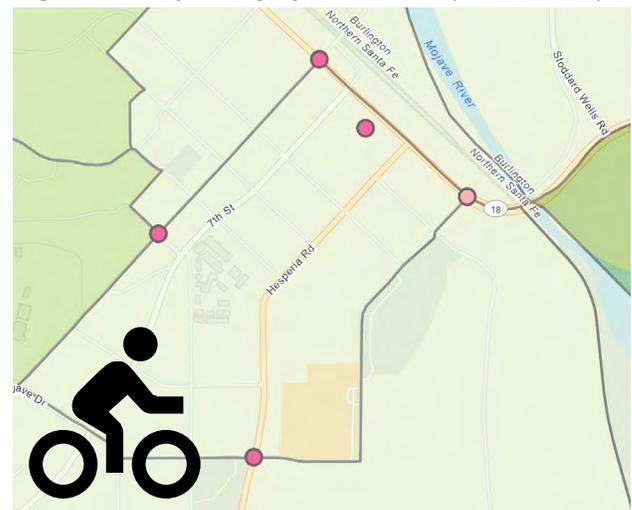
The Project Team and Planning Committee reviewed data which demonstrated a safety concern in the area. Over the 10-year period, 2009 to 2018, pedestrian and bicycle injuries appeared to be mostly stable. From 2014 to 2018, there were 11 pedestrian victims and five bicycle victims in Old Town Victorville. A full discussion of pedestrian and bicycle collision can be found on page 9 of the report.

Figure 1: Pedestrian Injury Collisions (2014-2018)



Collision Severity (2014-2018)	Median Household Income
● Fatal 3	□ < 35K
● Injury (Other Visible) 5	□ 35K - 50K
● Injury (Complaint of Pain) 3	□ 50K - 75K

Figure 2: Bicycle Injury Collisions (2014-2018)



Collision Severity (2014-2018)	Median Household Income
● Injury (Other Visible) 4	□ < 35K
● Injury (Complaint of Pain) 1	□ 35K - 50K
	□ 50K - 75K

The planning committee consisted of representatives from the City of Victorville, Revive Our Old Town Victorville (ROOT), St. Joseph Health-St Mary Medical Center and El Sol Neighborhood Educational Center.

## WORKSHOP PARTICIPANTS

Workshop participants were community residents and people experiencing houselessness from the Old Town Victorville neighborhood, along with representatives from the City of Victorville and the Planning Committee for the training.

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 including C Street, 6th Street, and 7th Street to Eva Dell Park.

Participants were asked to:

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

Participants expressed concerns around:

- Drivers traveling above the designated speed limit on 7th Street, D Street, and 6th Street;
- Lack of bike facilities in Old Town Victorville;
- The crosswalks on 6th Street/B Street, 6th Street/C Street, and 6th Street/D are unmarked, and therefore, there is no visible crossing space for pedestrians;
- Cracked and elevated sidewalks along 7th Street, between C Street and A Street;
- Lack of water fountains, shade trees, benches, and other areas to rest along 6th Street, 7th Street and D Street; and
- Empty businesses along 7th Street, from D Street to A Street, are often used as shelter for people experiencing houselessness. These buildings are not equipped for housing and residents often worry about the safety of the people using them as shelters.

## 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:

- ROOT and the Family Assistance Community Center will develop a safety educational campaign to encourage drivers to reduce their speeds in Old Town Victorville, particularly along 7th Street, at A Street, C Street, and Center Street.
- Community residents will start a walking group in Old Town Victorville to get together, promote health, and get to know the Old Town Victorville area. The walking group will start in conjunction with Movie Nights at the Park.
- The City of Victorville constructed approximately two miles of Class II bike lanes on 7th Street, from D Street to Green Tree Boulevard. However, bicyclists report that drivers veer into the bike lanes. The community recommends piloting the introduction of a physical barrier, such as bollards, on the 7th Street bike lanes.
- Workshop participants will work with the City of Victorville to assess the feasibility of installing a speed radar feedback sign with safety messaging in front of Guadalajara Meat Market on 7th Street and longer pedestrian crossing times at the B Street/7th Street intersection. Workshop participants will work with Caltrans District 8 to assess pedestrian crossing times and restrict driver right-hand turns on red at the D Street/7th Street intersection.

## Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Leverage statewide funding sources for infrastructure improvements;
- Develop a Community Land Trust;
- Form a Business Improvement District in Old Town Victorville; and
- City of Victorville to increase collaboration on infrastructure projects with Caltrans.



*Mural at Evadell Park.*

## 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 Old Town Victorville CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve the walking and biking conditions for the community living in and traveling through Old Town Victorville;
2. Gather community feedback on key infrastructure projects outlined in the City’s 2018 Old Town Specific Plan; and
3. Expand upon the City’s efforts to revitalize Old Town Victorville in accordance with the City’s 2018 Old Town Specific Plan.

The training took place on March 7, 2020 at the Family Assistance Center and convened 32 participants, including residents, people experiencing houselessness, and members of Revive our Old Town Victorville, El Sol Neighborhood Educational Center, and the City of Victorville. The training consisted of:

- Introductory Activity;
- Walking and biking assessments along three (3) key routes;
- An overview of the 6 E’s strategies to improve walking and biking safety: Evaluation, Equity, Engineering, Education, Encouragement, and Enforcement; and
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects.

This report summarizes the workshop proceedings, including the community’s and Project Team’s recommendations for community programs and infrastructure projects designed to improve walking and biking safety in Old Town Victorville.

## The Planning Process



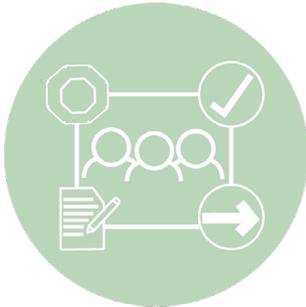
### Step 1: Assemble a Planning Committee - February 2020

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



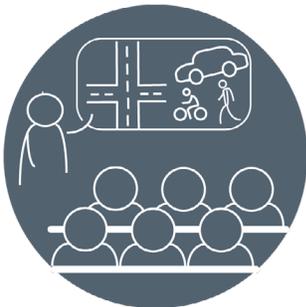
### Step 2: Review and Analyze Existing Plans and Data - February 2020

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



### Step 3: Conduct CPBST Site Visit - February 12, 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 - March 7, 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

## 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 Old Town Victorville. The boundaries for this project were roughly Interstate 15 to the north, E Street to the east, Hesperia Road to the south, and Mojave Drive/Verde Road to the west. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Collision data for 2018 is provisional as of December, 2019. A full discussion of the pedestrian and bicycle collision data can be found in Appendix A.

### Pedestrian Collisions

Over the 10-year period between 2009 and 2018, pedestrian collisions in Old Town Victorville appeared to be mostly stable, with small fluctuations of 1-2 collisions per year; however, citywide in Victorville, pedestrian collisions increased 51.7 percent from 29 in 2014 to 44 in 2018.

In the most recent five years of data available, 2014 to 2018, pedestrian collisions in Old Town Victorville were concentrated along D Street (SR-18), which is owned by Caltrans, and Sixth Street. There were 11 pedestrian collisions, including three fatal collisions and eight minor injury collisions. The Planning Committee suggested these numbers do not reflect the entire situation. For example, they mentioned that several pedestrian collisions occurred on 7th Street (I-15) in 2019 that were too recent to be included in the database at the time of this report. Over half of the pedestrian collisions in Old Town Victorville occurred between 3pm and 9pm; there was also a slightly greater concentration of collisions on Wednesdays. Similarly to citywide statistics, the top violation reported by law enforcement in pedestrian collisions was CVC 21954(a), pedestrian failure to yield the right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk, at 63.6 percent.<sup>2</sup>

Between 2014 and 2018 in Old Town Victorville, there were 11 pedestrian victims in traffic collisions. Of those, 72.7 percent of victims suffered a relatively minor injury, 72.7 percent of victims were adults aged 35-64, and 54.5 percent were female. There were three pedestrian traffic fatalities in Old Town Victorville. The two fatalities at D Street and 6th Street shared multiple commonalities; both victims were females in their fifties who were reported not to have yielded the right-of-way to vehicles in early morning hours. The third fatality, a young adult male, was reported to be the result of a driver's failure to stop at a stop sign at Hesperia Road and Verde Street during daylight hours.

Location of Fatalities	Year	Day	Month	Time	PCF	Victim Demographics
D Street & 6th Street	2016	Friday	May	0101	21954(a)	Female; age 50
Hesperia Road & Verde Street	2018	Thursday	May	0852	22450(a)	Male; age 21
D Street & 6th Street	2018	Wednesday	August	0119	21954(a)	Female; age 57

<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 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.

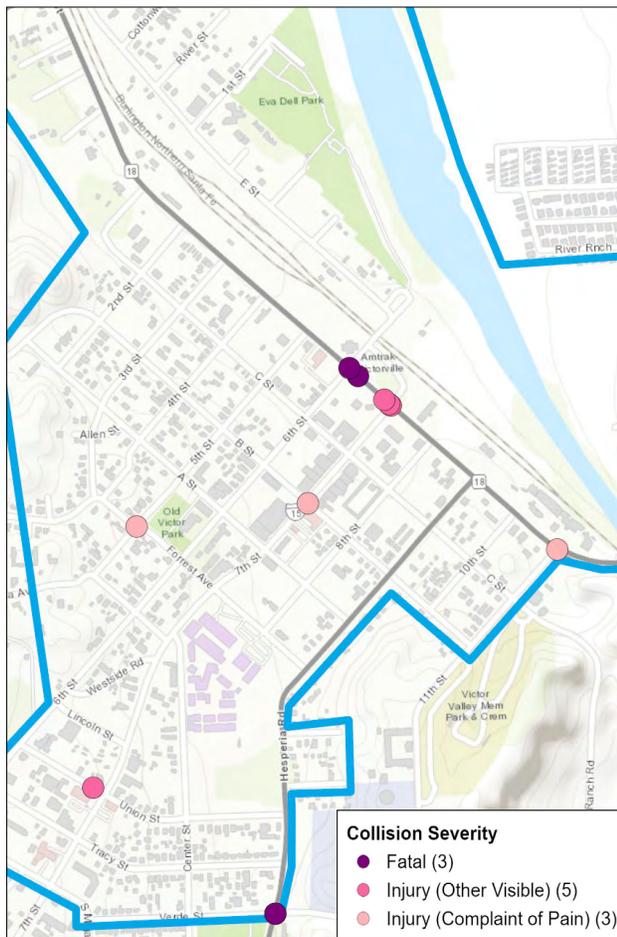
## Bicycle Collisions

Over the 10-year period between 2008 and 2019, bicycle collisions appeared to be mostly stable, with small fluctuations of 1-2 collisions per year. In Victorville, bicycle collisions citywide fluctuated from 2014 to 2018, ranging from a low of five collisions to a high of 15 bicycle collisions.

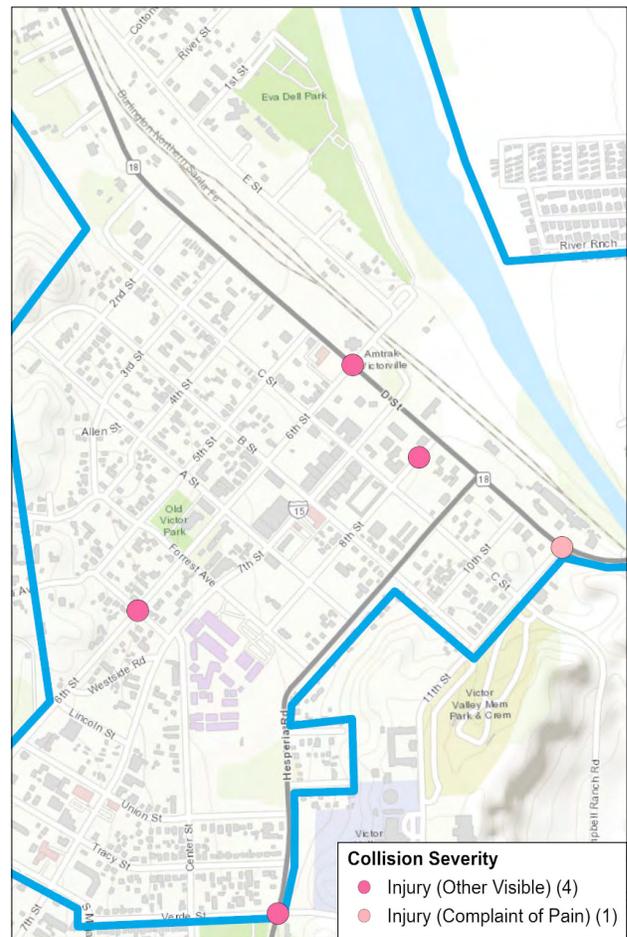
In 2014-2018, the most recent five years of data available, bicycle collisions in Old Town Victorville were concentrated along D Street (SR-18), which is owned by Caltrans. There were five bicycle collisions, all of which resulted in a minor injury. Three of the collisions (60.0 percent), occurred during daylight hours, while the other two took place at dawn or dusk. All five collisions occurred on a weekday. Within Old Town Victorville all five collisions reported a different violation, accounting for both bicyclist and driver violations.<sup>3</sup>

Between 2014 and 2018 in Old Town Victorville, there were five bicyclist victims. Of those, all suffered a minor injury, all were male, and 80.0 percent were adults between the ages of 25 to 54. *The maps below show the areas where pedestrian collisions (left) and bicycle collisions (right) occurred.*

Old Town, Victorville Pedestrian Injury Collisions (2014-2018)



Old Town, Victorville Bicycle Injury Collisions (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.

