Community Pedestrian and Bicycle Safety Training

East Bakersfield Summary and Recommendations Report

Summer 2024

California Walks
Stepping Up for Health, Equity, & Sustainability

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

Berkeley Safe Transportation Research and Education Center

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

Acknowledgments

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

Our work took place on the ethnohistoric territory of the Yokuts people. We recognize that every community member of East Bakersfield has, and continues to benefit from, the use and occupation of Yokuts land.

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

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Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses a modified Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. In alignment with the Safe System Approach, the CPBST prioritizes the reduction of fatal and serious injury traffic crashes involving people walking, biking, and rolling.

Cal Walks and SafeTREC (Project Team) worked with the Planning Committee to develop workshop goals and tailor the curriculum to address the community's safety needs and priorities.

The City of Bakersfield requested a CPBST in the East Bakersfield neighborhood capturing the part of the Niles Street corridor and Monterey Street corridor near Williams Elementary School and David Nelson Pocket Park, Baker Street, and Union Avenue/State Route 204 (SR-204), to:

1. Increase education and community awareness of pedestrian and bicycle safety;
2. Increase walking and biking safety and comfort on the Niles Street and Monterey Street corridors; and
3. Prioritize infrastructure improvement projects, including existing bike paths and multi-modal approaches to improve safety.

The Bakersfield CPBST workshop convened the larger local community on Friday, August 2, 2024 at the Clinica Sierra Vista-Baker Street Village Community Health Center. Community members, residents, small business owners, city and county officials, and local and non-profit organizations participated in the workshop. Specifically, about 34 people who participated included members and representatives from Bakersfield Police Department, Bakersfield Vice Mayor, Bike Bakersfield, Blue Zones Project, Building Healthy Communities, Caltrans District 6, Children First, City of Bakersfield, Community Interventions, Crossroads Community Development, Dolores Huerta Foundation, the owner of Furniture Mattress Bakersfield, IBikeKern, Kern County Public Works, KERO ABC 23 News, KGET 17 News, the Office of Assemblywoman Dr. Jasmeet Bains, United Way of Central Eastern California, and the Ward 2 Councilmember.

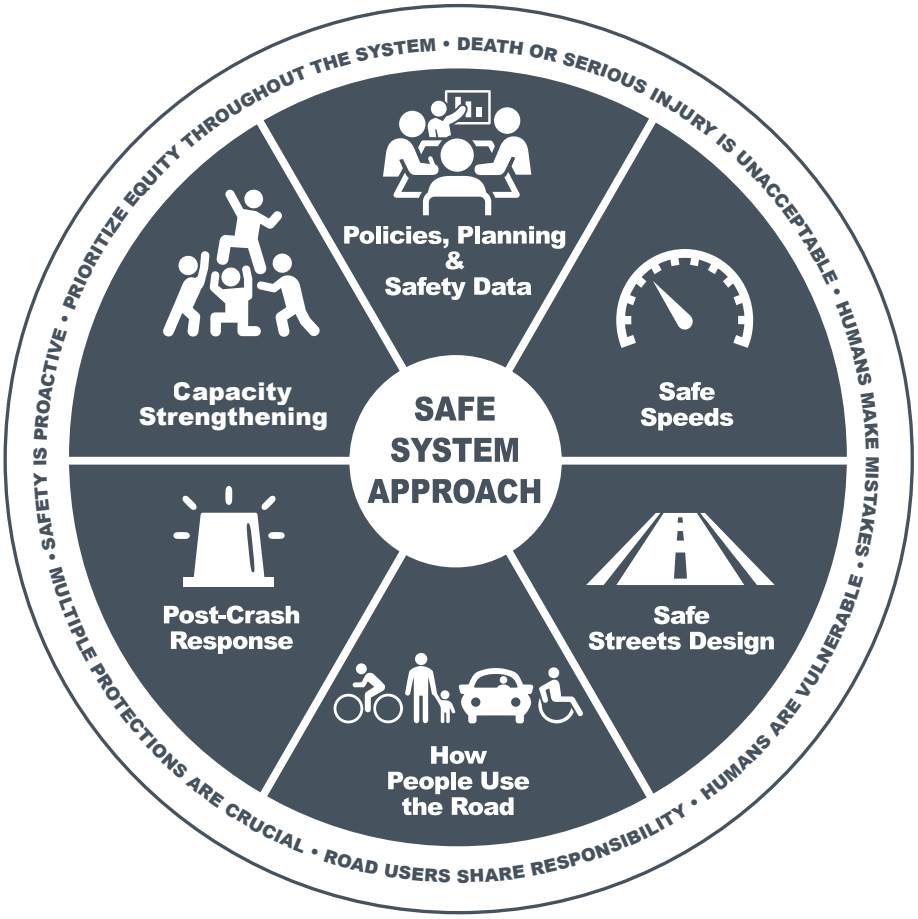
The boundaries for the workshop focus area were: State Route 178 (SR-178) and Pacific Street to the north, Mount Vernon Avenue to the east, Truxtun Avenue and Edison Highway to the south, and Union Avenue (SR-204) to the west. The Planning Committee chose these boundaries to prioritize the needs of people walking and biking in the Niles Street and Monterey Street corridors and near Williams Elementary School. They also sought to include key community assets and destinations in the focus area, including: Williams Elementary School and the surrounding school zone, Monterey Street, Niles Street, Niles Street Access Road (the location where Monterey Street and Niles Street converge), David Nelson Pocket Park, Baker Street, and the Boys & Girls Club near the King Street/Niles Street intersection. Niles Street and Monterey Street are main arterial roads that connect students and families who live in residential areas to Williams Elementary School, the shopping center near the Niles Street/Virginia Street intersection, and the Boys & Girls Club.

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

Safe System Approach

The impacts of traffic crashes extend beyond victims and their loved ones, and include substantial economic and societal impacts including medical costs, lost productivity, and quality of life. Preliminary Statewide Integrated Traffic Records System (SWITRS) data for 2022 indicate that traffic crashes caused nearly 4,500 preventable deaths and over 200,000 injuries statewide. People walking, biking, and rolling are especially vulnerable to death or serious injuries when a crash occurs. The Community Pedestrian and Bicycle Safety Program provides an opportunity to integrate the Safe System Approach into programs, policies, and design decisions related to active transportation in communities across California. Our strategies focus on infrastructure improvements, behavior change, and nurturing safety champions.

The Safe System Approach to road safety was developed in response to the Vision Zero goal of zero deaths or serious injuries on our roads.[1] It was founded on the principle that people make mistakes and the road system should be adapted to anticipate and accommodate human errors. With this framework, it is increasingly important to engage all stakeholders, from transportation engineers, public health officials, and city planners to vehicle manufacturers to law enforcement and everyday users, to design and operate a transportation system that minimizes serious consequences in the event of a crash. The US Department of Transportation, the California Office of Traffic Safety, and Caltrans have all adopted a Safe System Approach to road safety planning.



ABOVE: CPBSP Safe System graphic

1 Johansson, R. (2009). Vision Zero - Implementing a policy for traffic safety. Safety Science, 47, 826-831.

The CPBST Project Team adapted the Federal Highway Administration's (FHWA) Safe System Approach to make the framework more impactful for grassroots community engagement.

The FHWA identifies six key principles within their framework; we emphasize the need to prioritize equity throughout the system to address historic disinvestments and institutional biases. The seven principles of our adapted Safe System Approach are:

1. Death or serious injury is unacceptable.
2. Humans make mistakes.
3. Multiple protections are crucial.
4. All road users share responsibility.
5. Humans are vulnerable.
6. Safety is proactive.
7. Equity is a priority throughout the system.

We replaced the FHWA's safe vehicles element with two new elements, capacity strengthening and policies, planning, and safety data, to reflect the need to engage historically marginalized communities and invest in active transportation safety. Safe vehicles assume turnover of household vehicles for those with new technology; vehicle ownership itself is relatively low in communities where the CPBST works. Instead, we want to provide communities with active transportation safety data and language to advocate for safety improvements that promote multimodal transportation in their communities. The six elements of our adapted Safe System Approach are:

1. Safe speeds: Reduce driver speeds to reduce injury severity for all road users.
2. Safe streets design: Design roads that are people-focused and reduce conflict between users.
3. How people use the road: Create opportunities for and expand awareness of safe walking, biking, and rolling.
4. Post-crash response: Provide physical and emotional care to crash survivors and their families.
5. Capacity strengthening: Empower communities to claim ownership of safe streets and public spaces.
6. Policies, planning, and safety data: Create systems change at the local and statewide policy level.

For more information about the Safe System Approach, please review our policy brief. To learn more about Safe System strategies, please review our toolkit.

Background

The City of Bakersfield is located in Kern County, part of the Central Valley, with a population of approximately 413,381[2] residents. Of its residents, 52.9% identified as Hispanic or Latino, 29.8% identified as White, 16.7% identified as two or more races, 7.5% identified as Asian, 6.4% identified as African American, 1% identified as American Indian and Alaska Native, and 0.3% identified as Native Hawaiian and Other Pacific Islander. The median household income in Bakersfield in 2022 was $73,827, below the statewide median household income of $91,905, but higher than the Kern County median household income of $63,883. It had an estimated daily vehicle miles traveled on local roads of 3,939,909 in 2021.[3]

Per 2023 Esri Community Analyst data, 25% of all households in Bakersfield have one or more persons with a disability, while 11% of all residents are older adults 65 years of age or older. Approximately 15% of all households did not own a personal vehicle, and 15% of households lived below the poverty level. The largest commute pattern outside of solo drives to work for Bakersfield was carpooling at 10%, followed by 1% who walked and 1% who took public transportation. The full demographic report from 2023 Esri Community Analyst data can be found in the Appendix.

Local Policies and Plans

The Planning Committee and Project Team identified existing active transportation policies and plans for the Project Team to review to better understand their potential impacts on pedestrian and bicycle safety improvements in the community. The policies and plans reviewed are not intended to be an exhaustive list, but rather a summary of current conditions.

The City of Bakersfield's General Plan Update includes key contextual information that paints a wider picture of the city and its current conditions. Specifically, the General Plan notes that "a small percentage of people commute within the city via active transportation," peaking at 0.6 percent of commuters biking in 2015 and 2016, and 1.5 percent of commuters walking in 2012. The General Plan highlights "both walking and biking to work have been trending down in the last few years."

The Land Use Development Plan portion of the General Plan Update highlights the presence of commercial space along almost the entirety of Niles Street, including directly across the street from Williams Elementary School, where the Project Team conducted walking and biking assessments. Commercial corridors correspond with higher traffic volumes, increasing the potential for interactions between vehicles and pedestrians and bicyclists. The Land Use Development Plan also details a highway beautification project that was presented to the Bakersfield City Council in May 2024, which plans to improve signage and plant trees.

2 QuickFacts. United States Census Bureau. Retrieved from https://www.census.gov/quickfacts/fact/table/.

3 California Office of Traffic Safety. OTS Crash Rankings. Retrieved from https://www.ots.ca.gov/media-and-research/crash-rankings/.

Bakersfield's Safe Routes to Parks and Schools Web Map shows the various infrastructure improvements that the City of Bakersfield's Public Works Department has either implemented or plans to implement near school transportation corridors. The map has an "Active Transport Project" proposed for both Niles and Monterey Streets between Inyo Street and Williams Street.

Lastly, the Public Safety & Vital Services Measure (PSVS), also known as Measure N, was passed by voters in 2018 and is a locally controlled one-cent sales tax measure that collects an estimated $58 million annually to address top community priorities, including street improvements like street lighting. During the CPBST workshop, the Bakersfield Vice Mayor highlighted recent improvements made possible through Measure N, including the installation of a cycle track (Class I bike lane) and street lighting on Kentucky Street from Beale Avenue to Williams Street.

Free SafeTREC Data Resources

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

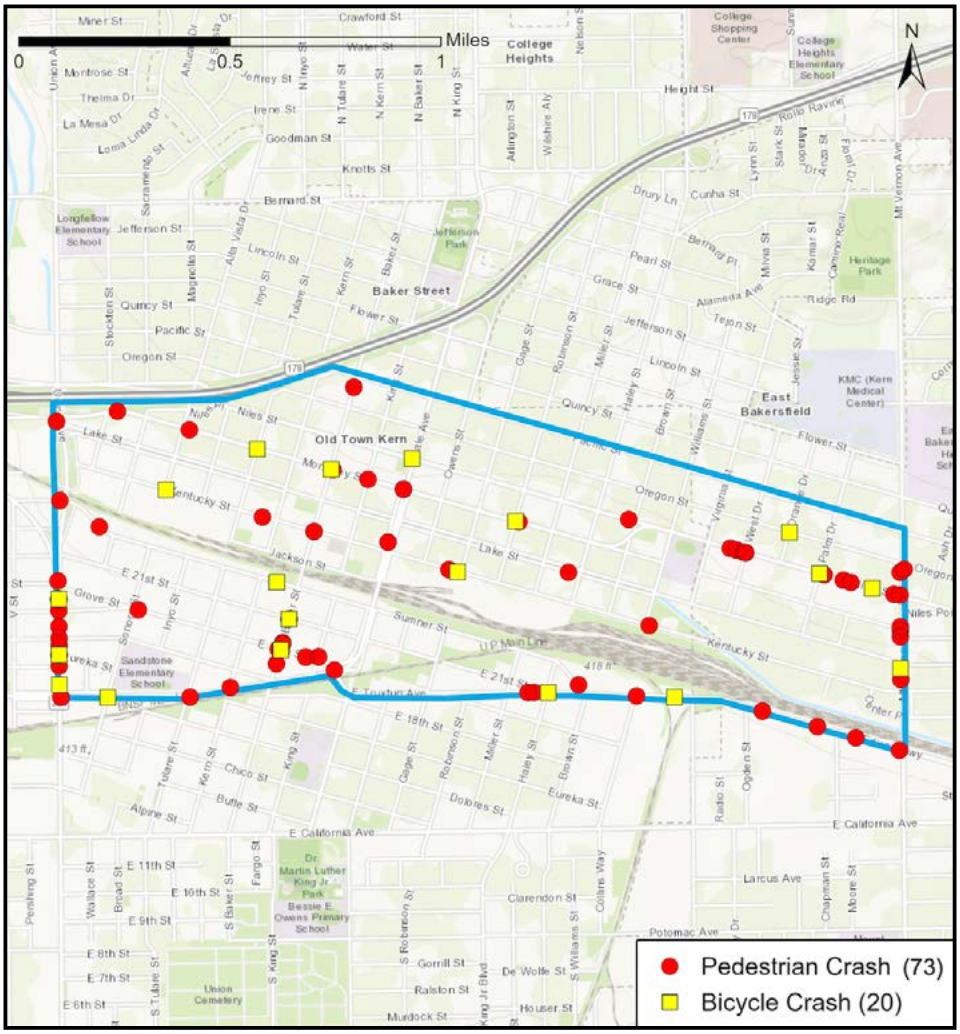
Street Story is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical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

Pedestrian and Bicycle Crash History

Per the California Office of Traffic Safety's Crash Rankings, in 2021, the City of Bakersfield ranked 9th out of 15 cities of similar population size for people killed or injured in a traffic crash (with a ranking of "one" indicating the worst crash rate). The City ranked 8th out of 15 cities in the crash categories for pedestrians (overall), pedestrians younger than age 15, and pedestrians ages 65 and over, killed or injured in a traffic crash, and ranked 5th out of 15 cities for bicycle crashes involving a bicyclist younger than age 15. Other figures ranked may provide insight into pedestrian and bicycle crash risk due to the driving behavior that pedestrians and bicyclists may be exposed to. For example, Bakersfield ranked 4th out of 15 cities for both alcohol-involved crashes, and crashes with a driver between the ages 21 and 34 who had been drinking.

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians and bicyclists in Bakersfield. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2019 to 2023. Crash data for 2022 and 2023 is provisional as of May 2024. A full discussion of the pedestrian and bicycle crash data can be found in the Appendix.

The map below shows crashes involving a pedestrian or bicycle within the workshop boundaries in which a person was injured from 2019 to 2023.



ABOVE: Pedestrian and Bicycle Crash Map for Workshop Focus Area in Bakersfield, 2019-2023. Source: Statewide Integrated Traffic Records System (SWITRS), 2019 to 2023; 2022 and 2023 data is provisional as of May 2024.

Pedestrian Crashes

Over the 10-year period between 2014 and 2023, pedestrian crashes increased from seven in 2014 to fifteen in 2023, with ranges in the number of crashes from seven to nineteen per year. The number of crashes fluctuated from year to year, with the highest number of crashes seen in 2021. In the most recent five years of data available, 2019 to 2023, there were eight pedestrian fatalities and twenty-two pedestrians who were seriously injured as a result of pedestrian crashes. Pedestrian crashes were concentrated on Union Avenue/ SR-204 (13 crashes), Mt Vernon Avenue (9 crashes), Niles Street (9 crashes), Truxton Avenue (9 crashes), and Monterey Street (6). The majority of pedestrian crashes occurred between 6 p.m. and 9 p.m. (31 crashes), followed by 9 p.m. and 11:59 p.m. (14 crashes). Over three-quarters, or 57 of the 73, crashes occurred on a weekday. The primary crash factor (PCF) in 55%, or 40 pedestrian crashes, was a pedestrian not yielding the right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk, while the second highest PCF was due to a driver not yielding the right-of-way to a pedestrian at a marked or unmarked crosswalk, which was associated with 19%, or 14, pedestrian crashes.

Among the 74 victims of the 73 pedestrian crashes, there were eight fatal injuries, 23 serious injuries, and 43 minor injuries. Thirty-one (41.9%) of all victims in pedestrian crashes were either killed or seriously injured. Adults 25 years of age and over, including older adults 65 years of age and over, accounted for 63 out of 74 (85%) pedestrian crash victims. In comparison, 11 out of 74 (15%) pedestrian victims were school-aged children or young adults between the ages of 5 and 24. The majority (62%) of all victims were male, with the age ranges 25-34 and 55-64 experiencing the highest numbers of victims. The number of victims in pedestrian crashes who were male was equal to or higher than the number of victims in pedestrian crashes who were female across all age ranges.

