

Oxnard Community Mapping

Follow-Up Technical Assistance for the Comunidades Activas y Seguras Program (Active and Safe Communities)



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 back into their community and partnering with us to make Oxnard a safer place to walk, bike, and roll.

Our work took place on the ethnohistoric territory of the Chumash, Gabrielino, and Tongva peoples. We recognize that every Oxnard community member has benefited from and continues to benefit from the use and occupation of Chumash, Gabrielino, and Tongva land.

The Oxnard Planning Committee

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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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Background

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](#)). The Program caters to the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking, biking, and rolling safety in communities in California. The Program uses the term 'rolling' to include various types of wheeled mobility aids and devices, such as wheelchairs, power chairs, and scooters.

In August 2022, Cal Walks and SafeTREC (Project Team) worked alongside the Oxnard community to conduct a CAyS workshop. The focus of the CAyS workshop was to:

1. Improve walking, biking, and rolling safety along West Hemlock Street, where a fatal crash occurred in 2021;
2. Increase community engagement around pedestrian and biking safety through storytelling; and
3. Humanize crash data to raise awareness of community concerns around pedestrian and bicycle safety.

The follow-up technical assistance builds on the 2022 CAyS workshop by advancing and refining the strategies for pedestrian and bike safety developed during that event. For more details, review the 2022 [Comunidades Activas y Seguras \(Safe and Active Communities\)](#), [Oxnard Executive Summary & Recommendations Report](#).

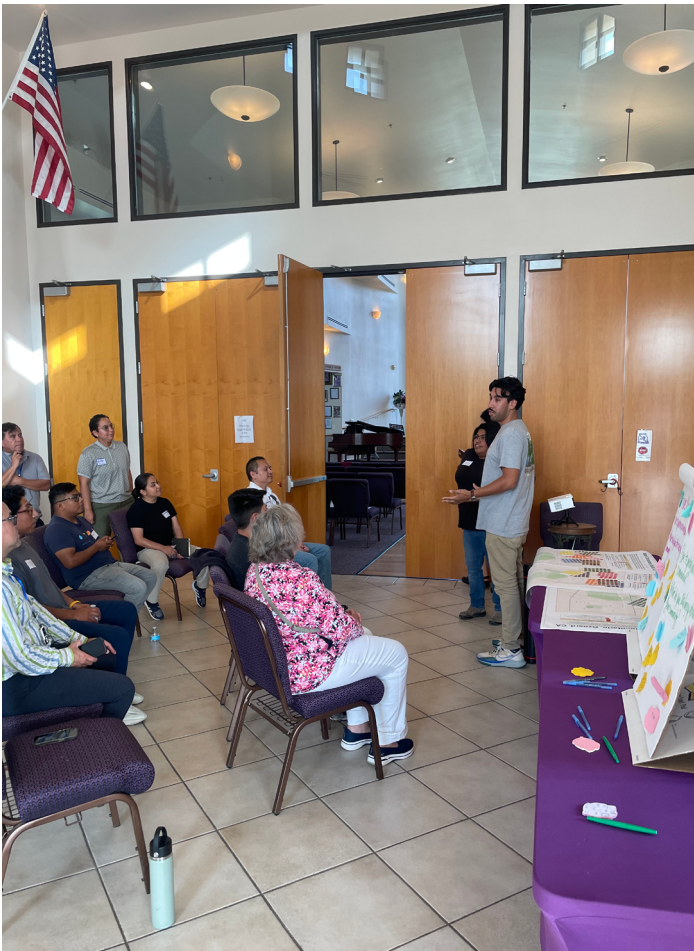
This technical assistance training was collaboratively planned by local residents (Planning Committee) and the Project Team. It consisted of a community mapping activity focused on improving people's walking, biking, and rolling experiences. This report summarizes the discussions and outcomes of the technical assistance training.



ABOVE: Workshop participants use the tabletop map as a guide to discuss and label safety concerns and community amenities.

Community Mapping Training

The Community Mapping training on July 18, 2024 convened 12 local stakeholders, including participants from Gold Coast Transit District, New Progressive Church, a City Council member, Ventura County Transportation Commission, and local residents. The training aimed to identify near-term projects and programmatic work that would create a safe, comfortable route for those walking, biking, and rolling between the Lemonwood Eastmont Neighborhood and College Park. The training included asset mapping, a visioning activity, and community mapping.



ABOVE: Planning Committee members welcome participants to the community mapping training.



ABOVE: Workshop participants use the tabletop map as a guide to discuss and label safety concerns and community amenities.

Asset Mapping

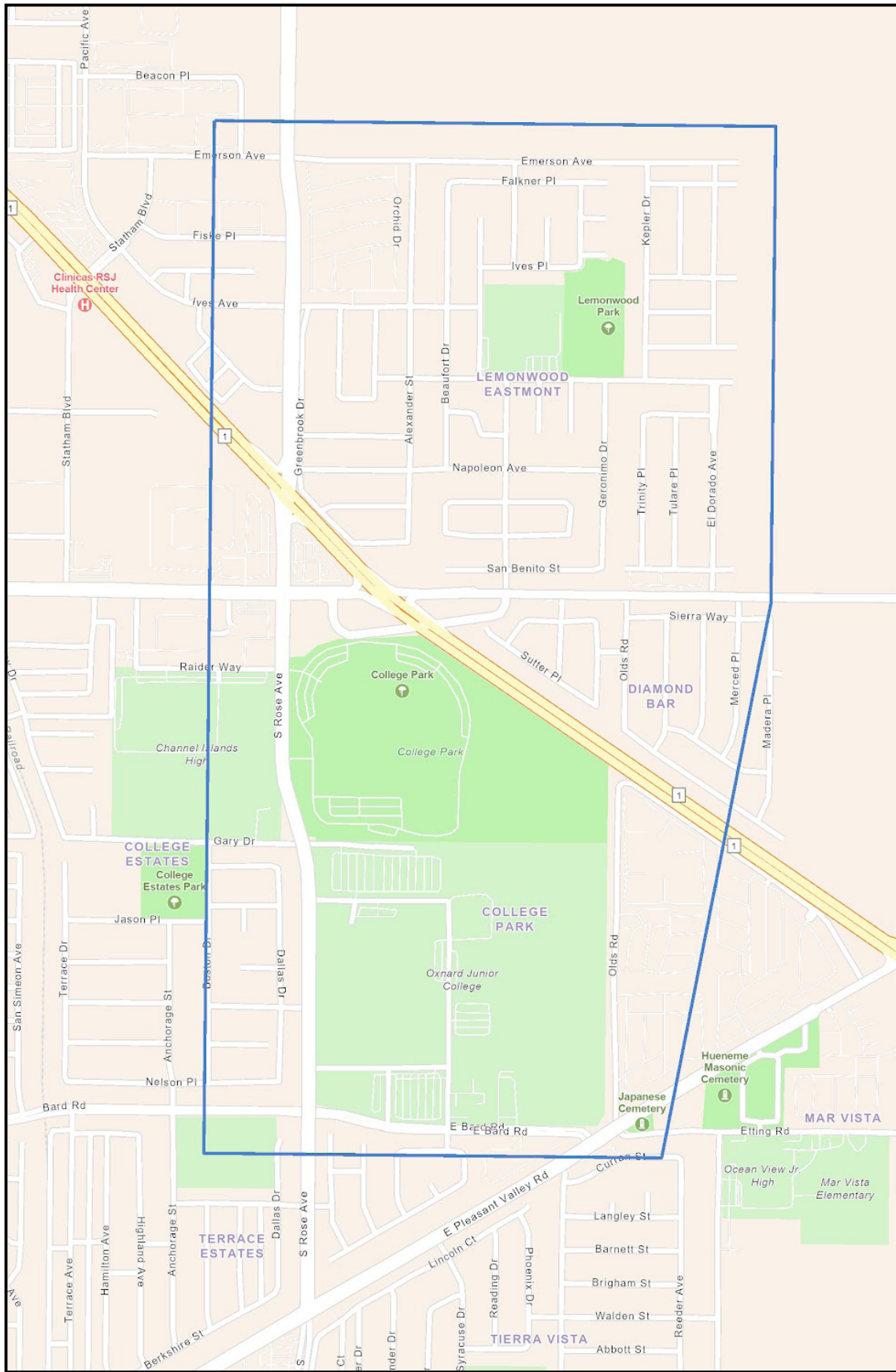
Workshop participants were asked to identify community assets they frequent daily and those they hope to visit safely by walking, biking, and rolling between the Lemonwood Eastmont Neighborhood and College Park. This portion of the workshop identified their preferred corridors and travel modes to strengthen transit connectivity for local residents. Throughout the mapping exercise, participants identified potential infrastructure improvements to make the focus area more accessible. The focus area included Emerson Avenue to the north, South Rose Avenue to the west, East Bard Road to the south, and Olds Road and Merced Place to the east. The focus area included key destinations like College Park, Lemonwood Park, Oxnard Junior College, Lemonwood Elementary School, and Channel Islands High School.