## Old Town Victorville Asset Map

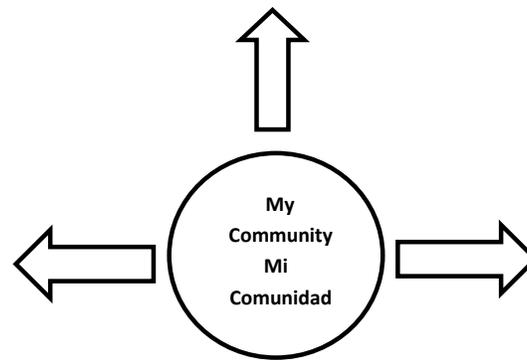
During the site visit, the Project Team led the Planning Committee through an Asset Mapping exercise to identify resources and assets in the Old Town Victorville neighborhood that could help them achieve their walking and biking safety goals. Together, they identified the following resources and assets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

### People/Personas

- Victorville Homeless Solutions Coordinator : Cassandra Searcy
- Millionaire Mind Kids: Delores Williams & Students
- Victor Valley Transit Authority: Ashley Palmer
- ROOT: Jennifer Neri
- Former Youth Advocate: Jose Chavez
- Code Enforcement: Jorge Duran
- Community Health Action Network: CJ Page
- Family Assistance Community Center Volunteers
- Santa Fe Trading Company: Steve Blach
- Barbara Powers
- Global Institute for Public Strategies: Stephanie Pazarin

### Organizations/ Organizaciones

- ROOT
- Safe Routes to School Task Force
- Family Assistance Community Center
- STEM After School Program
- Millionaire Mind Kids
- The Warming Shelter
- Rescue Mission
- Lord's Table
- Fam Spot
- Community Health Action Network
- Queen Motel
- Burning Bush Church
- St John of God
- Victor Valley Bike Tour



### Institutions/ Instituciones

- Victor Valley Hospital
- St. Joan of Arc—Catholic Church
- Victor Valley Global Medical Center
- Catholic Charities
- Route 66 Museum
- Miracle Minds
- El Sol Neighborhood Educational Center
- American Medical Response
- Victorville Police Department
- Victorville Fire Department
- City of Victorville
- City of Victorville Parks & Recreation Dept
- Options for Youth
- Victor Valley High School
- 6th Street Prep Elementary School
- Victor Valley Union High School District
- Victorville Libraries
- Victor Valley Transit Authority

### Old Town, Victorville CPBST

In collaboration with:

California Walks | UC Berkeley SafeTREC | California Office of Traffic Safety |  
 City of Victorville | Victor Valley Transit Authority | Victor Elementary School | R.O.O.T | St. Joseph Health-St Mary Medical Center

## Community Values Word Cloud

At the beginning of the workshop, participants were asked to draw when they felt safest walking, biking, or rolling on the street. Their responses included memories of walking with parents, riding bikes in their neighborhood, getting to know their neighbors through door knocking, and walking with their local youth group. The word cloud on the right captures their responses.



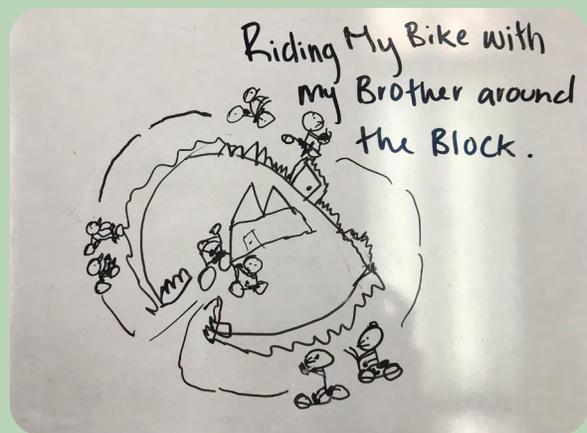
### Drawing Activity

Participants were asked to capture by means of a drawing or phrase when they felt safest on the street.

Q: When do you feel the safest on the street?



*Left: A participant reminisces about walking to and from school in rural Guatemala.*



*Right: A youth draws themselves and their brother riding bikes in their neighborhood.*

## Walking & Biking Safety Assessments

### Routes

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

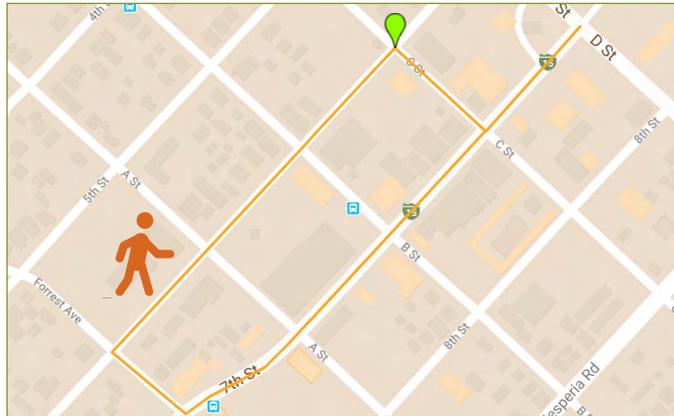
1. Identify community assets;
2. Assess infrastructure conditions; and
3. Observe how road users are engaging with the built environment.

Route 1

Route 1 focused on 6th Street and 7th Street because they are major parallel streets that residents use to walk, bike, roll, and drive to commercial centers in the City.



**Walk and Bike Assessment  
Route 1**

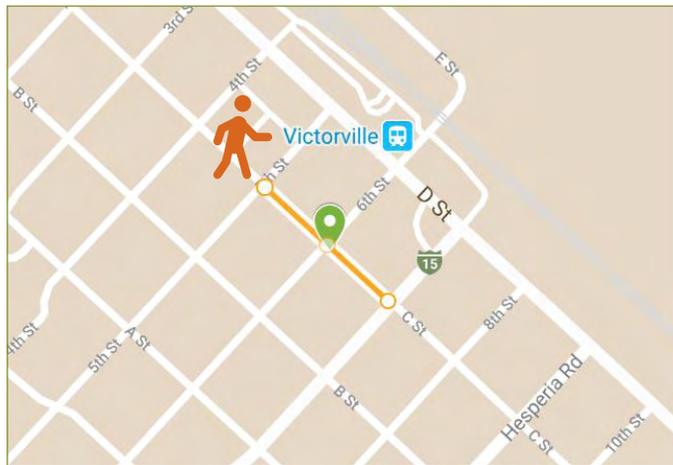


Route 2

Route 2 focused on C Street, which is a highly trafficked street for people walking and biking to the Family Assistance Community Center.



**Walk and Bike Assessment  
Route 2**

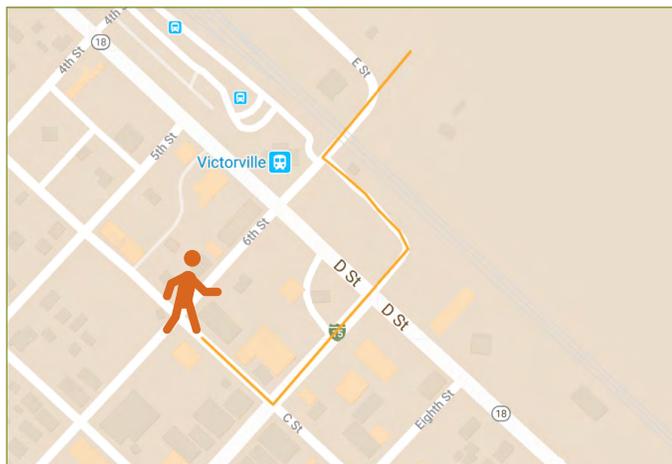


Route 3

Route 3 focused on the route from Old Town Victorville to Eva Dell Park, particularly 7th Street and D Street.



**Walk and Bike Assessment  
Route 3**



## In-class Activity: Street Story

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.

Workshop participants were given the option to participate in Street Story as an alternative activity during the walking and biking assessments. All of the stories collected were inputted onto the online Street Story platform after the workshop and the issues are included in this report. To view data for Victorville in Street Story, please visit: [https://streetstory.berkeley.edu/reports.php?juris\\_type=city&juris\\_name=VICTORVILLE](https://streetstory.berkeley.edu/reports.php?juris_type=city&juris_name=VICTORVILLE).

The platform is free and publically available at: <https://streetstory.berkeley.edu>

## Reflections

Following the walking and biking assessments and the Street Story activity, participants shared the following reflections:

### Community Assets

- Residents take full advantage of the walking, biking, and play facilities at Eva Dell Park and the Mojave River Trail. Children, families, soccer teams, and people experiencing houselessness all use the park for play and leisure throughout the year.
- Separated bike lanes on 6th Street, just northeast of D Street, lead bicyclists straight into the Mojave River Trail. Numerous cyclists were observed using this bike lane to get on and off of the Mojave River Trail and head into Old Town Victorville.



*Left:* Separated bike lanes on 6th Street leading into the Mojave River Trail entrance. *Right:* The entrance of the Mojave River Trail.



*Left: ROOT's Old Town Community Mural painted by local residents. Middle: ROOT worked closely with the City to make sure vacant lots were kept clean and safe. Right: ROOT was among the local partners to plant community accessible fruit trees at Eva Dell Park.*

- Revive Our Old Town (R.O.O.T.) is a very active coalition in Old Town Victorville that coordinate various activities including community clean-ups, collection and distribution of food and supplies, advocacy opportunities with the City, as well as serve as a key informational source for residents.
- A mural painted by the community on A Street, at 7th Street, highlights Victorville's local families, businesses and landmarks.
- The playground behind the Family Assistance Community Center was built by community residents through a KABOOM! grant. This is one of the few play areas for children in this area.
- For years, ROOT has been a very active community group in Old Town Victorville. All throughout the Old Town area, you can see their work through community murals, community clean-ups, and collaborations with the City. Their core group of residents are working with the City to revitalize Old Town into a vibrant area that highlights local businesses.
- Fruit trees have been planted at the entrance of the Mojave River Trail at Eva Dell Park. Once the trees start growing fruit, the fruit will be accessible to everyone in the community.
- The Family Assistance Community Center is a major hub of resources and programming for families and people experiencing houselessness within the City. They not only provide a safe space for people to access basic needs services, but also serve as a consistent space for community gatherings and meetings. Hosting the CPBST at this venue helped the local community feel comfortable contributing to discussions in a familiar space.
- Drivers were observed making full stops at crosswalks, and obeying the posted speed limit of 25 mph on 6th Street, near Sixth Street Prep STREAM School, and this helped parents feel safe while walking and biking to school.



*Participants walking back to the Family Assistance Community Center after the walking/biking assessment.*

## Road User Behaviors

- Drivers appeared to drive above the 35 mph posted speed limit on 7th Street, the 40 mph posted speed limit on D Street, and the 25 mph posted speed limit on 6th Street. 7th Street and D Street are major arterials drivers use to get to and from work and shopping centers in Apple Valley. Speeding drivers heading northeast and downhill on 6th Street create an unsafe walking and biking environment for bicyclists traveling alongside them on the road and for pedestrians attempting to cross at Yucca Street, Forrest Avenue, A Street, B Street, C Street and D Street.

## Bike Facilities

- The conventional bike lane on 7th Street begins southwest of Forrest Avenue, despite dozens of people riding their bike Northwest on 7th Street. Driver speeds and traffic congestion on 7th Street make bicyclists feel unsafe and many ride on the sidewalk, causing near misses with pedestrians.