Bicycle Crashes

Over the 10-year period between 2014 and 2023, bicycle crashes appeared to be steadily decreasing overall, with a significant drop in 2019. In the most recent five years of data available, 2019 to 2023, 20 bicycle crashes occurred in the focus area. The streets with the highest number of bicycle crashes were Union Avenue/SR-204 (3 crashes), Niles Street (3 crashes), Baker Street (2 crashes), Kentucky Street (2 crashes), Monterey Street (2 crashes), and Truxtun Avenue (2 crashes). There were two fatal and two serious injury bicycle crashes in the focus area in the past five years. Of the 20 total crashes, 15 (75%) of the crashes occurred between 3 p.m. and 11:59 p.m. Six of the 20 crashes occurred on a Tuesday, with Wednesday through Saturday having the second highest number of crashes, with three crashes occurring on each of these days of the week. The most common PCFs for these bicycle crashes were due to a bicyclist riding in the opposite direction on the roadway as motor vehicles (associated with four crashes), a driver failing to stop at a limit line or crosswalk at a red light (associated with three crashes), and unsafe turning or moving right or left on a roadway (associated with three crashes).

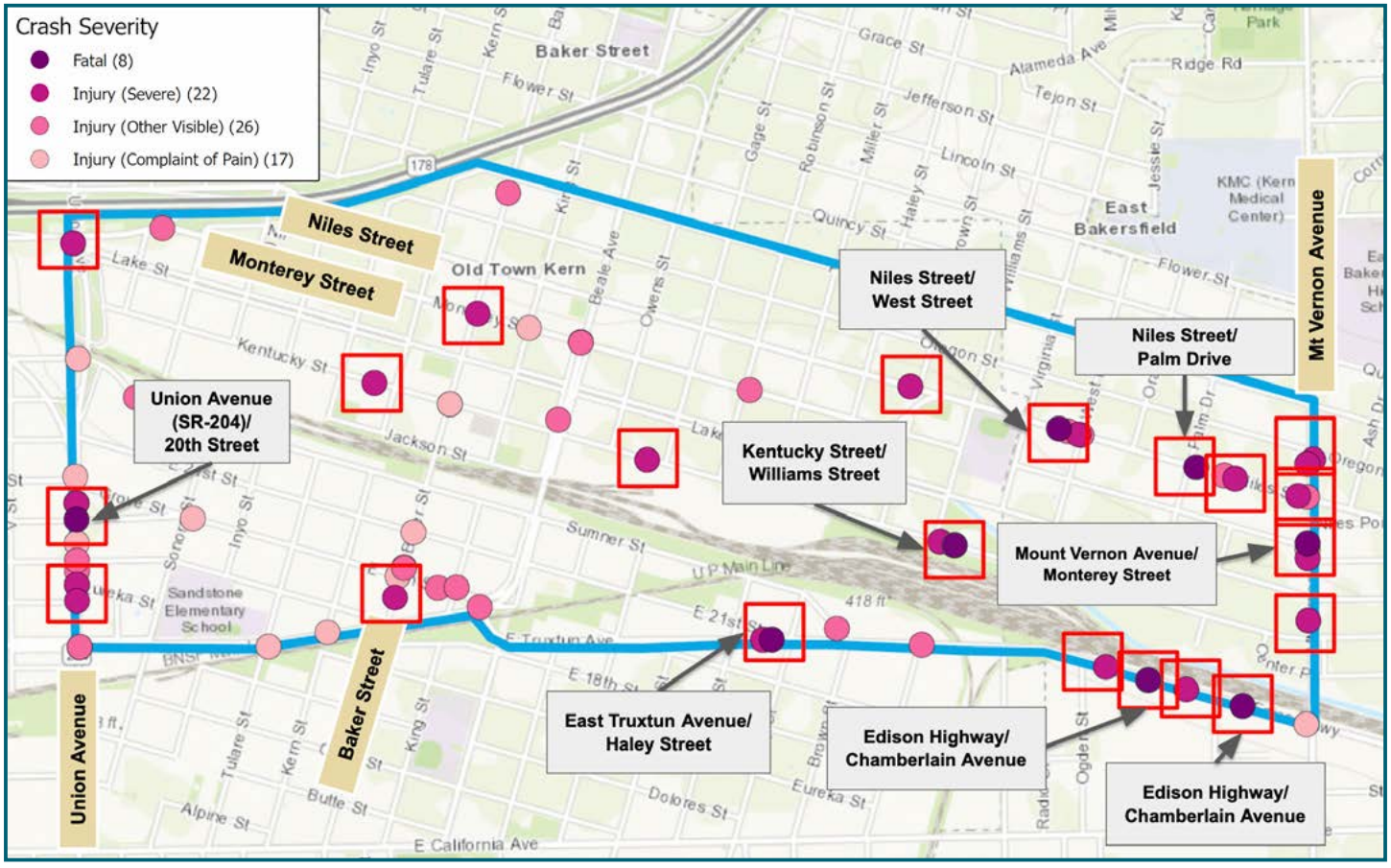
Among the 20 victims of these 20 bicyclist crashes, there were two fatal injuries and two serious injuries. Most bicycle crash victims suffered minor injuries, comprising 16 of the 20 injured victims. Adults 25 years of age and older accounted for fourteen (70%) of the twenty victims in bicyclist crashes, while six (30%) bicycle crash victims were school-aged children or young adults between the ages of nine and 24. The majority (85%) of all victims were male, with the age ranges 25-34 and 35-44 experiencing the highest numbers of victims.

Fatal and Serious Injury Crashes

As our work is rooted in the Safe System Approach, we want to prioritize locations with a history of fatal and serious injury crashes for safety improvements when reviewing crash history. Here are the fatal and serious injury crashes involving a pedestrian or bicyclist in the workshop focus area.

Fatal and Serious Injury Pedestrian Crashes

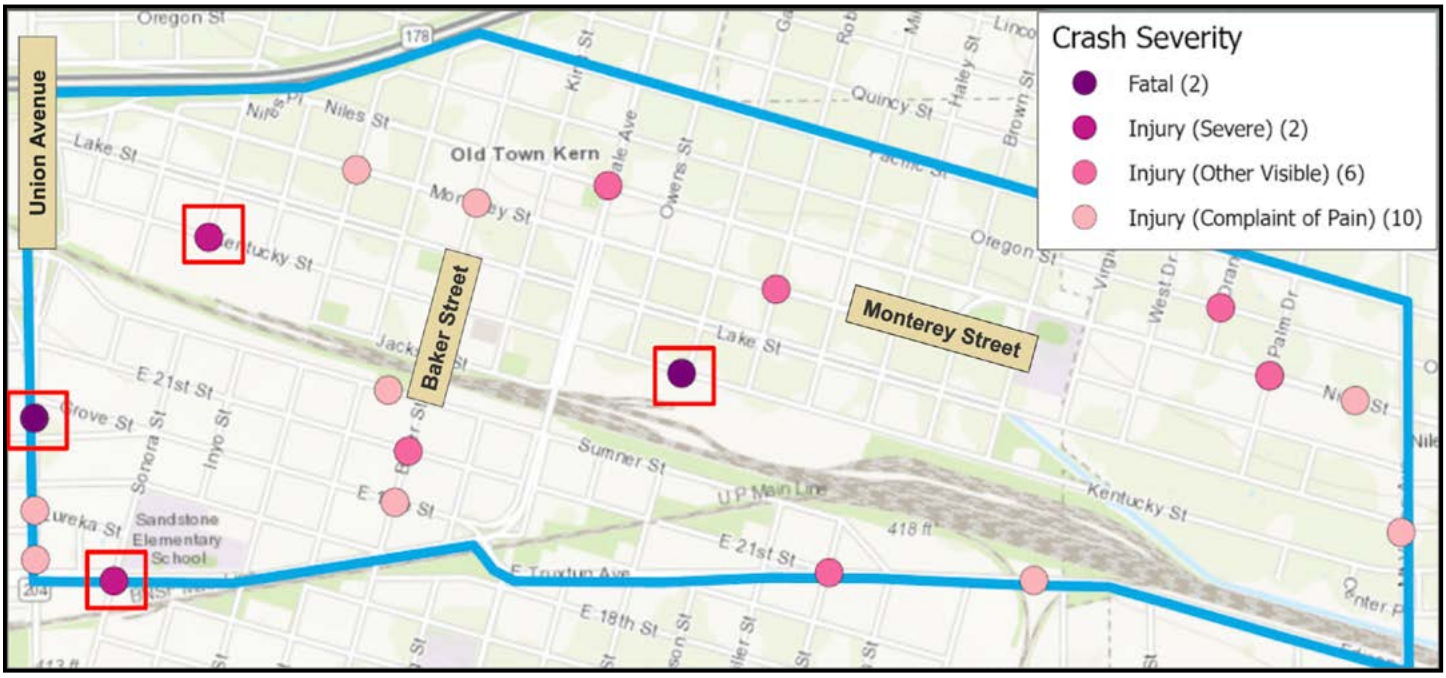
Among the 73 pedestrian crashes that occurred in the focus area in the past five years, there were eight fatal and twenty-two serious injury crashes. The eight fatal crashes took place at the Union Avenue (SR-204)/20th Street intersection, East Truxtun Avenue/Haley Street intersection, Niles Street/West Street intersection, Niles Street/Palm Drive intersection, Mount Vernon Avenue/Monterey Street intersection, Edison Highway/ Chamberlain Avenue intersection (two fatal crashes), and the Kentucky Street/Williams Street intersection. Serious injury pedestrian crashes were concentrated on Union Avenue (SR-204), Baker Street, Kentucky Street, Monterey Street, Niles Street, Mt Vernon Avenue, and Edison Highway. The map indicates the location of all pedestrian crashes, highlighting serious injury pedestrian crashes (indicated with a red square) and fatal pedestrian crashes (indicated with a red square and name of the intersection where they occurred).



ABOVE: Fatal and Serious Injury Pedestrian Crash Map for Workshop Focus Area in the City of Bakersfield, 2019-2023. Source: Statewide Integrated Traffic Records System (SWITRS), 2019-2023; 2022 and 2023 data is provisional as of May 2024.

Fatal and Serious Injury Bicycle Crashes

Among the 20 bicycle crashes that occurred in the focus area in the past five years, there were two fatal and two serious injury crashes. The two fatal crashes took place at the Union Avenue (SR-204)/19th Street intersection and the Kentucky Street/Gage Street intersection, while the two serious injury crashes took place at the Kentucky Street/Alta Vista Drive intersection and the Truxtun Avenue/Sonora Street intersection. The fatal bicycle crash that occurred at the Union Avenue (SR-204)/19th Street intersection involved a male teen bicyclist in the late afternoon in 2021 who was found to have violated traffic signals. Another fatal crash occurred in 2019 in the late evening when an adult male bicyclist was bicycling on the wrong side of the road at the Kentucky Street/Gage Street intersection. The two serious injury crashes occurred in the evening in 2020 and 2023 when an adult male was bicycling under the influence of drugs or alcohol, and an adult male was bicycling on the wrong side of the road. The map indicates the location of the two fatal and two serious injury bicycle crashes.



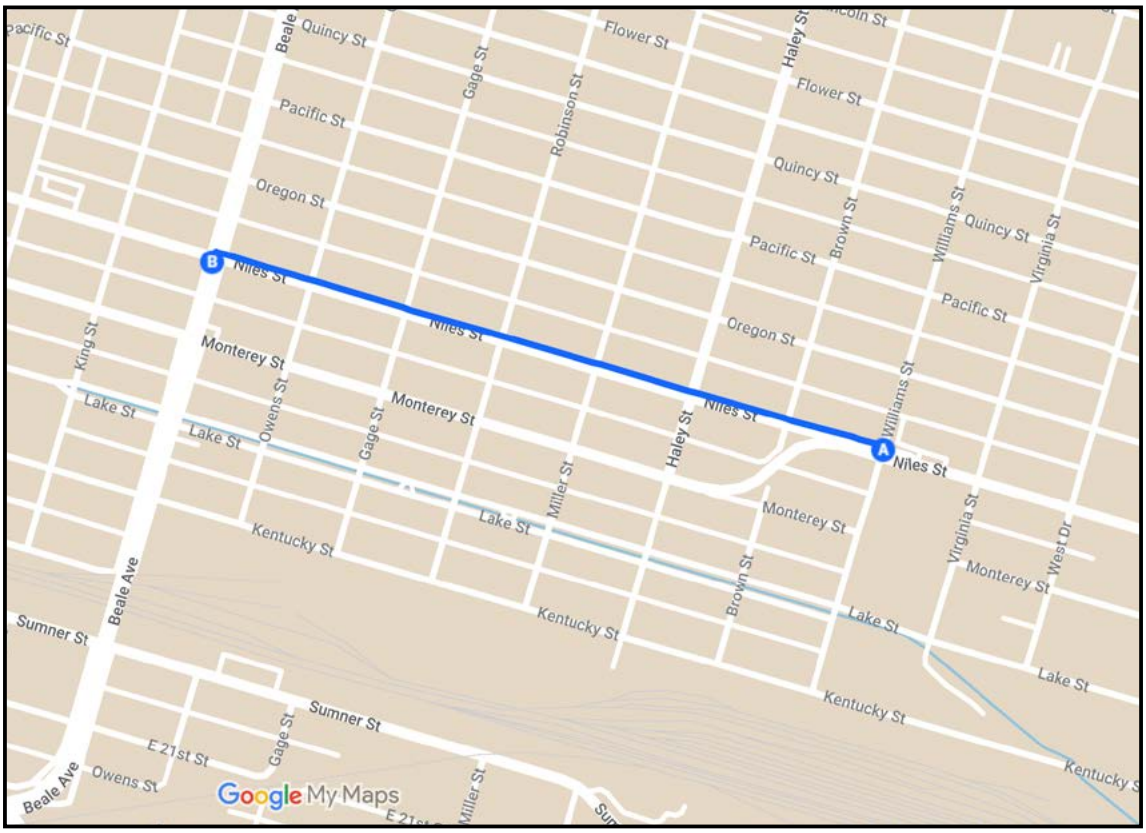
ABOVE: Fatal and Serious Injury Bicycle Crash Map for Workshop Focus Area in the City of Bakersfield, 2019-2023. Source: Statewide Integrated Traffic Records System (SWITRS), 2019-2023; 2022 and 2023 data is provisional as of May 2024.

Walking and Biking Assessments

During the workshop, the Project Team and participants conducted walking and biking safety assessments along three routes frequently traveled by community residents. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessment.

Route 1: Niles Street Corridor from Williams Elementary School to the Boys & Girls Club

Niles Street is a wide road parallel to Monterey Street that spans the length of East Bakersfield. It is a significant thoroughfare adjacent to many areas where students, families, and youth gather such as David Nelson Pocket Park, Williams Elementary School, the Boys & Girls Club, and a shopping area that houses a Dollar General and other businesses. The City of Bakersfield aims to make the area pedestrian and bicycle-friendly and has initiated temporary demonstration projects like the curb extensions and bike lanes on Niles Street and Monterey Street as part of an active transport project on these streets. In particular, the Williams Street/Niles Street intersection is a focal point for pedestrian and bicycle safety improvements.



ABOVE: The walking and biking assessment route along the Niles Street corridor from Williams Elementary School to the Boys & Girls Club.

Strengths

Note: Many of the strengths below, such as the quick-build projects at the Niles Street/Beale Avenue and Monterey Street/Beale Avenue intersections, are associated with the Niles and Monterey Complete Streets Project, a project that stemmed from a community-led initiative, the Niles-Monterey Prosperity Neighborhood Summit in 2022.

1. The sidewalks along Niles Street are wide and provide ample room for multiple pedestrians to walk comfortably side by side. Various types of trees provide shade for pedestrians walking on the sidewalk on Niles Street in some areas.
2. There are community-led beautification projects along the Niles Street corridor and Monterey Street corridor, such as the resident-grown plants and foliage adjacent to the sidewalk that are protected with custom built structures. The trees and vine canopies that grow along this corridor provide temporary shade for pedestrians and bicyclists, especially during the hottest periods, where temperatures average 98.6°F in early June through late August.
3. The quick-build curb extensions installed at the Niles Street/Beale Avenue intersection and the Monterey Street/Beale Avenue intersection have effectively slowed drivers turning, allowing pedestrians to feel safer standing at those corners.
4. The recently striped white standard crosswalks at the Gage Street/Niles Street intersection are wide enough to accommodate two people walking comfortably side by side and were painted with new white paint, making drivers more aware of the crosswalks and people crossing at this intersection.
5. There are many bus stops for the Golden Empire Transit District (GET) Bus along Niles Street and Monterey Street, many of which appear to have a call button. The call buttons may help increase accessibility to public transportation for people who do not have access to the internet to access bus route schedules. The addition of new stops has increased the accessibility and convenience of public transportation.
6. There is some high-visibility pedestrian signage on Niles Street, such as the large sign located near the bus stop by Vanguard Community Center on Niles Street.
7. The Vanguard Community Center located at the Niles Street/Virginia Street intersection was identified as a community location that provides space for events and community gatherings. After speaking with members of the Center after the CPBST workshop, they were receptive to hosting future bicycle and pedestrian education and community events.
8. Niles Street is a focus area for the Adopt-a-Street program, a City of Bakersfield initiative that is open to individuals, families, businesses, clubs, and other organizations that may adopt part of a local highway or major street in the City to volunteer and/or sponsor regular cleanups.