The asset maps provided a visual guide for participants to identify where their ideal traveling routes could be established. Participants split into small groups and identified assets and concerns that fell into the following two categories:

1. Community assets, such as safe spaces for children, youth, and residents to gather that were deemed essential. This included participants identifying transportation infrastructure that ensures safe passageways for people walking, biking, and rolling within the community.
2. Community concerns, which included locations that are deemed unsafe for people walking, biking, and rolling. Similar to the focus on community assets, there was a strong emphasis on improving the safety and well-being of vulnerable residents, including children and seniors.



ABOVE: Workshop participants share community assets and concerns by placing stickers, writing on the map and chatting amongst each other.

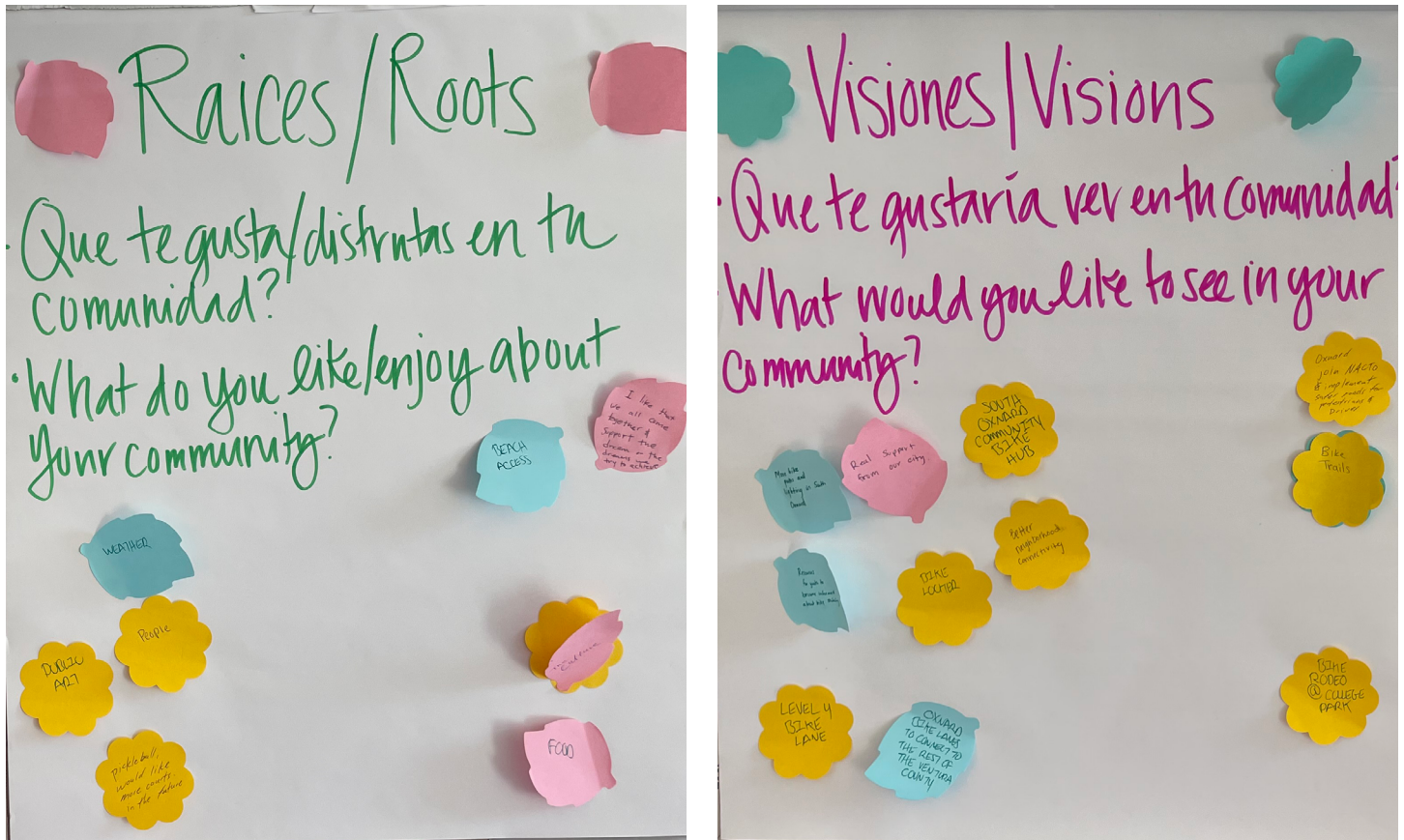


ABOVE: The focal area used for community mapping in Oxnard.

Visioning Activity

During the visioning activity, participants were asked to imagine their ideal community and identify community priorities. Participants shared the desire for improved neighborhood connectivity, support from the city to advance active transportation projects, and bike safety education and resources for youth.

To view the full transcription from the visioning activity, see the Appendix.



ABOVE: Participants shared their visions for Oxnard using Post-It notes and easels.

Community Mapping

During the Community Mapping exercise, participants identified infrastructure projects that increase bike connectivity, improve traveling routes for people walking, biking, and rolling, and reduce high vehicle speeds. Participants also identified non-infrastructure projects that may support community engagement efforts and improve walking, biking, and rolling safety for vulnerable populations, such as youth and older adults.

