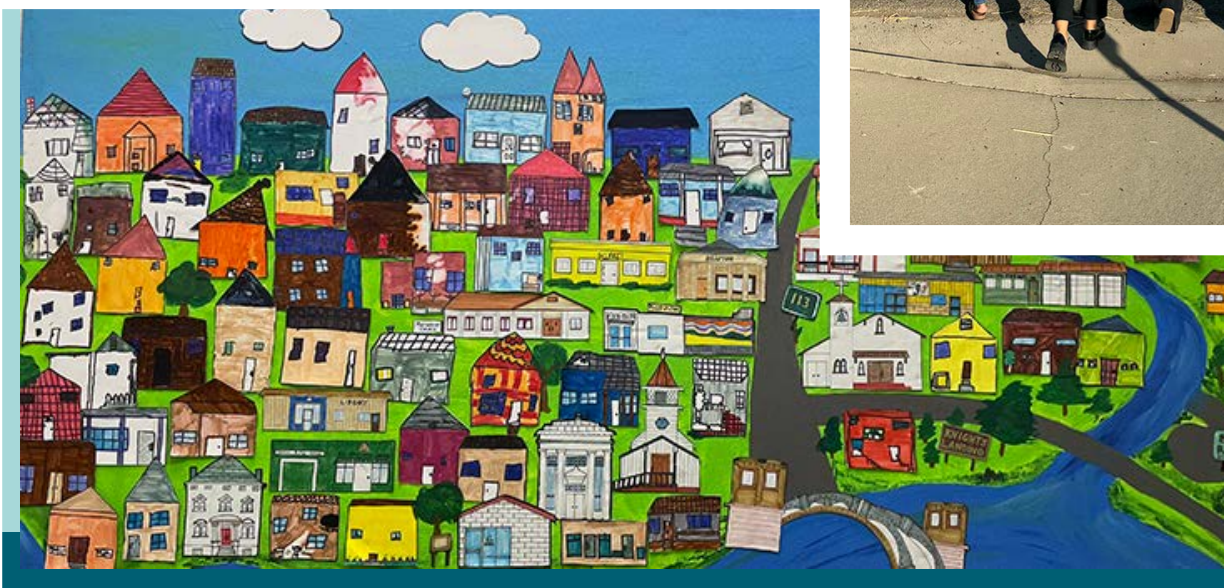
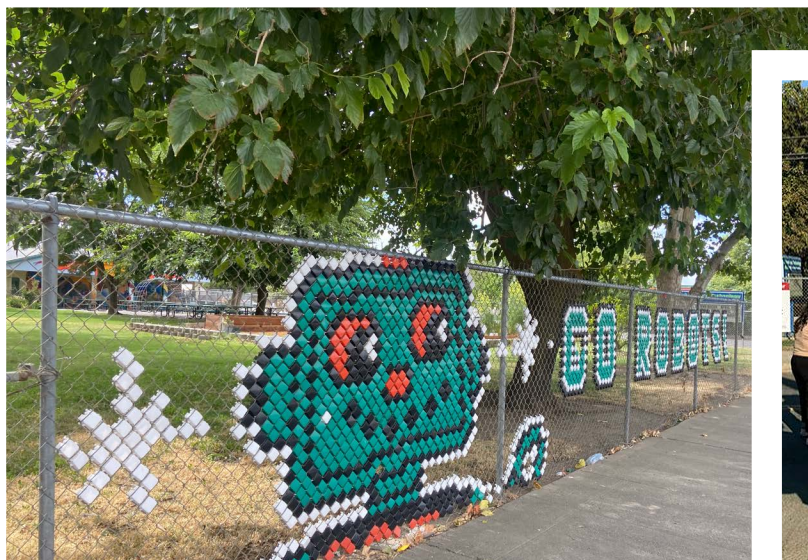


Comunidades Activas y Seguras Programa (Active and Safe Communities Program) Knights Landing

Summary & Recommendations Report



Berkeley

Summer 2024
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.

Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Knights Landing a safer place to walk and bike. Their contributions prompted informed discussions and strengthened the workshop's outcomes.

Our work took place on the ethnohistoric territory of the Cayuse, Umatilla, Walla Walla and Patwin. We recognize that every community member of Knights Landing has, and continues to benefit from, the use and occupation of Cayuse, Umatilla, Walla Walla and Patwin land.

Planning Committee:

Berenice Campos	Knights Landing resident
Cecilia Bravo-Salgado	Empower Yolo
Cecilia Ramirez	Knights Landing resident
**Gabriela Palomares	Yolo County Health and Human Services
Jennifer Luevano	Yolo County Health and Human Services Agency
Johana Ayala	Health and Human Services Agency
Josie Enriquez	Empower Yolo
Lina Hernandez	Empower Yolo
Lorena Gravi	Knights Landing resident
Maria Martinez	Sci-Tech Academy
Wesley Yang	Yolo County Transportation District

**Planning Committee Lead/Program Applicant

We also want to acknowledge KT Translations for providing simultaneous interpretation from Spanish to English during the workshop.

This report was prepared by:

California Walks	UC Berkeley Safe Transportation Research & Education Center (SafeTREC)
Karen A. Rodriguez https://calwalks.org	Areli Ariana Balderrama https://safetrec.berkeley.edu

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.

Table of Contents

Acknowledgements	2
Introduction	4
Safe System Approach	5
Background and Data	7
Pedestrian Crash Data	8
Bicycle Crash Data	9
Motorcycle Crash Data	9
Walking and Biking Assessments	10
Community Recommendations	16
Project Team Recommendations	17
Los Caminos de las Vías: RadioNovela	26
Resources	27
Appendix	28

Introduction

Comunidades Activas y Seguras (Active and Safe Communities) is a statewide program of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). It falls under the Community Pedestrian and Bicycle Safety Program (CPBSP), which seeks to reduce pedestrian and bicyclists fatalities and serious injuries in California by working with communities to integrate the Safe System Approach into programs, policies, and design decisions related to active transportation. This program supports the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking and biking safety in California communities.

The training for Knights Landing was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC to:

1. Identify traffic calming strategies that reduce driver speeds and reduce conflict among all road users in the area surrounding Science and Technology Academy (Sci-Tech);
2. Promote safe routes to parks for people who are walking, biking, or rolling to the Knights Landing Community Park; and
3. Advocate for infrastructure improvements along Locust Street (State Route 113, or SR-113) to reduce driver speeds and increase safety for all road users.

The Comunidades Activas y Seguras (CAyS) program uses the 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. 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 in-person training was held on August 28, 2024, at the Knights Landing Community Center. It convened about 27 adult participants and seven children, including community members and representatives from the Science and Technology Academy, Yolo Transportation District, Knights Landing Fire Department, Yolo County Health and Human Services Agency, and Empower Yolo. It consisted of:

- A visioning activity where participants imagined their ideal community and identified the community's priorities;
- An activity that facilitated personal and cultural connections to the seven principles of our Safe System Approach;
- A walking and biking assessment/tabletop mapping activity and analysis of pedestrian, bike, and motorcycle crash data; and
- A tailored RadioNovela activity to convey the story of the community and to promote awareness of traffic safety conditions in Knights Landing.

The focus area for this workshop included both Robbins and Knights Landing. To honor the strong ties between Knights Landing and Robbins, the Planning Committee requested we review pedestrian, bike, and motorcycle crash data from both communities. Much like the one used for the crash data, this focus area included the Science and Technology Academy, Knights Landing Branch Library, and Knights Landing Community Center. The Planning Committee selected this area to promote programmatic and infrastructure changes for residents who walk, bike, and roll around the community.

This report summarizes the workshop's outcomes and provides the Project Team with recommendations for implementing safety improvement, informed by Knights Landing community members.

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 (Johansson, 2009¹). 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 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.

The CAyS 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.

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

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 CAyS 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](#).



ABOVE: The CPBSP Safe System graphic.

Background and Data

The Project Team collected and analyzed data for the towns of Knights Landing and Robbins in Yolo County. The Planning Committee requested the Project Team include Robbins in the focus area, recognizing its tight-knit community and care among residents. Per [California Office of Traffic Safety \(OTS\) Crash Rankings](#), in 2021, Yolo County ranked 24th out of California’s 58 counties for people killed or injured in a traffic crash (with a ranking of “1” indicating the worst). It ranked 43rd for pedestrian crashes and 38th for pedestrian crashes involving children younger than 15. The county ranked 16th for bicycle crashes and 40th for bicycle crashes involving children younger than 15.

Per [2023 Esri Community Analyst data](#),² Knights Landing and Robbins are predominantly Hispanic (60 percent), which is 26 percent higher than Yolo County (34 percent). Knights Landing and Robbins have a notable portion of households with one or more persons with a disability (39 percent). Of the employed population, five percent of households do not have a vehicle, four percent walk to work, and eight percent carpool to work. In Yolo County, only two percent of residents walk to work, a notable difference from the four percent in Knights Landing and Robbins. The median household income of \$50,811 in Knights Landing and Robbins is below the statewide median household income of \$91,551. About 13 percent of households in the focus area live below the poverty level. The community comprises 44 percent, respectively, of people younger than 18 and older than 65, with each accounting for 22 percent. The full demographic report from 2023 ESRI Community Analyst data can be found in the appendix.

Similar to OTS Crash Rankings, the following data on pedestrian, bicycle, and motorcycle crashes is based on police-reported crashes that resulted in injuries to pedestrians and motorcyclists in the focus area. This police-reported data comes from the Statewide Integrated Traffic Records Systems (SWITRS) from 2014 to 2023. Crash data for 2022 and 2023 is provisional as of June 2024. A complete discussion of the pedestrian, bicycle, and motorcycle crash data can be found in the appendix.



ABOVE: Knights Landing Community Center, which hosted the CAyS site visit and workshop.

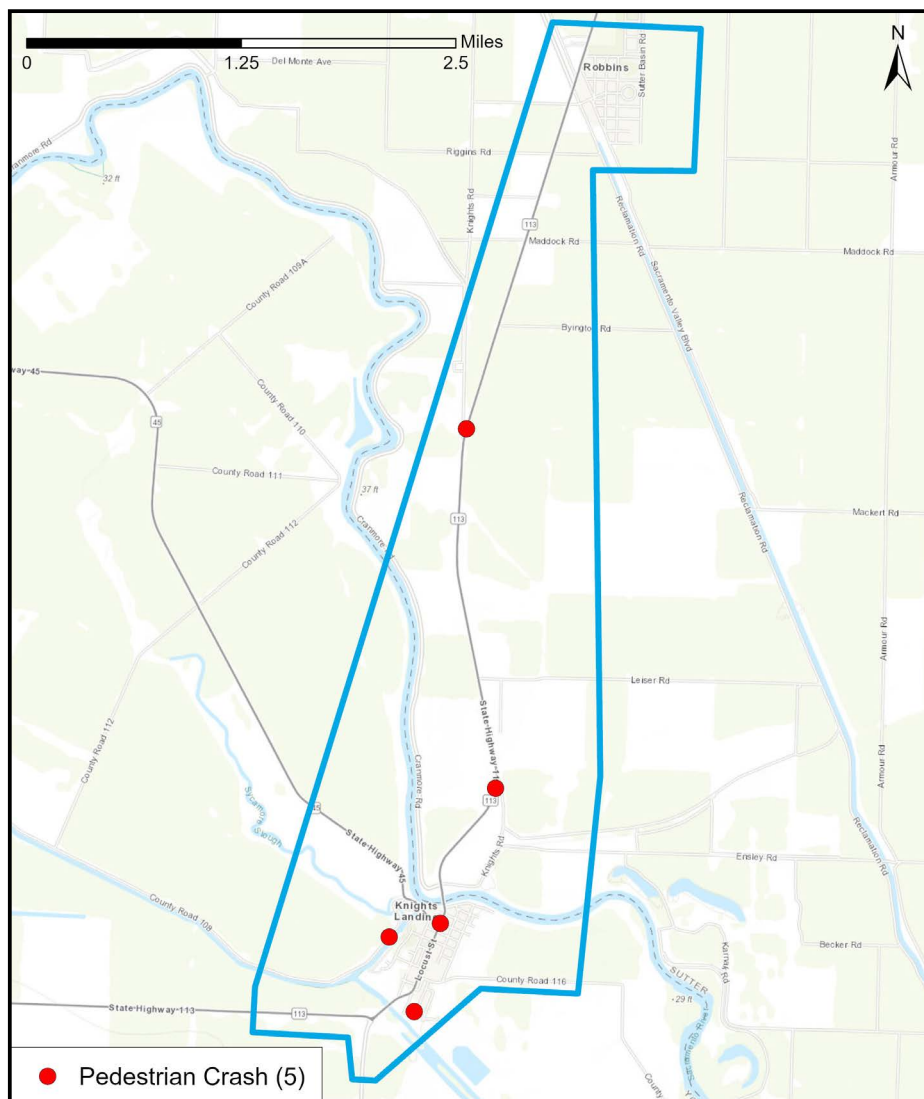
2 U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-year estimates, 2023 Esri Estimates.

Pedestrian Crash Data

In the ten years between 2014 and 2023, there were five pedestrian crashes, all resulting in varying degrees of injuries for their eight crash victims. Out of the eight victims, three were children between the ages of five and fourteen years old. Two of the eight victims were female, between 25 and 35 years old. Five of the victims were male, which aligns with national trends of male involvement in pedestrian crashes. On Saturday, May 4, 2019, one crash resulted in three pedestrian fatalities on State Route 113.

Three of the five pedestrian crashes occurred on Locust Street (SR-113) at three separate intersections: Locust Street (SR-113)/Knights Road, Locust Street (SR-113)/Jennings Court, and Locust Street (SR-113)/Fourth Street. All crashes occurred between Thursday through Sunday.