Strengths, continued

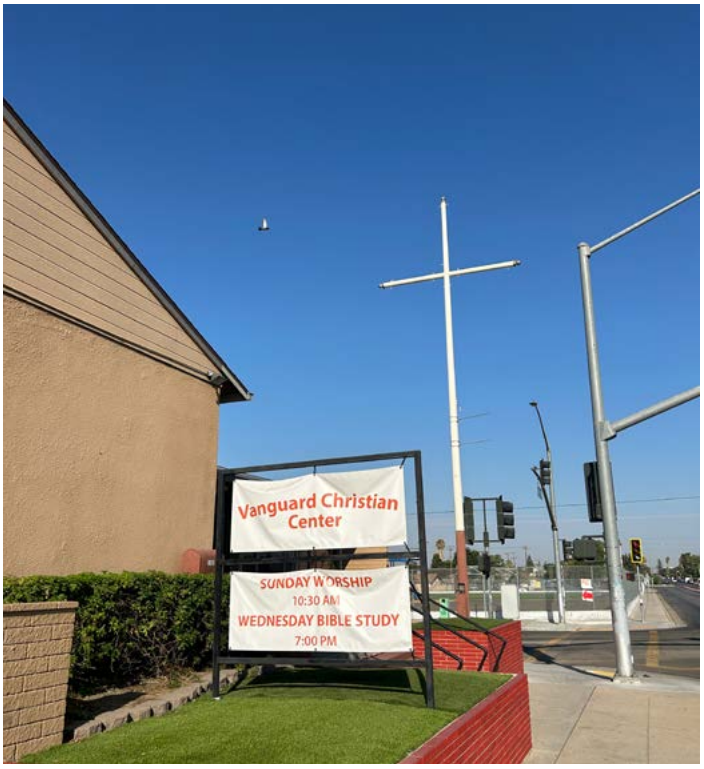
ABOVE: The sidewalks along Niles Street and Monterey Street corridors are paved and wide, providing ample room for pedestrians or those who use an assistive mobility device. There is tree shade for the sidewalk in a few locations on the corridor.

ABOVE: There are various community-led beautification efforts, such as structures along the sidewalk protecting plants and foliage.

Strengths, continued

ABOVE: The quick-build curb extensions installed at the Niles Street/Beale Avenue intersection and the Monterey Street/Beale Avenue intersection provide traffic calming measures that slow drivers and enhance crosswalk protection.

ABOVE: There are bus stops for the GET Bus along Niles Street and Monterey Street, many of which appear to have a call button, and high-visibility pedestrian crossing signage.



ABOVE: The Vanguard Community Center located on the corner of the Niles Street/Virginia Street intersection hosts events and community gatherings.

Concerns

1. Drivers seem to travel at speeds significantly higher than the posted 25 miles per hour (MPH) speed limit along Niles Street near the block of Williams Elementary School where students travel to and from school.
2. There is limited lighting to help illuminate pedestrians and bicyclists and their paths of travel along Niles Street. The lack of sufficient pedestrian-scale lighting may contribute to unsafe conditions for road users, including making people walking and biking less visible to drivers on dimly lit roads and increasing the risk of tripping hazards with less visibility of potholes or cracks in roads or sidewalks. For example, there is only one street light on Niles Street near Williams Elementary School at the Niles Street/Brown Street intersection. Consequently, the street is poorly lit, with participants noting that they feel both unseen and unsafe when walking and biking.
3. The Niles Street/Williams Street intersection has no signalized crossings. There is no crosswalk or way for pedestrians to safely cross the large Niles Street corridor at this intersection. Participants shared that pedestrians, including children and their families, run across Niles Street between cars with drivers traveling at high speeds to access both Williams Elementary School and David Nelson Pocket Park, putting them at high risk of crashes. The Project Team also observed this during the site visit. The east-west yellow ladder crosswalk on the south side of the intersection to cross Williams Street is faded and cracked.
4. Participants shared that drivers do not always abide by the rules of the road and often run the red traffic lights at large intersections, such as the Niles Street/Haley Street intersection.
5. While the quick-build bollards at the Niles Street/Beale Avenue intersection are effective in slowing turning drivers, participants shared that they are an eye-sore and impact the intersection's aesthetic. They expressed the need for beautifying the overall look and feel of infrastructure projects.
6. According to participants, the road configuration on Niles Street between Owens Street and Beale Street feels dangerous for both drivers and bicyclists because of the incoming one-way direction of traffic. Drivers who park their car on the corridor close to the bike lane may create a conflict for bicyclists if a passenger of their car opens their door at the same time a bicyclist is traveling in the bike lane. As such, there may be a need for additional protection for bicyclists, such as physical barriers like planters between them and parked cars.
7. There is a lack of shelters or benches for the bus stops along Niles Street east of Virginia Street. This may be partly because the jurisdiction changes from the City of Bakersfield to the Kern County east of the Niles Street/Virginia Street intersection. City bus stops have shade shelters with no benches, while county bus stops have benches with no shelters. A community resident who lives at the Niles Street/Virginia Street intersection behind the Vanguard Community Center conveyed that unhoused individuals frequently use the bus benches to sleep, and transit riders cannot use the bus benches. The lack of shelter or benches may discourage some people from using public transportation more often, particularly those sensitive to direct sunlight or who are not able to stand for long periods of time.
8. Various jurisdiction issues may delay infrastructure improvements in some areas. For example, portions of Virginia Street fall in both the City of Bakersfield and Kern County jurisdictions. At the Niles Street/Virginia Street intersection, the crosswalk paint is very faded and jurisdictional confusion here may lead to longer timelines for proposed roadway improvements with additional processes required from the involvement of multiple agencies.
9. Because drivers travel at speeds well over the posted speed limit and do not abide by the rules of the road, one community resident that lives near the Niles Street/Virginia Street intersection described it as a racing "dragstrip"and a hazard to people walking and biking.

Concerns, continued

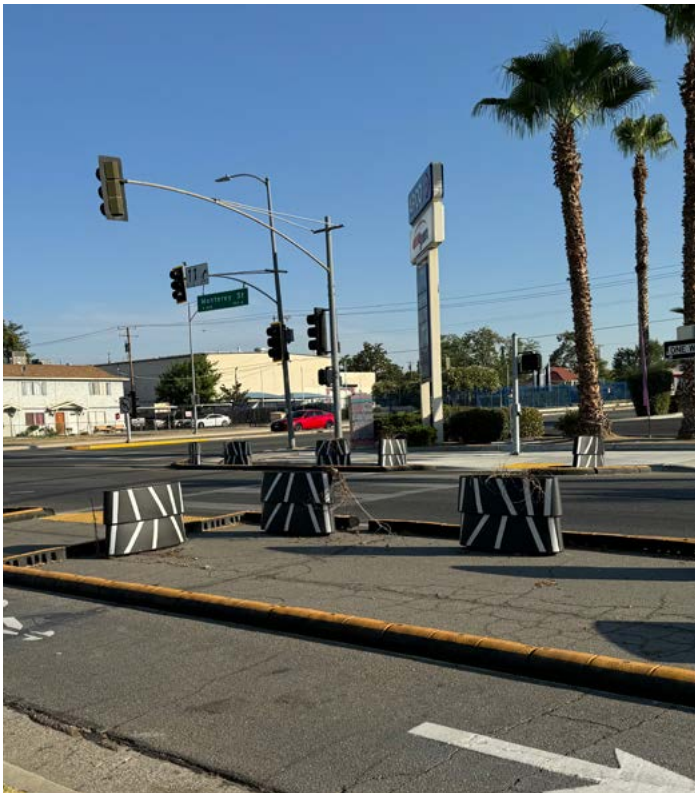
ABOVE: Members of the Planning Committee observed drivers traveling at speeds higher than the 25 MPH speed limit sign near the Niles Street/Williams Street intersection.

ABOVE: There is a lack of pedestrian-scale lighting along the Niles Street corridor.

ABOVE: A family crosses mid-block across Niles Street near the Niles Street/Williams Street intersection.

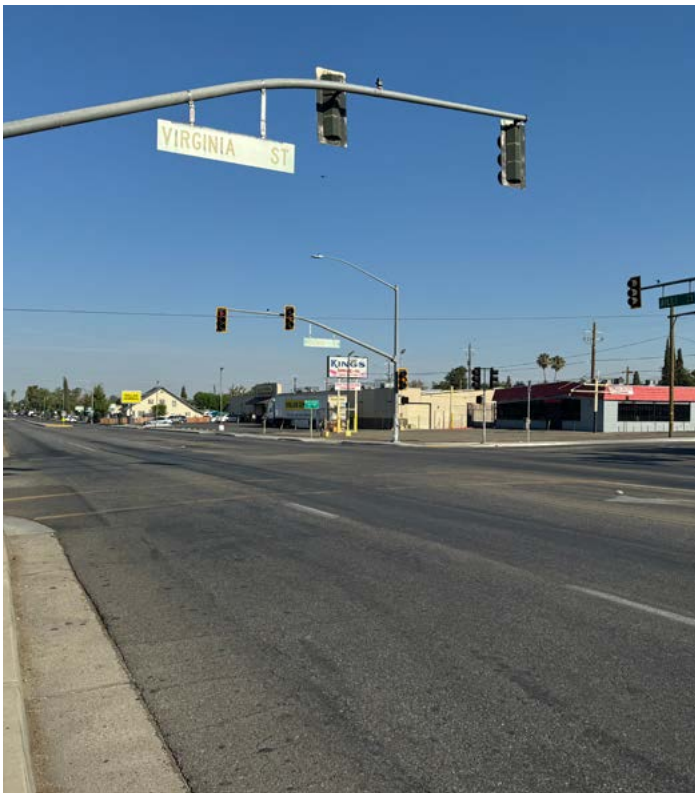
ABOVE: Drivers run red lights at large intersections throughout the Niles Street and Monterey Street corridors.

Concerns, continued

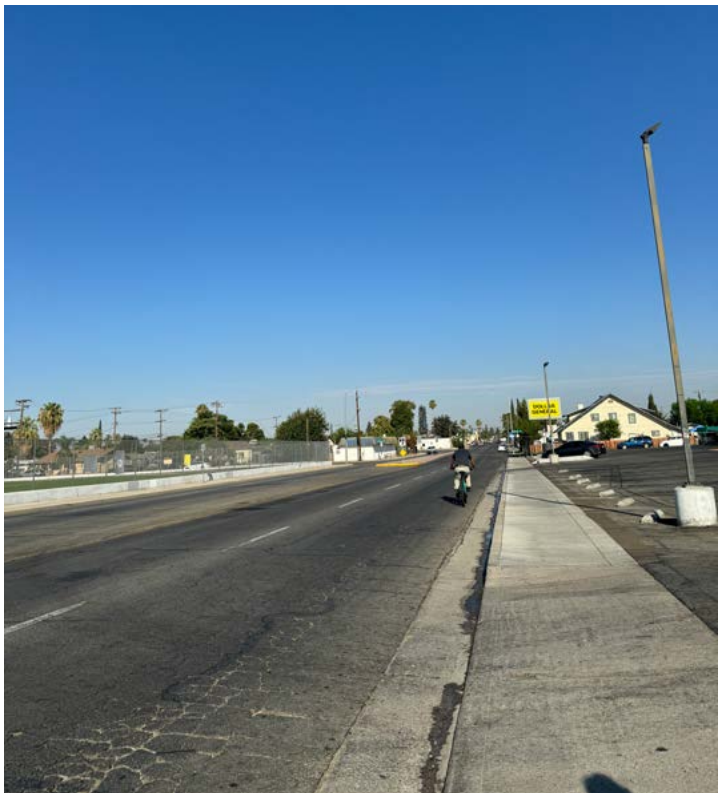


ABOVE: While the quick-build bollards at the Niles Street/Beale Avenue and Monterey Street/Beale Avenue intersections help slow drivers, participants shared that they impact the aesthetic of the intersection.

ABOVE: The bus stops on Niles Street lack shelter. In areas where it is available, it is often limited to a small overhang for shade.



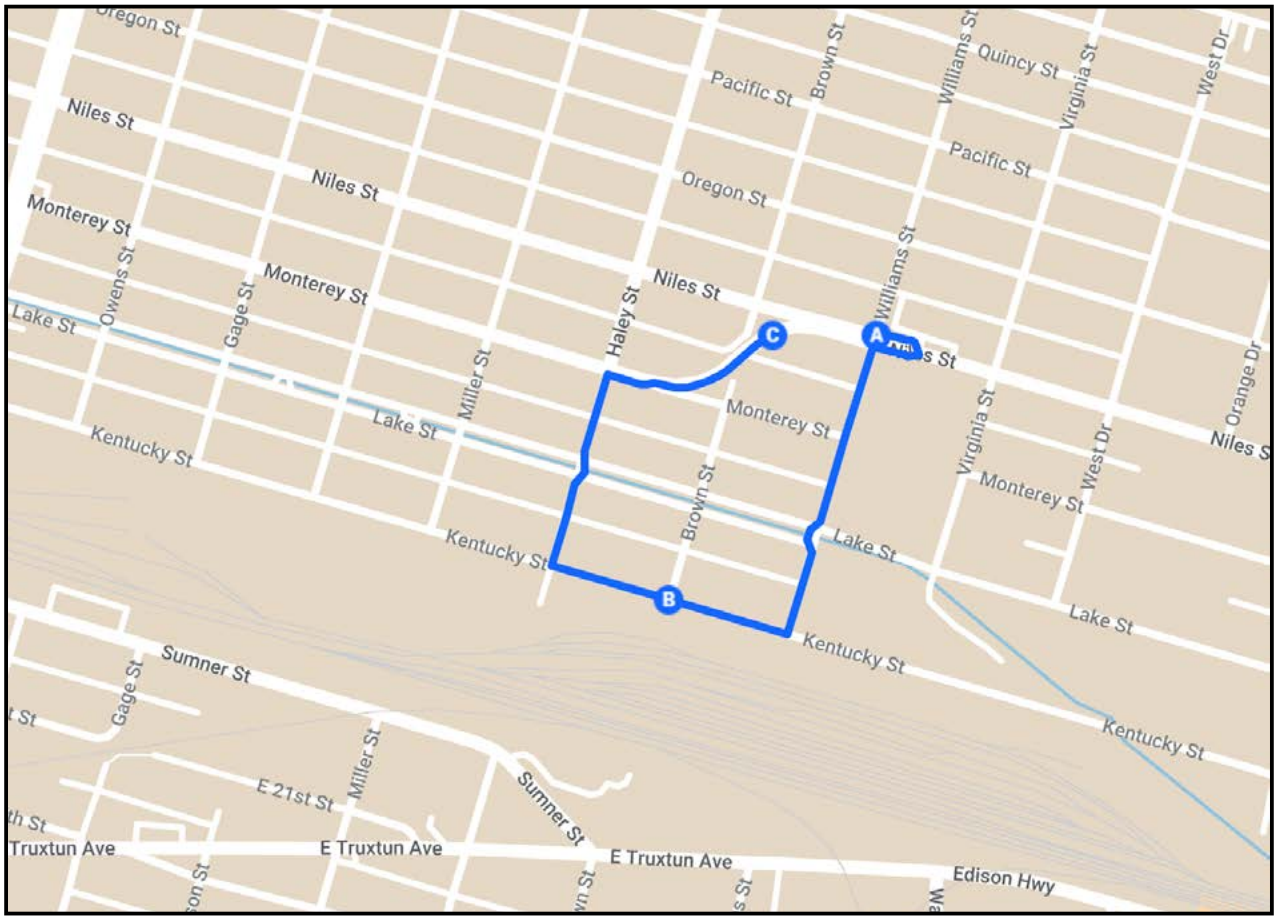
ABOVE: While the yellow standard crosswalk paint is very faded at the Virginia Street/Niles Street intersection, jurisdiction issues create complexity when advocating for infrastructure improvements.



ABOVE: A bicyclist travels on Niles Street in an area of the road that a resident described as a "drag strip" due to the risky behaviors of drivers in the area.

Route 2: Williams Elementary School, David Nelson Pocket Park, and Monterey Street

Monterey Street is a three-lane one-way eastbound corridor and major thoroughfare through East Bakersfield. Monterey Street runs parallel to Niles Street, a three-lane one-way westbound corridor, until it veers north, becoming Niles Street Access Road that connects to Niles Street. The two corridors intersect in between Brown Street and Williams Street, and the surrounding neighborhood consists of single family homes and apartments, lending to areas that pedestrians and bicyclists frequent often. Many pedestrians and bicyclists who frequent the area are also students and families who access its local resources. These assets include Williams Elementary School, located on the south side of Niles Street between Monterey Street (City of Bakersfield jurisdiction) and Virginia Street (Kern County jurisdiction), and David Nelson Pocket Park, located on the south side of the Niles Street Access Road where Niles Street and Monterey Street converge. The neighborhood south of Niles Street has benefitted from community beautification initiatives like the Lake Street Beautification Project, which includes mural art at various east-west intersections that line the East Side Canal on Lake Street. Kentucky Street between Beale Avenue and Williams Street has a newly installed cycle track (Class I bike lane) and street lighting.



ABOVE: The walking and biking assessment route near Williams Elementary School, David Nelson Pocket Park, and Monterey Street.

Strengths

1. David Nelson Pocket Park hosts community events and gatherings, including a food distribution every third Thursday of the month. It offers a small grass lawn, pedestrian-scale lighting, and a mural with the words “East Bakersfield”. The park is a privately-owned and maintained park located on the south side of the Niles Street Access Road where Niles Street and Monterey Street converge. During the school year, the park serves as an outdoor classroom for Williams Elementary School students.
2. There are two crossing guards during arrival and dismissal times at Williams Elementary School. One guard leads students and families crossing east to west at the Niles Street/Williams Street intersection on the west side of campus, and the other leads those crossing east to west and north to south at the Virginia Street/Niles Street intersection.
3. There are Class IV bike lanes along Kentucky Street that provide a separate space in the road for bicyclists. Because bicyclists have a separate designated space to travel in an east-west direction on Kentucky Street, they are more visible to drivers who use Kentucky Street as an alternate route to Monterey Street or Niles Street.
4. As part of the Lake Street Beautification Project, the Arts Council of Kern (ACK) and Children First collaborated on various murals in the area. One is located on Lake Street along the East Side Canal, a canal that starts at Union Avenue (SR-204) and continues eastward to Williams Street. Another is located on the northern side of Niles Street Access Road where Monterey Street intersects with Niles Street. The ACK and Children First also collaborated on the David Nelson Pocket Park murals.
5. Urban greening, such as the landscaping and greenery in front of David Nelson Pocket Park, enhances neighborhood beautification, encourages more active transportation, and increases the comfort of people walking and biking in the area.