Community Recommendations

During the community mapping, attendees proposed the following potential projects to address their safety concerns:

- Install infrastructure that promotes pedestrian safety, such as pedestrian refuge islands, street furniture zones, and leading pedestrian intervals at traffic signals.
- Increase bike connectivity between Lemonwood Eastmont, College Park, Lemonwood Elementary School, and Channel Islands High School.
- Install sidewalks along South Rose Avenue between Greenbrook Drive and Statham Boulevard to complete the sidewalk network.
- Install a pedestrian refuge island, advanced pedestrian warning signs, and high-visibility crosswalks at the Dallas Drive/East Channel Islands intersection.
- Establish the South Oxnard Bike Club with the focus of supplying affordable bikes, providing bike repairs, and providing programs to promote safe biking in Oxnard.
- Host a community bike rodeo.
- Host Open Street events, including live music, rollerblading, skating, walking, biking, and rolling.



ABOVE: The Project Team introduces the goals of the Community Mapping training to participants.

Citywide Quick-Build Program

The Project Team recommends that a coalition of local residents, the Ventura County Transportation Commission, Oxnard Public Works, and the Planning Committee collaborate to create a shared vision for a Quick-Build Program. A Quick-Build Program creates semi-permanent pilot projects that are implemented quickly (within a year), using temporary or low-cost materials and techniques like paint and posts. The goal is to test and demonstrate changes without the extensive planning and high costs associated with traditional transportation projects. Additionally, quick-build projects provide the opportunity to undergo changes to ensure the project meets the needs of the community. Oftentimes, community engagement is paired with a quick-build project to garner feedback from local residents.

Safety improvements are needed in Oxnard in the short-term to maintain momentum for future projects and address safety concerns, and a Quick-Build Program can provide this in a quick and low-cost manner. For Oxnard, a Quick-Build Program could include:

- Adjustment of traffic signal timing to provide extra time to cross intersections to accommodate all users. This involves reprogramming existing traffic signals, which usually require minimal physical changes.
- Restriping roadways to include bicycle infrastructure, including painting new lane markings on existing roads to create bike lanes.
- Installation of continental crosswalks with additional safety improvements such as signage, advanced yield markings, or “Walk/Don’t Walk” signals. Adding features like signage or advanced yield markings is relatively low-cost compared to major transportation projects.
- Bulbouts (curb extensions) to shorten crossing distances for those walking or rolling. Installation is more complex because it may involve physical changes to the roadway and sidewalk, but paint and posts provide a short-term option.

Resources

- [Caltrans’ Active Transportation Program](#)
- [PeopleForBikes Community Grant Program](#)
- [AARP Community Challenge](#)
- [SCAG Kit of Parts](#)
- Oxnard 311 services include ‘Traffic signal timing and phasing,’ which residents can report at the [311 Portal](#).
- The California Bicycle Coalition, alongside Alta Planning, published the Quick-Build Guide as a resource for communities looking to implement Quick-Build projects. As more resources become available, the Association of Bay Area Governments adds more resources to the [Quick-Build Resource Library](#).

Quick-Build Projects Along South Rose Avenue between Ives Avenue and South Oxnard Boulevard

The Project Team recommends the Planning Committee partner with the Ventura County Transportation Commission to install a [Class IV](#) (separated bikeway) on South Rose Avenue between Ives Avenue and South Oxnard Boulevard. When speaking with local residents, many expressed interest in a bike lane with physical separation and protection from those driving. Participants expressed concern regarding the visibility of the current Class II bike lanes because they do not provide adequate separation between people biking and people driving. They explained that people riding bikes prefer riding on the sidewalk due to the need for separation from those driving.

Installing infrastructure elements like K-rail barriers along South Rose Avenue can effectively address the safety concerns raised by workshop participants and Planning Committee members by creating a clear separation between those biking and driving, thus enhancing the safety of all road users.

The Project Team recommends a Quick-Build Tightened Corner at the South Rose Avenue/Ives Avenue intersection to reduce conflicts between people walking and driving. A Quick-Build Tightened Corner consists of a corner wedge, which can include soft posts that may force drivers to slow down, and speed bump that slows vehicles down without any permanent curb work.



ABOVE: Image is an example of a Quick-Build, consisting of a multi-colored corner wedge with soft posts. Source: NYC Asphalt Art Activations: "Birds – Eye View" by Mary Carter Taub. Photo credit: NYC DOT. Photo credit: NYC DOT.

South Oxnard Boulevard/South Rose Avenue Intersection Improvement Project

The South Oxnard Boulevard/South Rose Avenue intersection is one of the few intersections along San Pablo Avenue that provides an east-west route for those walking, biking, and rolling. Participants appreciate the new High-Intensity Activated Crosswalk (HAWK) Beacon installed at this intersection but would like to see more improvements, including:

- Bulb-outs on all four corners of the intersection;
- Pedestrian refuge islands to help those who cannot cross the street in one pedestrian crossing interval;
- A Leading Pedestrian Interval (LPI), which provides a minimum of three seconds to a pedestrian signal before a green light turns on for other road users traveling in the same direction to provide visibility;
- High-visibility crosswalks to improve visibility at night; and
- Bike sensors to activate the HAWK beacon.



ABOVE: Workshop participants place stickers, draw routes, and express traffic safety priorities to the Cal Walks staff.

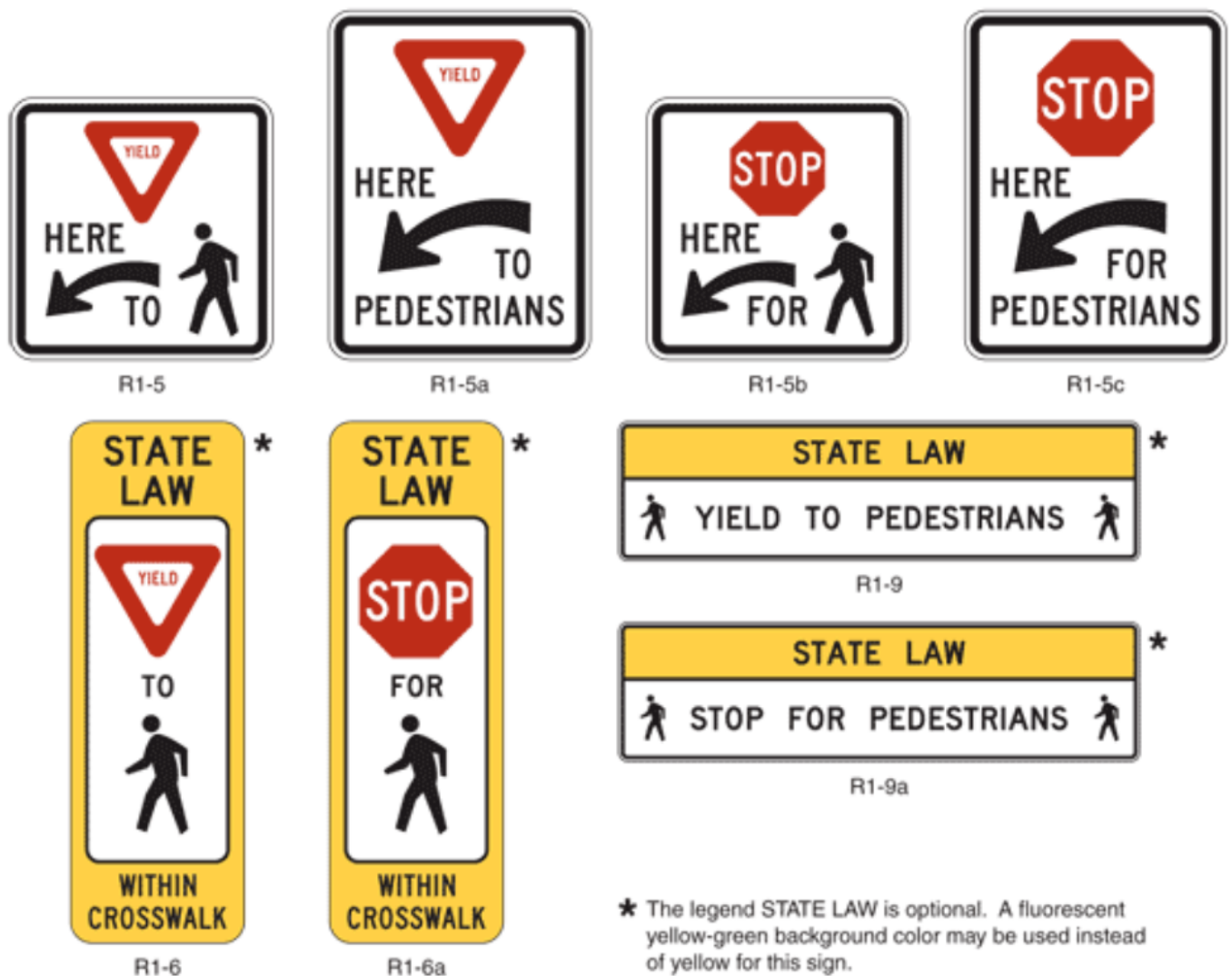
Oxnard Boulevard Protected Bike Lanes Project