## Pedestrian Crossing Challenges

- Unmarked crosswalks on 6th Street/B Street, 6th Street/C Street, and 6th Street/D Street cause long waiting times for pedestrians to cross 6th Street, as drivers do not yield right of way. There are numerous near misses between pedestrians and drivers at these unmarked crosswalks because drivers are not required to stop at these intersections and they do not yield the right of way to pedestrians.
- There are stop signs for drivers traveling northeast-southwest on B Street and C Street, but drivers traveling northwest-southeast on 6th Street do not have stop signs. Pedestrians crossing at the unmarked crosswalk along C Street, at 6th Street, often have to wait long periods of time for drivers traveling northeast-southwest on Sixth Street to stop for them.
- 7th Street is a highly traveled street for drivers, with key crossing areas for pedestrians at C Street and A Street. There are marked crosswalks at all legs of the 7th Street at C Street and A Street intersections; however, drivers do not uniformly yield right of way to pedestrians. Further, since pedestrians need to cross two lanes in each direction when a pedestrian is trying to cross, a “multiple threat” situation exists whereby a driver in one lane stops for a pedestrian, but the driver in the next lane does not see the pedestrian and does not stop.
- Pedestrians are not allowed to cross at the D Street/6th Street intersection; however, numerous people were observed crossing this intersection to get to the Mojave River Trail entrance, Eva Dell Park, and the train station.
- People often cross mid-block on 6th Street between A Street and B Street to access services at Saint Joan of Arc Catholic Church and other service centers on the west side of 6th Street.



*The 7th Street/C Street intersection is difficult to cross because of driver speeds and driver's failure to yield to pedestrians.*

## Sidewalks Conditions

- Cracked and elevated sidewalks along 7th Street, between C Street and A Street, make it difficult for pedestrians with strollers, wheelchairs and assisted walking devices to use the sidewalks comfortably and safely.
- Most residential streets in Old Town Victorville lack sidewalks. Among the most concerning to participants was the lack of sidewalks on both sides of C Street, between 5th Street and 2nd Street, because many drivers do not slow down as they pass pedestrians on the road.

## Street Facilities

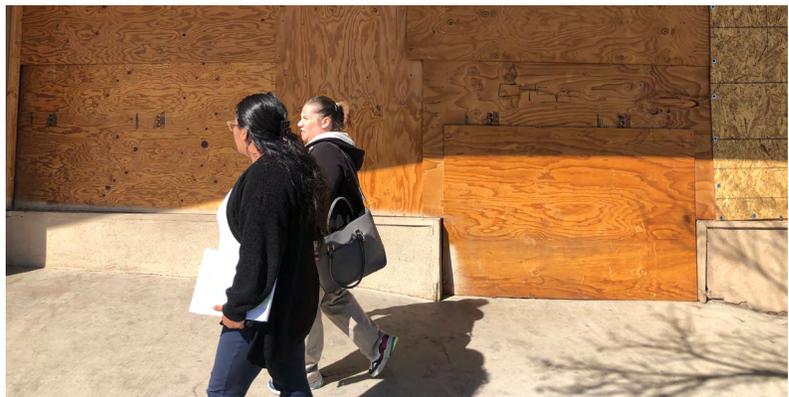
- Participants noted the lack of water fountains, shade trees, benches, and other areas to rest at along 6th Street, 7th Street and D Street. Many people congregate along these streets and must stand in the sun.
- There are blocks of empty landscaping buffers on 7th Street that participants felt was a missed opportunity to add greenery and shade trees. Community members feel that adding facilities to these streets can help build a sense of belonging and community for the residents who spend a lot of time in the area.
- There is insufficient lighting at the 6th Street/A Street intersection, next to Saint Joan of Arc Catholic Church. The few street lights in the area are located far apart, and churchgoers expressed concern for their safety and are uncomfortable walking to and from the church in the evenings.



*An empty landscaping buffer on 7th Street, just southwest of D Street.*

## Vacant Lots

- Empty businesses along 7th Street, from D Street to A Street, are often used as shelter for people experiencing houselessness. These buildings are not equipped to house people and residents often worry for the people using them as shelters.



*Participants walk by boarded up businesses on 7th Street.*

## Recommendations to Improve Walking and Biking Safety

### Community Recommendations

During the action-planning sessions, participants and children 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:

- Driver speed safety messaging campaign, including door knocking, forums, and street fairs;
- Bike Rodeo events for children in Old Town Victorville;
- Open Streets events in Old Town Victorville to encourage walking and highlight local businesses;
- Walking school bus events to increase the number and frequency of students walking to and from school;
- Raised sidewalks around school and on 7th Street;
- Road rightsizing on 7th Street including reduced travel lanes, bulb outs, and on-street parking;
- Speed Feedback Radar Sign on 7th Street to deter drivers from speeding;
- Lower posted speed limits on 6th Street and 7th Street;
- Rectangular Rapid Flashing Beacons at key intersections on 6th Street and 7th Street;
- Pedestrian head start at the D Street/7th Street signalized intersection; and
- Do not allow all driver right turns on red.

In addition to traffic safety-related improvements, residents mentioned the following actions to support a safer and healthier environment:

- Temporary and affordable housing and more shelters for people experiencing houseless;
- Portable bathrooms throughout the Old Town Victorville area for people experiencing houselessness;
- More parking, trees, rose bushes, flowers, benches, and grass at Eva Dell Park; and
- More slides, and regular and baby swings at Eva Dell Park.



*Children at the workshop create aspirational models of the Old Town Victorville neighborhood that includes, services for people experiencing houselessness, playgrounds at Eva Dell Park, and stop signs at unmarked crosswalks to cross the street safely.*

The following tables summarizes the recommendations identified as the highest priority by workshop participants. Timelines for these programs and projects were developed before the COVID-19 pandemic and social distancing guidelines that were enacted statewide. For some projects, action steps will need to be modified to a remote or virtual setting or postponed until social distancing orders are lifted.

### **Education Project Name: Slow Your Roll Campaign**

**Project Description:** ROOT and the Family Assistance Community Center will develop a safety educational campaign to encourage drivers to reduce their speeds in Old Town Victorville, particularly along 7th Street, at A Street, C Street, and Center Street.

**Project Goals:**

1. Improve pedestrian and bicycle safety while traveling in Old Town Victorville;
2. Encourage drivers to slow down for pedestrian and bicyclist safety; and
3. Create new partnerships in Old Town Victorville to foster a deeper sense of community cohesion.

<b>Action Steps</b>	<b>Timeline</b>	<b>Responsible Party</b>	<b>Resources</b>
<p><b>Develop Safety Messaging</b></p> <ul style="list-style-type: none"> <li>• Develop logos, designs, and targeted messaging to reduce driver speeds.</li> </ul>	04/2020 - 05/2020	ROOT  Family Assistance Community Center employees and volunteers	<a href="#">SCAG's Go Human Campaign</a>  <a href="#">Stop Speeding Before it Stops You</a>
<p><b>Distribute Educational Materials</b></p> <ul style="list-style-type: none"> <li>• Share educational materials about the upcoming Slow Your Roll Campaign with community members.</li> </ul>	04/2020	ROOT  Family Assistance Community Center employees and volunteers	<a href="#">SCAG's Go Human Campaign</a>  <a href="#">Stop Speeding Before it Stops You</a>
<p><b>Discuss Creative Crosswalk Options</b></p> <ul style="list-style-type: none"> <li>• ROOT members meet with Caltrans and the City of Victorville to discuss the installation of creative crosswalks at the 7th Street/A Street, 7th Street/C Street, and 7th Street/Center Street intersections. The goal of creative crosswalks is to make crosswalks more highly visible and improve pedestrian safety.</li> </ul>	04/2020 - 08/2020	ROOT  Family Assistance Community Center employees and volunteers	<a href="#">Crosswalk Visibility Enhancements</a>  <a href="#">Creative Crosswalk Guidelines</a> - Salinas, CA page 42  <a href="#">Creative Crosswalks: Street Art Meets Safety Enhancement</a>

**Education Project Name: Slow Your Roll Campaign (continued)**

Action Steps	Timeline	Responsible Party	Resources
<p><b>Host Slow Your Roll Campaign Event</b></p> <ul style="list-style-type: none"> <li>Volunteers will hold large signs with safety messaging at the 7th Street/A Street, 7th Street/C Street, and 7th Street/Center Street intersections during high commute times.</li> </ul>	08/2020	ROOT  Family Assistance Community Center employees and volunteers	<a href="#">Slow Down Days - a Toolkit for Organizers</a>

### Encouragement Project Name: Old Town Victorville Walking Group and Movie Night Joint Project

**Project Description:** Community residents will start a walking group in Old Town Victorville to promote health, safety, and get to know the Old Town Victorville area. The walking group will start in conjunction with Movie Nights at the Park.

**Project Goals:**

1. Create a space where Victorville residents can get together and walk;
2. Teach and promote Old Town history during walks to build community ; and
3. Share assets of Old Town with other residents of Victorville.

Action Steps	Timeline	Responsible Party	Resources
<p><b>Build Partnerships</b></p> <ul style="list-style-type: none"> <li>• Reach out to the City of Victorville to partner the walks with the ongoing movie nights. This can build on existing community interest in the movie nights, and create a built-in schedule for the walks.</li> <li>• Develop a calendar of the “Walk to Movie Night at the Park”, open markets, and historical tours</li> <li>• Develop messages and advertise the walks during movie night events.</li> <li>• Partner with local businesses and organizations to obtain giveaway items to incentivize participation in the walking group.</li> <li>• Draft sponsorship and thank you letters</li> </ul>	04/2020	ROOT  Sierra Club  Family Assistance Community Center	Victorville CPBST Asset Map  <a href="#">Sponsorship Letter Templates</a>
<p><b>Outreach</b></p> <ul style="list-style-type: none"> <li>• Develop flyers to promote “Walk to Movie Night in the Park.”</li> <li>• Schedule door-to-door outreach events to invite residents to participate in both the walking group and the movie night.</li> <li>• Connect with local organizations, schools, and businesses to promote the event with flyers to be posted on windows and sent home with students.</li> <li>• Ask local schools if promotion of this community event is possible to do through a Robo Call System.</li> </ul>	05/2020	ROOT  Family Assistance Resource Center	Victorville CPBST Asset Map

**Encouragement Project Name: Old Town Victorville Walking Group and Movie Night Joint Project (continued)**

Action Steps	Timeline	Responsible Party	Resources
<p><b>Host first Walking Group</b></p> <ul style="list-style-type: none"> <li>• Set up a welcome area at the Mojave River Trail near Eva Dell Park with giveaway items</li> <li>• Survey participants at the end of the walk to assess how often they'd like to walk as a group.</li> </ul>	06/2020	ROOT City of Victorville	<a href="#">AARP Walking Group Toolkit</a>

### Engineering Project Name: Bike Lane Enhancement Pilot Program

**Project Description:** The City of Victorville constructed approximately two miles of Class II bike lanes on 7th Street, from D Street to Green Tree Boulevard. However, bicyclists report that drivers encroach into the bike lanes. This project would pilot the introduction of a physical barrier, such as bollards, on the 7th Street bike lanes.

**Project Goals:**

- Create a physical separation between drivers and bicyclists riding in the bike lane;
- Increase bicyclists' safety and level of comfort on the road.

Action Steps	Timeline	Responsible Party	Resources
<ul style="list-style-type: none"> <li>• Identify segment(s) of the 7th Street bike lanes to install and pilot a physical barrier. One suggestion was from Forrest Avenue to Mojave Drive.</li> </ul>	Spring 2020	Workshop participants City Traffic Engineer	<a href="#">Victorville Old Town Specific Plan</a>
<ul style="list-style-type: none"> <li>• The City to conduct an engineering study and cost assessment to assess the feasibility of the pilot installation of a physical barrier.</li> </ul>	April - October 2020	City Traffic Engineer	
<ul style="list-style-type: none"> <li>• Identify funding to implement the pilot project, including conducting an engineering study and cost assessment. This may include a budget amendment to existing Measure I dollars which needs City Council approval or applying for other funding opportunities.</li> </ul>	October - December 2020 (if using Measure I funds)	City Traffic Engineer	<a href="#">San Bernardino County Transportation Authority Measure I Funding</a> <a href="#">Caltrans Active Transportation Program (ATP) Cycle 5</a>
<ul style="list-style-type: none"> <li>• Construct improved bike lanes.</li> </ul>	January - February 2021	Victorville Department of Public Works (if using Measure I funds)	

**Engineering Project Name: Bike Lane Enhancement Pilot Program (continued)**

Action Steps	Timeline	Responsible Party	Resources
<ul style="list-style-type: none"> <li>Evaluate the pilot project, including conducting observations and surveys to assess road user behavior change. Recommend expanding the pilot if the results are promising.                             <ul style="list-style-type: none"> <li>Develop measurement tool</li> <li>Conduct pre- and post- studies</li> </ul> </li> </ul>	May 2020 and May 2021 (during Bike to Work month)	ROOT Healthy Victorville Victorville Community Services Department	<a href="#">Creating Walkable + Bikeable Communities: A user guide to developing pedestrian and bicycle master plans.</a>
<ul style="list-style-type: none"> <li>Engage community members and businesses to advocate City Council to implement this pilot project and for continued bike infrastructure improvements</li> </ul>	Ongoing	Community Partners, e.g., ROOT, Healthy Victorville Business Partners	

**Enforcement Project Name: Walking and Biking Infrastructure Enhancements at the D Street/7th Street and B Street/7th Street intersections**

**Project Description:** Workshop participants will work with the City of Victorville to assess the feasibility of installing a speed radar feedback sign with safety messaging in front of Guadalajara Meat Market on 7th Street and longer pedestrian crossing times at the B Street/7th Street intersection. Workshop participants will work with Caltrans District 8 to assess pedestrian crossing times and restrict driver right-hand turns on red at the D Street/7th Street intersection.