The focus area sees fewer fatal or serious injury crashes for both pedestrians and bicyclists than both the state of California and Yolo County. However, Knights Landing and Robbins have more crashes involving multiple motor vehicles, with 68 percent, compared to Yolo County and California, which account for 40 and 42 percent, respectively. Even though Knights Landing and Robbins see proportionally fewer pedestrian and bike crashes, these could be due to the low numbers of community members walking, biking or rolling because they feel the current conditions are unsafe.



ABOVE: Pedestrian Injury Crashes for Knights Landing and Robbins, 2019-2023. Data source: Statewide Integrated Traffic Record System (SWITRS) 2014-2023. 2022 and 2023 data are provisional as of June 2024.

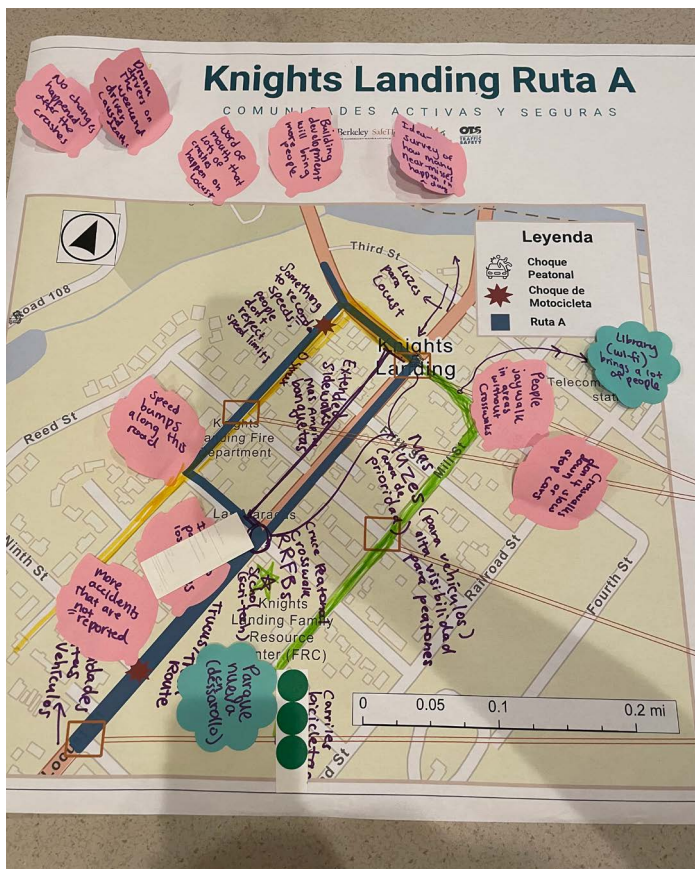
Bicycle Crash Data

No bicycle crashes were reported between 2014 and 2023. Under-reporting could be due to several factors, including people interested in biking but hesitant to ride due to concerns about unsafe bike routes or negative experiences. Addressing community concerns is crucial to ensure that bicycle safety is improved and the lack of bicycle crash data is not just a result of unreported incidents or a lack of bicycle activity.

Motorcycle Crash Data

At the request of the Planning Committee, motorcycle crash data was analyzed to supplement the low number of pedestrian crashes and lack of reported bicycle crashes. The additional data was included to help the community better understand the experiences of pedestrians and bicyclists. In the ten years between 2014 and 2023, five motorcycle crashes were reported in the focus area. Five victims were involved in five motorcycle crashes, with varying degrees of injuries, and three of the five victims were male.

One crash resulted in a driver fatality, which occurred at the Locust Street (SR-113) and Road 116 T-intersection. Two reported motorcycle crashes occurred along Road 116 and both, including the one previously mentioned, had a Primary Crash Factor (PCF) violation category of “Driving or Bicycling Under the Influence of Alcohol or Drugs”. These may pose an additional challenge to community members walking or rolling along Road 116 to get fresh air and exercise.



ABOVE: Annotated map of the Knights Landing workshop virtual walking and biking assessment. See Appendix D for transcribed input from community members.



ABOVE: Workshop participants on the walking and biking assessment.

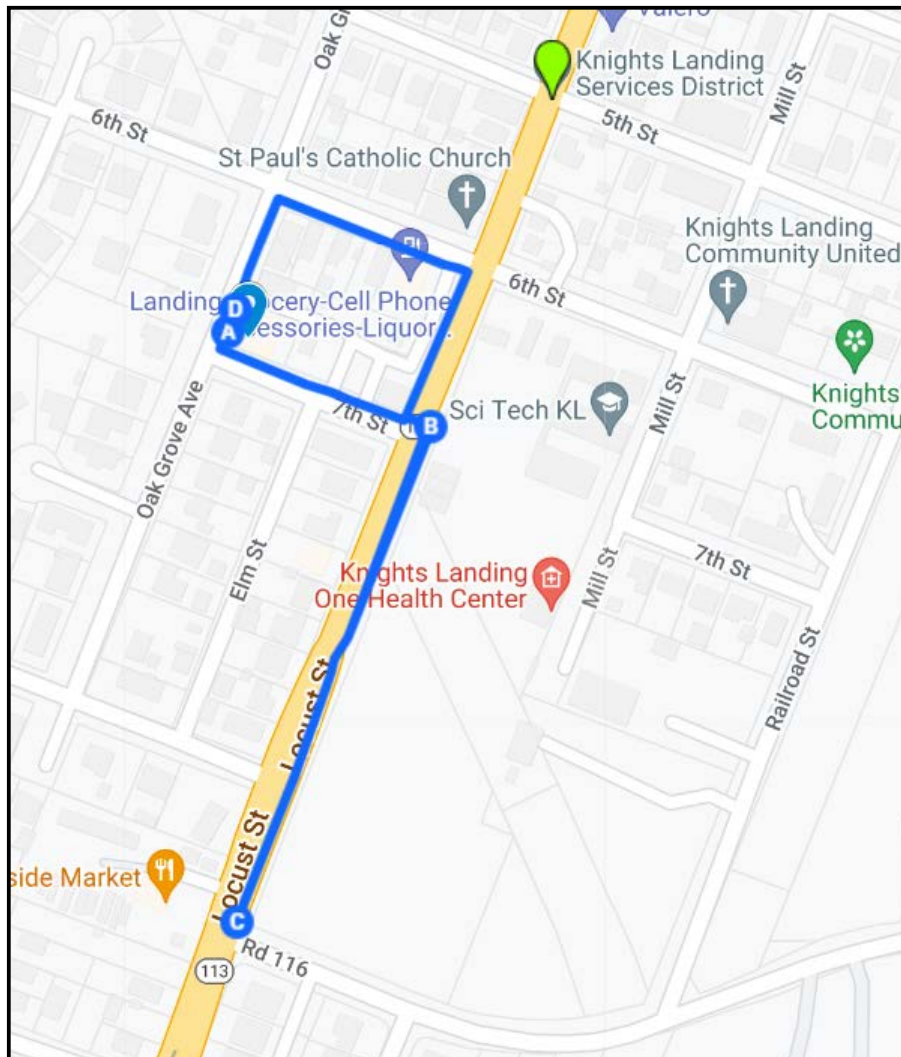
Walking and Biking Assessments

During the site visit and workshop, Planning Committee members and workshop participants joined a walking and biking assessment to evaluate the routes and share their experiences walking, biking, and rolling in Knights Landing. To supplement the walking and biking assessment and accommodate the heat, the Project Team conducted a tabletop mapping activity, which included most of Knights Landing. In contrast, the walking and biking assessment was conducted along one key route along Locust Street (State Route 113) to the west, Sixth Street to the north, Oak Grove to the east, and Seventh Street to the south. Both activities captured participants' traffic safety concerns and what transportation improvements they'd like to see in the community. Workshop participants were asked to:

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

Participants identified:

- Community assets like safe spaces for children and youth to play, places for community members to gather outdoors, and aspects of the environment like infrastructure conditions that support safety for people who walk, bike, and roll.
- Community concerns like places or roads that may be unsafe or hazardous for people to walk, bike, and roll, as well as concerns for vulnerable groups like older adults, people who use an assistive mobility device, or families with children.



ABOVE: Knights Landing walking and biking assessment route.

Strengths

1. Two yellow continental crosswalks on the north and south sides of the Locust Street (SR-113)/Seventh Street T-intersection may increase pedestrian visibility and reduce conflict between road users. One crossing guard is present during school arrival and dismissal times at this T-intersection, which helps alleviate some concerns about student crossing safety.
2. The paved sidewalks along Locust Street (SR-113) between Road 116 and Third Street provide space for people walking, rolling, and using strollers or assistive mobility devices.
3. Workshop participants shared that although there are limited designated bike lanes and routes, the community shares an enthusiastic interest in biking.
4. Caregivers escort their student(s) to Sci-Tech Academy, which increases student crossing safety.
5. Mobile Farmers Market provides healthy food to the community and accepts Cal-Fresh benefits, which provide nutritional assistance to people who meet federal income eligibility criteria. The mobile market provides accessible food choices to people with limited to no access to vehicles, thus promoting pedestrian mobility.
6. Community members can access Yolobus' BeeLine, which offers on-demand rideshare services scheduled through a mobile app or phone. The Project Team noted multiple signs promoting this service along the route.
7. Knights Landing is currently constructing its first community park which will host various recreational amenities, including a new soccer field, a little league/softball field, a basketball court, a children's playground, a walking/jogging path, and a picnic and BBQ area. This park will be conveniently located adjacent to Sci-Tech Academy and on the main corridor, Locust Street (SR-113).
8. The Knights Landing community has multiple community spaces within walking distance that provides the town with essential services.
 - a. The Knights Landing Branch Library provides the community with technology access, such as public computers and Wi-Fi, and community events, such as Hora de Cuentos (Bilingual Story Time).
 - b. The Knights Landing Family Resources Center, led by Empower Yolo, provides critical direct services to community members, including health and social services, after-school programming, and leadership development. Every Tuesday, a food distribution program is scheduled, where basic and essential food items are available to residents of Knights Landing at no cost.
 - c. The Knights Landing Community Center is a communal space offering diverse services. It hosts local advisory committee meetings, offers recreational services like Zumba classes, and hosts community-wide events.
9. Throughout the Project Team's in-person visits to Knights Landing, it was evident that residents take pride in their community. During the visits, the Project Team saw multiple fences decorated such as the Robots signage at Sci-Tech Academy.

Strengths, continued



ABOVE: During the walking and biking assessment, participants noted the wide sidewalk along Oak Grove Avenue between Seventh Street and Sixth Street.



ABOVE: Workshop participants share their experiences while walking along Locust Street (SR-113).



ABOVE: The site of the first Knights Landing Community Park, a seven-acre park that will include various recreational amenities, including a soccer field, a basketball court, a playground, and a walking and jogging path.



ABOVE: Residents display community pride and placemaking by decorating their homes.