This project would provide a safe, comfortable connection between East Colonia Road to East Pleasant Valley Road, providing access to the Oxnard Bike Trail and College Park. Workshop participants proposed installing the following to increase the safety of those biking on Oxnard Boulevard:

- A protected bike lane (Class IV bike lane) in both directions on South Oxnard Boulevard from East Colonia Road to East Pleasant Valley Road;
 - In the short term, use soft-hit posts and paint in conjunction with the protected bike lanes.
- Traffic calming along South Oxnard Boulevard to reduce the speed of those driving, which may include bulbouts, and road rightsizings; and
- Pedestrian crossing signs and other signage to promote the awareness of people walking, biking, and rolling along South Oxnard Boulevard.

Resources

- [Oxnard's Speed Hump Program](#)
- [Speed Hump Application Request](#)
- [California Safe Speeds Toolkit](#)



ABOVE: Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs. Source: USDOT.

Channel Island Boulevard Improvement Projects

Planning Committee members and workshop participants described Channel Island Boulevard as a challenging corridor along various points. The three-way intersection, which includes East Channel Island Boulevard, Oxnard Boulevard, and Dupont Street, is confusing and creates conflicts for people walking, biking and rolling. East Channel Island also turns into an overpass, which participants shared can be challenging because the overpass has a very narrow path on one side of the road that people walking, biking, and rolling rely on to get across. The existing bike lanes along the corridor are discontinued between Rose Avenue and Dupont Street and after the East Channel Island Boulevard/Olds Road intersection, which may pose an accessibility and safety issue for people biking. Participants want to see various infrastructure improvements, including:

- Pedestrian-scale lighting to improve visibility for and of people walking, biking, and rolling along the corridor;
- High-visibility signage and road marking to alert those driving of people walking, biking, and rolling; and
- Continuous and connected Class IV bike lanes.

Resources

- [Raised Crosswalk Safe Transportation for Every Pedestrian Countermeasure Tech Sheet](#)
- [Federal Highway Administration Lighting Handbook](#)
- [Federal Highway Administration Pedestrian Lighting Primer](#)



ABOVE: The East Channel Islands/Dupont Street intersection presents challenges for people walking, biking, and rolling.

Community Engagement and Encouragement Projects

Though a large community of youth, adults, and workers walk, bike, and roll as their primary transportation method, participants shared that projects and opportunities are needed to engage and educate the Oxnard community. Some of the projects that participants expressed interest in included:

- Open Street events, such as CicLAvia, to encourage residents to experience their neighborhoods and streets without a vehicle and connect them to their community's spaces, eateries, and resources.
- A South Oxnard Community Bike Hub: A community hub to provide youth and students who ride or roll with a space to recreate safely, and also provide education related to bicycle safety.
- Projects that address mobility and transportation challenges, such as the Nyeland Acres Mobility Project, which shares clean transportation options.
- Bike Rodeos to educate children about safe cycling and the rules of the road, helmet wearing, and bicycle repairs.
- Access to bicycle toolkits and bicycle repair stations to encourage bike ridership. Participants shared there are youth and adults who own a bike that needs repair, and not having access to tools deters them from riding. The Ventura County Fire Department has various bicycle repair stations throughout the county, but currently none are available in Oxnard.
 - The Ventura County Fire Department hosts community education programs designed to prevent injury and/or property loss through increased education and public safety awareness.
- SCAG's Go Human Community Streets Grant Program could provide funding for residents to carry out community engagement and encouragement projects.
 - The 2023 Community Hubs Grant Program Report highlights the program awardees, the funding received, and the projects they led.

Resources

- [CicLAvia](#)
- [Nyeland Acres Mobility Project](#)
- For the Ventura County Fire Department contact: community.education@ventura.org. Community Education Request [Form](#).
- [Ventura County Transportation Commission](#)
- [SCAG's Go Human Community Streets Grant Program](#) could provide funding for residents to carry out community engagement and encouragement projects. The [2023 Community Hubs Grant Program Report](#) highlights the program awardees, the funding received, and the projects they led.

Safe Routes to School

There are three schools located in the focus area: Lemonwood Elementary School, Mar Vista Elementary School, and Ocean View Junior High School. Participants shared that identifying designated safe routes to and from each school may improve the experience of students who walk, bike, or roll to and from school. Mar Vista Elementary and Ocean View Junior High School are located on Etting Road, which currently has incomplete sidewalks and unpaved shoulders where students and families must walk. The route also lacks lighting and school zone signage to alert drivers of students and families walking, biking, and rolling in the area. Additionally, participants shared that future developments are slated in this vicinity, which will attract more vehicle traffic and road users to the area. While Lemonwood Elementary School has infrastructure and signage that support people walking, biking, and rolling to school, students and families may benefit from identifying designated routes to encourage active modes of transportation.

Resources

- [Safe Routes to School Guide](#)
- [How to Create Pop-up Safe Routes to School Projects](#)
- [School Streets Toolkit](#)
- [Oxnard Safe Routes to School](#)

Oxnard Bike Trail Connection to Pacific Coast

The existing Oxnard Bike Trail is separated and runs parallel to the Ventura County Railroad. It begins at the East Gonzales Road/Oxnard Boulevard intersection and ends at the Camino del Sol Community Garden near the Camino del Sol/North Garfield Avenue intersection. Participants shared that this separated path feels safe as it is separate from vehicle traffic and also provides ample space and shade for riders. Participants would like to see the trail extended to connect the Oxnard community to the coast and provide more open space to the community.