**Project Goals:**

- Increase walking and biking safety;
- Increase driver’s traffic safety awareness and voluntary compliance with residential speed limits; and
- Decrease driver speeds near Guadalajara Meat Market and other nearby businesses to promote walking and biking safety.

Action Steps	Timeline	Responsible Party	Resources
<ul style="list-style-type: none"> <li>• Workshop participants will advocate to the City to install a Speed Radar Feedback Sign with changeable message sign boards at the B Street/7th Street intersection to make drivers aware of their speed and encourage them to slow down.</li> </ul>	Summer 2020	ROOT Workshop participants	<a href="#">Care About Neighborhoods (CAN)</a>  <a href="#">Neighborhood Speed Watch Program</a>
<ul style="list-style-type: none"> <li>• Workshop participants will work with Caltrans District 8 to assess if the D Street/7th Street intersection is eligible for longer pedestrian crossing times.</li> </ul>	Summer 2020	ROOT Workshop participants	<a href="#">Signal Cycle Lengths</a> <a href="#">National Association of City Transportation Officials (NACTO)</a>
<ul style="list-style-type: none"> <li>• Workshop participants will work with Caltrans to assess if right turns on red can be restricted at the B Street/7th Street and D Street/7th Street intersection.</li> </ul>	Fall 2020	ROOT Workshop participants	

## 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**

#### **Leverage Statewide Funding Sources for Infrastructure Improvements**

The Project Team **recommends the City of Victorville apply for and leverage funding to implement pedestrian and bicycle facilities recommendations** made in the [San Bernardino County's Transportation Authority Points of Interest Pedestrian Plan](#) and [Old Town Specific Plan in Old Town Victorville](#). These funding sources include the Transformative Climate Communities program, the Sustainable Transportation Equity Project, the State Highway Operation and Protection Program, and the Active Transportation Program.

[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](#), which has an upcoming July 15, 2020, deadline for quick build programs and September 15, 2020, for all other programs. 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.

### **Long-Term Recommendations**

#### **Explore development Community Land Trusts**

The Project Team **recommends ROOT and other community organizations explore the development of a [Community Land Trust \(CLT\)](#)** to gain community ownership over vacant land in Old Town Victorville and help prioritize the community's need for walking and biking infrastructure will be included in development plans in the area. A CLT can help ensure that community parks, green spaces, affordable housing, gardens, and commercial spaces are reflective of the vision that Victorville residents have for the Old Town Victorville neighborhood. Residents were concerned about the area gentrifying and the subsequent impact on small businesses. [Thrive Santa Ana Community Land Trust](#) is a model for what a CLT can look like in Victorville.

**Form a Business Improvement District in Old Town Victorville**

The Project Team **recommends the City of Victorville explore [placekeeping in planning](#) which supports** the active care and maintenance of a place and its social fabric by the people who live and work there, and can protect against gentrification as Old Town is revitalized. The city may want to consider forming **a [Business Improvement District \(BID\)](#) in Old Town Victorville** to fund projects within the district's boundaries. Funded projects can include the walking and biking infrastructure project recommendations outlined by workshop participants.

**Increased Collaboration between the City of Victorville and Caltrans:** The Project Team **recommends the City of Victorville continue to collaborate with Caltrans to ensure that infrastructure improvements on City property are coupled with improvements on adjacent state routes, such as D Street.** Focusing on complete infrastructure improvements across all jurisdictions will ensure that all facilities used by residents are safe for all road users. Greater collaboration between the City and Caltrans enables cross-jurisdictional applications for state and federal funding. The Project Team **recommends the City and Planning Committee collaborate with Caltrans to conduct a thorough assessment of the D Street/7th Street intersection to determine which walking and biking infrastructure improvements are feasible.**

## **Appendix A: Data Analysis**

### **Pedestrian and Bicycle Collision Data Analysis**

- Old Town, Victorville CPBST Workshop Data Factsheet
- Old Town, Victorville CPBST Site Visit Data Presentation
- Old Town, Victorville CPBST Site Visit Data Follow-Up

# Old Town Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)  
Victorville, CA | March 7, 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 Old Town Specific Plan, roughly Interstate 15 in the west, Hesperia Road in the east, Mojave Drive/Verde Road in the south, and E Street in the north.

## Pedestrian Collisions Over Time

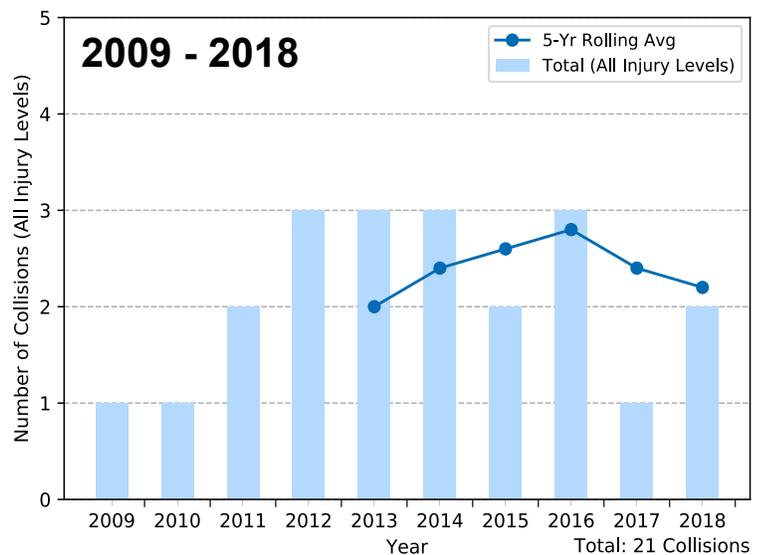
The number of collisions appear to be **mostly stable**.



**21** people injured

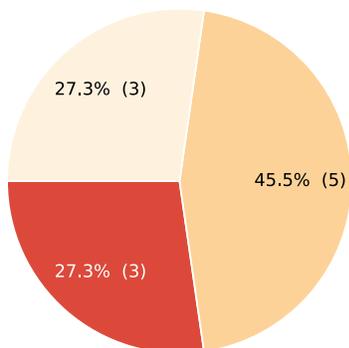


**21** pedestrian collisions

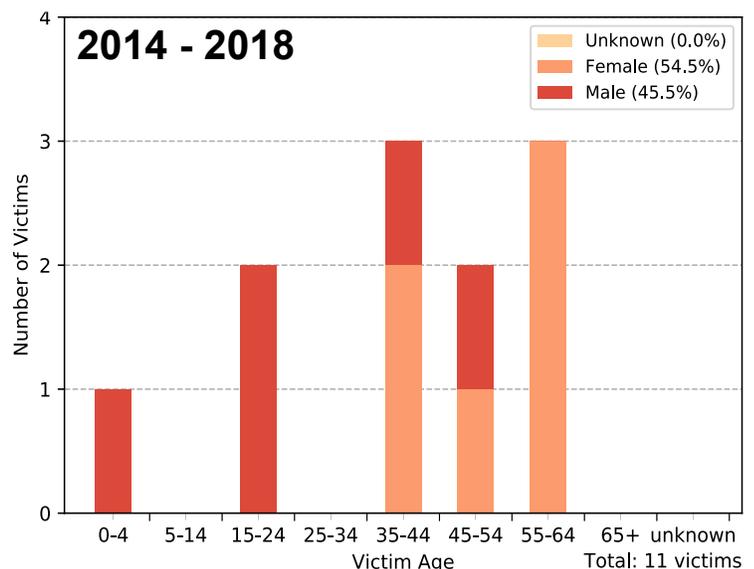


## Victim Injury Severity — Victim Demographics

2014 - 2018



**27.3%** of victims suffered fatalities

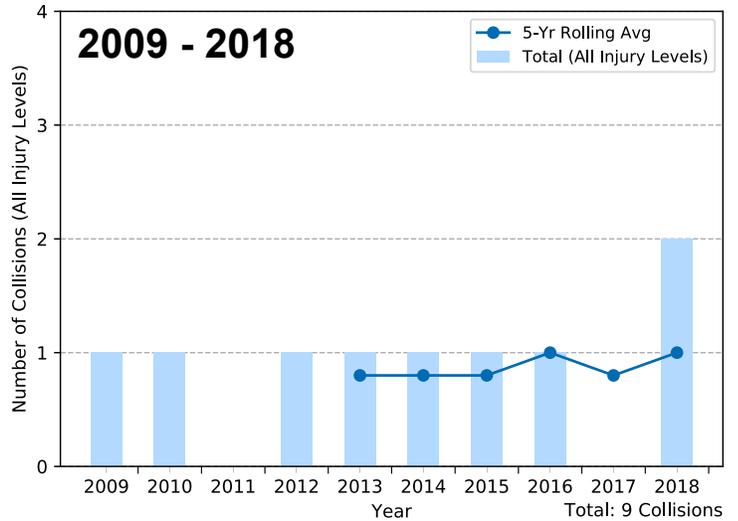


**72.7%** of victims were adults between the ages of 35 and 64

# Bicycle Collisions Over Time

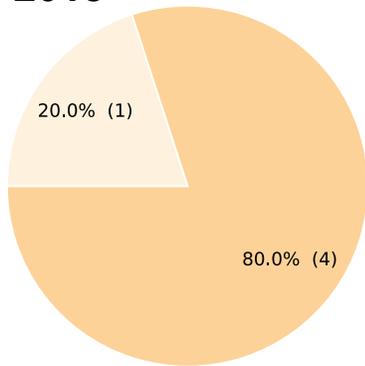
The number of collisions appear to be *mostly stable*.

 **9** people injured  
 **9** bicycle collisions



# Victim Injury Severity ——— Victim Demographics

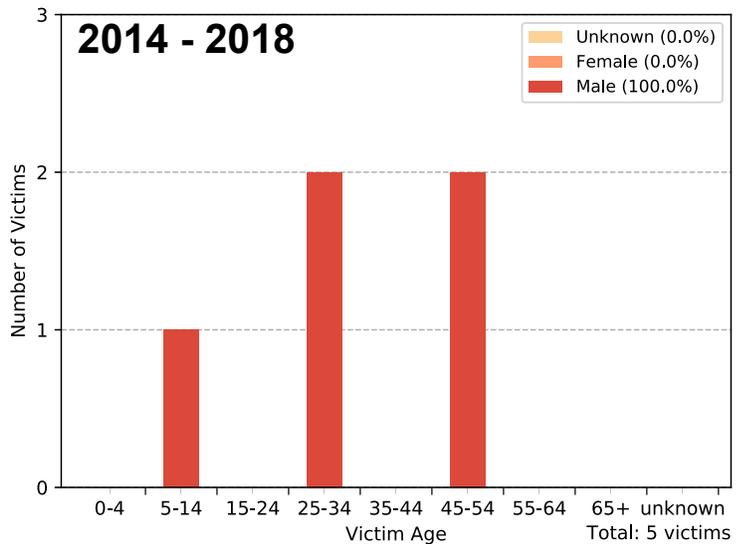
2014 - 2018



Total: 5 victims

■ Suspected Minor Injury   
 ■ Possible Injury

**0%** of victims suffered fatalities or serious injuries



Total: 5 victims

**100%** of victims were male

What other data could help inform decision-making?