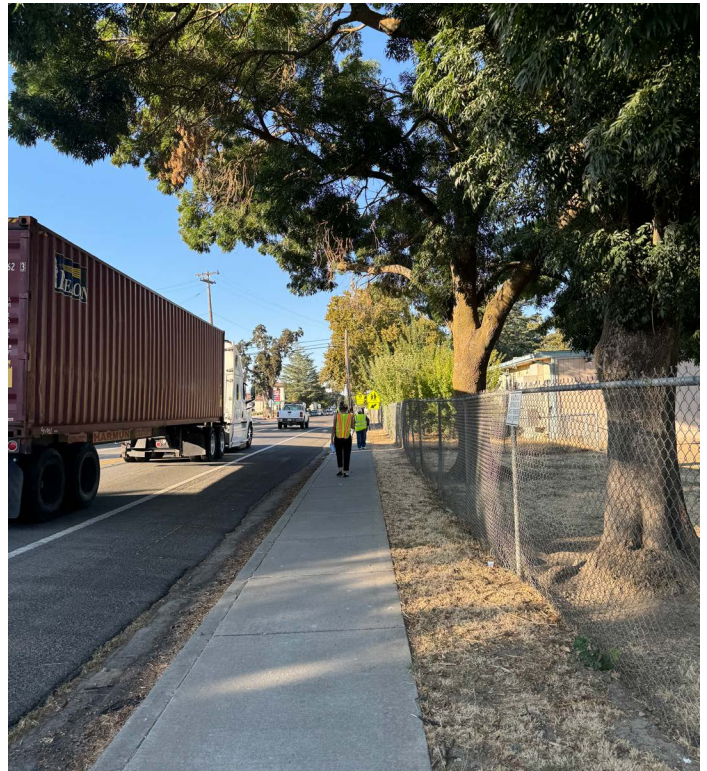
Concerns

1. There is a need for traffic calming measures along Locust Street (SR-113), which is Knights Landing's main road. Drivers traveling through Knights Landing along Locust Street (SR-113) seem to often travel at high speeds. Participants noted that drivers enter Knights Landing at high speeds along Locust Street (SR-113) due to the long and unobstructed road, and drivers do not yield to pedestrians crossing at the Seventh Street/Locust Street (SR-113) intersection. This creates the potential for near misses between those walking and people driving.
2. Participants underscored that roads are unsafe due to the limited number of traffic calming measures, such as speed humps, rumble strips, bulb-outs, and traffic lights, that may reduce drivers' speeds.
3. Participants also identified a need for support crossing the street by making drivers aware that local residents are walking to and from the park. The Project Team recommends the community and transportation decision makers explore additional measures at Locust Street (SR-113)/Road 116, Locust Street (SR-113)/Ninth Street, Locust Street(SR-113)/Seventh Street, and Locust Street (SR-113)/Fourth Street intersections to alert drivers to come to a complete stop and improve the visibility of pedestrians and bicyclists crossing. Participants noted that they feel unsafe crossing the street because of the lack of high-visibility markings, drivers traveling at high speeds, and drivers not yielding to pedestrians at crosswalks.
4. Participants noted a need for signage along Locust Street (SR-113) to alert drivers of people walking, biking, and rolling.
 - a. Workshop participants shared that drivers traveling through Knights Landing are unaware they are entering a residential zone and approaching a school zone, so they tend to speed through Locust Street (SR-113).
 - b. Knights Landing community members expressed concern when drivers enter Knights Landing from the west end of the town. Drivers do not encounter a speed limit sign until Locust Street (SR-113)/Road 116, right before entering the school zone. Drivers may be traveling upwards of 40 miles per hour due to a lack of signage.
 - c. Participants would like to increase signage along Locust Street (SR-113) to protect students and families who walk, bike, and roll to and from school or the future community park. Suggestions included 'Slow Down' street signs for the east and west end of Knights Landing, high-visibility pedestrian crossing signage, school zone signage, or protected crosswalks on the following corridors near or adjacent to the schools: the intersections of Locust Street(SR-113)/Road 116, Locust Street (SR-113)/Ninth Street, and Locust Street(SR-113)/Seventh Street; and Locust (SR-113)/Fourth Street.
5. Semi-trucks regularly drive along Locust Street (SR-113), and their frequency increases during harvest season. During arrival and dismissal times at Sci-Tech Academy, participants expressed instances of near-misses between semi-trucks and school-aged children at the Locust Street (SR-113)/Seventh Street crosswalk due to dangerously high speeds in a school zone and a lack of a stop sign. Additionally, large vehicles pose a significant visibility risk for children due to the vehicle's greater mass and height.
6. Participants expressed discomfort when walking, biking, or rolling due to the extreme heat experienced in Knights Landing because there are not enough trees along portions of the route to shield people walking, biking, or rolling during peak hours.
7. Sixth Street, between Mill Street and Oak Grove Avenue, is a main corridor for people walking or rolling to Sunday mass at Saint Paul's Catholic Church. Participants shared that the lack of a paved sidewalk may force pedestrians onto the road, especially those using a stroller or an assistive mobility device. Additionally, cars parked in driveways block the sidewalk for people walking or rolling, forcing people to go around them and at times, onto the road.

Concerns, continued



ABOVE: The Road 116/Locust Street (SR-113) intersection was identified as a key area of concern for people walking, biking, or rolling.



ABOVE: A semi-truck drives along Locust Street (SR-113) while a workshop participant walks along a paved sidewalk.

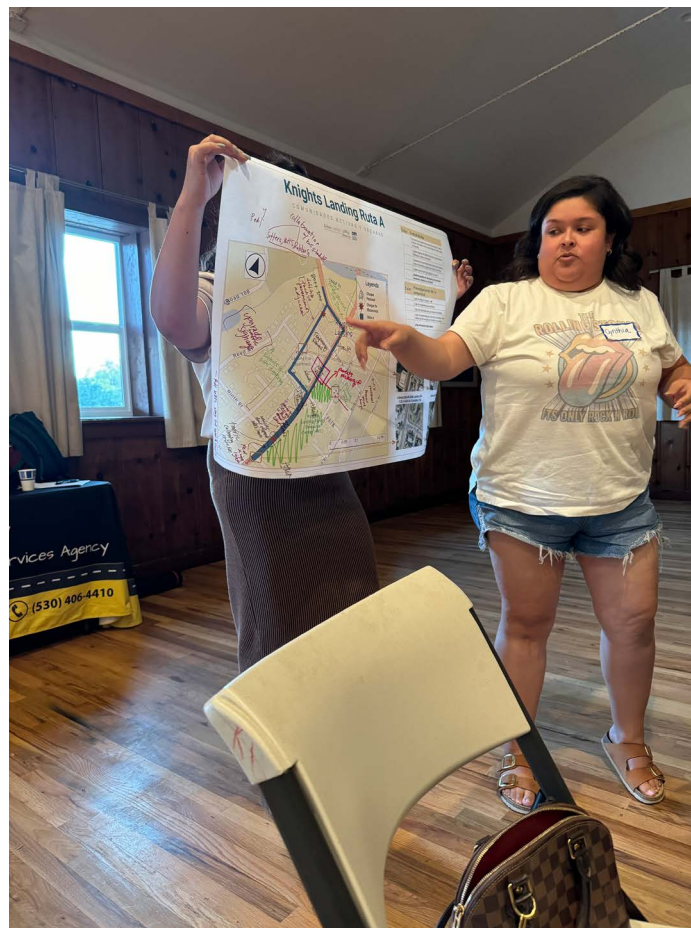


ABOVE: While this corner is full of lush green trees and vegetation, it is overgrown and obstructs the sidewalk, which may force pedestrians to walk on the road.



ABOVE: Participants shared semi-trucks, like the one pictured, travel through Locust Street (SR-113) daily at speeds above the speed limit.

8. The sidewalk along all of Oak Grove Avenue, approximately half a mile, is incomplete at various points, and there are segments with only grass and/or dirt paths. Due to the lack of complete sidewalks, participants shared that many pedestrians walk or roll in the middle of the road. The lack of a paved sidewalk may force pedestrians onto the road, especially those using a stroller or assistive mobility device.
9. Workshop participants noted that sidewalk width and comfortability are a concern throughout Knights Landing. Specifically, along Locust Street (SR-113), between Seventh Street and Road 116, the sidewalk narrows, and the proximity between pedestrians and drivers increases. During the walk assessments at the site visit and workshop, participants expressed they felt unsafe and uncomfortable walking along the sidewalk due to the narrow sidewalk and lack of physical barrier between them and drivers.
10. Although Locust Street (SR-113) is the main road in the community where many landmarks are located, such as Sci-Tech Academy, St. Paul's Catholic Church, restaurants, small businesses, and the future Knights Landing Community Park, participants noted that many do not feel safe walking in the area past sunset due to the lack of pedestrian-scale lighting. Participants expressed a desire for more pedestrian scale-lighting to make pedestrians more visible to drivers at night, increase the sense of safety for those walking, biking, or rolling, and help create a more inviting place for people to access local businesses and community spaces.



ABOVE: Workshop participants shared key takeaways from the tabletop mapping exercise.

Community Recommendations

- Implement traffic calming measures on Locust Street (SR-113) that promote pedestrian safety, such as:
 - Pedestrian-scale lighting to improve pedestrians' ability to navigate this corridor safely.
 - High-intensity activated crosswalks (HAWK) to promote pedestrian visibility.
 - Rectangular rapid flashing beacons (RRFBs) to alert drivers of pedestrians crossing.
 - Bike infrastructure to encourage cycling in the community.
- Install quick-build projects to maintain momentum and encourage community-led projects.
- Install speed humps and stop signs along Oak Grove Avenue to improve pedestrian and bicyclist safety.
- Expand sidewalk connectivity and improve sidewalk maintenance throughout Knights Landing.
- Install pedestrian crossing signage in the roadway at the Mill Street/Seventh Street intersection.
- Improve road maintenance, such as repairing potholes, throughout Knights Landing.
- Implement creative strategies, such as beautification to promote safe behaviors for pedestrians, bicyclists, and drivers.

Project Team Recommendations

Throughout the planning process, the Project Team spoke with community members, school staff, and local agencies to identify programmatic and infrastructure improvements in the focus area. Workshop participants and Planning Committee members shared concerns regarding speeding, traffic congestion, and drivers' lack of adherence to stop signs and crosswalks. In addition, participants expressed concern for children and their families who walk to and from school. During the workshop planning process, the Project Team noticed a strong sense of community among school officials, local agencies, and caregivers, which could facilitate the implementation of Project Team recommendations. Workshop participants and Planning Committee members alike spoke about the desire for infrastructure changes that promote pedestrian and bicyclist safety, such as more robust crosswalks, additional stop signs, and high-intensity activated crosswalk (HAWK) signals. Community members expressed interest in transportation improvements that promote safe corridors and spaces for people biking and rolling around the community.

Systemic Changes for Traffic Calming along Locust Street (SR-113)

Planning Committee members and workshop participants expressed interest in infrastructure improvements to enhance pedestrian and bicycle safety and visibility along Locust Street (SR-113). Key among these changes is pedestrian-scale lighting to improve visibility for people walking, biking, and rolling and installing rectangular rapid flashing beacons (RRFBs) and/or high-intensity activated crosswalks (HAWKs) to facilitate safer crossing. Additionally, participants asked for high-visibility signage and road markings to alert drivers to the presence of pedestrians and bicyclists, including speed limit signs, school zone warnings, and reminders to slow down. The Project Team recommends exploring the installation of rumble strips. The Yolo County Public Works Department, in collaboration with Planning Committee members and community members, should identify appropriate locations for the rumble strips. Workshop participants expressed enthusiasm for rumble strips, RRFBs, and HAWKs as they have seen them in neighboring towns.

Resources

- For general inquiries, you can email the Caltrans district office at: district3@dot.ca.gov.
- Timely Press Release for [Yolo County's Annual Survey for Rural Community Investment Program](#). For more information about the Rural Community Investment Program and to access the survey, please visit www.YoloCounty.gov/RIISurvey. For information in Spanish and to access the Spanish-language survey, please visit www.YoloCounty.gov/RIIEncuesta.
- [Quick-Build Guide](#)
- Federal Highway Administration: [Roadside Design Improvements at Curves](#)
- [State-of-the-Art Crosswalk Project](#)



ABOVE: Example of an edge line rumble strip.
Source: Missouri DOT.

Locust Street (SR-113)/Sixth Street Intersection Improvements

The Project Team recommends the Planning Committee partner with Caltrans District 3 to request a Rectangular Rapid Flashing Beacon (RRFB) on the north side of the Locust Street (SR-113)/Sixth Street T-intersection. Workshop participants expressed multiple pedestrian safety concerns when crossing at this intersection. Despite two pedestrian crossing signs in both directions, they described long wait times due to drivers not yielding to pedestrians and near-misses when crossing Locust Street (SR-113) at this intersection. Given the lack of driver adherence to pedestrian yield signage, participants expressed interest in more robust strategies to increase pedestrian visibility, such as an RRFB. Before people use a crosswalk, they can activate an RRFB, which emits flashing lights to signal drivers to yield to pedestrians. Planning Committee members, in coordination with the Yolo County Public Works Division, should conduct a feasibility study to assess the benefits of an RRFB at this intersection. This collaboration is vital to ensure that the installation of RRFBs effectively improves safety without creating unintended challenges.

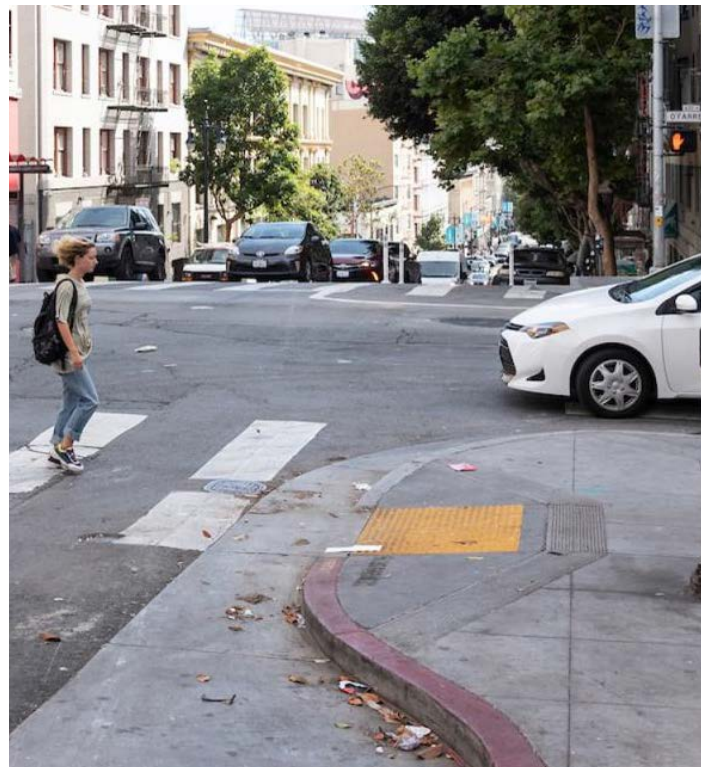
In addition to an RRFB, consider a raised crosswalk, a type of speed table, which would improve pedestrian visibility. A raised crosswalk brings the roadway to the same level as the sidewalk and makes people walking in the crosswalk more visible while also helping to reduce vehicle speeds. This traffic-calming measure would reflect the community's desire to cross Locust Street (SR-113) safely.

In the interim, the Project Team recommends exploring the installation of a quick-build project to maintain community traffic safety momentum. It is vital to involve Planning Committee members, community members, local businesses, Caltrans District 3, and the Yolo County Public Works Division. Their collaboration and input can ensure the project meets local needs and gains broad support. Keeping the community informed about the project's timeline, scope, and potential disruptions throughout as many phases as possible can help manage expectations and ensure that community members are central. As part of this quick-build project, the Project Team recommends exploring the installation of measures that shorten crossing distances for those walking or rolling. This may include building a corner wedge, including soft posts that may force drivers to slow down. Installation of measures that reduce crossing time, such as a bulb-out, is more complex because it may involve physical changes to the roadway and sidewalk, but paint and posts provide a short-term option. The Project Team recommends consideration of plastic speed humps, which do not include any permanent curb work, to further slow drivers' speeds.