Strengths, continued

ABOVE: David Nelson Pocket Park offers an enclosed outdoor space where food distributions and community events take place.

ABOVE: Class IV bike lanes on Kentucky Street provide a safer space in the road separate from motor vehicles.

ABOVE: Part of the Lake Street Beautification Project, mural art such as the one along the fencing of the East Side Canal is a collaborative project with the Arts Council of Kern (ACK) and Children First.

ABOVE: At certain areas along Niles Street, such as in front of David Nelson Pocket Park, there are shade trees, landscaping, and greenery that support neighborhood beautification.

Concerns

1. During the walking and biking assessment, participants expressed concern about speeding on Monterey Street for those traveling eastward. Residents who cross Niles Street Access Road to get to the houses lining Monterey Street often do so mid-block because Niles Street Access Road curves and creates a low-visibility area for drivers and pedestrians. While there is a school zone 25 MPH speed limit sign and a pedestrian crossing sign along Niles Street Access Road, Planning Committee members expressed that drivers do not obey, slow down, or yield to pedestrians or bicyclists on this road.
2. There is low visibility of and for pedestrians and bicyclists on Monterey Street and Niles Street because there is little to no lighting on the corridors. This creates unsafe conditions where people walking or biking may be less visible to drivers during early mornings and evenings when roads are dimly lit.
3. There are safety concerns for pedestrians and bicyclists at the Monterey Street/Niles Street convergence on Niles Street Access Road. The Project Team observed that drivers navigating the convergence seem to travel at high speeds well over the posted speed limit, and also must navigate a blind turn near the Williams Street/Niles Street intersection that is adjacent to David Nelson Pocket Park and about two blocks away from Williams Elementary School. Families were observed crossing the road adjacent to the conversion where there is no marked crosswalk. Community members explained that David Nelson Pocket Park is extremely dangerous to physically access because it's located where Niles Street and Monterey Street converge, and there is no direct crosswalk that leads into the park. Many people cross in areas of the road without a marked crossing due to the far distances between marked crosswalks along both Niles Street and Monterey Street. The marked crosswalks that do exist are extremely faded and provide only slightly higher visibility for people walking and biking across Niles Street.
4. Fog impacts visibility in the mornings along Niles Street and Monterey Street, which creates unsafe conditions and increased points of conflict between all road users.
5. At the Lake Street/Williams Street intersection, there are no posted speed limit signs and drivers going eastward on Lake Street travel in the wrong direction down the one-way road crossing Williams Street, as the eastbound Lake Street road comes to a dead end. There is no "Do Not Enter" signage indicating that the eastbound Lake Street road does not continue. Driver behavior on Williams Street is unsafe due to vehicles traveling at high speeds, despite being in a school zone with posted school crossing signs. There is also low visibility at this intersection due to the roadway being split by the East Side Canal and parked cars that narrow the road. Furthermore, there is no paint striping, crosswalks, or posted speed limit signage.
6. There are many gaps in the sidewalk network along Williams Street and those that exist are oftentimes damaged, uneven, or cracked. In particular, the sidewalks near the Williams Street/Lake Street intersection are interrupted by the property lines which extend all the way to the street.
7. Participants identified vehicle congestion during school arrival and dismissal times on Williams Street as a concern. Drivers, many of whom are parents of students, do not adhere to the rules of the road and engage in risky driving behaviors. The Planning Committee shared that many drivers often become impatient with the traffic and do not make complete stops, resulting in drivers maneuvering dangerously around pedestrians, bicyclists, and other drivers. There is no existing school bus service available to the families of the Williams Elementary School community, which increases the number of families opting to drive to the school rather than walking or biking.
8. Flooding during the peak rainy season (January through March) poses a hazard, decreasing the visibility of potholes and cracks in roads and sidewalks that may otherwise be seen during regular conditions.

Concerns, continued

ABOVE: There is a lack of both street lights and pedestrian-scale lighting along Niles Street that reduces visibility and safety of and for pedestrians and bicyclists who travel on these roads.

ABOVE: There are drivers who travel in the wrong direction down Lake Street, a one-way road. There is also low visibility at the Lake Street/Williams Street intersection and no paint striping, crosswalks, or posted speed limits.

ABOVE: The Niles Street and Monterey Street conversion at Niles Street Access Road poses a risk to pedestrians because drivers navigate a blind turn.

Concerns, continued

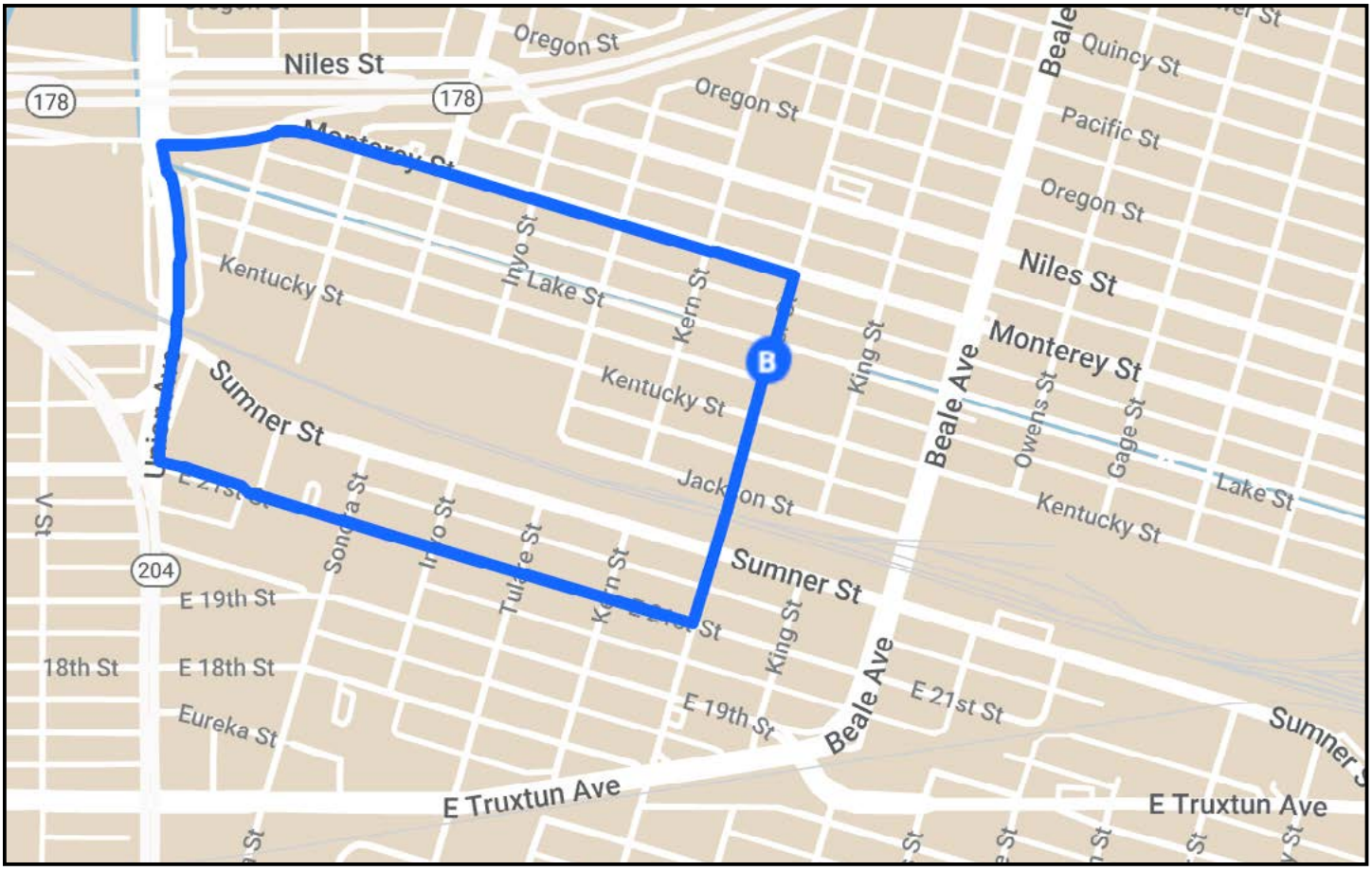
ABOVE: An uneven sidewalk due to an uprooted tree in front of a home on the south side of the Monterey Street/Haley Street intersection creates unsafe conditions by posing a tripping or fall hazard for pedestrians.

ABOVE: This image shows one location where vehicle congestion occurs on Williams Street during student drop-off and pick-up times when school is in session.

ABOVE: Potholes, like the ones located at the Williams Street/Niles Street intersection, become flooded during the rainy season. Flooding poses a hazard, decreasing visibility of potholes and cracks in roads in sidewalks that may otherwise be seen when roads are not flooded.

Route 3: Union Avenue (SR-204), Baker Street, and 21st Street

Union Avenue (SR-204) is a street-level highway that runs north and south. Located in a western area of East Bakersfield, it is a vital corridor for those traveling within or through Bakersfield. Caltrans District 6 has expressed interest in reconfiguration projects on Union Avenue (SR-204). Baker Street, identified by participants as a street heavily traveled by pedestrians and bicyclists, is a four-lane wide bidirectional (north and south) road containing many restaurants and small businesses with limited traffic signals and lights. There have been high numbers of pedestrian and bicycle crashes in the past five years on both Union Avenue (SR-204) and Baker Street.



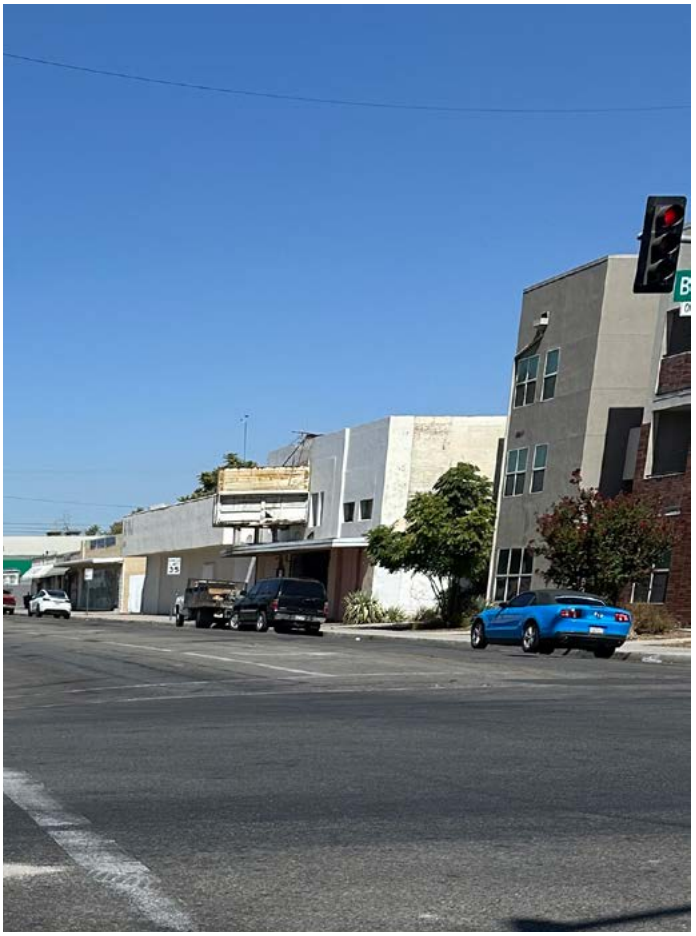
ABOVE: The walking and biking assessment route along Union Avenue (SR-204), Baker Street, and 21st Street.

Strengths

1. The existing wide street widths of Union Avenue (SR-204) and Baker Street allow for ease of reconfigurations, traffic calming measures, bike lane installations, and possible quick-build projects.
2. Many intersections along Baker Street, like the Baker Street/Monterey Street intersection and the Baker Street/Niles Street intersection, exhibit daylighting that increases safety for vulnerable road users, especially those who walk, bike, or use an assistive mobility device, by increasing visibility of pedestrians to passing cars and cyclists.
3. New building construction is taking place in various locations, such as the Baker Street/Kentucky Street intersection, and offers potential opportunities for the City to make enhancements and changes that can improve pedestrian and bicycle infrastructure for the community through Community Benefit Agreements or similar contracts with developers.
4. The community is interested in pursuing policy and infrastructure changes to reduce drivers' travel speeds and calm traffic along Union Avenue (SR-204) and the Niles Street corridor, including using new flexibilities in state laws and bills that may permit local jurisdictions to reduce speeds. A couple examples of these bills are Assembly Bill (AB) 43 and AB 1938, which allow local governments to lower speed limits on streets and roads, including state highways, that have been designated as "safety corridors".
5. Caltrans District 6 has expressed interest in reconfiguring one of the more difficult intersections at the 21st Street/Union Avenue (SR-204) intersection to better serve the overall safety and travel needs of the community.
6. Trees, foliage, and ivy growing along the Monterey Street/Alta Vista Drive intersection provide shade for pedestrians and bicyclists who use the sidewalk and roadway.

Strengths, continued

ABOVE: Trees, foliage, and ivy growing along the Monterey Street/Alta Vista Drive intersection provide shade for pedestrians and bicyclists.



ABOVE: New residential developments line the west side of the street on Baker Street.

Concerns

1. There are long stretches of 21st Street with no north-south pedestrian designated crossings between Union Avenue (SR-204) and Baker Street. Additionally, there are no marked crosswalks or other traffic control devices along 21st Street, even in areas that have residential homes, such as those between Kern Street and Tulare Street. This encourages speeding, especially given the current lane widths and lack of obstructions.
2. Monterey Street is three lanes wide and one-way; consequently, it is frequently treated as a high speed thoroughfare even though it is largely residential with homes on both sides. The lack of clearly marked and signaled crossing opportunities here presents serious challenges to the residents who may be seeking to access various shops along this corridor.
3. Participants shared that the 21st Street/Union Avenue (SR-204) intersection is confusing. There is a split in the road where travelers either stay on Union Avenue, or veer left to Golden State Avenue to continue traveling on SR-204. Three roads including East 21st Street, Golden State Avenue, and Union Avenue intersect at this location, creating a five-pointed intersection with drivers traveling in five directional flows of travel. This intersection presents long crossing distances, unmarked crossings, faded road markings, lack of high-visibility crosswalks, lack of safe refuge for pedestrians, and short crossing times that are inadequate for people who need more time to cross the streets, like those who use an assistive mobility device, to safely cross the road.
4. Intersections throughout this area lack curb ramps for accessibility, including the northbound entrances at the entrance located slightly south of the Union Avenue Loop at the Sumner Street/Union Avenue (SR-204) intersection where it becomes a bridge. The sidewalk abruptly ends and becomes an unkept dirt road on the west side of the bridge on southbound Union Avenue (SR-204) at the Sumner Street turnout. In the northbound direction of SR-204 on the east side of the street, a set of steps leads from the crosswalk over the adjacent service road without a curb ramp.
5. Community members who participated in the workshop shared that the pedestrian crossing signal timings at many intersections of the route, such as the Baker Street/21st Street intersection, provide insufficient time for pedestrians to cross safely. Community members cited the challenges of crossing the street as able-bodied individuals and noted that oftentimes young children, the elderly, and people with disabilities struggle to make it across many intersections within the allotted time.
6. Drivers speeding throughout this area are an urgent concern, specifically on Union Avenue (SR-204) and East 21st Street. Despite the concentration of residential homes along this route, many streets still allow for the higher 35 MPH speed limits of commercial zones rather than the 25 MPH speed limits of residential communities.
7. At Monterey Street between Union Avenue (SR-204) and Stockton Street, sidewalks end and restart on the south side of Monterey Street at various vacant property locations, and sidewalks are missing on the north side of Monterey Street, potentially due to older property lines. These sidewalk network gaps make it difficult for pedestrians to safely travel within the area as drivers may not expect to yield to them when pedestrians must step away from curb crossings and into the street.
8. The sidewalk has been obstructed by temporary fencing due to new construction at the Baker Street/ Kentucky Street intersection, and the developer has made no effort to provide a new safe crossing or path for pedestrians. The construction is the Renaissance at Baker, an affordable housing complex that will offer 85 units of affordable housing, with an estimated completion date in 2025. This is a project of the Kern County Housing Authority and the Cesar Chavez Foundation.
9. Residents have observed pedestrians attempting to run across the tracks located on Baker Street just north of 21st Street in order to cross them before an oncoming train arrives, resulting in near-misses for pedestrians and the passing trains. Additionally, the community noted that sometimes, when trains are stalled on the tracks for various purposes, the lack of pedestrian gates here results in people crossing through or between train cars, and even under train cars, in an effort to cross. Youth have been observed exhibiting this dangerous behavior, which further strengthens the need for additional crossing considerations here.

Concerns, continued

ABOVE: The crosswalk at the 21st Street/Baker Street intersection has faded paint and cracked street pavement, so drivers may be less aware of its presence due to its limited visibility.

ABOVE: Monterey Street is a one-way, three-lane road that drivers use as a thoroughfare even though it is largely residential. A pothole can be seen in the road.

ABOVE: The 21st Street/Union Avenue (SR-204) intersection is a five-pointed intersection.