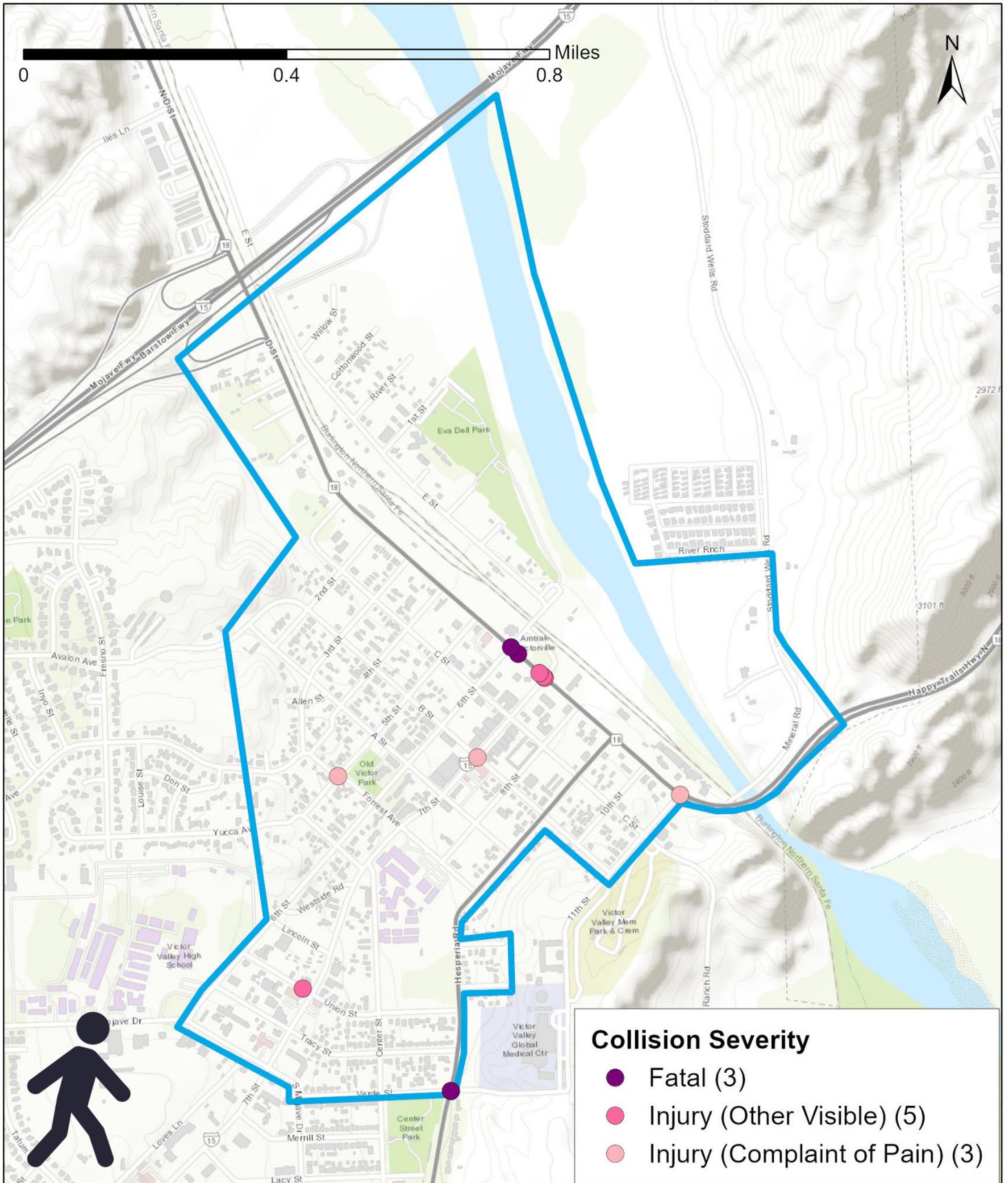
While these numbers do not tell the whole story, do they resonate with your experience?

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

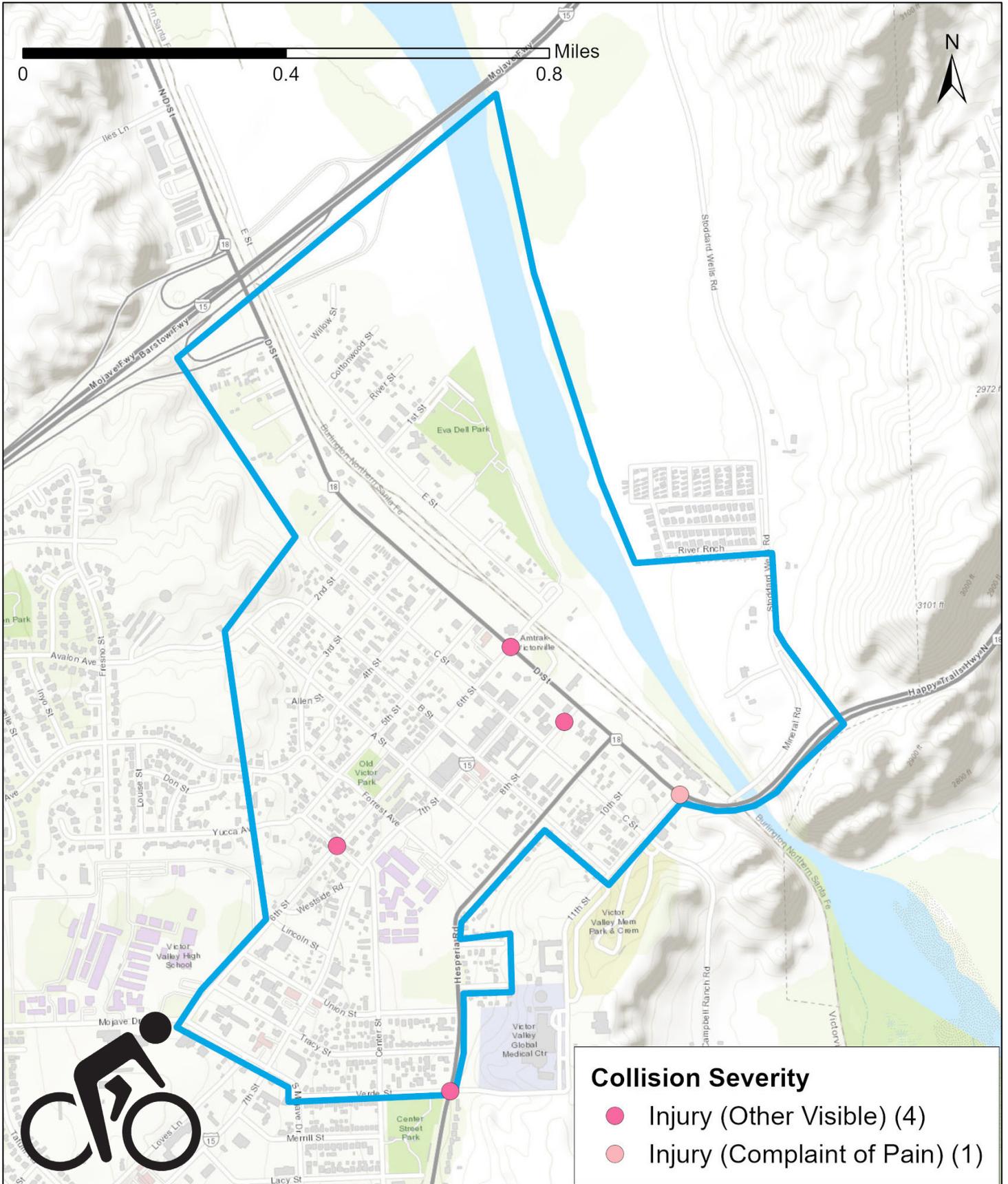
To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System ([tims.berkeley.edu](http://tims.berkeley.edu)). For additional assistance, email us at [safetrec@berkeley.edu](mailto:safetrec@berkeley.edu).



# Old Town Pedestrian Collision Map (2014 - 2018)



# Old Town Bicycle Collision Map (2014 - 2018)



# Pedestrian and Bicycle Collision History

## Old Town, Victorville, California

### CPBST Site Visit

Wednesday, February 12, 2020

Katherine Chen

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

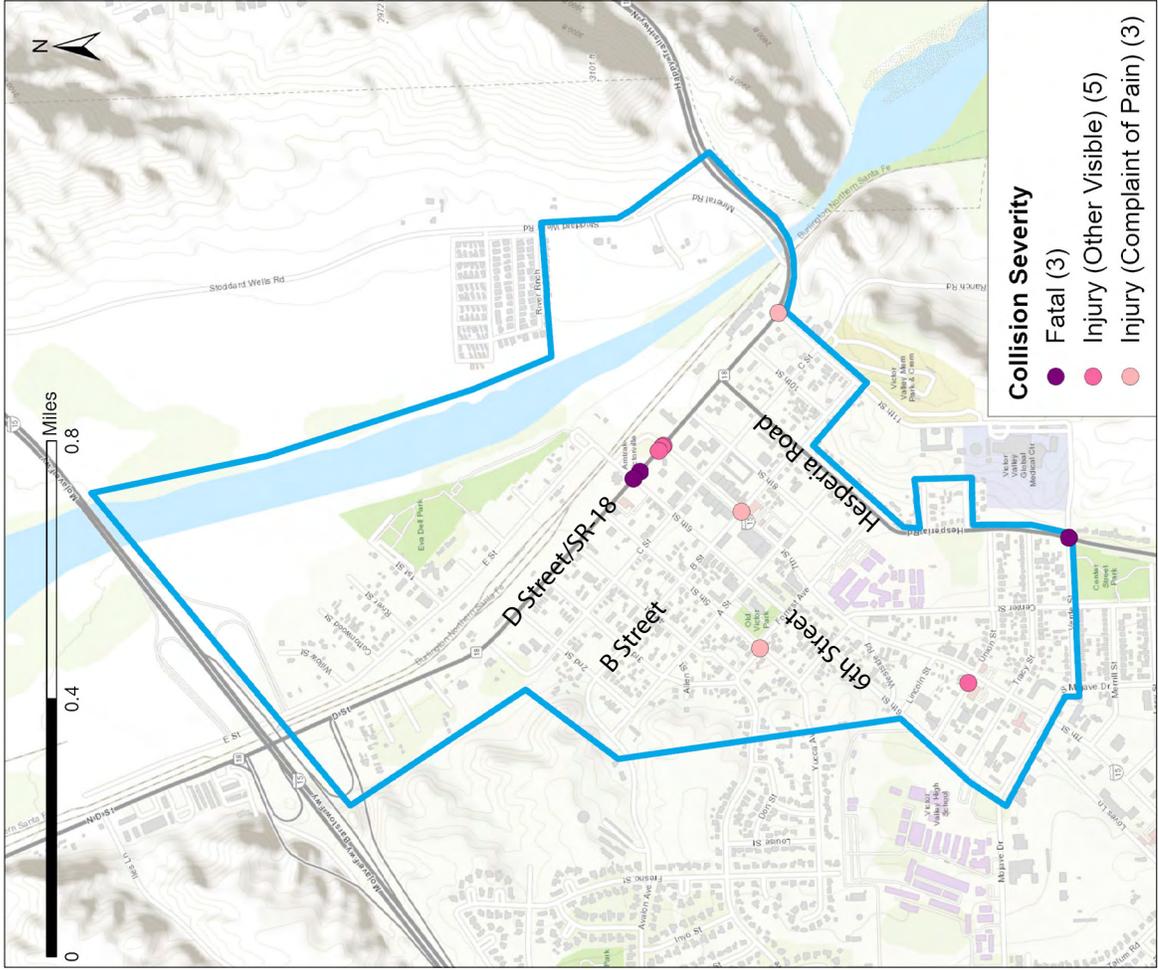


# Pedestrian Injury Collisions Map (2014 - 2018)

## Focus Area

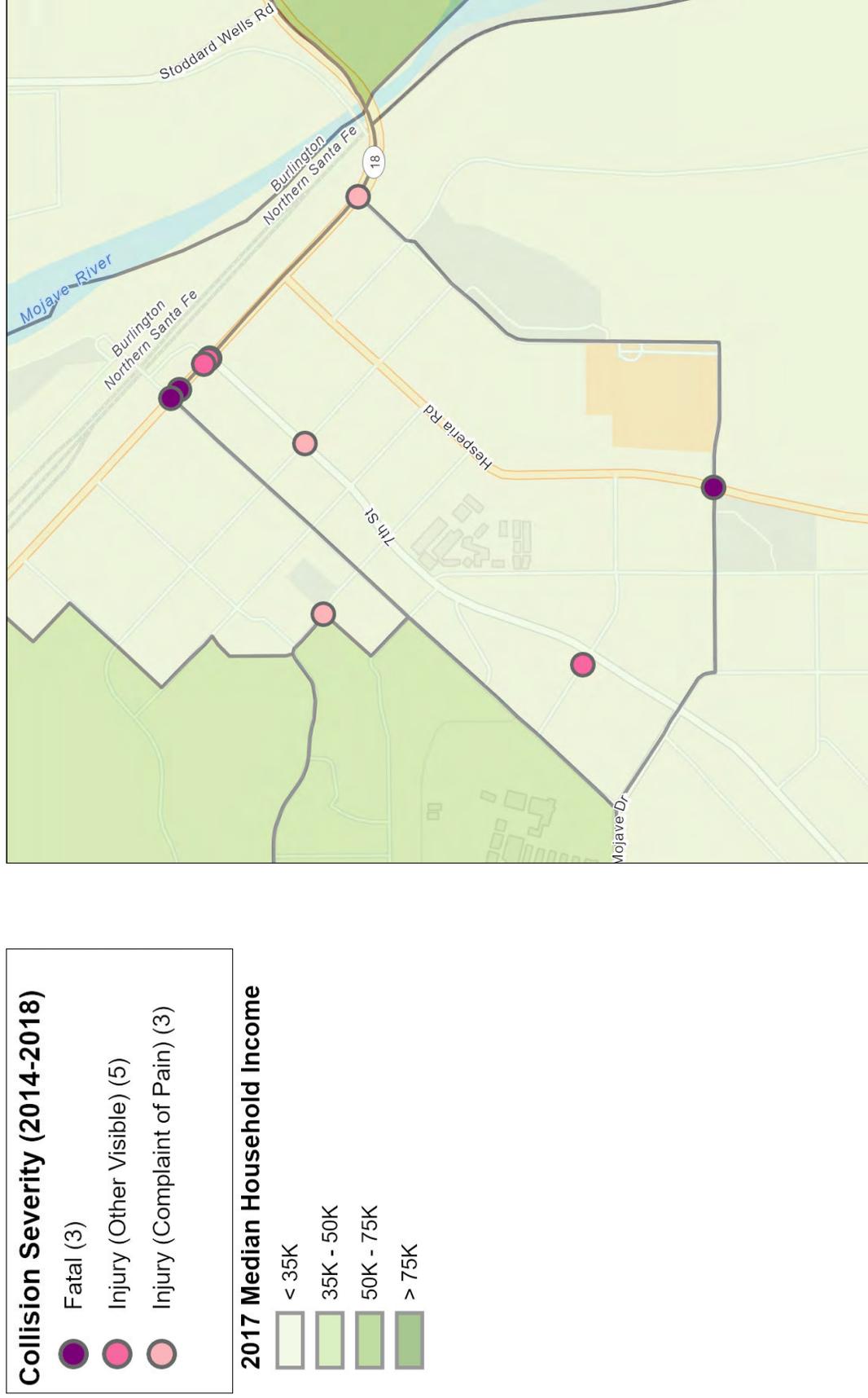
Old Town Specific Plan (approximate)