Resources

- [City Trails: Improving Equitable Access](#)
- [Trail Planning and Design Hub](#)
- [Trail Town Programs](#)
- [Monterey Bay Coastal Trail](#)

Olds Road and East Bard Road Improvements

Participants highlighted the various vulnerable populations that live or travel near Olds Road and East Bard Road that are connected along Etting Road, including youth, and older adults. New housing units are set to be constructed in this vicinity, and participants anticipate an increase in people walking, biking, rolling, or driving in the area. Participants shared the infrastructure improvements that would make them feel safe, including:

- Pedestrian-scale lighting;
- Complete sidewalk networks that connect to existing and future developments;
- Pedestrian refuge islands; and
- High-visibility crosswalks.

Street Story

Among conversations with Planning Committee members and workshop participants, a notable thread is the number of hazards and near-misses they have witnessed in the focus area. The Project Team recommends using Street Story to document these instances and challenges. In addition, the Planning Committee expressed interest in technical assistance to complement existing quantitative data. 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>.

Conclusion

The workshop brought local residents, planning representatives, and organizations together to strengthen relationships and develop actionable steps toward creating safer streets for people walking, biking, and rolling in Oxnard. During the workshop, the Planning Committee, in collaboration with workshop participants, identified challenges and assets in their community. They explored potential improvements to create a comfortable, safe, and connected environment for residents in Lemonwood Eastmont to walk, roll, or bike to key destinations. Participants expressed a commitment to work together to improve pedestrian and bike safety in the community, even outside the specific project. The Project Team is available to provide additional support to improve walking, biking, and rolling safety for all in the community.

Appendix

- Transcription of Participants' Visioning Activity Notes
- [Site Visit Presentation](#)
- [Tabletop Map](#)

Transcription of Participants' Visioning Activity Notes

What do you like/enjoy about your community?

- Weather
- People
- Public art
- Beach access
- Pickleball (I would like more courts in the future)
- Food
- Culture
- I like that we all come together and support the dream or the dreams we try to achieve.

What would you like to see in your community?

- More bike lanes and lighting in South Oxnard
- Real support from our city
- South Oxnard community bike hub
- Better neighborhood connectivity
- Bike locker
- Bike trails
- Level 4 bike lanes
- Oxnard bike lanes to connect to the rest of Ventura County
- Bike rodeo at College Park
- Oxnard to join NACTO and implement safe roads for pedestrians and drivers

Comunidades Activas y Seguras Mapeo de Bienes Comunitarios en Oxnard

Active and Safe Communities Community Mapping in Oxnard

jueves 18 de julio del 2024
Thursday July 18, 2024
Oxnard, CA

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER


California Walks
Stepping Up for Health, Equity, & Sustainability



Agenda

- **Bienvenida/Introducciones (15 minutos)**
 - **Welcome/Introductions**
- **Visionando Nuestra Comunidad (15 minutos)**
 - **Community Visioning**
- **Resumen de Historia de las Vía Pública (10 minutos)**
 - **Street Story Overview**
- **Mapeo de Bienes Comunitarios (30 minutos)**
 - **Community Mapping**
- **Descanso (10 minutos)**
 - **Break**

Agenda

- **Estrategias de Sistema Seguro (20 minutos)**
 - **Safe System Strategies**
- **Planificación de Proyectos (25 minutos)**
 - **Project Planning**
- **Compartir en Comunidad (10 minutos)**
 - **Shareouts and Highlights**
- **Cierre (10 minutos)**
 - **Close Out**

Comunidades Activas y Seguras (CAyS) Active and Safe Communities

Resumen de Programa

- Involucrar a las comunidades de habla hispana en discusiones sobre la seguridad de peatones y ciclistas.
- Empoderarlos para ser parte de futuras conversaciones y procesos de toma de decisiones.
- Asociarse en temas relacionados con la seguridad en el transporte
- Crear contenido educativo que se pueda compartir a través de las redes sociales y otros medios virtuales.

Program Overview

- Engage Spanish-speaking communities in pedestrian and bicyclist safety discussions
- Empower them to be a part of future decision-making conversations and processes
- Partner on issues related to transportation safety
- Create shareable educational content through social media and other virtual outlets

Comunidades Activas y Seguras (CAyS)

Active and Safe Communities

Recomendaciones del equipo del proyecto Oxnard 2022

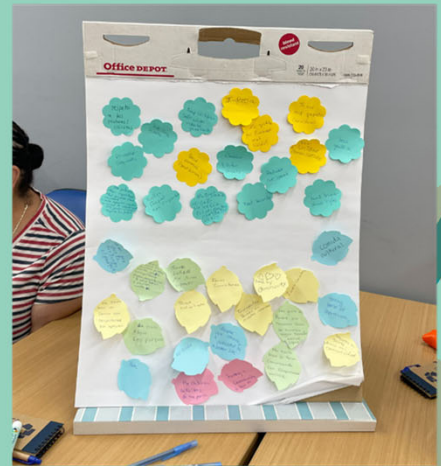
- Conteos de caminatas
- Reconfiguración de calles en South Ventura Road
- Campaña de mensajes de seguridad y eventos de activación
- Desarrollar un comité asesor para ciclistas y peatones

Oxnard 2022 Project Team Recommendations

- Walk Counts
- Street Reconfiguration on South Ventura Road
- Safety Messaging Campaign and Activation Events
- Develop a Bicycle and Pedestrian Advisory Committee

Visionando Nuestra Comunidad

Community Visioning



Historias de la Vía Pública

Street Story

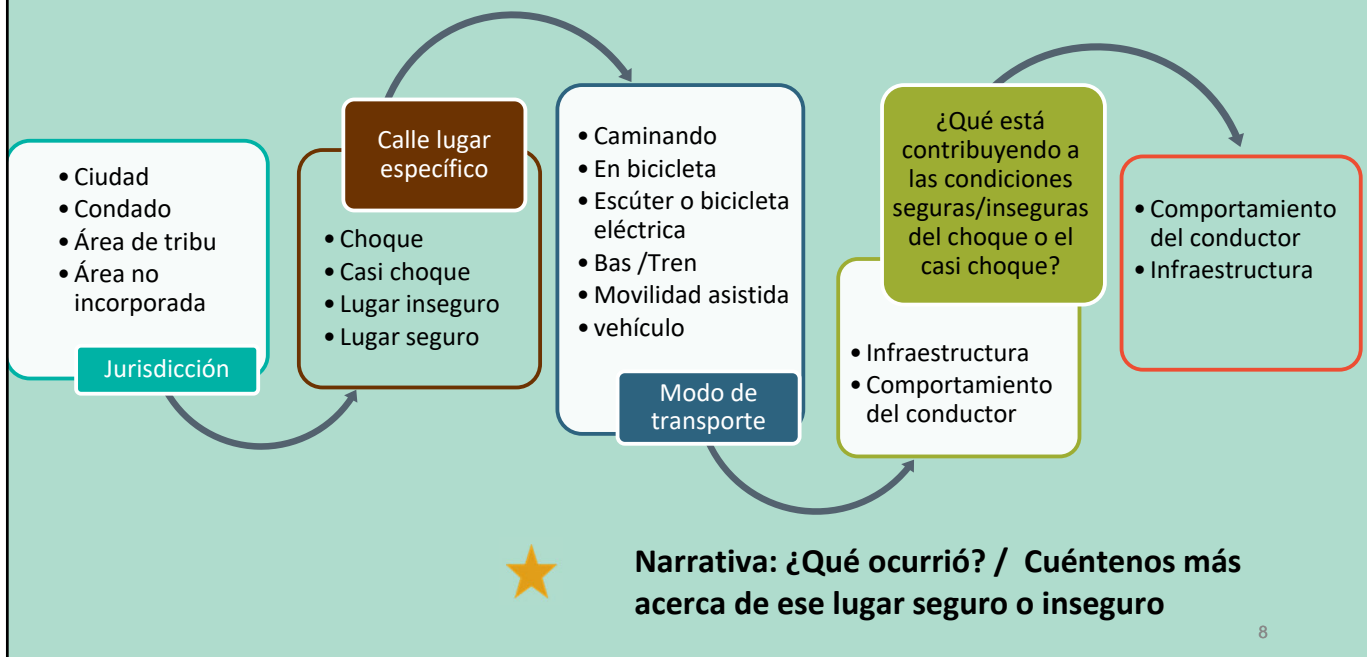
Historias de la vía pública: ¿Qué es?