The quick-build project can serve as a testing ground for new infrastructure or project-specific elements planned for long-term projects and provide the opportunity to gather feedback from residents. The Planning Committee and the Yolo County Transportation District can apply to Caltrans' Active Transportation Program, PeopleForBikes Community Grant Program, and AARP Community Challenge.

Resources

- [Speed Table/Raised Crosswalks](#)
- [Speed/Table Raised Crosswalks Caltrans Traffic Calming Guidance](#)
- For general inquiries, you can email the district office at district3@dot.ca.gov.
- [Caltrans' Active Transportation Program](#)
- [PeopleForBikes Community Grant Program](#)
- [AARP Community Challenge](#)



ABOVE: Source: SFMTA Pedestrian Improvements Toolkit: "Bulb-outs".

Improved Access to the Knights Landing Community Park from the Locust Street (SR-113)/Road 116 Intersection

The Project Team recommends that the Planning Committee partner with county officials, including Yolo County Transportation District and Caltrans District 3, to address various road design concerns at the Locust Street (SR-113)/Road 116 intersection. During the Knights Landing site visit and workshop, participants emphasized that this intersection felt dangerous. Many expressed concern for the safety of families walking, biking, or rolling to the future community park located at this intersection because of the lack of crosswalks and stop signs, narrow sidewalks, and shortened curbs. The Project Team recommends enhancing road design at this intersection to prioritize people walking, biking, and rolling to the nearby community spaces like Sci-Tech Academy and the future Knights Landing Community Park. Infrastructure recommendations include:

- Advocate for the implementation of a HAWK traffic signal at the Locust Street (SR-113)/Road 116 intersection for drivers traveling eastbound on Locust Street (SR-113). Participants identified this intersection as a point of conflict for pedestrians because of drivers traveling at high speeds. They expressed a desire for a signalized intersection to force drivers to yield to pedestrians and enforce the 25 MPH speed limit. To enforce the same behavior from drivers traveling westbound, the Project Team recommends a designated yield sign and line ahead of the HAWK signal on the northwest side of the T intersection.
- Prioritize pedestrian safety by installing high-visibility continental crosswalks on the Road 116/Locust Street (SR-113) intersection and Locust Street (SR-113) along the proposed location of the HAWK signal. Participants expressed fear of being struck by drivers while crossing this intersection due to the lack of high-visibility crosswalks and unsafe driving speeds. Although there is a stop sign for drivers traveling northbound on Road 116 towards Locust Street (SR-113), there are no marked crosswalks for pedestrians to safely cross from one end of Locust St (SR-113) to the other. Pedestrians are forced to transit on Locust St (SR-113) alongside drivers without the protection of a marked crosswalk. Adding two continental crosswalks at this intersection will support pedestrian visibility and protection.
- **Enhance curb amenities to increase pedestrian safety.** Existing curbs at this intersection are narrow, confined, and lack detectable warning surfaces like yellow tactile paving. Participants noted that when crossing this intersection, they often have to run across or stop multiple times to look out for drivers because there are no marked crosswalks. They further expressed that drivers traveling northbound on Road 116 roll through the stop sign to turn right onto Locust Street (SR-113). Drivers traveling eastbound on Locust (SR-113) make a fast and wide right turn onto Road 116, not yielding to pedestrians because there is no existing stop or yield sign for drivers. The Project Team recommends implementing curb extensions to shorten the crossing distance for people using the crosswalk. This may increase pedestrian visibility, narrow the travel lane, and enforce slower speeds when turning right on either Road 116 or Locust Street (SR-113). Bulb-outs further enhance safety for all people, including those with impaired vision or who use assistive mobility devices, by providing a space that allows multiple people to safely wait before crossing. Other enhancements, such as tactile paving to alert people with impaired vision of the presence of a crosswalk, are needed.

Resources

- Yolo County Public Works Division's [Road Maintenance Request Form](#)
- Refer to [NACTO Urban Street Design Guide - Curb Extension](#)
- Refer to [NACTO- Conventional Crosswalks](#)

Crosswalk enhancements at the Locust Street (SR-113)/Seventh Street T-intersection

The Project Team recommends that the Planning Committee partner with the Yolo County Public Works Division and CalTrans District 3 to address the concerns of caregivers and school staff regarding the high speeds and lack of adequate infrastructure that promotes pedestrian visibility on Locust Street (SR-113). The Project Team recommends installing traffic calming measures, which may include a high-intensity activated crosswalk (HAWK) on the north side of the Locust Street (SR-113)/Seventh Street T-intersection to encourage pedestrian visibility or other measures deemed appropriate and shared with by community members. Locust Street (SR-113) is a corridor used by people walking, rolling, and biking to several key destinations, including Sci-Tech Academy, the Knights Landing One Health Center, and soon to-be-built Knights Landing Community Park, from the west side of Knights Landing. The Yolo County Public Works Division should consider painting continental or ladder crosswalks at all intersection corridors to address community concerns.



ABOVE: Students, parents, and families use the crosswalk at the Seventh Street/Locust Street (SR-113) intersection to get to and from school.

Complete Streets Principles as a Guide to Improvements on Oak Grove Avenue Between Ninth Street and Fourth Street

This project aims to improve the safety of Sci-Tech Academy students and their families who walk, bike, scooter, or roll to and from school. The lack of adequate street infrastructure in Knights Landing poses a risk for pedestrians and bicyclists. The Project Team recommends aligning measures with Complete Streets principles to promote safe mobility for all users.

Complete Streets principles ensure that all roadways are designed to provide safe and accessible transportation options for all road users. This project aims for incremental improvements to create safer streets for everyone by collaborating with the Yolo County Transportation District and Yolo County Public Works Division to develop a Complete Streets Program in Knights Landing.

The Project Team recommends prioritizing Oak Grove Avenue because workshop participants expressed that many local road users travel along this corridor. They also highlighted an interest in biking but explained that the lack of bike lanes deters them. As a result, the Project Team recommends a Class III Bike Lane (Sharrows). Participants expressed interest in Class III Bike Lanes (Sharrows) are road markings used to indicate a shared roadway for vehicles and bikes and may designate preferred bike routes. These bike lanes will allow bike riders to explore and navigate to amenities like the Knights Landing Community Park. Given the weather conditions in Knights Landing, the Project Team recommends installing sidewalks using cool pavement because it traps less heat and lowers the surface temperature of the sidewalk. Many caregivers walk to school with umbrellas to shield themselves from the heat, and cool pavements complement community members' desires. To install cool pavement sidewalks along this corridor, the Project Team recommends county staff apply for funding, such as the [Transformative Climate Communities Grant](#) program.

The Project Team recommends that the Planning Committee, Knights Landing Community Fire Department, and the Yolo County Transportation District collaborate to install additional traffic calming measures along Oak Grove Avenue. The volunteer-run Knights Landing Fire Department is on the corner of the Oak Grove/Sixth Street Intersection and should be consulted as appropriate. These measures could include speed cushions to help reduce speed along this corridor. Speed cushions are preferred because they accommodate emergency vehicles and allow them to pass unimpeded while slowing most traffic. To streamline traffic along this route, the Project Team recommends raised pavement markers to help delineate vehicle direction and reduce the likelihood of vehicles driving in the middle of the roadway.

Resources

- The California Transportation Commission 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.

Improve Walkability and Bikeability from Grove Avenue to Locust Street (SR-113)

To complement the proposed Class III Bike lanes (Sharrows) recommended along Oak Grove Avenue, the Project Team recommends bike and sidewalk connectivity between the corridors that connect Oak Grove Avenue and Locust Street (SR-113). The Project Team recommends Class III Bike lanes (Sharrows) along Ninth Street, Seventh Street, Sixth Street, Fifth Street, and Fourth Street between Oak Grove Avenue and Locust Street (SR-113). The presence of bike lanes invites people to consider biking as a mode of transportation. The bike lanes would help reduce the actual and perceived risk of biking in Knights Landing by installing designated bike paths.

The Project Team recommends the Yolo County Public Works Division address issues to improve pedestrian and bicyclist safety, such as regular sidewalk maintenance, overgrown vegetation, and incomplete sidewalks. Incomplete sidewalks put all road users at increased risk of a crash, particularly vulnerable ones who walk, bike, or use an assistive mobility device and may be forced to walk on the road. Given the extreme weather conditions in Knights Landing, it is recommended that additional measures be taken to mitigate the effects of extreme heat. This could include planting shade trees, adding vegetation, and using cool pavements for the proposed sidewalks.

Resources

- [Use of Federal Funds for Bicycle and Pedestrian Efforts](#)

Additional School Zone Signage near Science and Technology Academy

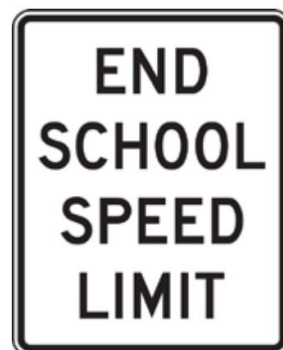
The Project Team recommends that the Planning Committee request additional school zone signage near the Sci-Tech Academy to improve driver speed awareness as they approach this school zone. Multiple school zones and pedestrian crossing signs along Locust Street (SR-113) exist, but they do not slow driver speeds. Given the community's concerns about speeding and children's safety, the Project Team recommends that Caltrans District 3 consider adding additional school zone signage or replacing existing signs to improve awareness of children crossing. For example, Caltrans may add a school speed limit up ahead sign, to alert drivers about the upcoming school zone and an "End School Speed Limit" sign, to help demarcate school speed zones for drivers.

Resources

- For more information about the various signage around school zones, the Planning Committee can see Figure 7B-5(CA) of the [California Manual on Uniform Traffic Control Devices \(MUTCD\)](#) and Chapter 2 of the [California Manual for Setting Speed Limits](#).



ABOVE: School Speed Limit Up-Ahead Sign
Source: CA MUTCD 2014 Part 7, Traffic Controls for School Areas



ABOVE: End School Speed Limit Sign
Source: CA MUTCD 2014 Part 7, Traffic Controls for School Areas

Implement Safe Routes to School Programming

The Project Team recommends that the Planning Committee work with Sci-Tech Academy, Woodland Joint Unified School District, Empower Yolo, and Yolo County Public Health and Human Services to implement Safe Routes To School (SRTS) programming for Sci-Tech Academy. During the workshop, participants noted that anecdotally, they were aware of daily near misses between drivers and pedestrians and vehicle to vehicle near the school entrance along Locust Street (SR-113) and Seventh Street. [Safe Routes to School](#) consists of education and engagement programs that use collaborative efforts among students, parents, and school administration to cultivate a safer walking, biking, and rolling environment. A SRTS program can foster a safe walking, biking, and rolling culture among the school and greater Knights Landing community and can include a robust set of educational and engagement programs and events such as:

- **Walking School Bus Program:** Participants noted that while there are many school-aged children and youth who walk to and from school, they encounter drivers who do not respect the pedestrian right-of-way, fail to yield to pedestrians attempting to cross the street and drive at high speeds. Parents do not feel comfortable allowing their children to travel to school alone even though their home may be a short walking distance from their school site due to these driver behaviors. A walking school bus is a group of students who walk together to school, typically accompanied by one or more adult(s). The intent is to create visibility of school zone presence, practice safe walking behavior, and engage in multimodal activities such as walking. This would allow students to walk safely to and from school and for caregivers to oversee safe pedestrian and driver behavior. The single-day event, [Ruby Bridges Walk to School Day](#), is an opportunity to pilot this program among students, parents, and families and assess interest, support, and needed resources. The Project Team recommends that Sci-Tech Academy connect with their parent-teacher organization and train parents or school staff who are available to guide students walking to and from school.

Resources

- Reference [The Walking School Bus](#) and [Walking School Bus Guide](#) for more information on walking school bus programming.
 - Review the [Safe Routes to School Toolkit](#).
 - Apply to [Ruby Bridges Walk to School Day Mini-Grant](#).
- **Bike Rodeo:** Participants shared that many families and school-aged youth enjoy biking throughout Knights Landing despite an overwhelming fear of interacting with drivers on the road. Others noted that it is an activity they tend to avoid altogether to avoid the risk of being struck by drivers engaging in unsafe driving behavior like high speeds. Participants also underscored that biking activity might increase upon completion of the new community park along Locust Street (SR-113) and expressed concern about the lack of bike safety and education among youth. Bike rodeos typically include a simulated bike course to help students learn about bike safety, a bike clinic with bike inspections and repairs, and biking safety gear and materials distribution. This is an opportunity for schools to incorporate bike safety practices early, reinforce them throughout the different school age groups, and begin cultivating a safe biking culture in Knights Landing. Regional organizations like Yolo County Public Health and Human Services can help provide educational and engagement support for local groups like Empower Yolo alongside school administration leading these efforts.

Resources

- Refer to [An Organizer's Guide to Bicycle Rodeos](#).
- Refer to [Bike Rodeo Checklist](#) and [Bike Rodeo Station Guide](#).
- Refer to [Bicycle Rodeo Ideas](#).
- [Sacramento Area Bicycle Advocates](#) may provide guidance.

- **Safe Routes Messaging Campaign:** To further support a safe walking and biking experience for students and families walking to and from school, participants noted driver behavior needs to improve. The intent is to develop a community-led walking and biking safety messaging campaign that encourages road users to stay alert, be aware of family and youth presence, and share the road. Safety messages can be placed at the east and west entrances of Knights Landing, along Locust Street (SR-113), and in surrounding areas of the schools, such as bus shelters, utility boxes, and other areas of concern.

Resources

- Refer to [Safe Routes to School Messaging for Pros.](#)
- Refer to [Safe Routes to School: Key Messages for Children](#) and [All Drivers Near the School.](#)
- Refer to the [Office of Traffic Safety Grants](#) to support pedestrian and bicycle safety.