11 pedestrian collisions resulting in an injury to a pedestrian



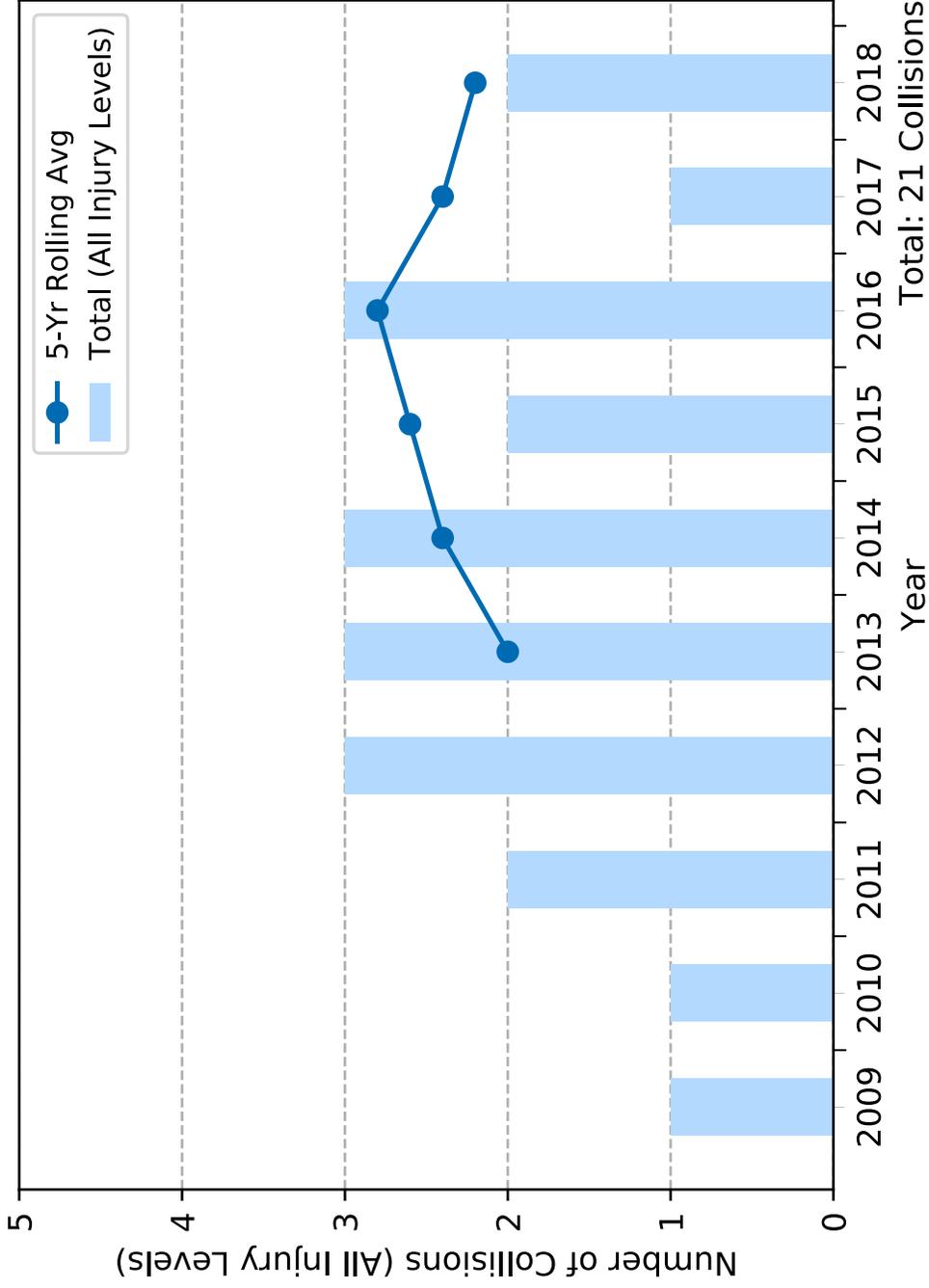
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

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



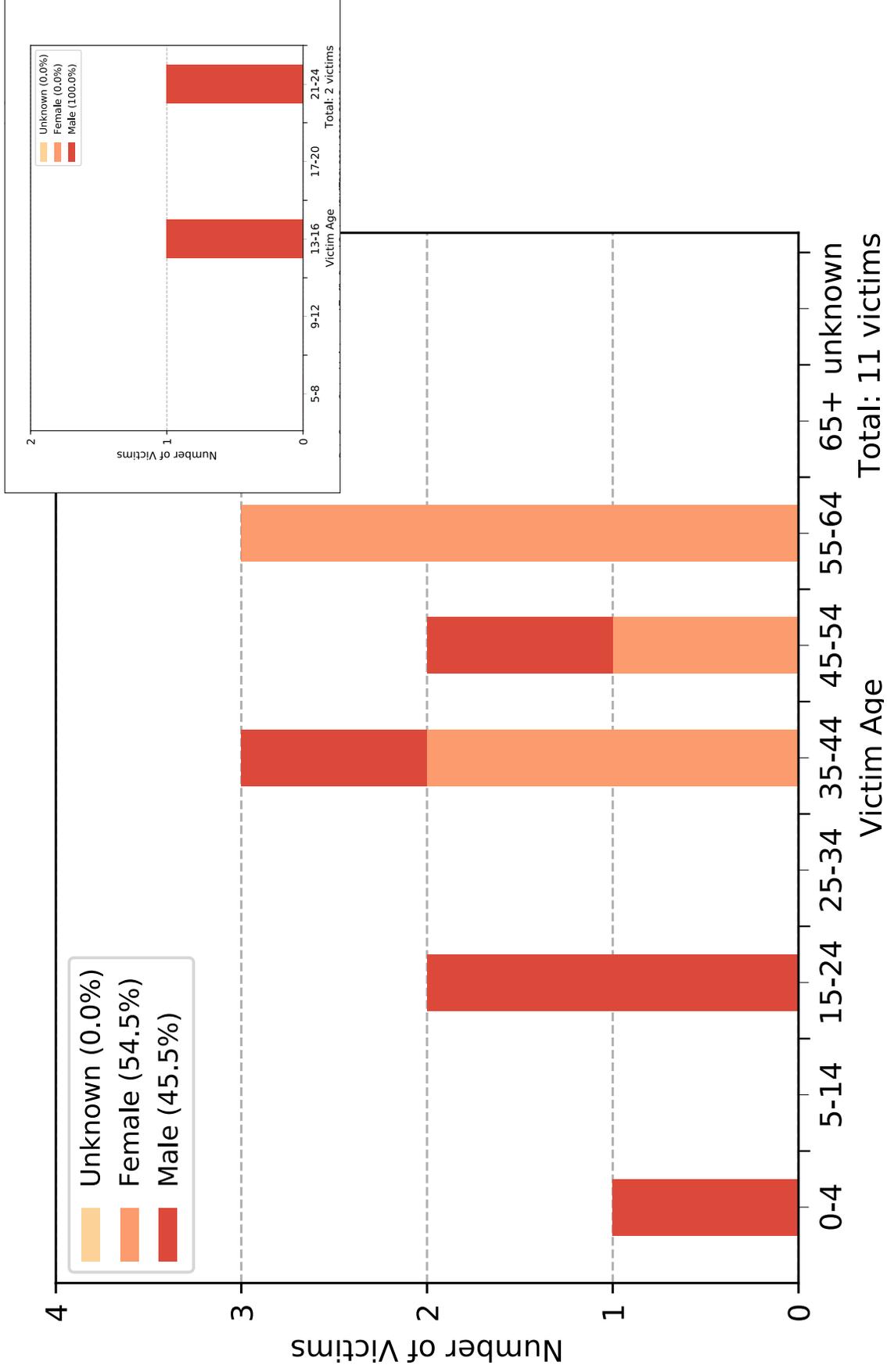
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019  
 Demographics - ESRI, US Census Bureau, and ACS

# Pedestrian Injury Collisions Trend (2009 - 2018)



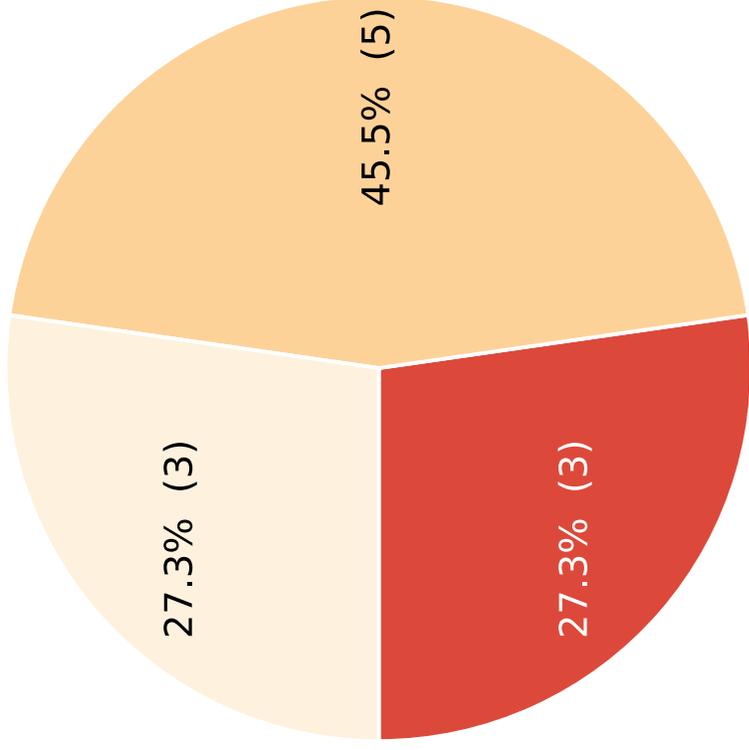
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# 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: 11 victims