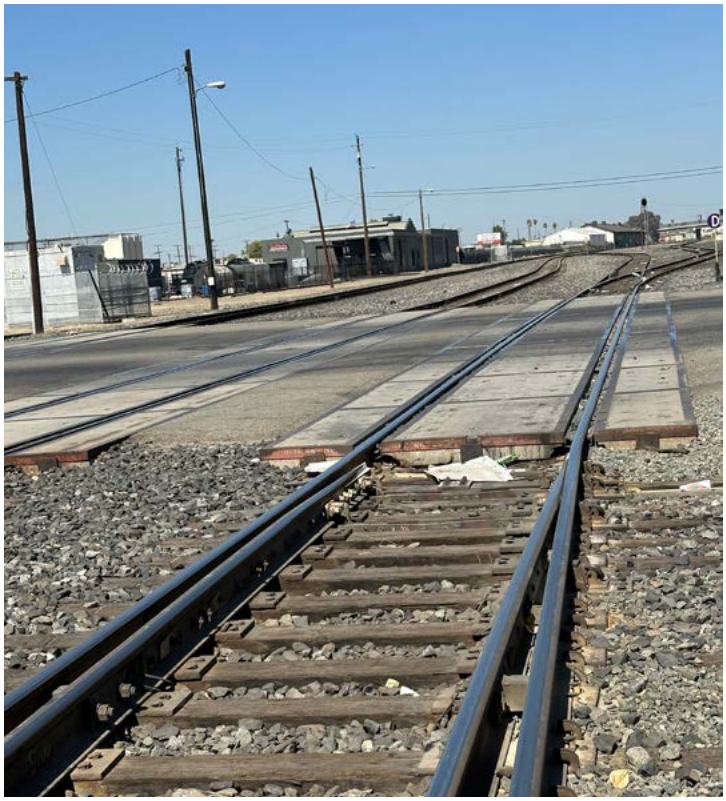
ABOVE: Union Avenue (SR-204) and the location where it splits into two roads leading to the Sumner Street sidewalk does not have a curb ramp at the pedestrian crossing.

Concerns, continued

ABOVE: The Monterey Street/Alta Vista Drive intersection sidewalk has no curb ramp.

ABOVE: A "Sidewalk Closed" sign is posted at the Lake Street/Baker Street intersection.

ABOVE: The crossing markings at the Baker Street/ Lake Street intersection are faded and the road is cracked.



ABOVE: The Baker Street/Sumner Street intersection railroad tracks crossing does not have detectable signage to alert people of a train crossing.

Recommendations

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

Community Recommendations

Participants offered the following programmatic and infrastructure recommendations to create a safer environment for walking and biking. General priorities included:

- Increase visibility of pedestrians and bicyclists on Niles Street between Haley Street and Williams Street.
- Increase the number of traffic lights and/or pedestrian-scale lights along Niles Street.
- Expand crosswalk treatments and implement traffic calming measures along Monterey Street and Niles Street.
- Develop a community and school-based pedestrian and bike education program with local leaders and organizations.
- Install a Class IV bike lane, including cement barriers between the street and sidewalk on Niles Street.
- Add a traffic light at the Robinson Street/Niles Street intersection and include lights, such as rectangular rapid flashing beacons (RRFBs), to increase the visibility of pedestrians who use the crosswalk.
- To improve pedestrian safety at the Union Avenue (SR-204)/21st Street intersection, install a pedestrian overpass bridge.

Neighborhood Street Lights

The location of this project would be on the Niles Street corridor between Haley Street and Williams Street. Participants identified this location as an area with low visibility of and for pedestrians and bicyclists, especially in early mornings and evenings when roads are dimly lit. The addition of street lights will help pedestrians and bicyclists navigate their neighborhood more safely with an increase of visibility of them to drivers as well as greater visibility of damage in the road like cracks and potholes that constitute tripping and fall hazards.

Williams Elementary School and David Nelson Pocket Park are difficult to access via the adjacent Niles Street corridor. Because there are no crosswalks that run north-south on Niles Street, pedestrians are forced to sprint across Niles Street, using the narrow median as an unofficial pedestrian refuge island while people drive pass at over 40 MPH. There is only one street light somewhat close to where these pedestrians are observed crossing at the northwest corner of the Brown Street/Niles Street intersection. Consequently, the street is dark or dimly lit in the early mornings and late evenings, making pedestrians and bicyclists less visible to other road users. Community residents are particularly concerned about the impact of darkness on the safety of young people traveling on the Niles Street corridor. In response, the community envisions a street lighting project that includes the installation of at least three new street lights, providing a minimum of two street lights on each block between Haley Street and Williams Street. In addition, the community wants to install two high-visibility crosswalks: one traveling west-east on the southern part of the Brown Street/Niles Street intersection and another traveling north-south on the eastern part of Niles Street at the Niles Street/Williams Street intersection.

Project Goals:

1. To make pedestrians and bicyclists more visible to drivers and other road users, especially at night when streets are not lit or dimly lit;
2. To encourage students and families to walk or bike to school and to make it safer for them to do so; and
3. To encourage the use of the local green spaces in the early mornings and evenings when the temperature is cooler. More lighting will help make these spaces safer with increased visibility of and for road users during cooler times of the day when it may be more comfortable for pedestrians and bicyclists to travel in their community.

The following groups can be engaged: the Planning Committee, parents, students, staff, and school board members with the Bakersfield Unified School District Family and Community Engagement (FACE) team, Bike Bakersfield, Community Interventions, and the City of Bakersfield to fund the efforts.

Portions of this project would take approximately 6-12 months to initiate, including organizing and collecting community feedback and submitting a formal request to the City of Bakersfield. As many of these timelines including approval processes can vary, the date of the project implementation may take two years or more.

Potential Safe System Strategies to Use:
Community coalition, high-visibility road markings and signage, and pedestrian-scale lighting.

Action Steps:

1. Schedule a meeting with Vice Mayor Andrae Gonzales and the Public Works Department to determine feasibility of the project, and if/what funding is available through the City.
2. CBOs, like Community Interventions and Bike Bakersfield, draft a petition requesting the city to install at least two new street lights and two high-visibility crosswalks on Niles Street between Haley Street and Williams Street.
3. Recruit a group of volunteers within the involved CBO staff and concerned residents to canvas.
4. A group of canvassers doorknock the corridor of Niles Street between Williams Elementary School and the Boys & Girls Club, with special attention between Haley Street and Williams Street. At the doors, canvassers aim to collect 100 signatures on the petition drafted by the CBOs.
5. Submit a formal request for high-visibility crosswalks, and street lighting to the City of Bakersfield using the Neighborhood Traffic Calming Program Request Form (Appendix A).
6. The City accepts the collected signatures and moves to install the requested street lights and crosswalks with urgency.

Resources:

- The Bakersfield City Mobile Application is a downloadable application for smartphones that allows community members to report service-related issues for the City to address. This includes potholes, street lights, and traffic signals, as well as code enforcement related items like abandoned vehicles. Submissions to the application can include photos, videos, audio, and email messages.
- Review Los Angeles City Petition Process to Install Modern Street Lighting System and the Santa Monica City Petition Process to Install Street Lighting Systems to become familiar with petition examples and templates.
- The FHWA Pedestrian Lighting Primer provides information about pedestrian-scale lighting for roadways.
- The Active Transportation Program (ATP) provides funding for programs like the Bicycle Transportation Program (BTA), Safe Routes to School (SR2S), and the Transportation Alternatives Programs (TAP). For more information, please see the Active Transportation Program Guidelines.
- The Safe Streets and Roads for All: Planning and Demonstration Activities page provides a detailed overview of the grant, eligible grant activities, and activity requirements. For any questions about the Safe Streets for All grant, please contact SS4A@dot.gov.

Niles-Monterey Neighborhood Traffic Calming Project

This location of this project would be large, frequently transited corridors such as Niles Street, Monterey Street, 21st Street, Union Avenue (SR-204), and Baker Street. These roadways were identified as concerns by participants due to drivers commonly driving over the posted speed limit as they travel on them, their wide roads, and lack of traffic calming measures.

Traffic calming measures including traffic signals, the reduction of road width, medians/pedestrian refuge islands, and more were identified as top priorities for a traffic calming project along heavily transited corridors in the neighborhood. The addition of stop signs in strategic locations like in front of or near crosswalks were also identified as an opportunity to stop drivers of cars in the presence of pedestrians and bicyclists. Community members identified an urgent need for traffic signals along Niles Street, specifically at the Robinson Street/ Niles Street intersection, and on Monterey Street between Union Avenue (SR-204) and Baker Street. Speed assessments were also identified as opportunities to assess and address the high speeds of drivers along the corridors.

Project Goals:

1. To address and reduce driver behavior that places pedestrians and bicyclists at higher risk for serious injury or death if they are involved in a crash;
2. To reduce the speeds of drivers; and,
3. To increase adherence of all road users to the rules of the road.

The following groups can be engaged: the Planning Committee, the City of Bakersfield, Caltrans District 6, Kern County, Community Interventions, Blue Zones Project, and Bike Bakersfield**.**

Portions of this project would take approximately one year to initiate in accordance with existing grant cycles. It may take two or more years for the completion of infrastructure improvements needed, contingent on planning timelines and the award of funding.

Potential Safe System Strategies to Use: Complete streets design, reduced speed limit zones, road reconfigurations, speed humps, temporary demonstration projects, and/or conducting walking, biking, and speed assessments to collect additional data.

Action Steps:

1. Identify stakeholders, including the Planning Committee, who will coordinate and gather community signatures in favor of improved road markings and other traffic calming measures.
2. Identify an input-gathering or survey process where community members have the opportunity to prioritize the traffic calming measures they would most like to see implemented.
    a. Aggregate results into a summary or report and potentially use them to supplement requests forms and/or grant applications.
3. Submit a formal request to the City of Bakersfield using the Neighborhood Traffic Calming Program Request Form (Appendix A).

Action Steps, continued:

4. The Planning Committee for the project should stay in communication with the City of Bakersfield Public Works Department to stay informed and included in the process and to effectively communicate each step of the process to the larger community.
    a. If applicable, the Planning Committee should work with the City of Bakersfield on an application for the Active Transportation Program (ATP) in order to secure additional funding for infrastructure improvements.
5. Stakeholders continue to coordinate throughout the project to:
    a. Secure and allocate funding needed for project completion.
    b. Assess progress of roadway improvements during their construction (may be contingent upon distribution of funds).
    c. Provide communications and status updates of improvements to other stakeholders and groups involved.
    d. Conduct an evaluation with stakeholders and community members upon project completion to identify the need for further improvements or additional opportunities.

Resources:

- The Bakersfield City Mobile Application is a downloadable application for smartphones that allows community members to report service-related issues for the City to address. This includes potholes, street lights, and traffic signals, as well as code enforcement related items like abandoned vehicles. Submissions to the application can include photos, videos, audio, and email messages.
- The Traffic Calming to Slow Vehicle Speeds - US DOT describes different types of traffic calming measures and the safety and operational benefits of them for pedestrians, bicyclists, and drivers.
- The Active Transportation Program (ATP) provides funding for programs like the Bicycle Transportation Program (BTA), Safe Routes to School (SR2S), and the Transportation Alternatives Programs (TAP). For more information, please see the Active Transportation Program Guidelines.
- The Safe Streets and Roads for All: Planning and Demonstration Activities page provides a detailed overview of the grant, eligible grant activities, and activity requirements. For any questions about the Safe Streets for All grant, please contact SS4A@dot.gov.
- The CTC and Caltrans have developed a list of additional programs that fund active transportation projects and elements to serve as a resource for cities, counties, and agencies looking to fund active transportation projects in their communities.

East Bakersfield Pedestrian and Bike Education Program

The location of this project would be at Williams Elementary School so that students and families who live in the adjacent neighborhoods would not need to travel far to access the program. After the initiation of the project, there could be potential to expand to other schools throughout East Bakersfield.

There was a high interest among community members for the implementation of educational programs that enhance safety for students who walk, bike, and roll to and from school. The program aims to engage students, youth, and their families in curriculum, events, and other activities that raise knowledge and awareness of pedestrian and bicycle safety practices. The program would also increase accessibility to safe bicycling for students by providing opportunities for them to receive free safety equipment like helmets and lights, as well as potential opportunities to get bicycles fixed at bike rodeos.

Project Goals:

1. To coordinate efforts among students, families, staff members, school administration, and other stakeholders to create a safer walking and biking environment for students at Williams Elementary School;
2. To foster a culture of traffic safety where students can safely walk, bike, and/or roll to school;
3. To increase knowledge and awareness of Safe Routes to School (SRTS) programming; and,
4. To increase the accessibility of bicycles and helmets for students and incorporate best-practices for bike safety at an early age for school-aged youth and support their continuation of these best practices for older age groups.

The following groups can be engaged: the Planning Committee, Bakersfield City School District Family and Community Engagement (FACE) team, Children First, Grizzly Cycles, Snider's Cyclery, Get-A-Bike, Kern Wheelmen, Kelly F. Blanton Education Center, Bike Bakersfield, Community Vanguard Center, Boys & Girls Club, Beale Library, Bakersfield Police Department (BPD), Blue Zones Project, and Kern County Public Health Department.

Portions of the project could take 2-3 months to initiate, including identifying key stakeholders and coordinating an introductory meeting. Other sections of the planning process may take two or more years to implement. Depending on planning, the duration of the project implementation could be on an ongoing basis with activities held biweekly, monthly, bimonthly, quarterly, biannually, and/or annually.

Potential Safe System Strategies to Use:
Bike and/or pedestrian advisory committees at schools, bike rodeo, designated safe routes, walking school bus program, and safe routes messaging campaigns.

Action Steps:

1. The Planning Committee identifies the stakeholders needed to plan and launch the program;
2. With the involvement of stakeholders and partners, the Planning Committee will meet with the Bakersfield City School District Family and Community Engagement Department (FACE) and Bike Bakersfield to plan a pedestrian and bike safety training program starting at Williams Elementary School, with the potential to expand to other Bakersfield schools;
3. Identify leaders and staff, and potentially create a task force to oversee programming;
4. Develop a SRTS action plan to plan out timelines and activities;

Action Steps, continued:

5. Plan and hold walking school bus(es) and bike rodeo(s) on a regular basis with the involvement of key stakeholders to increase access to bicycles;
    a. Plan designated SRTS routes.
    b. Recruit students and leaders to coordinate programs and events.
    c. Ensure that key leaders are trained in programming.
    d. Promote activities and key messaging with social media or web platforms.
    e. Evaluate and adjust programs according to the needs of the community.
6. Evaluate all programming to identify what activities should be held on an ongoing basis;
7. Implement the programs into existing structures at other schools throughout East Bakersfield to expand and become a comprehensive program; and,
8. Secure funding as needed to sustain program efforts.

Resources:

- Visit the Bike Bakersfield website for information about programs, events, resources, and ways to get involved with the organization.
- Bikeology offers a Curriculum and Parent Guide, a ready-to-use bicycle-safety curriculum for physical education teachers and recreation specialists working with students in grades 6-12. Review the curriculum for access to lessons and assessments.
- Review the California Pedestrian and Bicycle Safety Curriculum for Grades 4 and 5 (released by the California Department of Public Health in 2015) to download individual lessons or the entire curriculum for pedestrian and bicycle safety.
- The New Jersey Safe Routes to School Travel Plan Guide provides a detailed overview of the elements of a school travel plan and provides examples of content that schools can include and adapt to fit their needs.
- Review the Office of Traffic Safety Pedestrian and Bicycle Safety Grants for information about opportunities that support pedestrian and bicycle safety.
- Review the Safe Routes to School - Safe Routes Partnership and Safe Routes to School Basics: Resources for Planning, Creating and Sustaining a Safe Routes to School Program for more information about SRTS implementation and programming.
- The Safe Routes Partnership - paper on integrating bicycle education into physical education curriculum provides information about ways to implement bicycle safety education into physical education curriculums.
- Review the SRTS Guide: The Walking School Bus: Combining Safety, Fun and the Walk to School for more information on walking school bus programming.

Project Team Recommendations

The Project Team recommends the following for local stakeholder consideration.

Funding for Safe Routes to School (SRTS) Coordinator

Safe Routes to School (SRTS) programming is a multi-pronged approach that promotes walking and biking to school through infrastructure improvements, safety education, and incentives to encourage more families and students to walk and bike to school. SRTS programming also improves community safety, increases student physical activity, and helps address issues in pick-up and drop-off zones.

The Project Team recommends the Planning Committee collaborate with Williams Elementary School Administration, the Kern County Department of Health, Kern Council of Governments, the City of Bakersfield, and Bakersfield Unified School District's Family and Community Engagement (FACE) team to apply for funding for a full-time SRTS Coordinator. Having a dedicated staff member responsible for creating programs and organizing parents to advocate for change will be crucial to maintaining community momentum built during East Bakersfield's CPBST planning and workshop. The following resources can be referenced for additional information about SRTS programming.

Resources

- Review the Safe Routes to School Guide for information about how SRTS works to ensure that students and their families can safely walk, bike, and roll to get to and from school.
- The Starting and Running a Safe Routes to School Program, Safe Routes Partnership provides an overview of the steps required to launch and sustain a SRTS program at a school.
- The Safe Routes National Center for Safe Routes to School provides information about Vision Zero for Youth and potential activities and events that help support SRTS programs.

Placemaking

Placemaking is an approach that deeply engages the arts, culture, and creativity (especially from underrepresented communities) in planning and designing projects, so that resulting community spaces better reflect and celebrate local culture, heritage and values. Placemaking intends to get residents directly involved with improvements in their community and ensures any changes align with their vision for the community.

The Project Team recommends that the Planning Committee collaborate with the City of Bakersfield, Bakersfield Unified School District's Family and Community Engagement (FACE) team, and Williams Elementary School administration to engage parents, students and volunteers to paint murals, including sidewalk and crosswalk art at intersections around Williams Elementary School. These mural-crosswalks can showcase special characteristics of Bakersfield and its history, involve local artists, and improve safety by promoting active streets and increasing visibility for pedestrians. Placemaking can also include safety messaging signage to encourage road users to keep their streets safe. Specifically, a safety messaging campaign can help inform the general public of a safety message or call to action. For example, visuals with text urging drivers to slow down, respect the speed limit, or be alert for young pedestrians (especially posted around Williams Elementary School) could inform residents on how to create safer streets for all, emphasizing the collective responsibility to build a safe community.