Historias de la vía pública ayuda a los grupos y agencias de la comunidad a coleccionar y comprender información que es importante para la seguridad del transporte y que a veces es difícil de coleccionar y analizar.

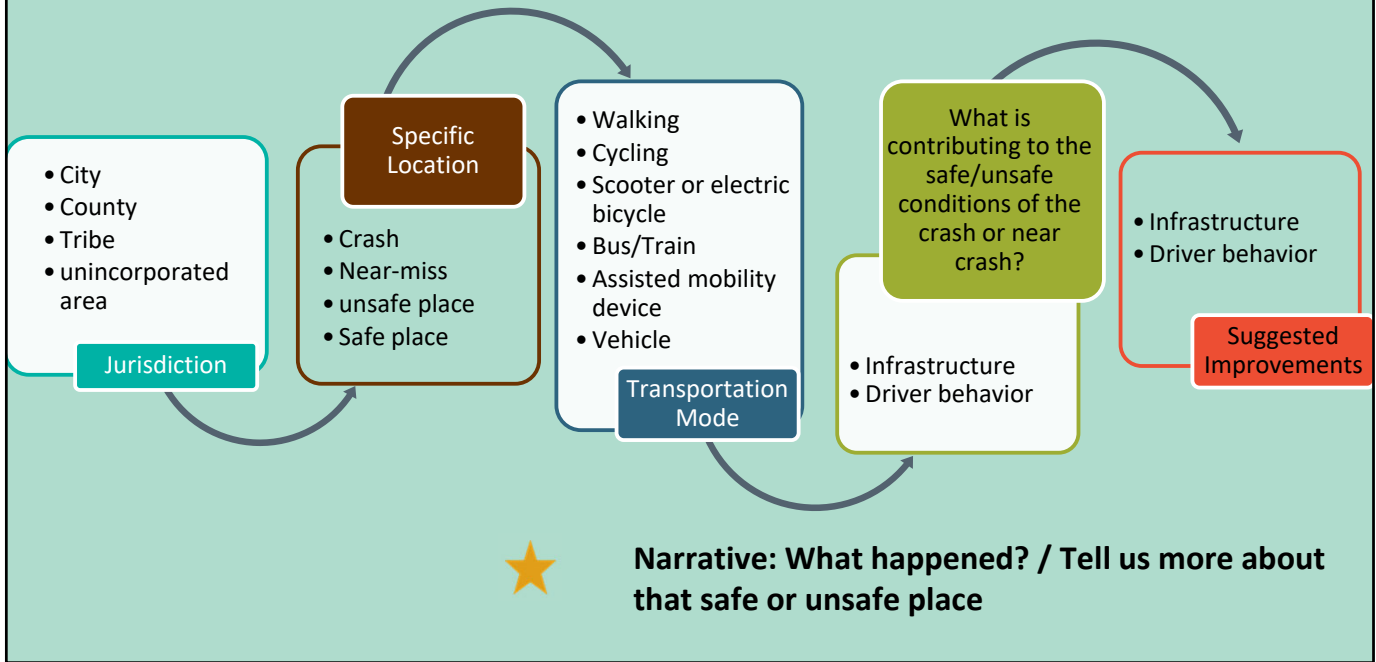
Colecta la siguiente información de las experiencias en la vía pública:

- Choques
- Incidente en el que casi ocurrió un choque
- Lugares de peligro
- Lugares seguros

Historias de la vía pública: ¿Qué es?



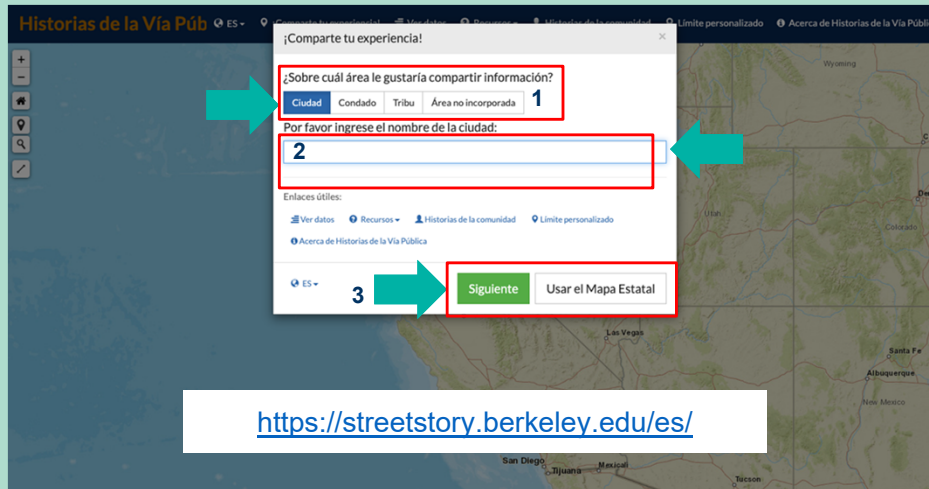
StreetStory: What is it?



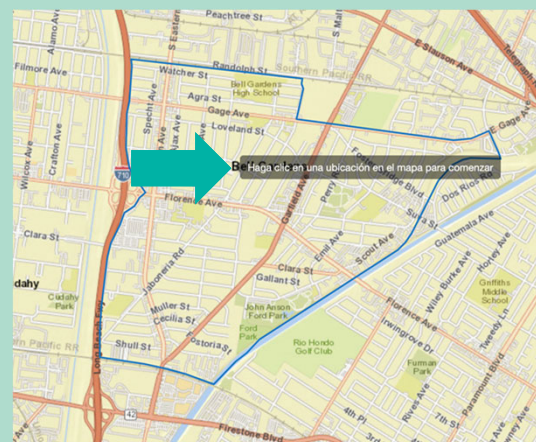
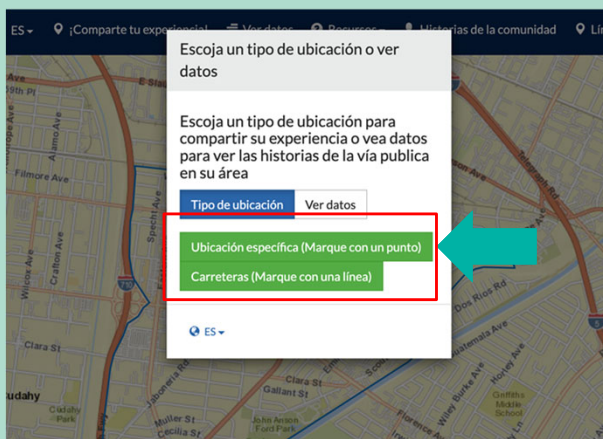
Versión en papel Paper Version