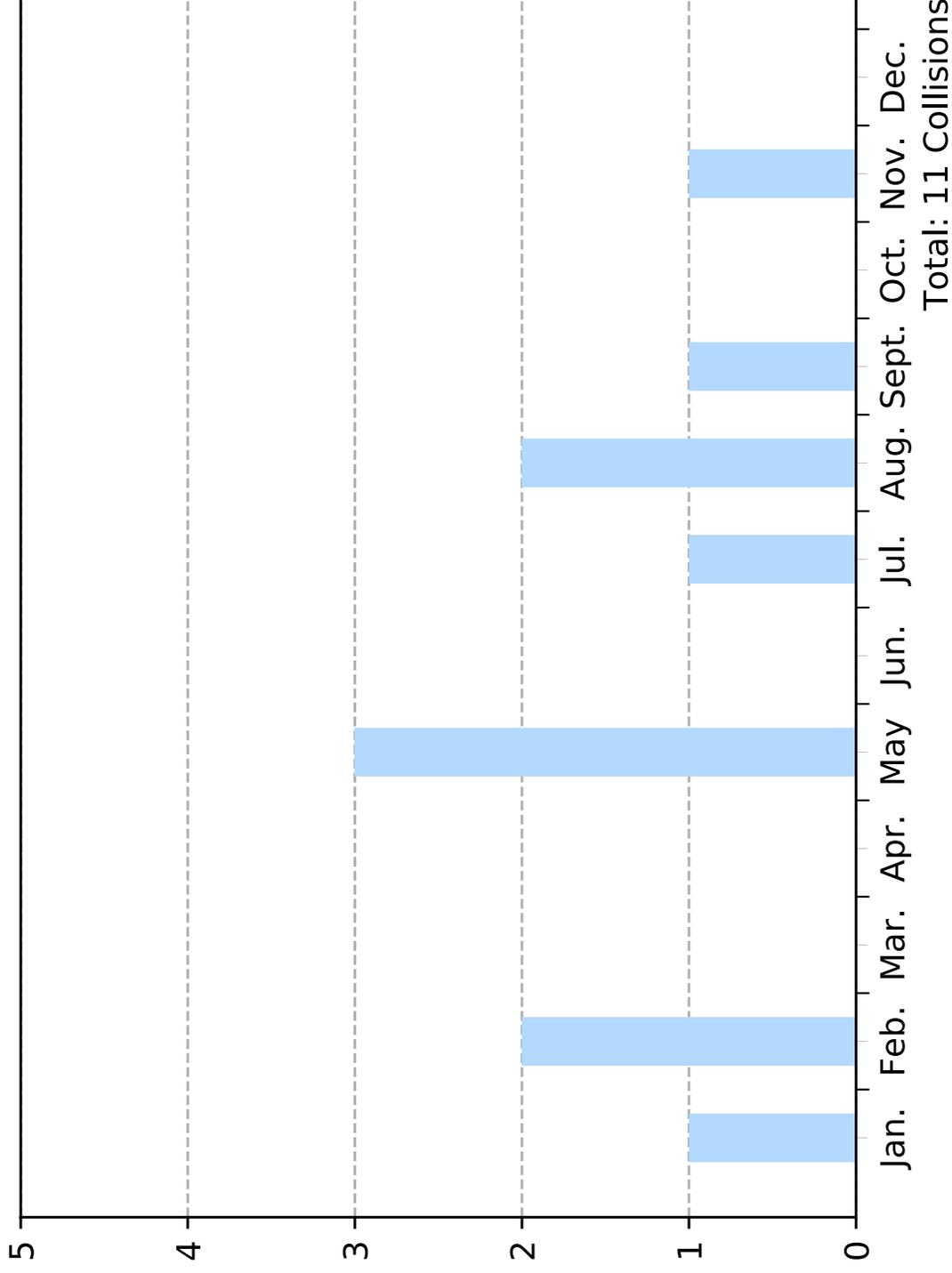


Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# 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	0	0	0	0	0
06:00PM-08:59PM -	1	0	0	1	0	1	1	4
03:00PM-05:59PM -	1	0	0	0	0	0	1	2
Noon-02:59PM -	0	0	0	0	0	0	0	0
09:00AM-11:59AM -	0	0	2	0	0	0	0	2
06:00AM-08:59AM -	0	0	0	1	0	0	0	1
03:00AM-05:59AM -	0	0	0	0	0	0	0	0
Midnight-02:59AM -	0	0	1	0	1	0	0	2
<b>Total</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>11</b>

# 4 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)

Total: 11 Collisions

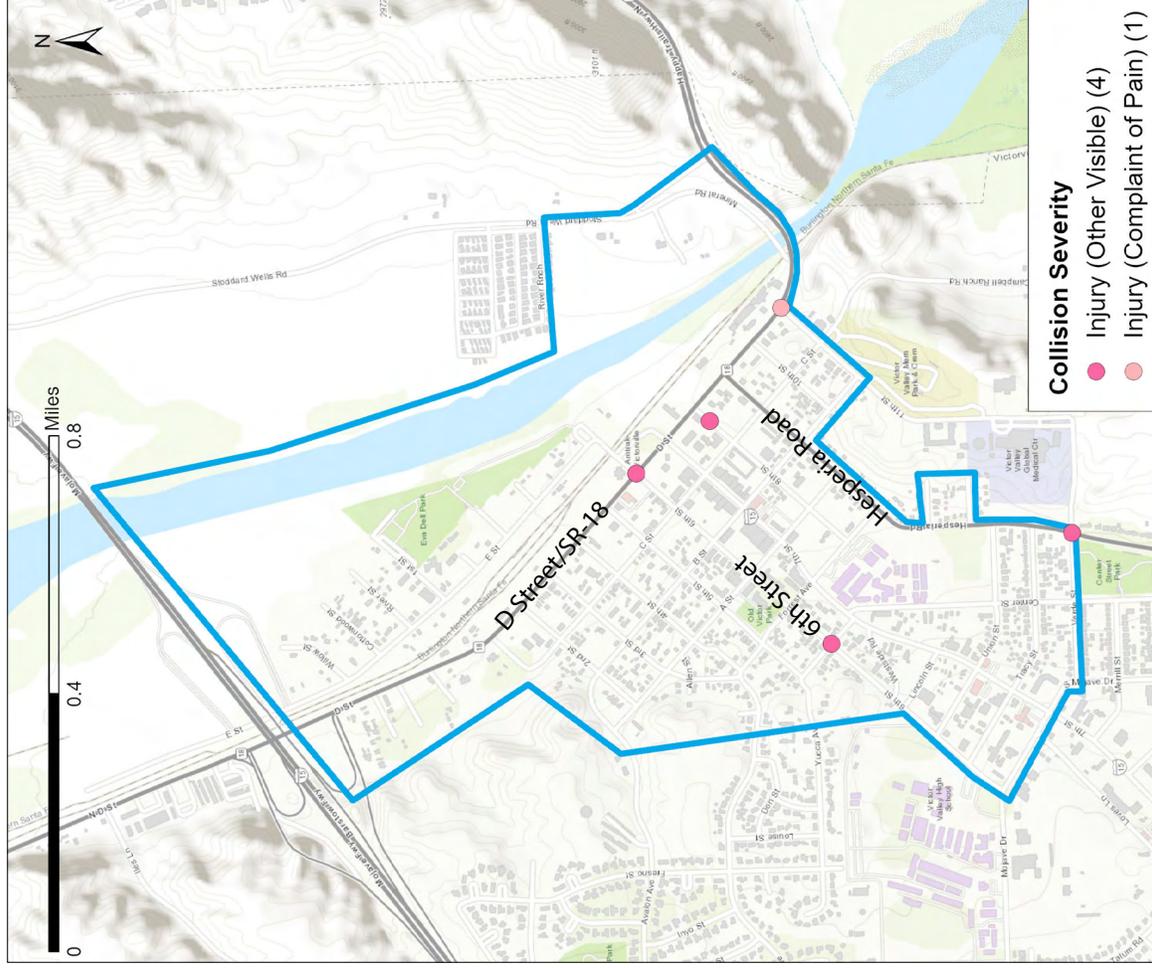
CVC No.	Description	Number of Collisions
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	7 (63.6%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	3 (27.3%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign / (ND ): Driver failure to stop for a stop sign before a limit line; otherwise, a crosswalk or intersection entrance Driver failure to stop at limit line before railroad; or, before entering	1 (9.1%)

# Bicycle Injury Collisions Map (2014 - 2018)

## Focus Area

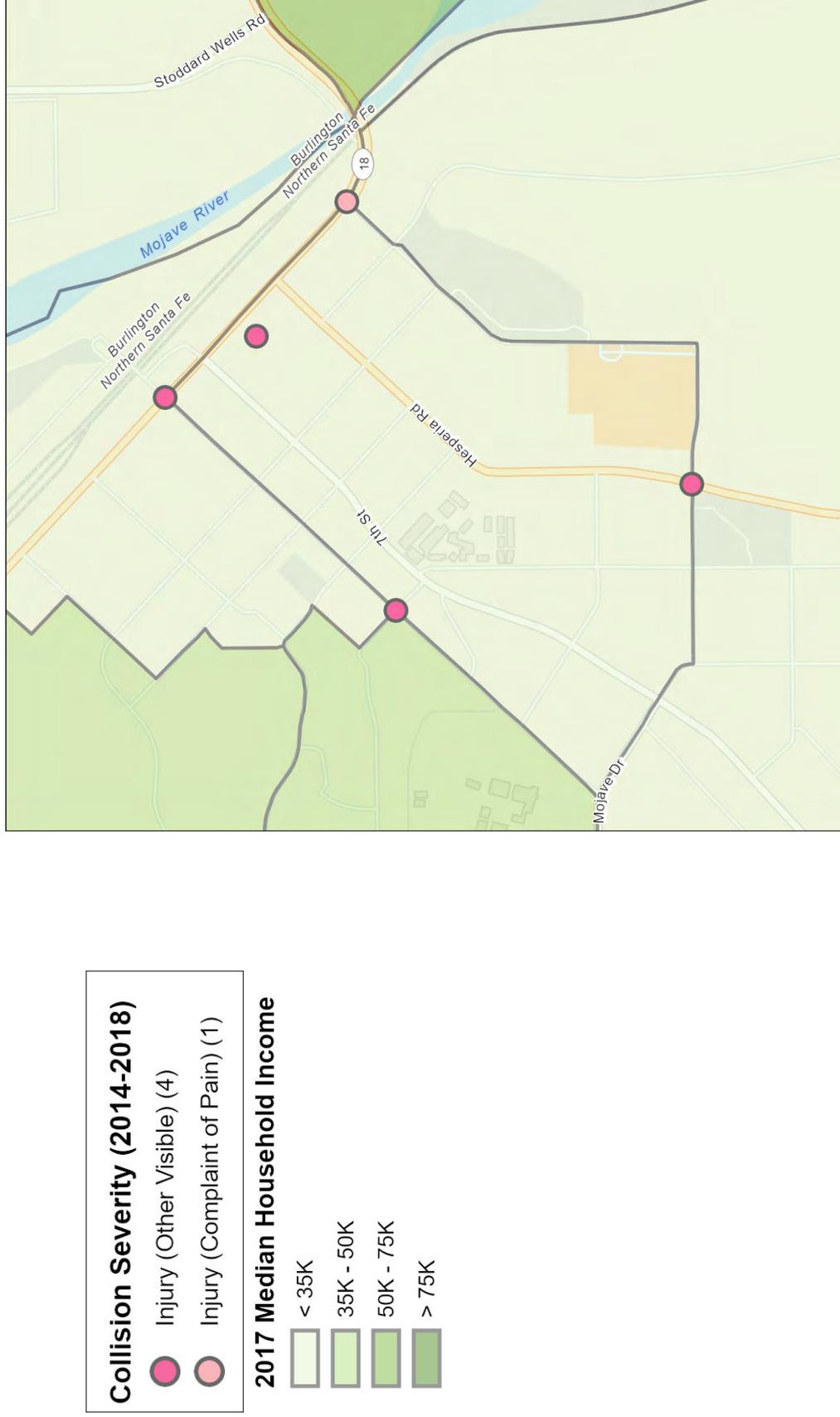
Old Town Specific Plan (approximate)