Resources

- The Caltrans Clean California Local Grant Program provides funding for local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. For more information please review the Clean California Local Grant Program Fact Sheet (PDF).
- The city of Eureka ran a successful campaign called "Heads Up - a Pedestrian Safety Campaign" in 2015. The words "Heads Up" were painted in bright paint on sidewalks; campaign ads were posted on interior and exterior banners on city buses, on free merchandise given away at outreach events, and even aired on local radio stations.
- SCAG launched a "Go Human" safety campaign, which provides safety advertisements that can become printed or digital material for no cost to local jurisdictions, agencies, nonprofits and community-based organizations.
- Cities like Long Beach, Austin, and Denver have invested heavily in creating bold and fun crosswalks that highlight an aspect of the city's culture or landmarks, while also keeping pedestrians visible and safe.

Build Community Coalition Around Active Transportation Safety

The Project Team recommends continued collaboration between the City of Bakersfield (including the departments of Economic Development, Public Works, Recreation and Parks, and the Police Department), Kern Council of Governments (Kern COG), and Golden Empire Transit with community-based organizations like Community Interventions and Children First to build on the momentum of the CPBST workshop. Strengthening the relationship between the listed partners is key to ensuring pedestrian and bicycle safety for all Bakersfield community residents. Each partner holds specialized knowledge and influence in the Bakersfield community that can engage a broad range of Bakersfield community members to get involved in pedestrian and bicycle safety and best practices. Many of the Community Recommendations express the need for cross-collaboration to ensure successful engagement in the Bakersfield community.

Potential opportunities for collaboration include:

- Forming a traffic safety committee as part of the Williams Elementary Parent Teacher Student Association (PTSA) and Bakersfield City School District Family and Community Engagement (FACE). This traffic safety committee can help lead, develop, and organize pedestrian and bicycle safety educational events at Williams Elementary School, like a mid-year bike rodeo where high school students can volunteer. They can also engage community partners and help convene a broader community coalition, as appropriate.
- Data collection opportunities to ensure accurate and up-to-date records of pedestrian and bicycle safety are recorded. As expressed during the CPBST, data collection is crucial for city agencies and school districts to learn more about safety concerns and apply to the appropriate funding sources. A coordinated effort using Street Story between the City of Bakersfield and the Bakersfield Unified School District to collect data from students and parents who travel along Niles Street can assist in strengthening future Active Transportation Program applications.

Resources

- The Santa Cruz Community Traffic Safety Coalition gathers its members from community organizations, government agencies, businesses, and individuals representing law enforcement, transportation, public works, education, health and injury prevention, parents, bicycling advocates, retailers, and manufacturers to meet once every two months and organize traffic safety events and campaigns.
- Stronger Together Now (STN) received a grant from the SCAG Go Human Initiative to create the "STN in the Streets" traffic safety campaign. In coalition with local libraries, museums, cities, and SBCUSD campuses, STN provided safety workshops, demos, obstacle courses, and live murals, with a particular focus on youth-led initiatives.

Williams Elementary School VideoVoice/PhotoVoice Project

Photo and VideoVoice projects provide an opportunity to gather community experiences from unreported bicycle and pedestrian crashes and capture the general experiences of road users in a community. Through meetings with the Planning Committee, the Project Team discovered numerous unreported crashes within the focus area. By implementing a PhotoVoice and/or VideoVoice project, the Committee can uncover the reasons behind these unreported incidents and establish effective documentation strategies for the future. Moreover, it creates a platform for students and parents to envision safer streets around Williams Elementary School and prioritize their perspectives. Photo and VideoVoice projects are widely used as engagement strategies in Safe Routes to School programs nationwide. Notably, Marin County and Oregon Metro used VideoVoice projects as part of their Safe Routes to School (SRTS) programming. SafeTREC and California Walks offer one-on-one technical assistance for communities after the CPBST process, including assistance with Photo and VideoVoice Projects.

Resources

- Review the PhotoVoice webpage for sample projects, online trainings, news, and resources about the tool. The online training courses are open to all and provide an introduction to participatory photography, providing participants with a framework for designing and delivering projects.
- As part of the Marin County SRTS programming, students selected a transportation-related topic and created short video projects to share what they learned with fellow students.

Complete Streets Safety Assessment

The Project Team recommends that the City of Bakersfield apply to SafeTREC's Complete Streets Safety Assessments (CSSA) program to support speed management and the exploration of Complete Streets design for various streets and corridors of concern identified by the Planning Committee and workshop participants. The concept of Complete Streets aims to make the transportation network safer with all road users in mind, including people who walk, bike, roll, or use an assistive mobility device. The CSSAs, conducted by a team of safety experts in traffic engineering and planning, are comprehensive safety assessments focusing on pedestrian and bicycle safety. The assessments help agencies plan for traffic safety projects and recommendations may be included in Pedestrian and/or Bicycle Master Plans or improvement projects. They also help eligible communities identify and implement traffic safety solutions that lead to improved safety for all users of roadways.

Resources

- Review SafeTREC's Complete Streets Safety Assessment webpage for more information about the program and its history, program sites, resources, and upcoming and past events.
- Review the U.S. Department of Transportation's Complete Streets webpage for more information about Complete Streets design.

Appendix

- CPBST Site Visit Data Presentation
- ESRI Community Analyst Data Snapshot

CPBST Workshop Bakersfield, CA

Friday, August 2, 2024

Berkeley SafeTREC California Walks OTS CALIFORNIA OFFICE OF TRAFFIC SAFETY

1

Planning Committee

- *Ucedrah Osby, Community Interventions*
- *Brandy Taylor, Community Interventions*
- *Asha Chandy, Kern County*
- *Celina Palacio, Children First*
- *Tere Quintana, Children First*
- *Zechariah Garcia, City of Bakersfield*
- *Jason Cater, City of Bakersfield*
- *Paul Archer, City of Bakersfield*
- *Andrae Gonzales, City of Bakersfield*
- *Deisy Galvan, Bakersfield City School District*
- *Yesenia Fernandez, Blue Zones Project*
- *Jonathan Gallardo, Blue Zones Project*
- *Drew Parra, Bike Bakersfield*

2

Workshop Goals

1. Increased education and community awareness of pedestrian and bicycle safety;
2. Increase walking and biking safety and comfort on Niles/ Monterey corridors; and
3. Prioritize infrastructure improvement projects including existing bike paths, multi-modal approaches to improve safety.

Agenda

1. Introduction
2. Safe System Approach Introduction and Strategies
3. Crash Data Presentation
4. Virtual Walking and Biking Assessment
5. Action Planning
6. Closing

The Safe System Approach

5

The Safe System approach is *human-centered* and *proactive*.

Center vulnerable populations experiencing a disproportionate rate of injuries and fatalities.

6

The Safe System Approach:

- Commits to zero traffic deaths and serious injuries;
- Creates a holistic approach with layers of protection for road users; and
- Prioritizes safety in road system investments.

Key Principles

1. Deaths and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is crucial

Layers of Protection

9

The Traditional Approach vs. Safe System Approach

Prevent crashes	Prevent death and serious injuries
Improve human behavior	Design for human mistakes
Control speeding	Reduce system kinetic energy
Individuals are responsible	Share responsibility
React based on crash history	Proactively identify and address risks

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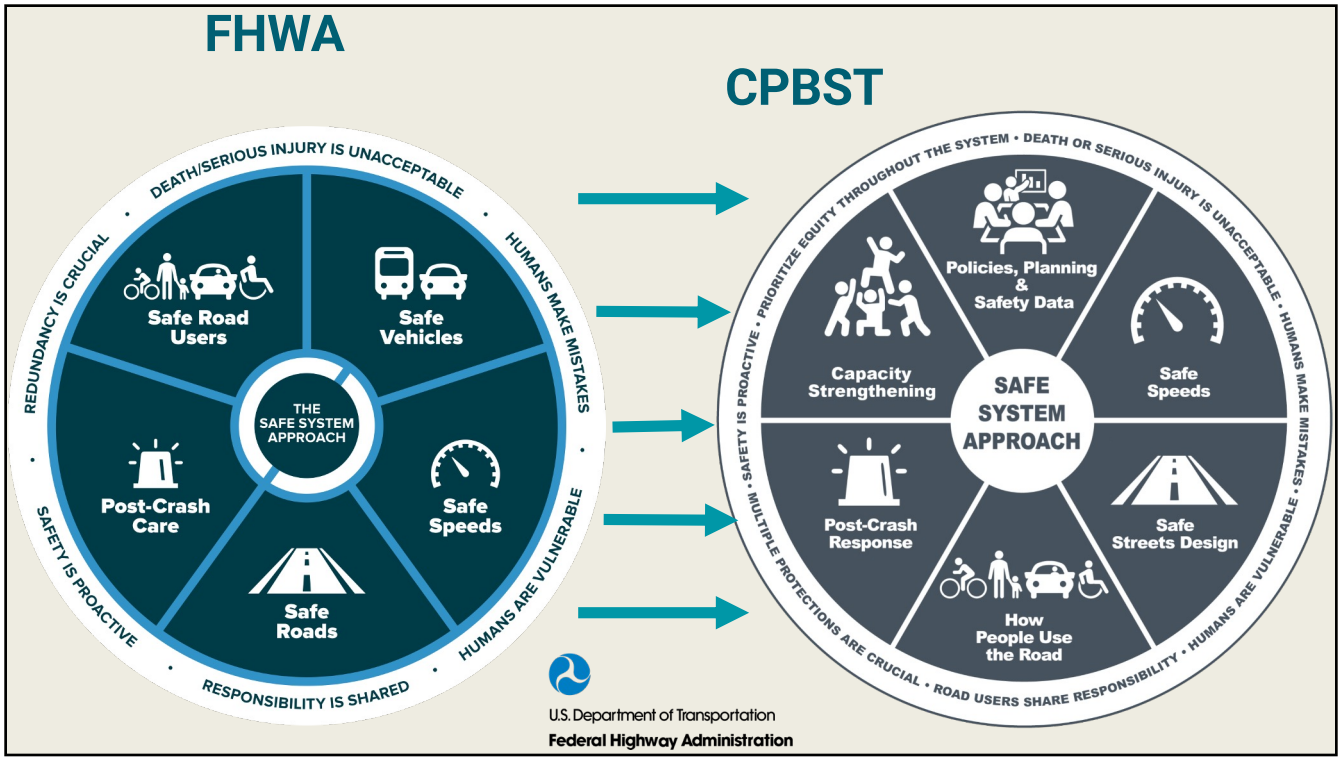

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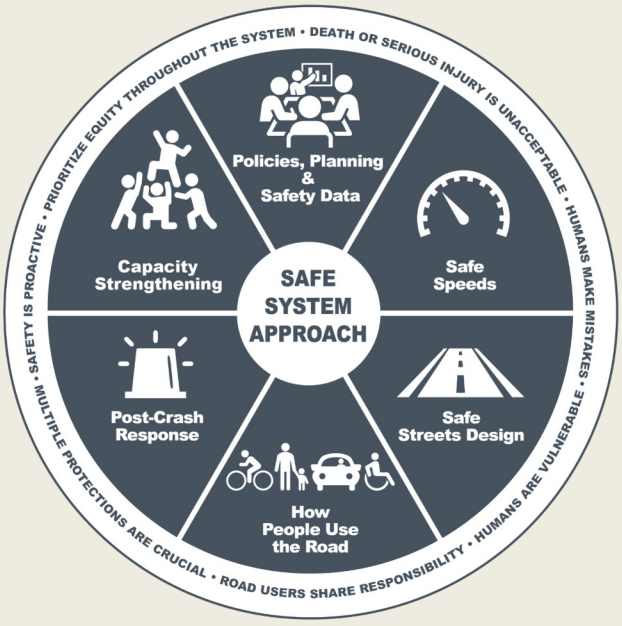

Our Adapted Elements

1. Safe Speeds
2. Safe Streets Design
3. How People Use the Road
4. Post-Crash Response
5. Capacity Strengthening
6. Policies, Planning, and Safety Data

12

CPBST Safe System Elements

- ***Safe speeds***: Reduce driver speeds to reduce injury severity for all road users.
- ***Safe streets design***: Design roads that are people-focused and reduce conflict between users.
- ***How people use the road***: Create opportunities for and expand awareness of safe walking, biking, and rolling.

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CPBST Safe System Elements cont'd

- ***Post-crash response***: Provide physical and emotional care to crash survivors and their families.
- ***Capacity building and empowerment***: Empower communities to claim ownership of safe streets and public spaces.
- ***Policies, planning, and safety data***: Create systems change at the local and statewide policy level.

14

Potential Safe System Strategies

15

School or Community Crossing Guard Program

Capacity Building & Empowerment

A program that trains adults to direct the traffic of people walking, biking or driving at key intersections, typically near schools. These can be volunteer, part-time, or full-time positions.

Covina, CA
Photo: Crossing Guard Company

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Bike Safety Diversion Program

San Gabriel Valley, CA
Photo: Bike SGV

Policies, Planning & Safety Data

A sponsored program by a local law enforcement agency that offers bike traffic school to remove or reduce a traffic violation fine for people who bike. Attendees also learn bike laws and safe riding skills.

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Pedestrian Safety/Refuge Island

Safe Streets Design

A designated area in the middle of a crosswalk where people walking can stop and rest. Along with the island, high-visibility crosswalks and signage can also be installed.

Long Beach, CA
Photo: City of Long Beach

18

Safety Messaging Campaign

Castro Valley, CA
Photo: California Walks

How people use the road

A campaign that informs the general public of a safety message or a call to action.

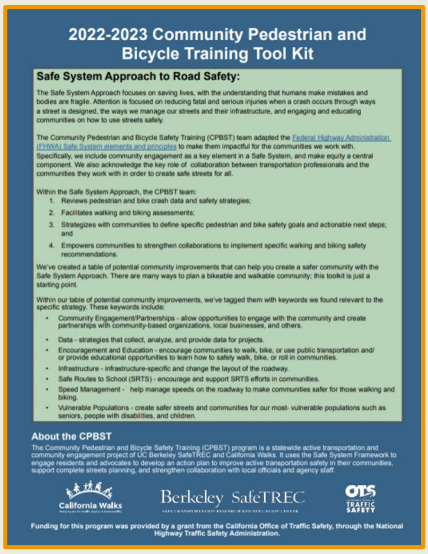
Shade Tree

Safe Street Design

A tree that provides shade, decreases noise pollution, and improves mental well-being in a community. They can also slow deterioration of pavement, which improves a street's walkability and bikeability.

Alpine, CA
Photo: Homes.com

Safe System Toolkit



2022-2023 Community Pedestrian and Bicycle Training Tool Kit

Safe System Approach to Road Safety:

The Safe System Approach focuses on saving lives, with the understanding that humans make mistakes and bodies are fragile. Attention is focused on reducing fatal and serious injuries when a crash occurs through ways a street is designed, the ways we manage our streets and their infrastructure, and engaging and educating communities on how to use streets safely.

The Community Pedestrian and Bicycle Safety Training (CPBST) team adapted the Federal Highway Administration (FHWA) Safe System elements and principles to make them impactful for the communities we work with. Specifically, we include community engagement as a key element in a Safe System, and make equity a central component. We also acknowledge the key role of collaboration between transportation professionals and the communities they work with in order to create safe streets for all.

Within the Safe System Approach, the CPBST team:

1. Reviews pedestrian and bike crash data and safety strategies;
2. Facilitates walking and biking assessments;
3. Strategizes with communities to define specific pedestrian and bike safety goals and actionable next steps; and
4. Empowers communities to strengthen collaborations to implement specific walking and biking safety recommendations.

We've created a table of potential community improvements that can help you create a safer community with the Safe System Approach. There are many ways to plan a bikeable and walkable community; this toolkit is just a starting point.

Within our table of potential community improvements, we've tagged them with keywords we found relevant to the specific strategy. These keywords include:

- Community Engagement/Partnerships - allow opportunities to engage with the community and create partnerships with community-based organizations, local businesses, and others.
- Data - strategies that collect, analyze, and provide data for projects.
- Encouragement and Education - encourage communities to walk, bike, or use public transportation and/or provide educational opportunities to learn how to safely walk, bike, or roll in communities.
- Infrastructure - infrastructure-specific and change the layout of the roadway.
- Safe Routes to School (SRTS) - encourage and support SRTS efforts in communities.
- Speed Management - help manage speeds on the roadway to make communities safer for those walking and biking.
- Vulnerable Populations - create safer streets and communities for our most- vulnerable populations such as seniors, people with disabilities, and children.

About the CPBST

The Community Pedestrian and Bicycle Safety Training (CPBST) program is a statewide active transportation and community engagement project of UC Berkeley SafeTREC and California Walks. It uses the Safe System Framework to engage residents and advocates to develop an action plan to improve active transportation safety in their communities, support complete streets planning, and strengthen collaboration with local officials and agency staff.

California Walks | Berkeley SafeTREC | OTS Traffic Safety

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

Community Benefit Agreement

A legally enforceable contract between a community coalition and the developer of a proposed development project. In exchange for public support of the project, the developer contributes benefits to the local community, such as pedestrian and bike safety improvements and open green space.

When to Use: To improve the safety of people walking and biking or increase open green space for the community at or near new development projects.

Community Engagement/Partnerships, Encouragement and Education, Infrastructure, Speed Management, Vulnerable Populations

COMMUNITY COALITION
people. power. progress.

Community Coalition

A variety of partners in a community that work together to improve active transportation safety. This can include work in affordable housing and active transportation, land use solutions, and public transportation investments.

When to Use: To provide a well-rounded, safe community for those living in and traveling to it.

Community Engagement/Partnerships, Data, Encouragement and Education, Infrastructure, Safe Routes to School (SRTS), Speed Management, Vulnerable Populations

Community Liaison/Promotores Campaign

A program that trains community residents to become public health workers. They can teach their neighbors advocacy skills to promote safe walking and biking behaviors among their communities.

When to Use: To promote safe walking and biking in communities, by teaching the people in the community themselves to become advocates.