Community Placemaking and Beautification

The Project Team recommends that the Planning Committee work alongside the Yolo County Transportation District and with the Knights Landing Advisory Committee to explore installing various community beautification and placemaking along Locust Street (SR-113), the school zone, and the east and west entrances of Knights Landing. Participants emphasized that many drivers, especially those who use Locust Street (SR-113) to travel through the community to other destinations, may need to be alerted that the Knights Landing community walks, bikes, or rolls along the state highway. Community beautification and placemaking is intended to emphasize the presence of an active and engaged community through the use of its public space. [Placemaking benefits](#) include cultivating inter-community relationships and collaboration, expression through art and design, and establishing a community identity. This is an opportunity to uplift the unique characteristics of Knights Landing and emphasize the presence of people walking, biking, and being active in their community along Locust Street (SR-113). The Project Team recommends the Planning Committee explore transforming existing public spaces such as utility poles, utility boxes, school gates, crosswalks, and public wall spaces into placemaking elements like artistic [utility poles](#), [utility boxes](#), and [crosswalks](#). Knights Landing banners, art murals, sculptures, pedestrian-scale lighting, and green and open space may engage the community in creating an atmosphere that looks and feels pleasant for the community to walk, bike, or roll and to communicate to drivers to be aware of people using the road. Recommended areas to consider installing beautification and placemaking elements include:

- **Artistic crosswalk on Oak Grove:** These crosswalks help reduce conflict between road users by drawing attention and slowing down drivers. Based on feedback from community members, the Project Team recommends installing the proposed artistic crosswalk at the Oak Grove Avenue/Sixth Street intersection. They facilitate a sense of pride and ownership among residents, a prominent aspect of Knights Landing's social fabric. The design of the crosswalk should involve neighborhood residents to ensure it reflects local culture and identity.
- **Artistic utility poles along Locust Street (SR-113):** Participants noted Locust Street (SR-113) is a crucial area of concern for pedestrians due to high speeds, concentrated vehicle volume, and lack of pedestrian and bicycle infrastructure. Transforming the utility poles along the west and east entrances along Locust Street (SR-113) can help signal to drivers that they are traveling from a state highway into a residential community.

- **Knights Landing banners near the school zone:** Participants underscored the importance of emphasizing the school zone and the presence of children to drivers transiting along Locust Street (SR-113). Currently, approximately 1000 feet from Sci-Tech Academy, there is a faded “Slow School Xing” road marking and a “Speed Limit 25” sign to alert drivers of school presence on the Road 116/Locust Street (SR-113) intersection; however, participants expressed this is not enough to alert drivers they are entering a school zone. Knights Landing banners can include school zone messaging, safety messaging, or Knights Landing community messaging to instill community presence.
- **Pedestrian-scale lighting along Locust Street (SR-113):** Current lighting along Locust Street (SR-113) is limited and opaque. Sufficient lighting can help foster a feeling of security and a welcoming atmosphere for people to gather and engage in activities together. Pedestrian-scale lighting is particularly crucial along the Road 116/Locust Street (SR-113), Ninth/Locust Street (SR-113), Seventh/Locust Street (SR-113), and Sixth/Locust Street (SR-113) intersections. The Project Team recommends county officials improve pedestrian scale lighting along these intersections to support a community sense of safety and placemaking when walking, biking or rolling. Incorporating artistic designs into pedestrian light posts is aesthetically pleasing and a key aspect of placemaking.

Resources

- Refer to [Tactical Urbanism Guide](#).
- Refer to [What is Placemaking](#).
- Refer to [Establishing Neighborhood Beautification Programs](#).
- Refer to [The Baltimore City Department of Transportation’s Community Placemaking Program](#) for more examples.

Street Story

Planning Committee members and workshop participants expressed a gap between the crash data in the focus area and the near-misses they witnessed. The Project Team recommends using Street Story to document these instances and challenges. The Project Team recommends that Planning Committee members of Yolo County Health and Human Services collaborate to determine community events to promote the web-based tool. Conversations with the Yolo County Health and Human Services staff made it evident that they conduct outreach at key events and places, such as the Yolo County Food Distribution Center and Sci-Tech Academy. Street Story is a web-based tool SafeTREC created that enables residents and community organizations to gather essential information about transportation safety, including crashes, near-misses, hazards, and safe travel locations. SafeTREC provides technical assistance to communities and organizations interested in utilizing Street Story, ensuring accessibility to the tool. The platform is free, and the collected information is publicly available in English and Spanish. Visit <https://streetstory.berkeley.edu>.

Resources

- Visit <https://streetstory.berkeley.edu>.
- Street Story advocacy led by the [Coalition for Responsible Transportation Priorities](#).

Los Caminos de las Vías: RadioNovela

During the training, participants created a Radionovela, a podcast that highlights community concerns and proposes solutions through the power of storytelling. This audio-visual project is intended to be used as a tool for advocacy to create their local community visions for a healthy, walkable, and bikeable community. This episode and all past Camino de las Vias podcasts can be found on [Soundcloud](#). A transcript of the RadioNovela can be found in the appendix of this report.

This episode highlights the experience of community members traveling along Locust Street (SR-113) and their vision for safety improvements at key intersections to make activities like walking and biking safer for youth, families, and older adults.

Resources

[Vision Zero for Youth](#)

[Ruby Bridges Walk to School Day](#)

[Walk Bike & Roll to School](#)

[Safe Routes to School Guide](#)

[Safe Routes to School](#)

[How to Create Pop-up Safe Routes to School Projects](#)

[School Streets Toolkit](#)

[Safe Routes to School Parent Survey](#)

[Walking School Bus](#)

[Tactical Urbanism Guide](#)

[What is Placemaking](#)

[Establishing Neighborhood Beautification Programs](#)

[The Baltimore City Department of Transportation's Community Placemaking Program](#)

[Safe Routes to School Messaging for Pros](#)

[Safe Routes to School: Key Messages for Children](#)

[All Drivers Near the School](#)

[Office of Traffic Safety Grants](#)

[An Organizer's Guide to Bicycle Rodeos](#)

[Bike Rodeo Checklist](#)

[Bike Rodeo Station Guide](#)

[Bicycle Rodeo Ideas](#)

[What is Walking School Bus](#)

[Walking School Bus Guide](#)

[Safe Routes to School Toolkit.](#)

[Ruby Bridges Walk to School Day Mini-Grant](#)

[NACTO Urban Street Design Guide - Curb Extension](#)

[NACTO- Conventional Crosswalks](#)

Appendix

- **Appendix A** - Crash Data Presentation
- **Appendix B** - CAyS Esri Community Analyst Data, Spanish and English
- **Appendix C** - Handout Historial de Choques Peatonales/Pedestrian Crash Data for Knights Landing & Robbins (2014-2023)
- **Appendix D** - Transcript of RadioNovela
- **Appendix E** - Transcript of Table Top Mapping Activity

Historial de Choques Peatonales y Ciclistas

Walking and Biking Crash Data

Visita de Sitio
25 de Junio de 2024
Knights Landing, CA

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER


California Walks
Stepping Up for Health, Equity, & Sustainability



Cómo se recopilan los datos de choques

How crash data is collected



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

Un peatón y/o ciclista está involucrado en choque.



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

Las personas involucradas en el choque llaman a la policía. La policía llega a la escena y escribe un informe de choque.



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

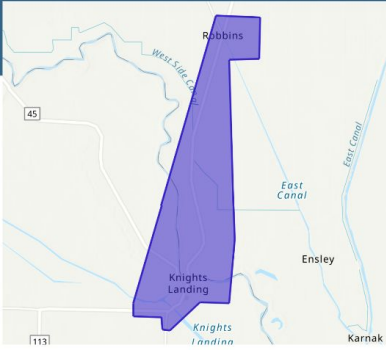
Los informes de choque se envían a la policía (CHP) y se compilan en una base de datos estatal conocida como SWITRS.

Vistazo de datos de la ciudad de Knights Landing

City of Knights Landing Data Snapshot

Knights Landing

Programa Comunitario Sobre la Seguridad de Peatones y Ciclistas



Key Facts



39%

Hogares con 1+ Personas con Discapacidad



23%

Población 65+



5%

Hogares sin Vehículo



13%

Hogares por Debajo del Nivel de Pobreza

Población Vulnerable

Perfil de Viaje



0%

Tomó Tránsito Público



8%

Compartió Coche



4%

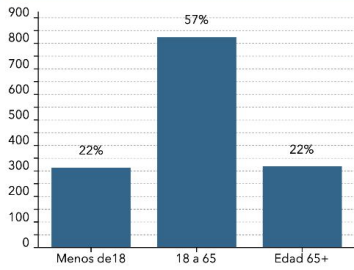
Caminó al Trabajo



0%

Viajó en Bici al Trabajo

Población por Edad



2023 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (60.33)

The smallest group: Pacific Islander Alone (0.27)

Indicator ▲	Value	Diff
White Alone	42.14	-2.93
Black Alone	1.44	-0.57
American Indian/Alaska Native Alone	2.26	+0.34
Asian Alone	1.30	-17.85
Pacific Islander Alone	0.27	-0.05
Other Race	35.07	+16.42
Two or More Races	17.50	+4.61
Hispanic Origin (Any Race)	60.33	+27.47

Bars show deviation from Sutter County

Ingreso del Hogar (2021)

Ingreso del Hogar Medio	Cantidad	Porcentaje
Ingreso del Hogar Medio	\$50,811	
Ingreso del Hogar Medio < \$10,000	40	8%
Ingreso del Hogar Medio \$10,000 - \$14,999	12	2%
Ingreso del Hogar Medio \$15,000 - \$19,999	25	5%
Ingreso del Hogar Medio \$20,000 - \$24,999	43	8%
Ingreso del Hogar Medio \$25,000 - \$29,999	52	10%
Ingreso del Hogar Medio \$30,000 - \$34,999	24	5%
Ingreso del Hogar Medio \$35,000 - \$39,999	4	1%
Ingreso del Hogar Medio \$40,000 - \$44,999	26	5%
Ingreso del Hogar Medio \$45,000 - \$49,999	22	4%
Ingreso del Hogar Medio \$50,000 - \$59,999	66	13%
Ingreso del Hogar Medio \$60,000 - \$74,999	48	9%
Ingreso del Hogar Medio \$75,000 - \$99,999	51	10%
Ingreso del Hogar Medio \$100,000 - \$124,999	67	13%
Ingreso del Hogar Medio \$125,000 - \$149,999	16	3%
Ingreso del Hogar Medio \$150,000 - \$199,999	9	2%
Ingreso del Hogar Medio \$200,000+	7	1%

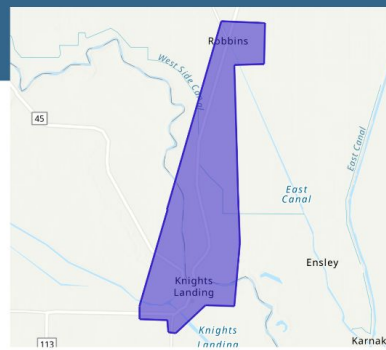
Fuente de Datos: Oficina del Censo de E.E.U.U. 2017-2021 Encuesta sobre la Comunidad Estadounidense (ACS) 5-años Estimados, 2023 Estimados de Esri

Vistazo de datos de la ciudad de Knights Landing

City of Knights Landing Data Snapshot

Knights Landing

Community Pedestrian and Bicycle Safety Program



Key Facts



39%

Households with 1+ Persons with a Disability



23%

Population 65+



5%

Households without a vehicle



13%

Households Below the Poverty Level

Vulnerable Population

Commute Profile



0%

Took Public Transportation



8%

Carpooled



4%

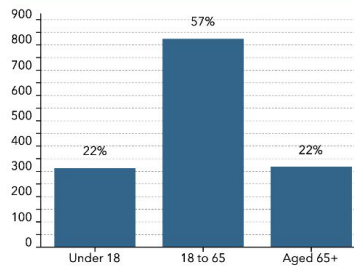
Walked to Work



0%

Bike to Work

Population by Age



2023 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (60.33)

The smallest group: Pacific Islander Alone (0.27)

Indicator ▲	Value	Diff
White Alone	42.14	-2.93
Black Alone	1.44	-0.57
American Indian/Alaska Native Alone	2.26	+0.34
Asian Alone	1.30	-17.85
Pacific Islander Alone	0.27	-0.05
Other Race	35.07	+16.42
Two or More Races	17.50	+4.61
Hispanic Origin (Any Race)	60.33	+27.47

Bars show deviation from Sutter County

Household Income (2021)

Ingreso del Hogar Medio	Cantidad	Porcentaje
Median Household Income	\$50,811	
Median Household Income < \$10,000	40	8%
Median Household Income \$10,000 - \$14,999	12	2%
Median Household Income \$15,000 - \$19,999	25	5%
Median Household Income \$20,000 - \$24,999	43	8%
Median Household Income \$25,000 - \$29,999	52	10%
Median Household Income \$30,000 - \$34,999	24	5%
Median Household Income \$35,000 - \$39,999	4	1%
Median Household Income \$40,000 - \$44,999	26	5%
Median Household Income \$45,000 - \$49,999	22	4%
Median Household Income \$50,000 - \$59,999	66	13%
Median Household Income \$60,000 - \$74,999	48	9%
Median Household Income \$75,000 - \$99,999	51	10%
Median Household Income \$100,000 - \$124,999	67	13%
Median Household Income \$125,000 - \$149,999	16	3%
Median Household Income \$150,000 - \$199,999	9	2%
Median Household Income \$200,000+	7	1%