Crash	Near-Miss	Hazard	Safe Place Questions
<p>Point/Line Number or Address: _____</p> <p>1. I was _____ when this crash happened.</p> <p><input type="checkbox"/> Walking <input type="checkbox"/> Biking <input type="checkbox"/> Scootering <input type="checkbox"/> Taking a bus or train <input type="checkbox"/> Using a mobility device <input type="checkbox"/> Riding in a vehicle <input type="checkbox"/> Other</p> <p>1a) If you use a mobility device, what kind do you use? <input type="checkbox"/> Wheel chair <input type="checkbox"/> Guide dog <input type="checkbox"/> Walker or cane <input type="checkbox"/> Prosthetic <input type="checkbox"/> White cane <input type="checkbox"/> Other</p> <p>2. The crash happened in: Day _____ Month _____ Year _____</p> <p>3. When the crash happened, it was: <input type="checkbox"/> Day <input type="checkbox"/> Night</p> <p>4. Who else was involved? <input type="checkbox"/> Vehicle driver <input type="checkbox"/> Pedestrian <input type="checkbox"/> Bike rider <input type="checkbox"/> Scooter rider <input type="checkbox"/> Someone taking a bus or train <input type="checkbox"/> Someone using a mobility device (wheelchair, walker, etc) <input type="checkbox"/> Other <input type="checkbox"/> No one else</p> <p>5. Were you or anyone else injured in the crash? <input type="checkbox"/> No <input type="checkbox"/> Someone had minor injuries <input type="checkbox"/> Someone had severe injuries <input type="checkbox"/> Someone died</p> <p>6. Was this crash reported to the police? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>7. What do you think caused this crash? <input type="checkbox"/> Poo/misssing sidewalk <input type="checkbox"/> Poo/misssing bike lanes or paths <input type="checkbox"/> Cracked/uneven street <input type="checkbox"/> Poor lighting <input type="checkbox"/> Signs, signals or markings were not working or missing <input type="checkbox"/> There was an obstacle in someone's way <input type="checkbox"/> The road was curving, I couldn't see what was coming <input type="checkbox"/> There was loose gravel, ice or water on the road/sidewalk <input type="checkbox"/> There was an animal in the way <input type="checkbox"/> There was overgrown vegetation <input type="checkbox"/> Someone didn't yield <input type="checkbox"/> Someone was speeding <input type="checkbox"/> Someone's car door hit another person <input type="checkbox"/> Other</p> <p>8. What happened? Do not identify any individuals by name or include license plate numbers, etc.</p>	<p>Point/Line Number or Address: _____</p> <p>1. I was _____ when this near-miss happened.</p> <p><input type="checkbox"/> Walking <input type="checkbox"/> Biking <input type="checkbox"/> Scootering <input type="checkbox"/> Taking a bus or train <input type="checkbox"/> Using a mobility device <input type="checkbox"/> Riding in a vehicle <input type="checkbox"/> Other</p> <p>1a) If you use a mobility device, what kind do you use? <input type="checkbox"/> Wheel chair <input type="checkbox"/> Guide dog <input type="checkbox"/> Walker or cane <input type="checkbox"/> Prosthetic <input type="checkbox"/> White cane <input type="checkbox"/> Other</p> <p>2. The near miss happened in: Day _____ Month _____ Year _____</p> <p>3. When the near-miss happened, it was: <input type="checkbox"/> Day <input type="checkbox"/> Night</p> <p>4. Who else was involved? <input type="checkbox"/> Vehicle driver <input type="checkbox"/> Pedestrian <input type="checkbox"/> Bike rider <input type="checkbox"/> Scooter rider <input type="checkbox"/> Someone taking a bus or train <input type="checkbox"/> Someone using a mobility device (wheelchair, walker, etc) <input type="checkbox"/> Other <input type="checkbox"/> No one else</p> <p>5. Were you or anyone else injured in the near-miss? <input type="checkbox"/> No <input type="checkbox"/> Someone had minor injuries <input type="checkbox"/> Someone had severe injuries <input type="checkbox"/> Someone died</p> <p>6. What do you think caused this near-miss? <input type="checkbox"/> Poo/misssing sidewalk <input type="checkbox"/> Poo/misssing bike lanes or paths <input type="checkbox"/> Cracked/uneven street <input type="checkbox"/> Poor lighting <input type="checkbox"/> Signs, signals or markings were not working or missing <input type="checkbox"/> There was an obstacle in someone's way <input type="checkbox"/> The road was curving, I couldn't see what was coming <input type="checkbox"/> There was loose gravel, ice or water on the road/sidewalk <input type="checkbox"/> There was an animal in the way <input type="checkbox"/> There was overgrown vegetation <input type="checkbox"/> Someone didn't yield <input type="checkbox"/> Someone was speeding <input type="checkbox"/> Someone's car door hit another person <input type="checkbox"/> Other</p> <p>7. What happened? Do not identify any individuals by name or include license plate numbers, etc.</p>	<p>Point/Line Number or Address: _____</p> <p>1. I feel unsafe here when I'm: <input type="checkbox"/> Walking <input type="checkbox"/> Biking <input type="checkbox"/> Scootering <input type="checkbox"/> Taking a bus or train <input type="checkbox"/> Using a mobility device <input type="checkbox"/> Riding in a vehicle <input type="checkbox"/> Other</p> <p>1a) If you use a mobility device, what kind do you use? <input type="checkbox"/> Wheel chair <input type="checkbox"/> Guide dog <input type="checkbox"/> Walker or cane <input type="checkbox"/> Prosthetic <input type="checkbox"/> White cane <input type="checkbox"/> Other</p> <p>2. I feel unsafe here at: <input type="checkbox"/> Day <input type="checkbox"/> Night</p> <p>3. I feel unsafe here because: <input type="checkbox"/> Poo/misssing sidewalk <input type="checkbox"/> Low car traffic <input type="checkbox"/> Cracks/uneven street <input type="checkbox"/> Poor lighting <input type="checkbox"/> Signs, signals or markings are not working or missing <input type="checkbox"/> There are obstacles in the way <input type="checkbox"/> There is loose gravel, ice or water on the road/sidewalk <input type="checkbox"/> The road is curving, I can't see what is coming <input type="checkbox"/> There are loose dogs or other animals <input type="checkbox"/> There is overgrown vegetation <input type="checkbox"/> People don't yield <input type="checkbox"/> Unsafe speeds <input type="checkbox"/> Other</p> <p>4. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.</p>	<p>Point/Line Number or Address: _____</p> <p>1. I feel safe here when I'm: <input type="checkbox"/> Walking <input type="checkbox"/> Biking <input type="checkbox"/> Scootering <input type="checkbox"/> Taking a bus or train <input type="checkbox"/> Using a mobility device <input type="checkbox"/> Riding in a vehicle <input type="checkbox"/> Other</p> <p>1a) If you use a mobility device, what kind do you use? <input type="checkbox"/> Wheel chair <input type="checkbox"/> Guide dog <input type="checkbox"/> Walker or cane <input type="checkbox"/> Prosthetic <input type="checkbox"/> White cane <input type="checkbox"/> Other</p> <p>2. I feel safe here because: <input type="checkbox"/> Safe speeds <input type="checkbox"/> Low car traffic <input type="checkbox"/> Cracks/uneven street <input type="checkbox"/> Safe bike lanes or paths <input type="checkbox"/> Good lighting <input type="checkbox"/> Signs, signals or street markings work well <input type="checkbox"/> Well maintained vegetation <input type="checkbox"/> Other</p> <p>3. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.</p>


Historias de la vía pública: ¿Cómo se usa?