Community Engagement/Partnerships, Encouragement and Education, Safe Routes to School (SRTS), Speed Management, Vulnerable Populations

Pedestrian and Bicycle Crash History

Bakersfield, 2019-2023

How Crash Data is Collected

A pedestrian and/or bicyclist is involved in a crash.

Law enforcement arrives at the scene and writes a crash report.

Crash reports are sent to CHP and compiled into a statewide database known as SWITRS.

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What is a pedestrian crash?

Pedestrian-motor vehicle crash

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

What is a bicycle crash?

Bicycle-motor vehicle crash

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

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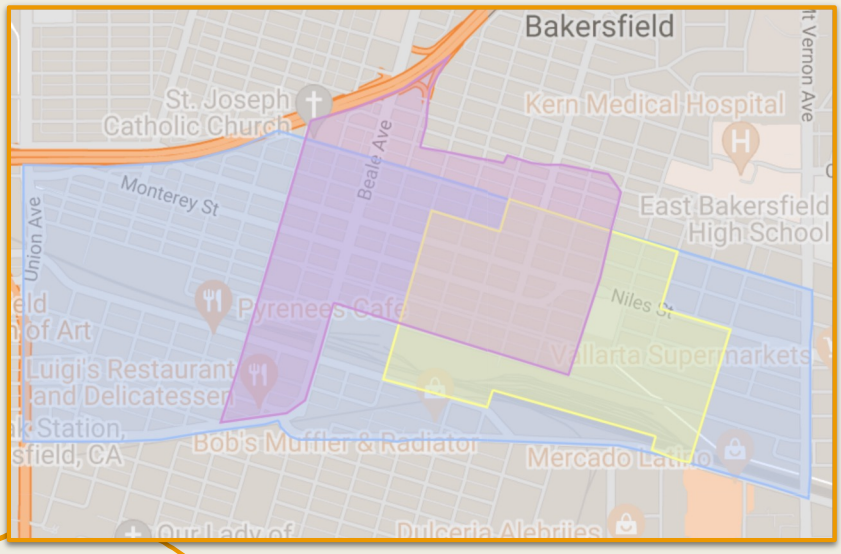
Overview of Focus Area

Boundaries

- Highway 178 and Pacific Street
- Mount Vernon Avenue
- E Truxtun Avenue and Edison Highway
- Union Avenue



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bakersfield Demographics 2019-2023

Data source: U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-year estimates, 2023 Esri Estimates.

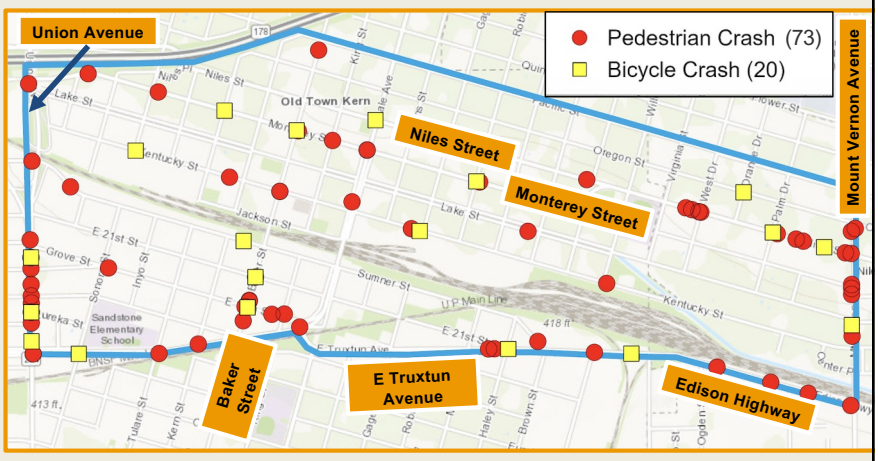
Overview of Crashes in Focus Area 2019-2023

Ninety-three crashes occurred in the workshop focus area:

- 73 pedestrian crashes
- 20 bicycle crashes

Crashes concentrated on:

- Niles Street
- Monterey Street
- Union Avenue
- Baker Street
- Mount Vernon Avenue
- E Truxtun Avenue/Edison Highway



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

27

52%

of <u>fatal and serious</u> injury crashes in the workshop focus area involved a pedestrian or bicyclist

compared to 23% statewide and 21% countywide

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

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Pedestrian Crash Statistics 2019-2023

53%

of pedestrian crashes occurred between Wednesday and Friday

71%

of pedestrian crashes occurred when it was dark outside

62%

of pedestrian crashes occurred between 6PM and 11:59PM

55%

of pedestrian crashes involved a pedestrian's failure to yield (19% involved a driver's failure to yield)

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

29

Pedestrian Crash Victim Demographics 2019-2023

42%

of all pedestrian injuries were fatal or serious

62%

of all pedestrian victims were male

15%

or 11 out of 74 pedestrian victims were between the ages of 5 and 24

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

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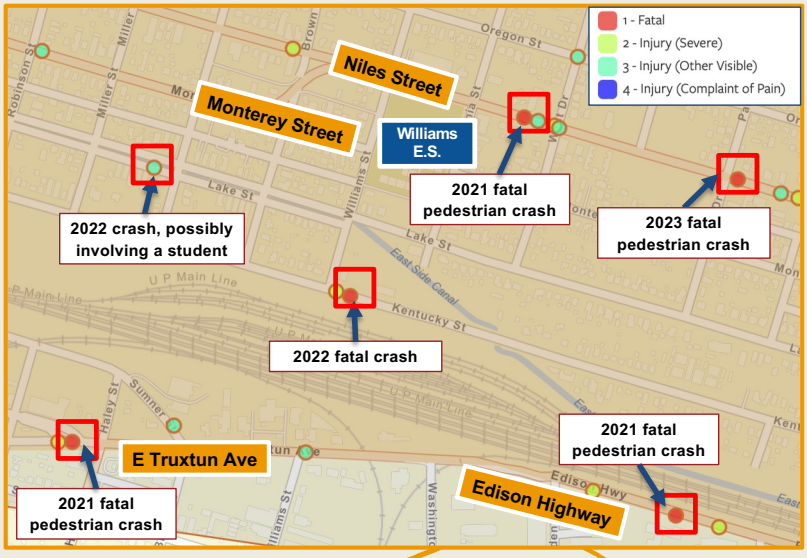
Pedestrian Crashes 2019-2023

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Pedestrian Crashes Near Williams ES 2019-2023

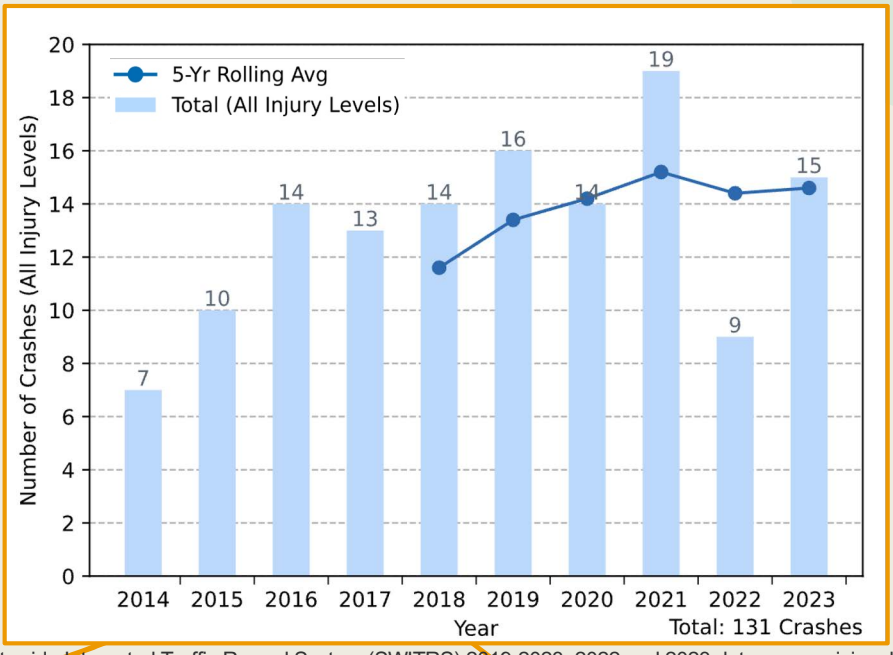


- **Twenty-four** pedestrian crashes reported within a ½-mile radius of Williams Elementary School, including:
  - Five fatal crashes
  - Seven severe injury crashes
- One crash involving a six-year old victim at Lake Street and Haley Street
  - PCF violation unknown

Lake St & Haley St Intersection

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

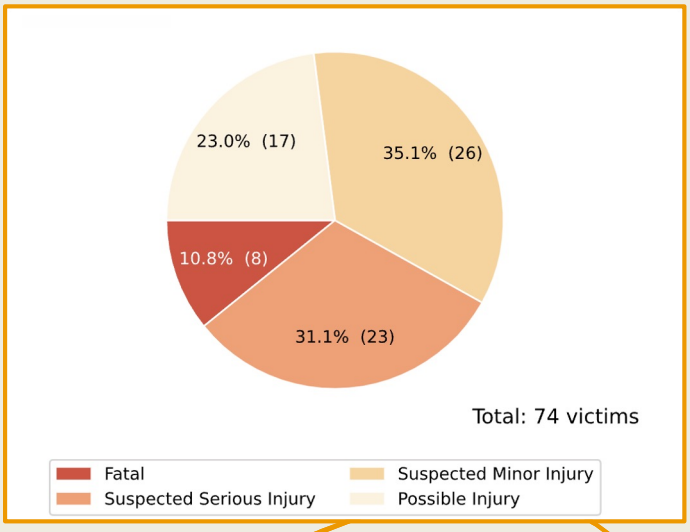
Pedestrian Crashes 2014-2023



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Pedestrian Crashes 2019-2023

By injury severity



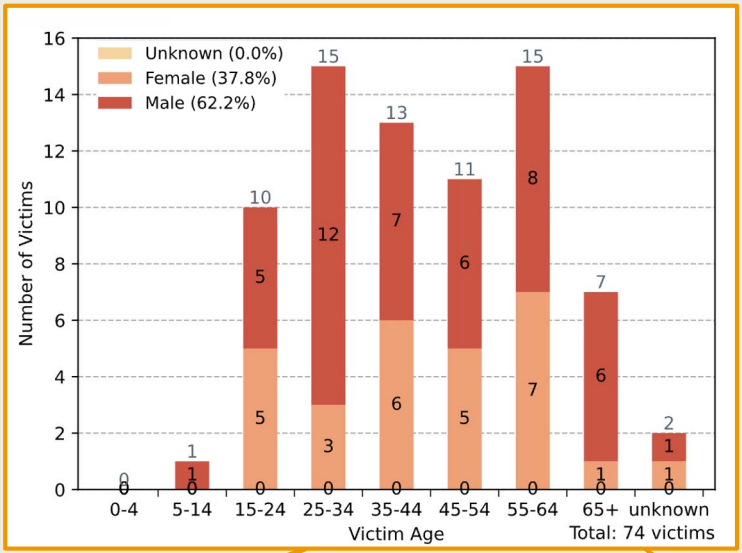
- 8 victim fatalities
- 23 victims had suspected serious injuries
- 26 victims had suspected minor injuries
- 17 victims had other possible injuries
- 41.9% of all victims were either killed or seriously injured in a pedestrian crash.

Total: 74 victims (across 73 total crashes)

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Pedestrian Crashes 2019-2023

By victim age and gender



- 1 victim age 5-14
- 10 victims age 15-24
- 15 victims age 25-34
- 13 victims age 35-44
- 11 victims age 45-54
- 15 victims age 55-64
- 7 victims age 65+
- 2 victims age unknown

Total: 74 victims (across 73 total crashes)

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

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Pedestrian Crashes 2019-2023

Most frequently cited violations in injury crashes

40 crashes — **21954.** Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk.

14 crashes — **21950a.** Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk.

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

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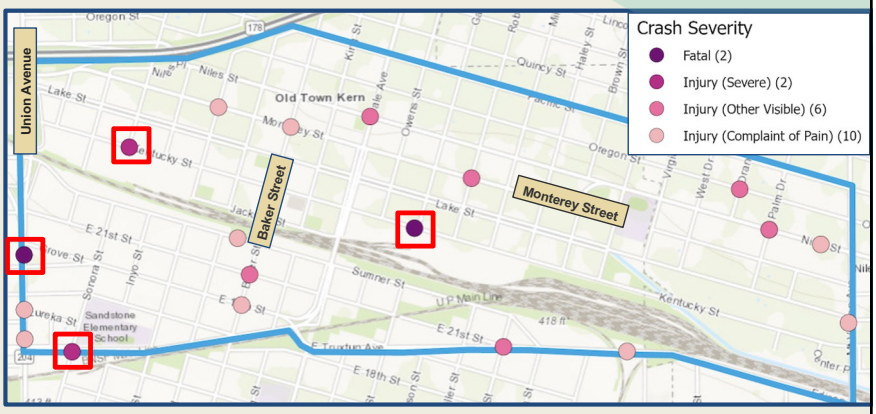
Bicycle Crashes 2019-2023

Twenty total bicycle crashes in our focus area.

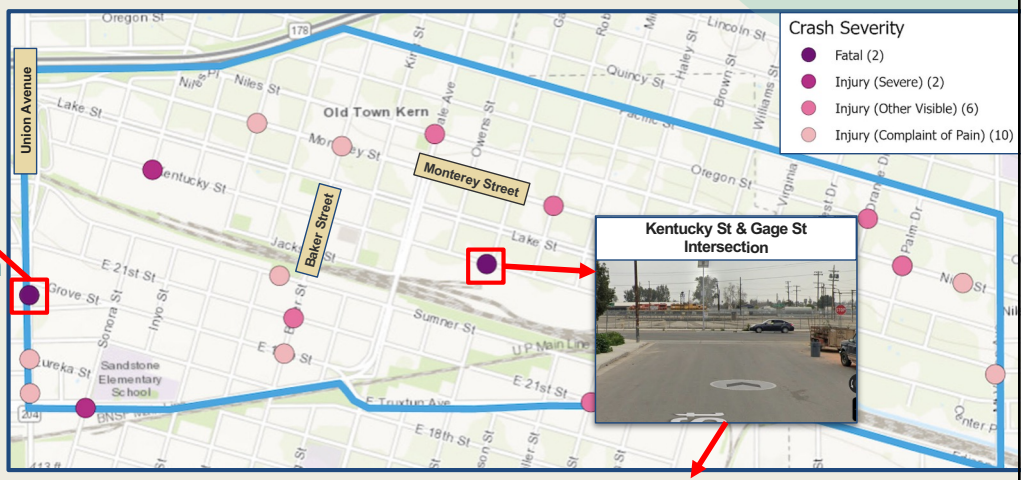
- Two <u>fatal</u> bicycle crashes at:
  - Kentucky Street and Gage Street intersection
  - Union Avenue and 19th Street intersection
- Two <u>severe</u> injury bicycle crashes at:
  - Kentucky Street and Alta Vista Drive intersection
  - Truxtun Avenue and Sonora Street intersection



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crashes 2019-2023

- Fatal bicycle crash Aug. 10, 2021 at 4:36pm
- 16 year old male victim, violation of traffic signals (PCF)



- Fatal bicycle crash Sep. 7, 2019 at 9:21pm
- 46 year old male victim, wrong side of the road (PCF)

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crashes 2019-2023

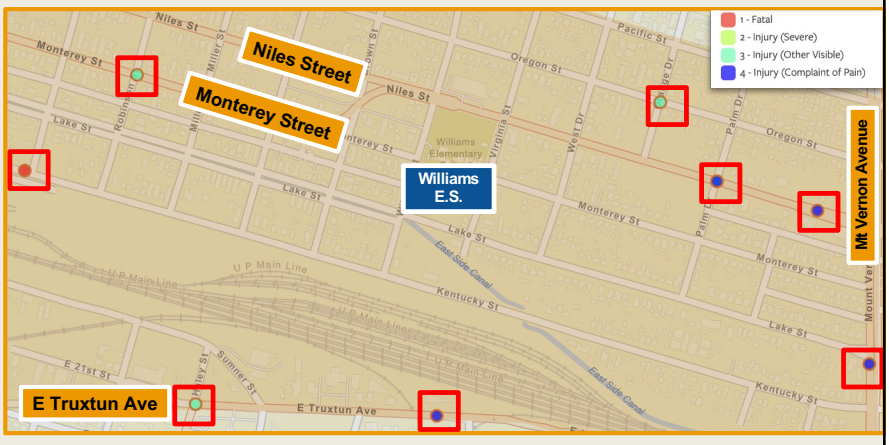
- Oct. 14, 2023 6:48pm severe injury bicycle crash
- 32 year old male victim, wrong side of the road (PCF)

- March 5, 2020 7:38pm severe injury bicycle crash
- 30 year old male victim, driving or bicycling under the influence of drugs or alcohol (PCF)

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crashes Near Williams ES 2019-2023

- **Eight** bicycle crashes occurred within a ½ mile radius of Williams Elementary School, including:
  - One fatal crash
  - Three crashes with visible injuries
  - Four crashes with complaint of pain



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crash Statistics 2019-2023

40%

of bicycle crashes occurred on a Monday or Tuesday

75%

of bicycle crashes occurred between 3PM and 11:59PM

20%

of bicycle crashes involved a bicyclist's failure to drive/ride on the right half of the roadway (with some exceptions).