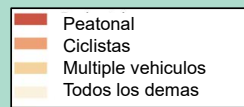
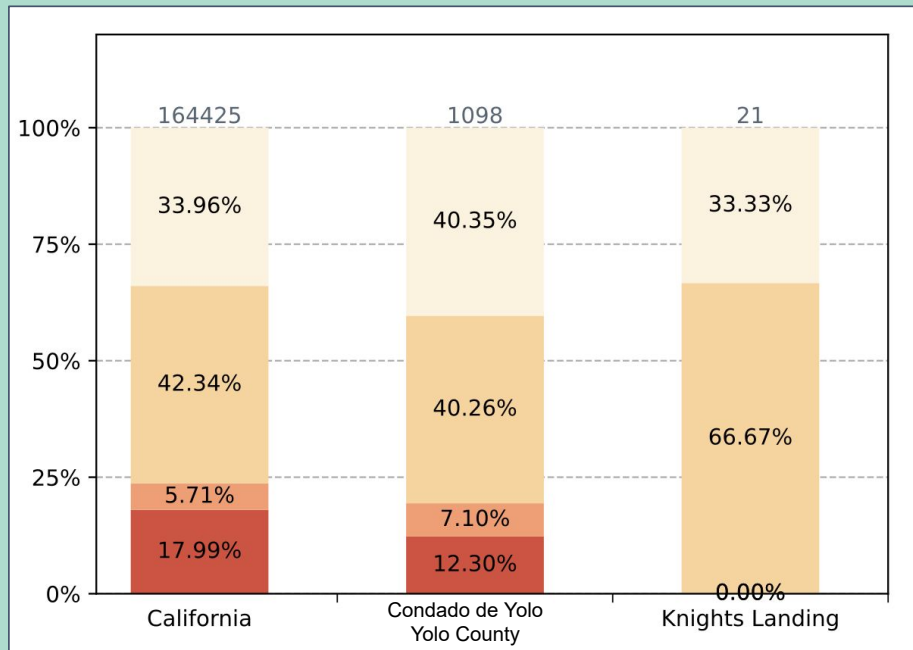
Sources: U.S. Census Bureau 2017-2021 American Community Survey (ACS) 5-year Estimates, 2023 Esri Estimates

Cómo compara el área de enfoque? Cheques con lesiones mortales y graves por participación 2019-2023

How does our focus area compare? Fatal and Serious Injury Crashes by Involvement 2014-2023

Nuestra área de enfoque ve menos accidentes fatales o con lesiones graves para peatones y para ciclistas que el estado de California y el condado de Knights Landing. Tiene mas choques con múltiple vehículos comparado con CA y Yolo.

Our focus area sees less fatal or serious injury crashes for both pedestrians and bicyclists than both the state of California and Yolo County. Knights Landing has more crashes involving multiple motor vehicles.



Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023: los datos del 2022 v el 2023 son provisional a partir de jun. del 2024

Resumen de choques peatonales

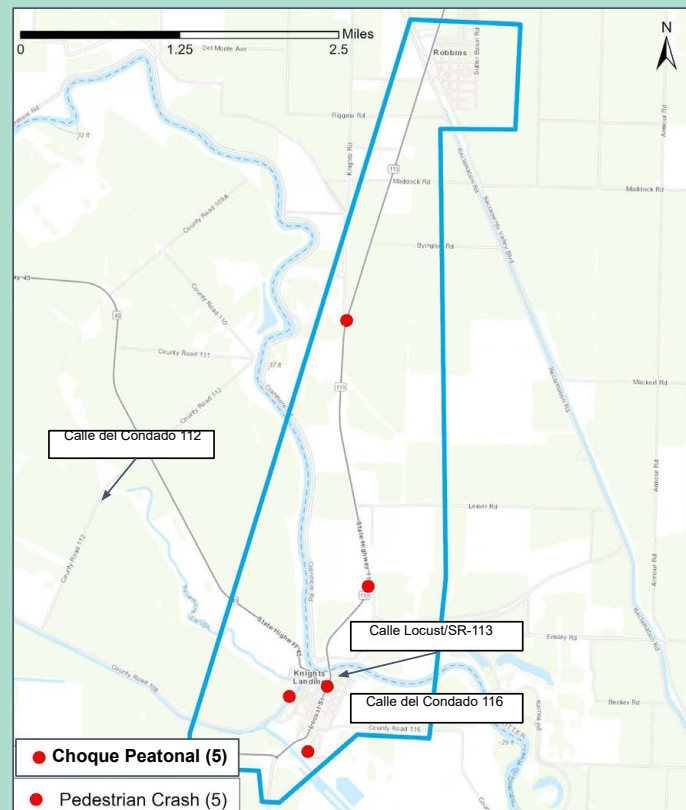
Overview of Pedestrian Crashes 2014-2023

De 5 choques peatonales:

- 3 choques peatonales ocurrieron en Ruta estatal 113
 - o (SR-113) y Calle Knights
 - o (SR-113) y Calle Corte
 - o (SR-113) y Calle Cuatro
- 1 choque ocurrió en Calle del condado 108 y Ruta estatal 45
- 1 choque ocurrió en de Calle Daniel y Calle Hershey

Of 5 pedestrian crashes:

- 3 pedestrian collisions occurred on State Route 113
 - (SR-113) and Knights Street
 - (SR-113) and Corte Street
 - (SR-113) and Fourth Street
- 1 crash occurred at County Road 108 and State Route 45
- 1 crash occurred at Daniel Street and Hershey Street



Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023: los datos del 2022 v el 2023 son provisional a partir de jun. del 2024

Resumen de choques peatonales por gravedad

Overview of Pedestrian Crashes by crash severity

2014-2023

1 choque con 3 incidentes fatales

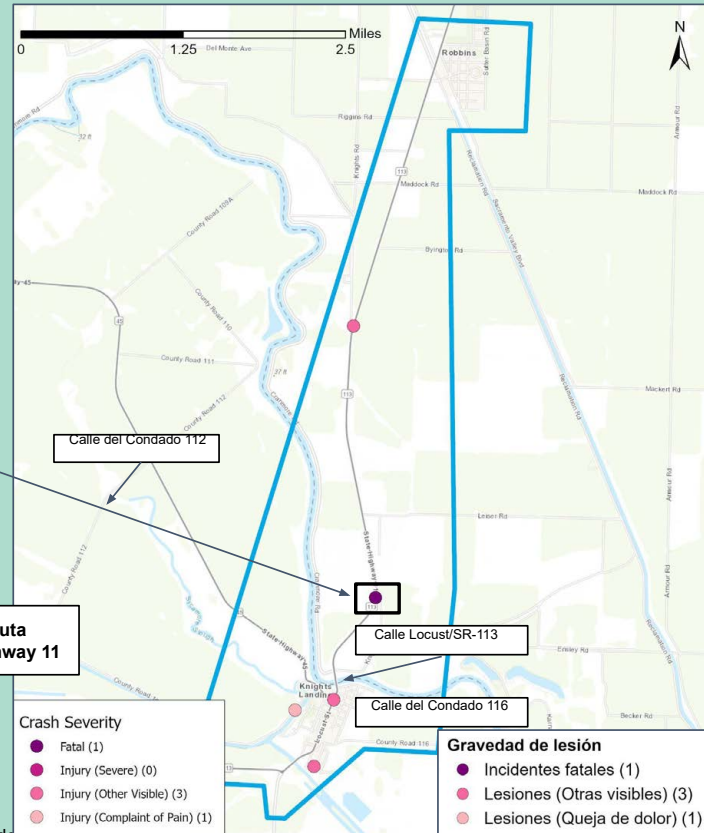
- Mayo 4, 2019 9:50 pm : Sabado
- Jennings Court y Calle Locust Ruta estatal 113

2 de 3 choques que resultaron en lesiones visibles ocurrieron SR-113

1 crash with 3 fatal incidents

- May 4, 2019 9:50 pm : Saturday
- Jennings Court and Locust Street State Route 113

2 of 3 crashes resulting in visible injuries occurred SR-113



Intersección de Ruta Estatal 113 y Highway 11

Crash Severity

- Fatal (1)
- Injury (Severe) (0)
- Injury (Other Visible) (3)
- Injury (Complaint of Pain) (1)

Gravedad de lesión

- Incidentes fatales (1)
- Lesiones (Otras visibles) (3)
- Lesiones (Queja de dolor) (1)

Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023; los datos del 2022 y el 2023 son provisional a partir de jun. del 2024

Resumen de víctimas por edad y género

Overview of Pedestrian Crashes by age and gender

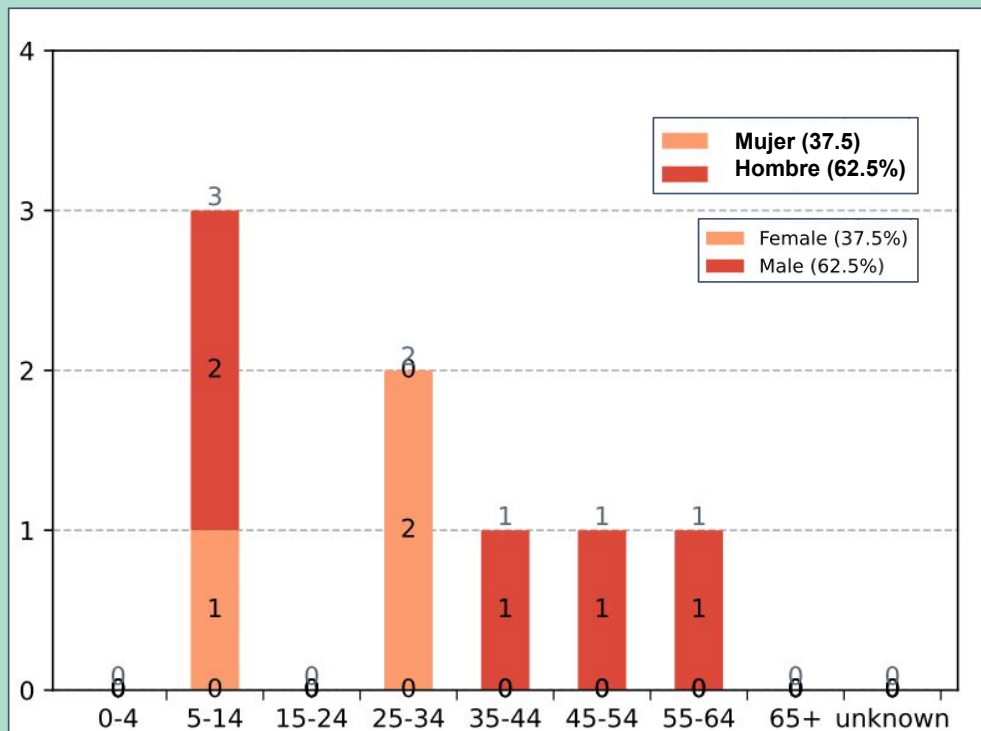
2014-2023

8 víctimas

- 3 menores de edad
- 2 mujeres entre 25 y 35 años
- 2 víctimas entre 25-34 años
- 3 víctimas 35 o mayor
- 2 víctimas entre 9 y 12 años
- 1 víctimas entre 13 y 16 años

8 victims

- 3 minors
- 2 women between 25 and 35 years old
- 2 victim between 25-34
- 3 victim 35 or older
- 2 victim between 9 and 12 years old
- 1 victim between 13 and 16 years old



Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023; los datos del 2022 y el 2023 son provisional a partir de jun. del 2024

Resumen de choques de motociclistas

Overview of Motorcycle Crashes

2014-2023

De 5 choques de Motociclistas:

- 1 incidente fatal
- 2 incidentes con lesiones fatales
- 2 motocicletas fueron volteadas
- 5 víctimas fueron personas manejando
- 2 ocurrieron en la Ruta Estatal 113

Of 5 motorcycle crashes:

- 1 fatal incident
- 2 incidents with fatal injuries
- 2 motorcycles were overturned
- 5 victims were people driving
- 2 occurred on State Route 113

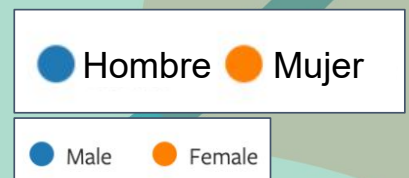
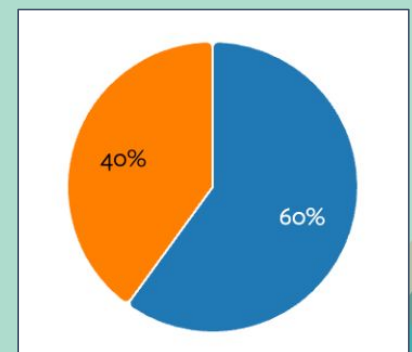


Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023: los datos del 2022 v el 2023 son provisional a partir de jun. del 2024