5 bicycle collisions resulting in an injury to a cyclist



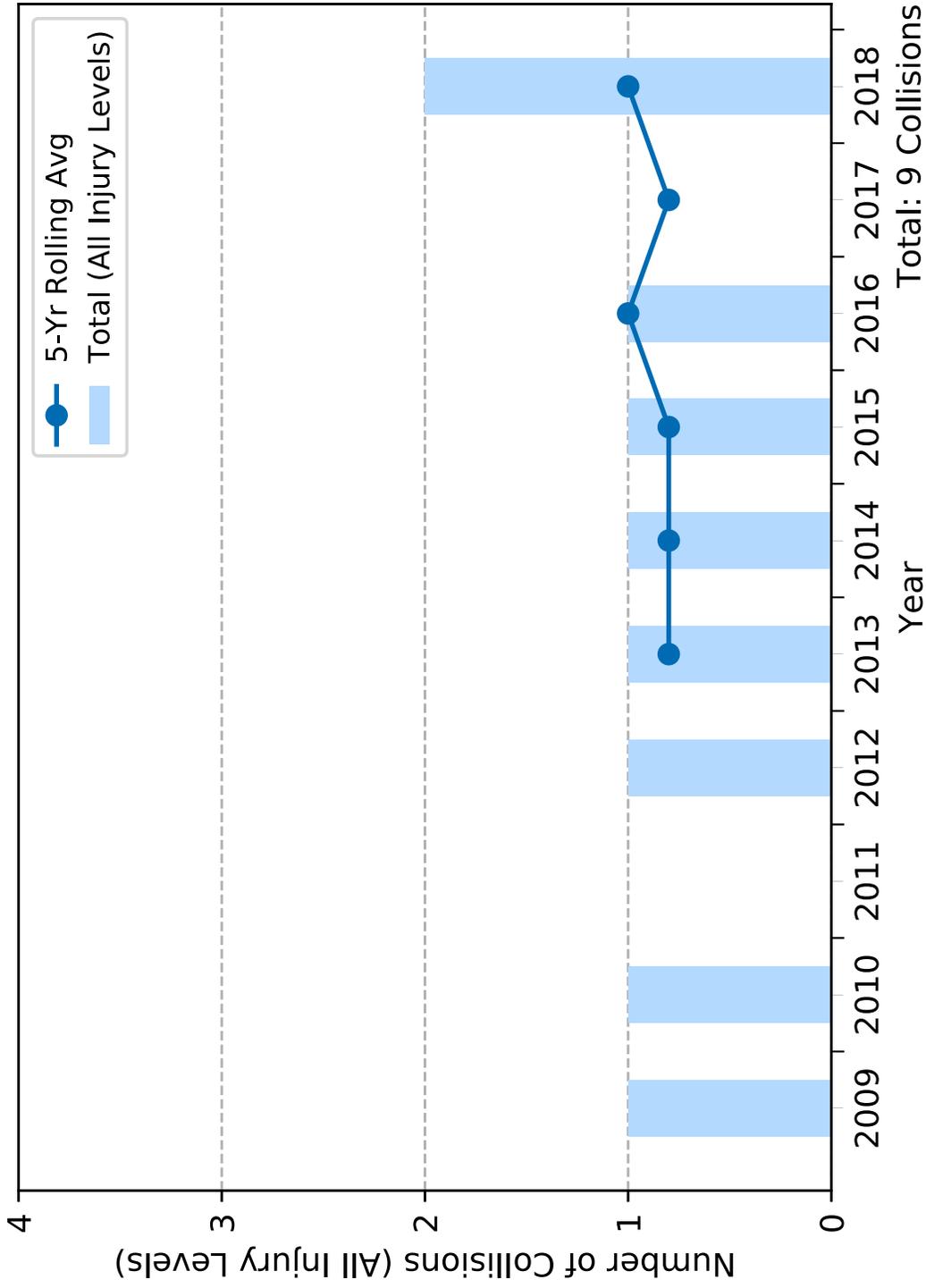
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

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



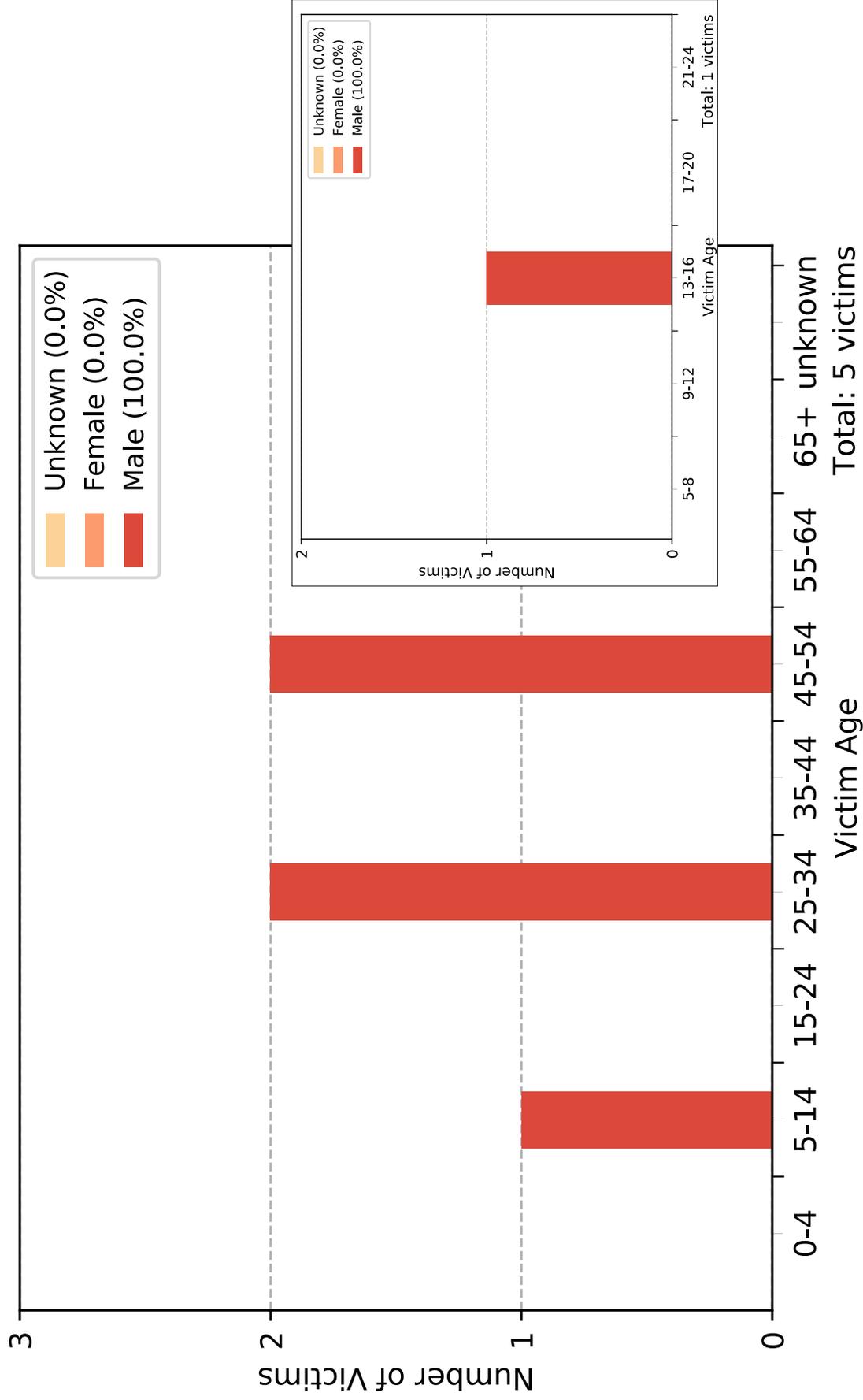
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019  
 Demographics - ESRI, US Census Bureau, and ACS

# Bicycle Injury Collisions Trend (2009 - 2018)



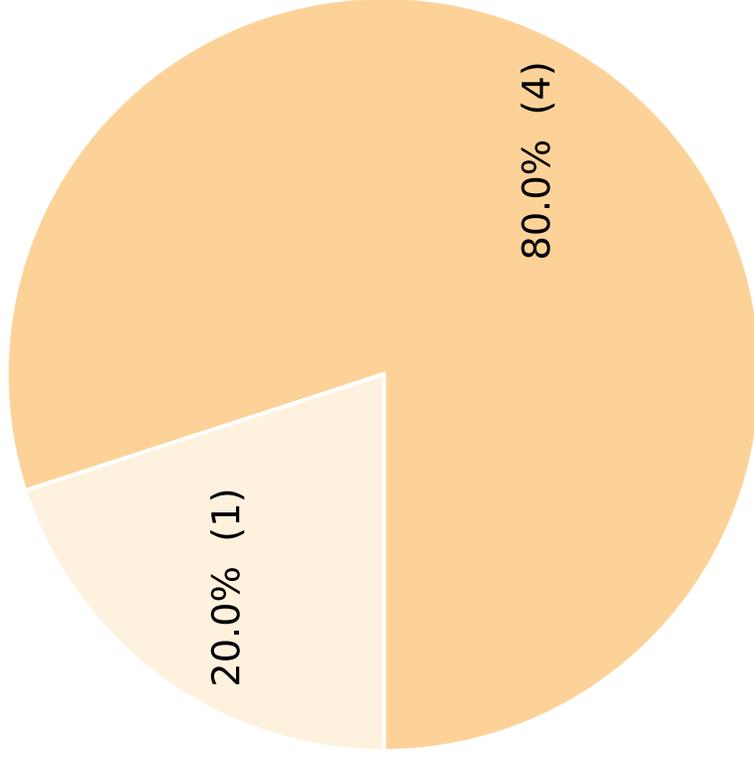
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

# 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)



Total: 5 victims



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

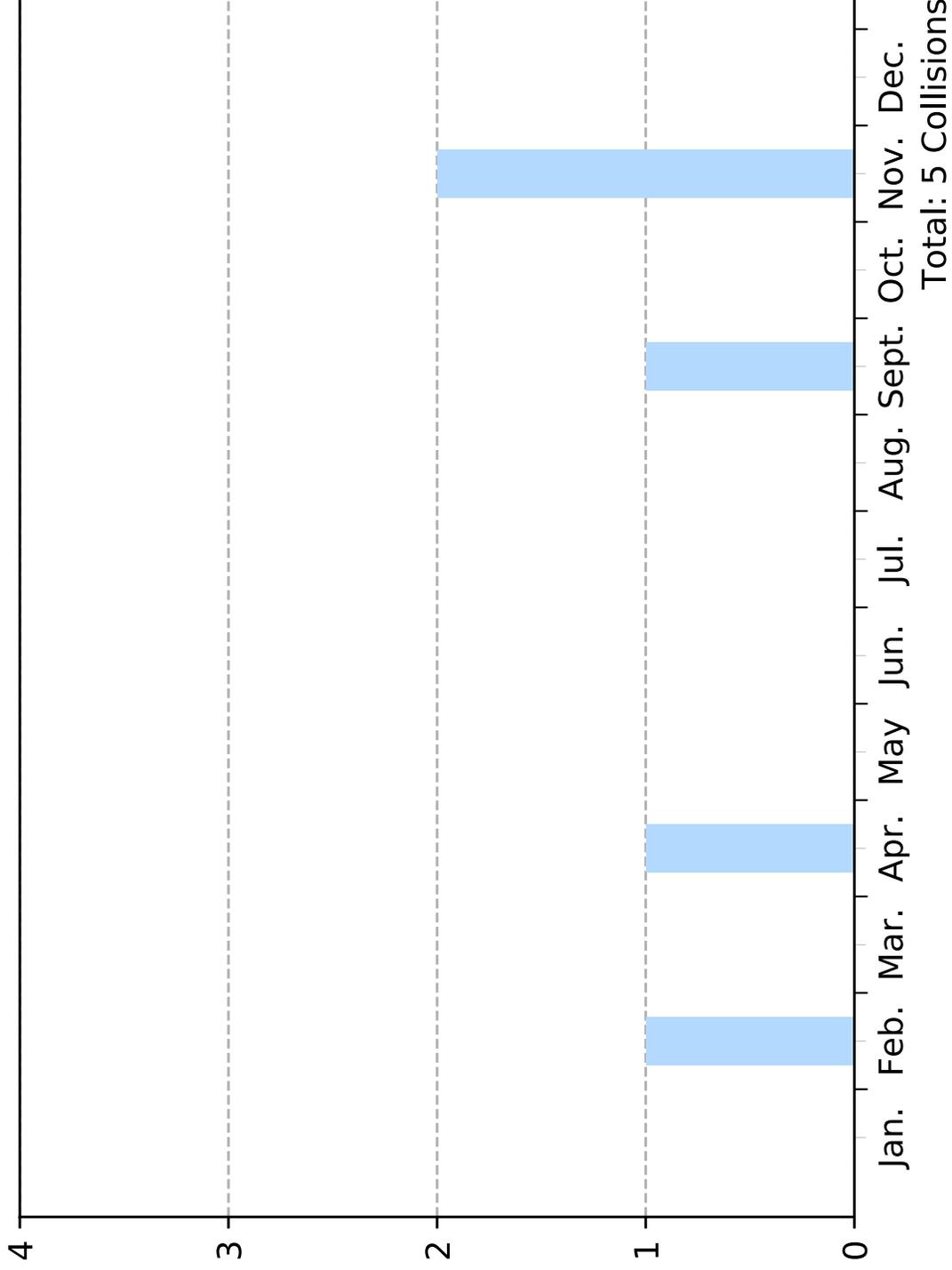
# Bicycle Collisions (2014 - 2018) by Time of Day and Day of Week

	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 -	1	1	0	0	0	0	0	2
Noon-02:59PM -	0	1	0	0	0	0	0	1
09:00AM-11:59AM -	0	0	0	0	1	0	0	1
06:00AM-08:59AM -	0	0	0	0	0	0	0	0
03:00AM-05:59AM -	1	0	0	0	0	0	0	1
Midnight-02:59AM -	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</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

49



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)

50

Total: 5 Collisions

CVC No.	Description	Number of Collisions
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	1 (20.0%)
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	1 (20.0%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	1 (20.0%)
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 (20.0%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign / (ND ): Driver failure to stop for a stop sign before a limit line; otherwise, a crosswalk or intersection entrance Driver failure to stop at limit line before railroad; or, before entering	1 (20.0%)

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>



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)