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crash Victim Demographics 2019-2023

20%

of all bicycle crash injuries were fatal or serious

85%

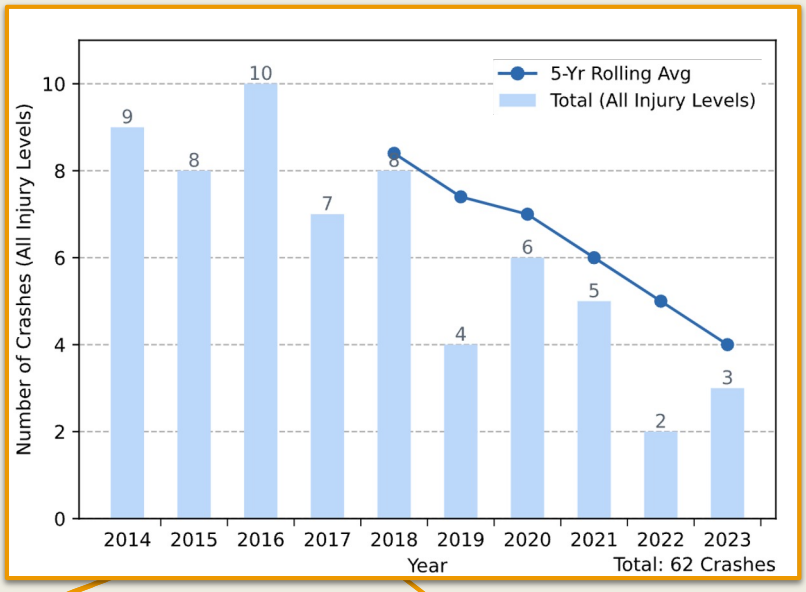
of all bicycle crash victims were male

30%

or 6 out of 20 bicycle crash victims were between the ages of 9 and 24

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crashes 2014-2023



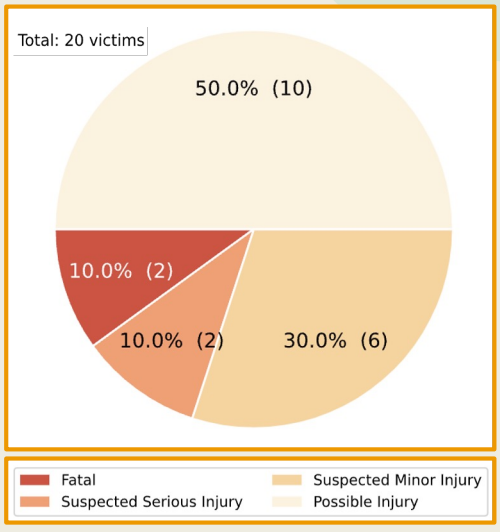
Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crashes 2019-2023

By injury severity

Twenty victims were injured in 20 bicycle crashes.

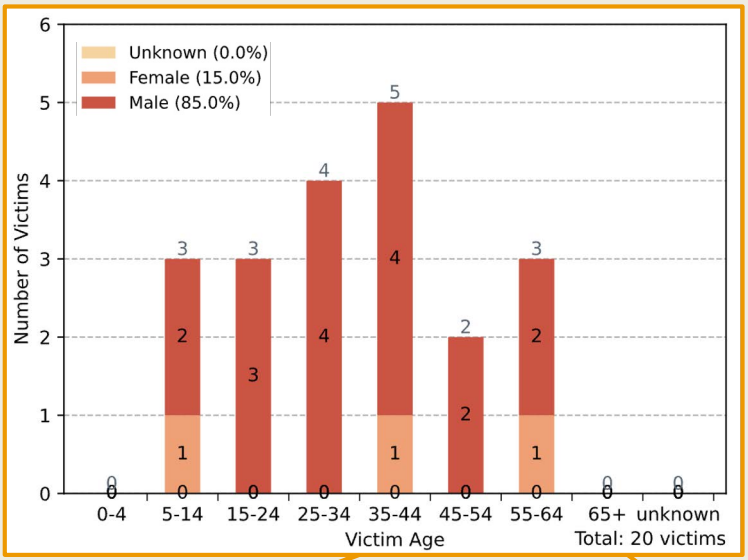
Two of those victims were seriously injured and two injuries in crashes were fatal.



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crashes 2019-2023

By victim age and gender



- 3 victims age 5-14
- 3 victims age 15-24
- 4 victims age 25-34
- 5 victims age 35-44
- 2 victims age 45-54
- 3 victims age 55-64

Total: 20 victims across 20 crashes

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Crashes 2019-2023

Most frequently cited violations in injury crashes

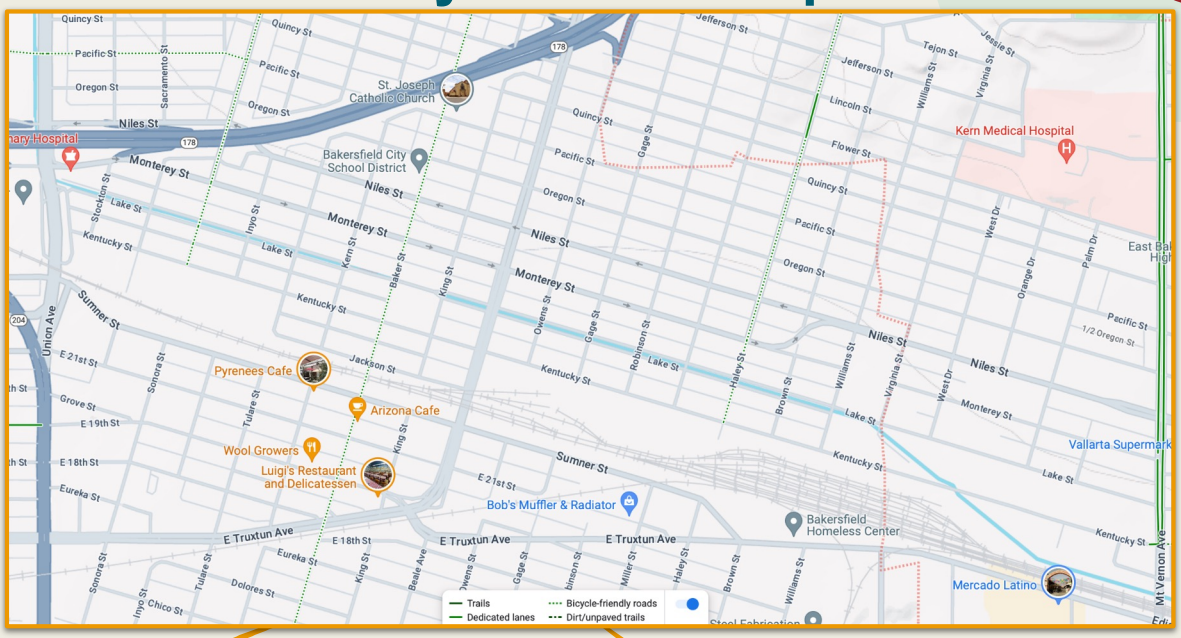
4 crashes — **21650.** Bicyclist failure to drive/ride on the right half of the roadway (with some exceptions).

3 crashes — **21453.** Driver failure to stop at a limit line or crosswalk at red light. Driver failure to yield right-of-way to pedestrian when turning on a red light.

3 crashes — **22107.** Unsafe turning or moving right or left on a roadway. Turning without signaling.

Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

Bicycle Lane Map



Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of May 2024.

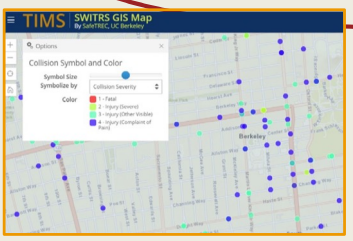
Additional Resources

Street Story

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

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

streetstory.berkeley.edu



Transportation Injury Mapping System (TIMS)

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

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

tims.berkeley.edu

Let’s take a break!

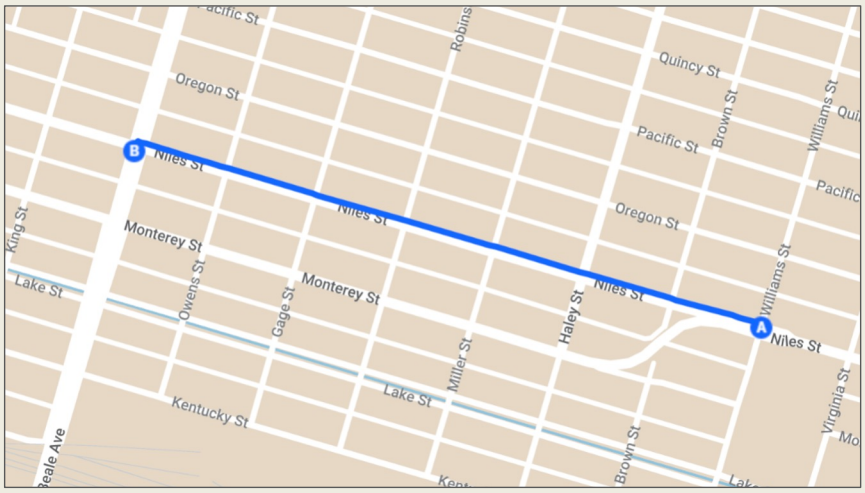
Come back to the room in 5 minutes.

Walking and Biking Assessments

Bakersfield, California

Walking Assessment: *Route 1*

Route 1:
Niles St/ Williams St to Beale Avenue Boys & Girls' Club



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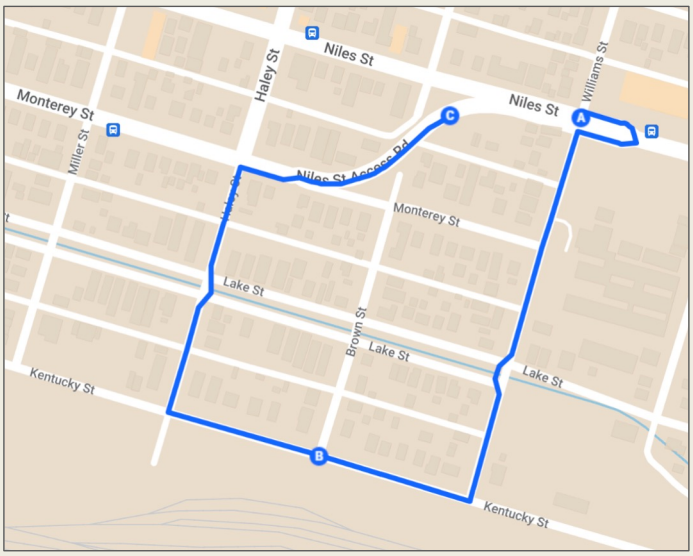
Walking Assessment: *Route 2*

Route 2:
Monterey Street/ Niles Street, Williams Elementary School David Nelson Pocket Park



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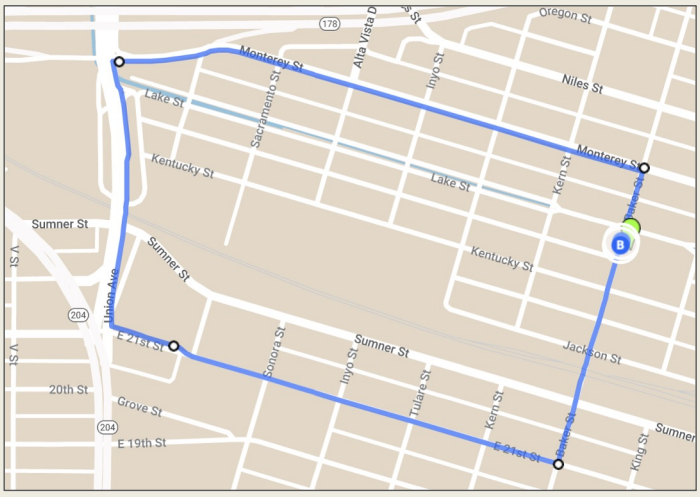
Walking Assessment: *Route 3*

Route 3:
Union Avenue/Monterey Street/Baker Street
Baker Street Village
Community Health Center



Please return by end time of w/b assessments.

Welcome back!

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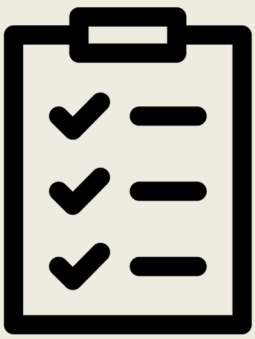
Action Planning

Plan 2-3 projects that address community concerns.



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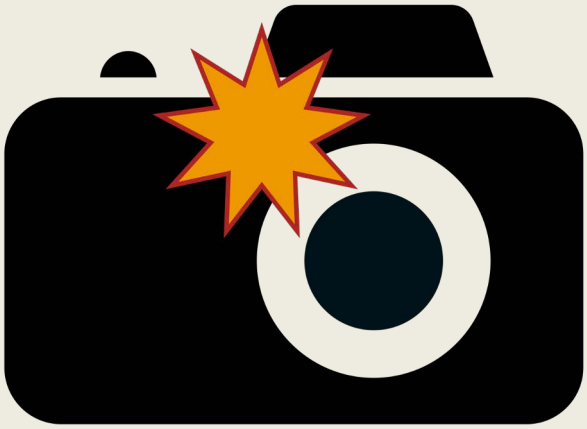
Group Photo



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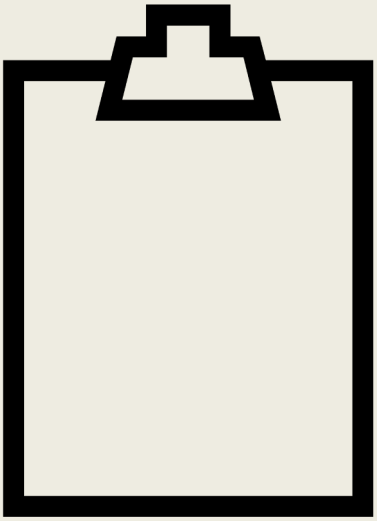
Evaluations



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Next Steps

- Summary and Recommendations Report
- Debrief with the Planning Committee
- Follow-Up Support, as needed

Local Updates and Resources

- Niles and Monterey (NiMo) Prosperity Neighborhood (PN) focus area; Community meetings Fall
- Niles and Monterey Corridor project is still implementing its demonstration project of a road diet that will also offer a dedicated bike lane, a new parking style, urban greening facilities, and bulb-outs. Project completion is still TBD.
- Renaissance at Baker, an affordable housing complex that will offer 85 units of affordable housing, completed in 2025. (Housing Authority of the County of Kern and The Cesar Chavez Foundation)
- Community Interventions, Inc

Thank you, Bakersfield!

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

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

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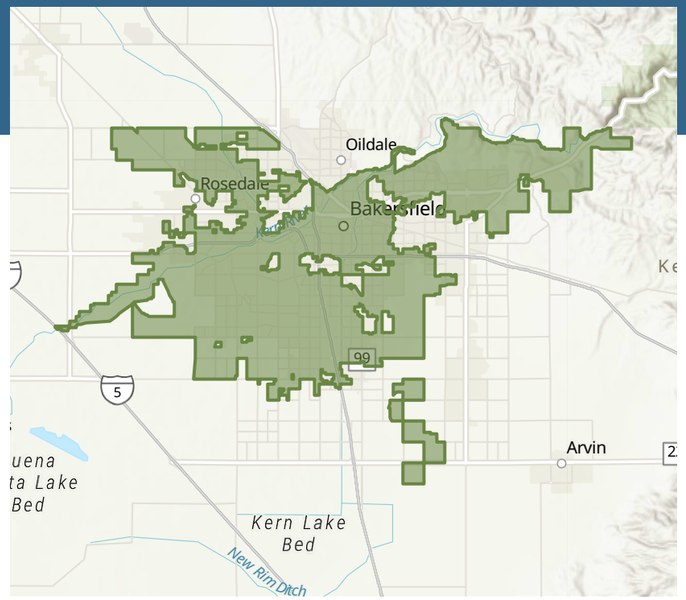
Bakersfield

Community Pedestrian and Bicycle Safety Program



Key Facts

Vulnerable Population

25% Households with 1+ Persons with a Disability

12% Population 65+

16% Households without a vehicle

16% Households Below the Poverty Level

Commute Profile

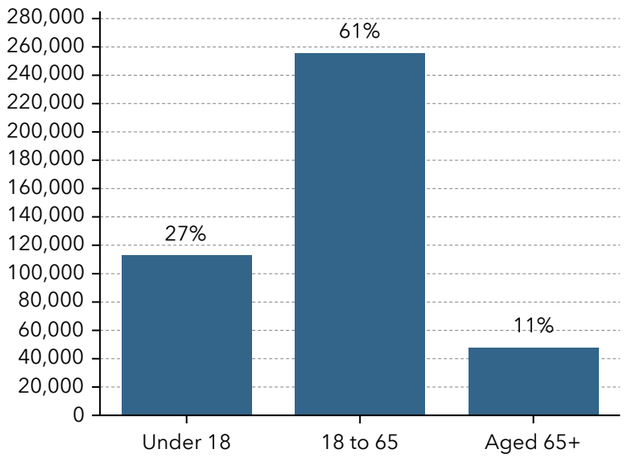
1% Took Public Transportation

10% Carpooled

1% Walked to Work

0% Bike to Work

Population by Age



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (55.21)

The smallest group: Pacific Islander Alone (0.17)

Indicator ▲	Value	Diff
White Alone	36.56	-2.04
Black Alone	6.95	+1.43
American Indian/Alaska Native Alone	1.85	-0.19
Asian Alone	8.11	+2.72
Pacific Islander Alone	0.17	0
Other Race	29.24	-2.35
Two or More Races	17.12	+0.44
Hispanic Origin (Any Race)	55.21	-1.97

Bars show deviation from Kern County

Household Income (2021)		
Median Household Income	$78,865	
Household Income less than $15,000	10,872	8%
Household Income $15,000-$24,999	7,215	5%
Household Income $25,000-$34,999	10,095	8%
Household Income $35,000-$49,999	13,827	10%
Household Income $50,000-$74,999	20,754	16%
Household Income $75,000-$99,999	18,307	14%
Household Income $100,000-$149,999	25,545	19%
Household Income $150,000-$199,999	11,587	9%
Household Income $200,000 or greater	14,545	11%

Source: Esri forecasts for 2021, U.S. Census Bureau 2015-2019 American Community Survey (ACS) Data,

Source: This infographic contains data provided by Esri (2024), ACS (2018-2022).

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

For more information, please visit:
http://bit.ly/CPBSP.

For questions, please email safetrec@berkeley.edu.

Visit SafeTREC on the Web at
https://safetrec.berkeley.edu/.

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