Resumen de víctimas de choques en Motocicletas por edad y género

Overview of Motorcycle Crash victims by age and gender

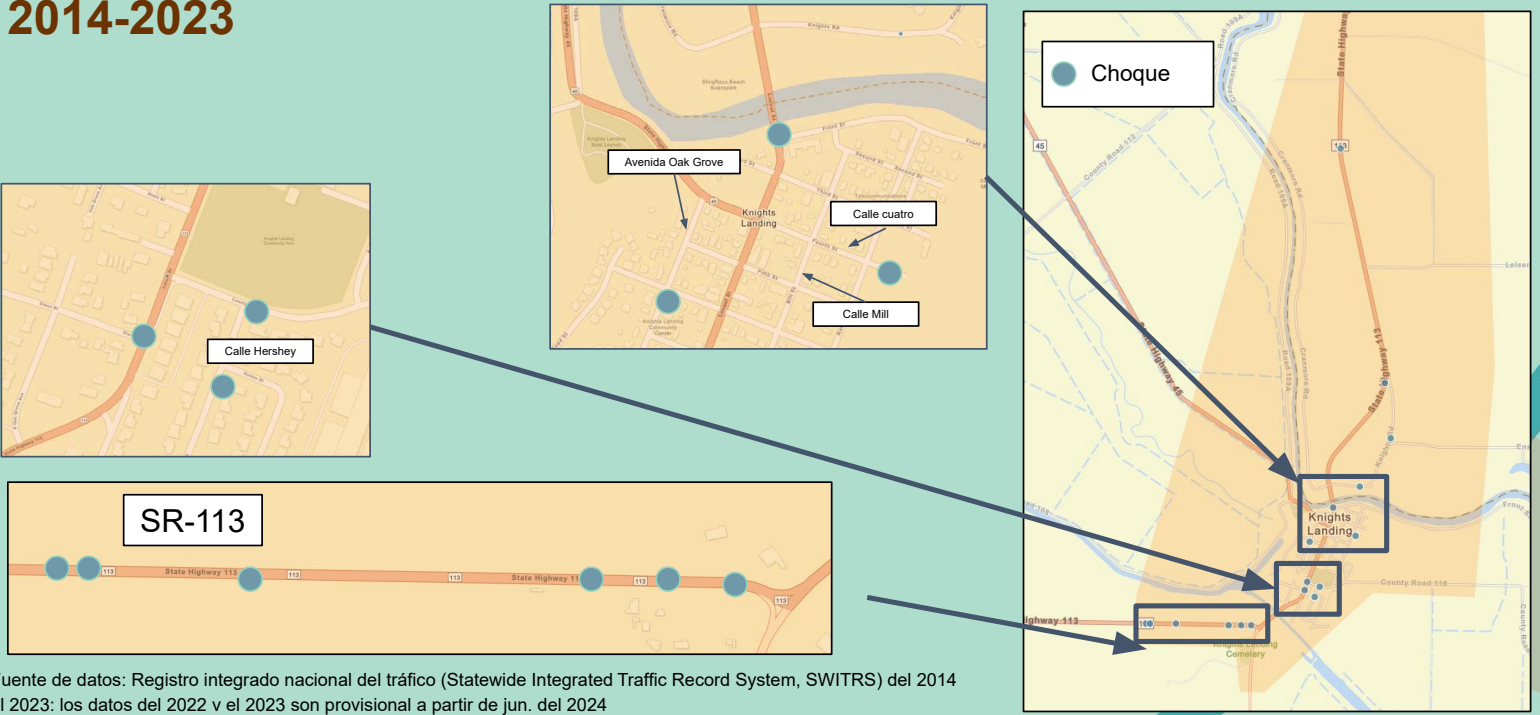
2014-2023



Resumen de choques de automóvil con Vehículo estacionado o Objeto fijo

Motor Vehicle Crashes with Parked Motor Vehicle or a Fixed Object

2014-2023

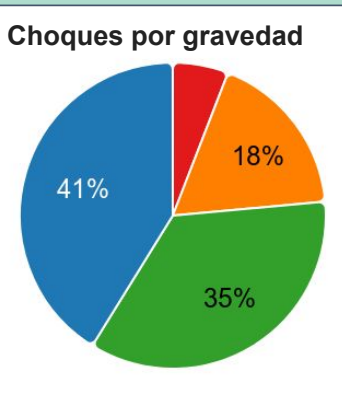


Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023; los datos del 2022 y el 2023 son provisional a partir de jun. del 2024

Resumen de choques de automóvil con Vehículo estacionado o Objeto fijo

Overview of Motor Vehicle Crashes with Parked Motor Vehicle or a Fixed Object

2014-2023



De 17 choques:

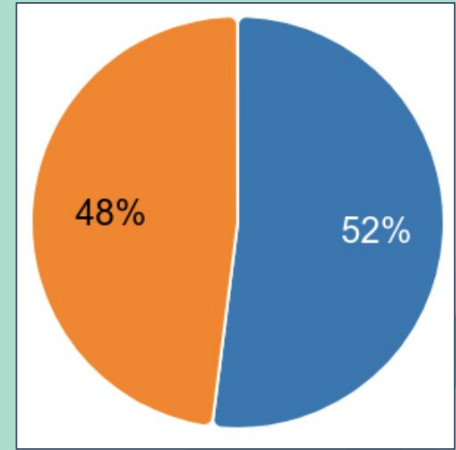
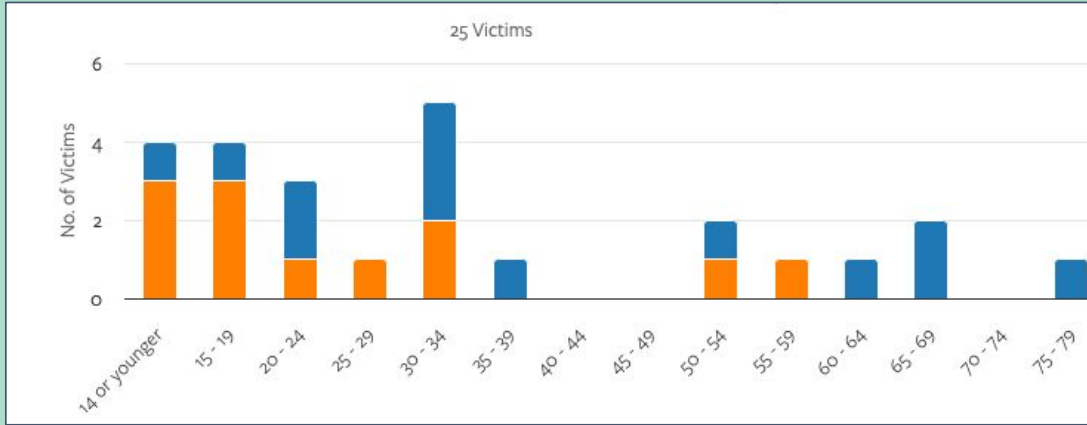
- 25 víctimas fueron involucrados
 - 3 fueron personas manejando
 - 2 pasajeros en el vehículo
- 3 incidentes fatales
- 4 víctimas con lesiones graves
- 6 ocurrieron entre las 6-9 pm
- 5 ocurrieron en miércoles y 4 el Sábado
- 9 factor primaria de violacion fue por hacer una vuelta no permitido

Of 17 crashes:

- 25 victims were involved
 - 3 were people driving
 - 2 passengers in the vehicle
- 3 fatal incidents
- 4 victims with serious injuries
- 6 occurred between 6-9 p.m.
- 5 occurred on Wednesday and 4 on Saturday
- 9 primary factor of violation was "Improper turning"

Resumen de víctimas involucrados en choques de automóvil con Vehículo estacionado o Objeto fijo

Overview of victims involved in Motor Vehicle Crashes with Parked Motor Vehicle or a Fixed Object

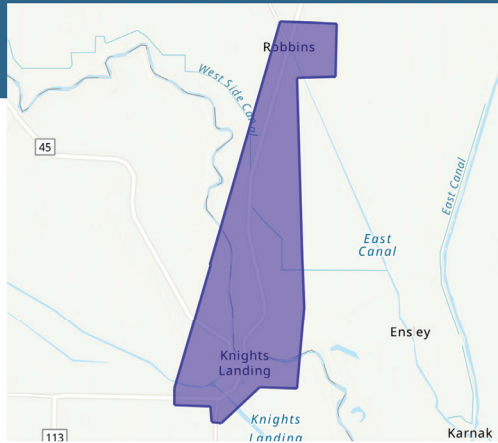


● Hombre ● Mujer

● Male ● Female

Knights Landing

Programa Comunitario Sobre la Seguridad de Peatones y Ciclistas



Key Facts



39%

Hogares con 1+ Personas con Discapacidad

Población Vulnerable



23%

Población 65+



5%

Hogares sin Vehículo



13%

Hogares por Debajo del Nivel de Pobreza

Perfil de Viaje



0%

Tomó Transito Público



8%

Compartió Coche



4%

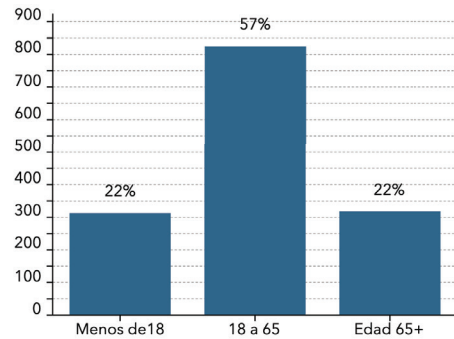
Caminó al Trabajo



0%

Viajó en Bici al Trabajo

Población por Edad



2023 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (60.33)

The smallest group: Pacific Islander Alone (0.27)

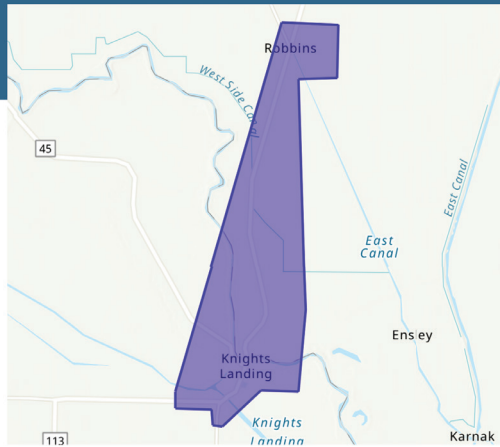
Indicator ▲	Value	Diff
White Alone	42.14	-2.93
Black Alone	1.44	-0.57
American Indian/Alaska Native Alone	2.26	+0.34
Asian Alone	1.30	-17.85
Pacific Islander Alone	0.27	-0.05
Other Race	35.07	+16.42
Two or More Races	17.50	+4.61
Hispanic Origin (Any Race)	60.33	+27.47

Bars show deviation from Sutter County

Ingreso del Hogar (2021)		
Ingreso del Hogar Medio	\$50,811	
Ingreso del Hogar Medio < \$10,000	40	8%
Ingreso del Hogar Medio \$10,000 - \$14,999	12	2%
Ingreso del Hogar Medio \$15,000 - \$19,999	25	5%
Ingreso del Hogar Medio \$20,000 - \$24,999	43	8%
Ingreso del Hogar Medio \$25,000 - \$29,999	52	10%
Ingreso del Hogar Medio \$30,000 - \$34,999	24	5%
Ingreso del Hogar Medio \$35,000 - \$39,999	4	1%
Ingreso del Hogar Medio \$40,000 - \$44,999	26	5%
Ingreso del Hogar Medio \$45,000 - \$49,999	22	4%
Ingreso del Hogar Medio \$50,000 - \$59,999	66	13%
Ingreso del Hogar Medio \$60,000 - \$74,999	48	9%
Ingreso del Hogar Medio \$75,000 - \$99,999	51	10%
Ingreso del Hogar Medio \$100,000 - \$124,999	67	13%
Ingreso del Hogar Medio \$125,000 - \$149,999	16	3%
Ingreso del Hogar Medio \$150,000 - \$199,999	9	2%
Ingreso del Hogar Medio \$200,000+	7	1%

Knights Landing

Community Pedestrian and Bicycle Safety Program



Key Facts



39%

Households with 1+ Persons with a Disability



23%

Population 65+



5%

Households without a vehicle



13%

Households Below the Poverty Level

Commute Profile



0%

Took Public Transportation



8%

Carpooled



4%

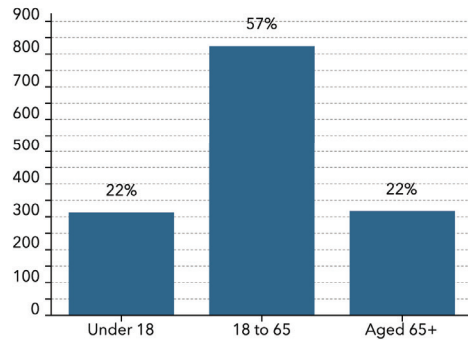
Walked to Work



0%

Bike to Work

Population by Age



2023 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (60.33)

The smallest group: Pacific Islander Alone (0.27)

Indicator ▲	Value	Diff
White Alone	42.14	-2.93
Black Alone	1.44	-0.57
American Indian/Alaska Native Alone	2.26	+0.34
Asian Alone	1.30	-17.85
Pacific Islander Alone	0.27	-0.05
Other Race	35.07	+16.42
Two or More Races	17.50	+4.61
Hispanic Origin (Any Race)	60.33	+27.47

Bars show deviation from Sutter County

Household Income (2021)		
Median Household Income	\$50,811	
Median Household Income < \$10,000	40	8%
Median Household Income \$10,000 - \$14,999	12	2%
Median Household Income \$15,000 - \$19,999	25	5%
Median Household Income \$20,000 - \$24,999	43	8%
Median Household Income \$25,000 - \$29,999	52	10%
Median Household Income \$30,000 - \$34,999	24	5%
Median Household Income \$35,000 - \$39,999	4	1%
Median Household Income \$40,000 - \$44,999	26	5%
Median Household Income \$45,000 - \$49,999	22	4%
Median Household Income \$50,000 - \$59,999	66	13%
Median Household Income \$60,000 - \$74,999	48	9%
Median Household Income \$75,000 - \$99,999	51	10%
Median Household Income \$100,000 - \$124,999	67	13%
Median Household Income \$125,000 - \$149,999	16	3%
Median Household Income \$150,000 - \$199,999	9	2%
Median Household Income \$200,000+	7	1%

Historial de Choques Peatonales

Pedestrian Crash Data

Knights Landing & Robbins (2014-2023)



De 5 choques peatonales:

- Resultaron en 8 víctimas
- 3 choques peatonales ocurrieron en SR-113
 - * SR-113 / Calle Knights
 - * Avenida Locust (SR-113) / Calle Cuatro
 - * SR-113 / Jennings Court
- 1 choque ocurrió en Calle del condado 108 / SR 45
- 1 choque ocurrió en la Calle Daniel / Calle Hershey

Of 5 pedestrian crashes:

- Resulted in 8 victims
- 3 pedestrian crashes occurred on SR-113
 - * SR-113 / Knights Street
 - * Locust Avenue (SR-113) / Fourth Street
 - * SR-113 / Jennings Court
- 1 crash occurred at County Road 108 and SR 45
- 1 crash occurred at Daniel Street and Hershey Street

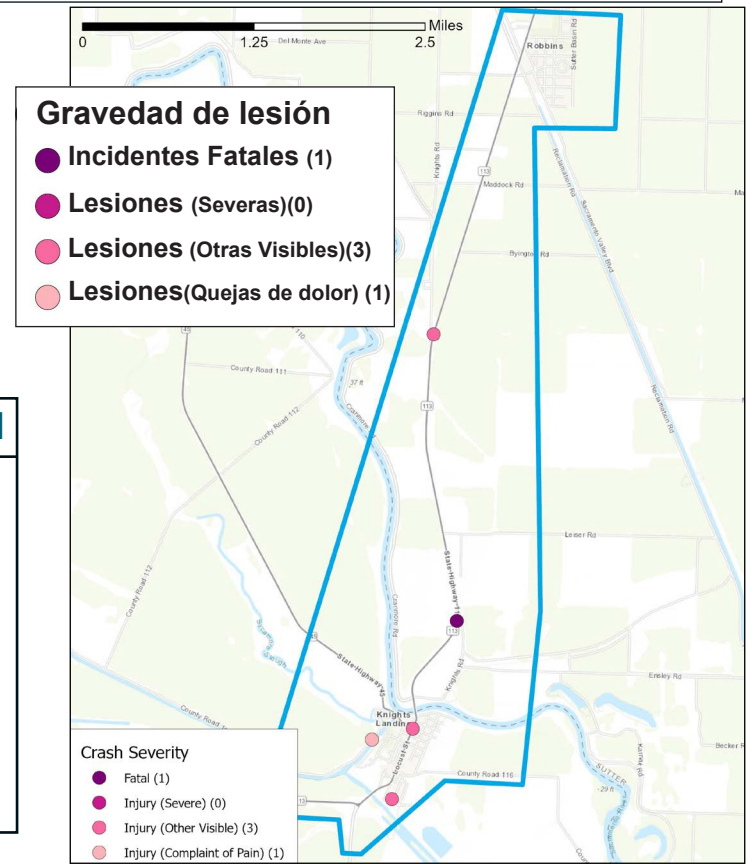
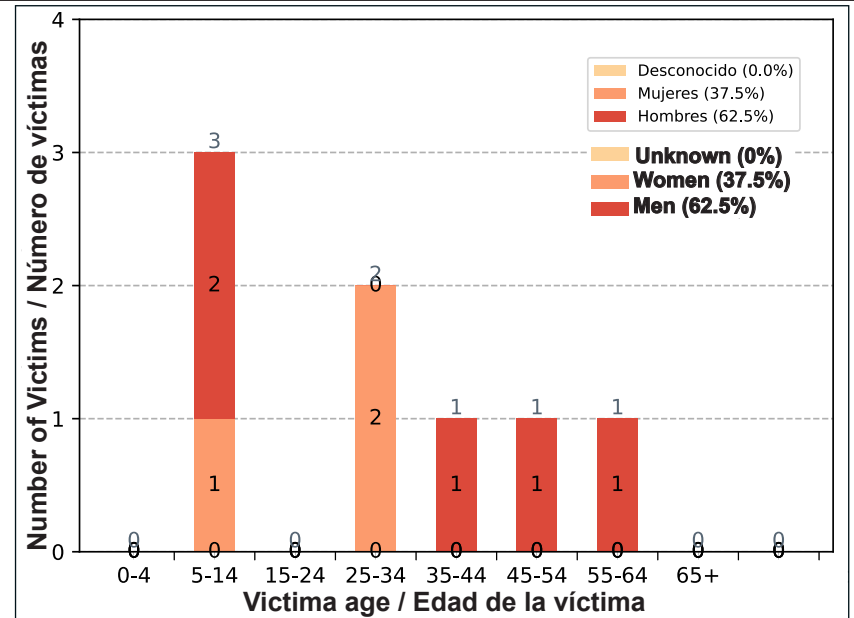
Como se recopilan los datos

1. Un peatón y/o ciclista está involucrado en choque.
2. Las personas involucradas en el choque llaman a la policía. La policía llega a la escena y escribe un informe de choque.
3. Los informes de choque se envían a la policía (CHP) y se compilan en una base de datos estatal conocida como SWITRS.

How crash data is collected

1. A pedestrian and/or bicyclist is involved in a crash.
2. Law enforcement arrives at the scene and writes a crash report.
3. Crash reports are sent to CHP and compiled into a statewide database known as SWITRS.

Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023: los datos del 2022 v el 2023 son provisional a partir de jun. del 2024



Knights Landing CAyS RadioNovela Transcript

Participant 1: I like that it is a small community. We know each other well here. We have always worked on one thing or another, and now, after many years, the park is finally being developed. I know there will be plenty of space where people can walk, feel safe, and take their children, which has always been our priority: to provide a place for the kids in the community to walk, bike, play and be safe.

Narrator: Hello everyone, everyone. Welcome to our new episode of Caminos de la Vía. Los Caminos de la Vía is a project of California Walks and UC Berkeley SafeTREC. It focuses on working with Spanish-speaking communities to create audio content that can be used for advocacy and education to improve safety for people walking and biking. This mini-podcast highlights community concerns through storytelling, helps raise awareness about pedestrian and bicycle safety, and proposes community-led solutions. Today's segment features the stories of community members from Knights Landing, California, a town in Yolo County, 26 miles north of Sacramento. Local and regional community stakeholders participated, including Knights Landing residents, school representatives from the Science and Technology Academy, Empower Yolo, Yolo County Public Health Services, and Yolo County Transportation District. Community members of Knights Landing expressed concerns about pedestrian and bicyclist safety on Locust Street, also known as California State Route 113, particularly related to student safety while walking to and from school and the future community park. Participants called for collaboration between county and state agencies, schools, and residents to make routes to schools, parks, and streets in their neighborhoods safer for everyone.

Narrator: Locust Street, or State Route 113, is the main road in Knights Landing, but it is owned and operated by the California Department of Transportation (Caltrans), which complicates the implementation of infrastructure improvements. Participants share how the lack of sidewalks and bike lanes impacts the safety of people traveling on Locust Street.

Participant 2: Caltrans said that we didn't have enough [traffic volume]. Well, there weren't many cars passing by, but now there are tons of cars driving by at high speeds, at all hours. Even when we cross the kids after school, the line of cars stretches all the way to the cemetery outside Knights Landing. I'd like to see [safety improvements installed] because there aren't many sidewalks, and the sidewalks we do have in town don't have access for people in wheelchairs or for those who need [the Americans with Disabilities Act] (ADA) compliance. So we don't have [ADA infrastructure] here in the town—at least not all of the sidewalks, even on the edges of town. We don't have sidewalks that can accommodate pedestrians. We also don't have bike lanes at all. We constantly have cyclists passing through, but those coming from outside are at risk on [State Route] 102. And if they come via Highway 113, this little town has

many deficiencies. Even if we didn't have parks—or if we weren't building one—then the kids wouldn't have much access to what other kids have in other cities.

Narrator: Participants expressed concern about pedestrian safety at the Seventh Street and Locust Street (SR-113) intersection, directly across from Knight's Landing's only grade school, Sci-Tech Academy. They shared that several factors, such as the lack of crossing guard training, traffic lights, and drivers speeding, impact the community's ability to travel safely through this intersection.

Participant 3: The crossing guards, in the past, have not had training, so sometimes they don't have the proper knowledge how to help the kids cross or to wear something reflective so that they can be seen. This is something we have observed. We conducted an observation at the beginning of the year and took it to the school district. There, we realized that they had been without training for years—since 2011, I think—for the people who help the kids cross.

Participant 4: On this side, [north side of Locust St (SR-113)] there are children who walk to school, and there are no lights there. So the kids are in danger every time they cross because the cars come very fast. Teacher Amago has had experiences related to this. That would be the main issue, right? We have already advocated for a light, but so far, they haven't listened to us.

Participant 5: No, because since they drive at higher speeds, they blow past the speed limit. And so, as someone who lives here, you know you have to slow down to 25 [miles-per-hour] when entering, but sometimes the car behind you is pushing you because they're in a hurry.

Participant 6: Well, in the mornings and afternoons, because I've been here with my grandson waiting for them to let us cross [across Locust Avenue (SR-113)], and it can take up to 10 minutes because they don't stop.

Participant 4: I don't know if they need to put in traffic lights or stop signs, but at a minimum, the speed should be lowered to 15[miles-per-hour], because it's a street where there's a school. I've seen places where the speed limit is 15[miles-per-hour]. Yes, at least that would help reduce the speed.

Narrator: Thanks to a Knights Landing community-led effort and a partnership between the Woodland Joint Unified School District and Yolo County, Knights Landing will soon have its first community park, which is expected to be completed by September 2024. Participants expressed infrastructure improvements needed, like high visibility crosswalks, slower driving speeds, wider sidewalks, and accessible curb [ramp]s for children, youth, and families to safely access the park by walking or biking via the Road 116 and Locust Street intersection.

Participant 5: And now that the park is going to be there, there will also be more traffic because we'll be bringing the kids or something. If they could install lights in the ground, it would be better for us because it's going to start getting dark earlier, and that way, we would feel safer.

Participant 1: I notice that when I go walking on [County Road] 116 in the afternoon, during the harvest season—whether it's for tomatoes or whatever is being harvested on that road—trucks come speeding by. So, people walking always have to step off the road onto the dirt to stay safe. I would like to see something put in place to encourage the trucks to slow down a bit, so it's not just the pedestrians who have to be careful, but the truck [drivers] should also be more mindful of us.

Participant 7: Yes, there is a sidewalk, but the cars come very fast, and I don't know what they will do if they are tired or if they might veer onto the sidewalk and hit us. We never know if we'll be unlucky and get hit.

Participant 5: Please take us into account for the sidewalks they are going to install, or here in the park, to make more ramps so we don't have to go all the way to where one exists when we are bringing strollers or [using] wheelchairs.

Narrator: Knights Landing community members share that even though they encourage youth to partake in recreational activities like walking and biking, parents and school administration feel it is unsafe for school-aged youth to do so and point out that limited access to bike gear, lack of lighting, and drivers traveling at high speeds through Knights Landing to arrive at other destinations is a concern.

Participant 4: I see the kids riding their bikes without any lights or anything. The streets are very dark. When we see them, we think, 'Oh, these kids are in danger because they don't have lights.' The streets are dark. I've noticed that too.

Participant 2: But we will have more traffic from kids riding bikes and families walking with the park, but yes, the problem here, as Odilia and Estela emphasized, is that we are the access point for different communities. People from the city come all the way from Woodland and drive very fast. We've already had several close calls; I've almost been hit by a car while crossing with the kids. So, this is a matter we need to address to prevent someone from getting hurt or worse. We need to take action.

Narrator: Participants want more collaboration between public agencies to make walking and bicycling safer in Knights Landing. Representatives from the Yolo County Board of Supervisors, Yolo County Public Health Services, and Caltrans District 3 expressed a desire to continue engaging with the community about future walking and biking safety projects. The Yolo County Board of Supervisors was responsive to parent and community members' concerns by committing to hosting public forums and continuing conversations on walking and biking safety in Knights Landing. Together, the Knights Landing community, Yolo County regional agencies, and Caltrans District 3 can work towards implementing pedestrian and bicycle safety improvements. Thank you for joining us, and be sure to listen to the rest of the Caminos de la Vía episodes. We invite you to read the Knights Landing executive summary in the description. To learn more about Safe and Active Communities, visit the California Walks and UC Berkeley SafeTREC websites. See you later!

Table-Top Map Activity Transcription
CAyS Program - Knights Landing
Knights Landing, California
August 28, 2024

Participants submitted the following input for the table-top map activity for the CAyS Program during the August 28, 2024 workshop.

Knights Landing Evaluación Virtual Ruta A (Knights Landing Virtual Assessment Route A)

****Post- It Notes Text (Left to Right)***

- No changes happened after the crashes.
- Drunk drivers on the weekend, drivers caused deaths
- Word of mouth that lots of crashes happen on Locust
- Building development will bring more people
- Idea - survey of how many near-misses happen a day
- Speed bumps along this road (Oak Grove/ 7th Street)
- People jaywalk in areas without crosswalks
- Library (wifi) brings alot of people
- Crosswalks don't slow down or stop cars
- More accidents that not reported
- Parque nueva en desarrollo)

***Text on Map (Clockwise)**

- Mas Luzes (area de prioridad); (para vehiculos alta visibilidad para peatones)
- Cruce Peatonal crosswalk RRFB's
- School (Sci-Tech)
- Carriles bicicletas
- Truck route
- Extended sidewalks / Mas amplias banquetas
- Something to record: Speeds, people dont respect speed limits

Gracias por su interes en el programa Comunidades Activas y Seguras.

Para obtener más información sobre el Programa comunitario de seguridad para peatones y ciclistas, visite el sitio de UC Berkeley SafeTREC: [Comunidades Activas y Seguras](#)



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