Historias de la vía pública: ¿Cómo se usa?



La plataforma



Garfield Ave
Bell Gardens, California, 90201

Cancelar Siguiente

- Choque
- Casi choque o sitio donde casi ocurrió un choque
- Lugar de peligro
- Lugar seguro



Garfield Ave
Bell Gardens, California, 90201

Cancelar Anterior Siguiente

1. Me siento inseguro cuando estoy aquí:

- Caminando
- Montando en bicicleta
- Montando en escúter
- Tomando un autobús o tren
- Usando un dispositivo de movilidad
- Montando en un vehículo
- Otro

2. Me siento inseguro aquí por el:

- Día
- Noche



Cancelar Anterior Siguiente

3. ¿Qué te hace sentir inseguro aquí?

- Falta de banqueteta/ o en condicion de deterioro
- Condiciones de deterioro/ o falta de carriles o senderos para bicicletas
- Calle agrietada/ desnivelada
- Iluminación pobre o ausente
- La(s) señalización, señales o marcas no funcionaban o faltaban
- Hubo un obstáculo en el camino de alguien
- Había grava suelta, hielo o agua en la carretera /o banqueteta
- La carretera estaba curvando, no podía ver lo que venía
- Hay perros sueltos y otros animales
- Había vegetación sobrecrecida/no mantenida
- Alguien no cedió el paso
- Alguien estaba viajando a una velocidad alta
- Otra razón

4. Díganos más. No identifique a ninguna persona por su nombre ni incluya números de la placa, etc.

La plataforma

Sugerencias de mejoras



5. ¿Qué podría hacer que este lugar se sintiera más seguro? (marque todas las opciones que correspondan)

- Reducción de la velocidad
- Más banquetetas/ o banquetas en mejor condición
- Más carriles para bicicletas o caminos/ o en mejor condición
- Menos grietas en el pavimento
- Más iluminación
- Más señales de alto y/ o señalización
- Mejor o más cruces peatonales
- Más lugares donde las personas puedan sentarse o puedan descansar (por ejemplo, bancas)
- Educación/concienciación de los usuarios de la carretera sobre cómo usar la carretera de manera segura
- Más reforzamiento de los comportamientos peligrosos o inseguros
- Eventos comunitarios que fomentan caminar y andar en bicicleta
- Otro

Comentarios

Agregar otro sitio
Enviar

Límite personalizado



You are receiving this invitation because your city or county is applying for funds from Caltrans' Active Transportation Program to help make walking and biking safer and more pleasant in this area. Your city or county would like to get your input on concerns you have, as well as ideas for improvements.



Please use the link or use the QR code below to provide your feedback on Street Story:
<https://streetstory.berkeley.edu/custom/com365>



Questions? Please email streetstory@berkeley.edu.

Berkeley SafeTREC

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.



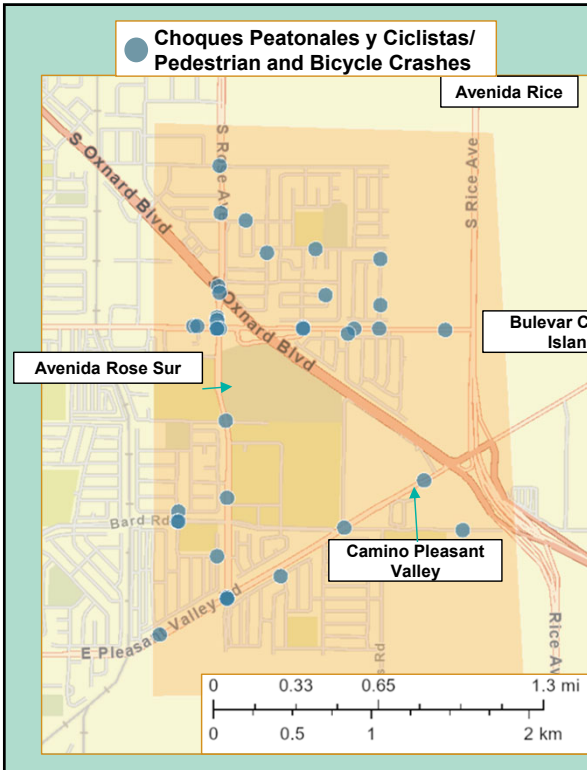
Law enforcement arrives at the scene and writes a crash report.

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.

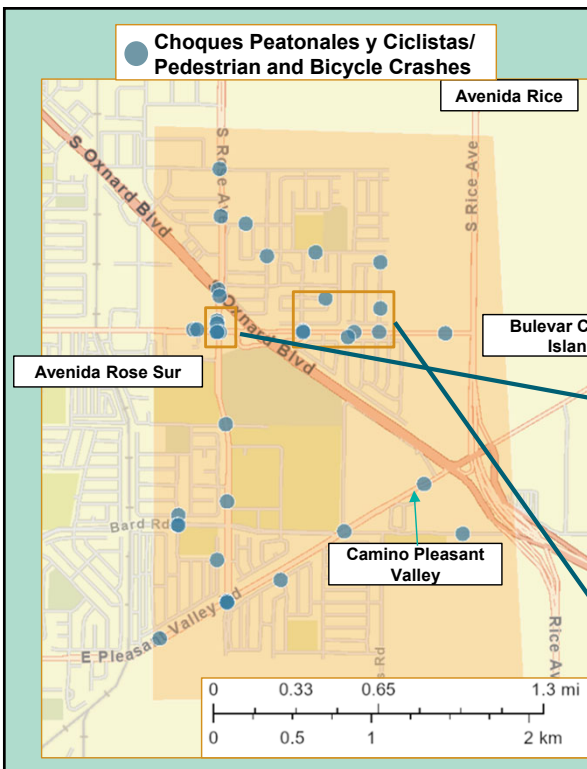


Resumen de choques Overview of Crashes

2019-2023

39 choques resultaron en 40 víctimas

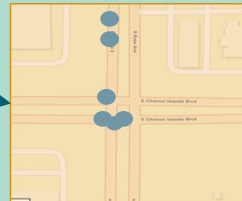
- Dos víctimas con lesiones graves
- 14 de 40 víctimas son menores de 19
 - 12 de esos 14 son niños
- 6 personas tienen más de 65 años
- Tres de cada cuatro víctimas son hombres



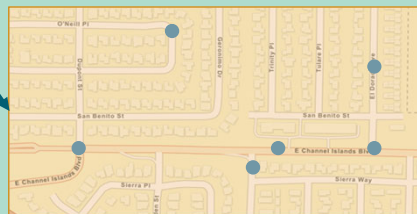
Resumen de choques Overview of Crashes

2019-2023

¿Estos datos reflejan sus experiencias al caminar, rodar y andar en bicicleta en su comunidad?



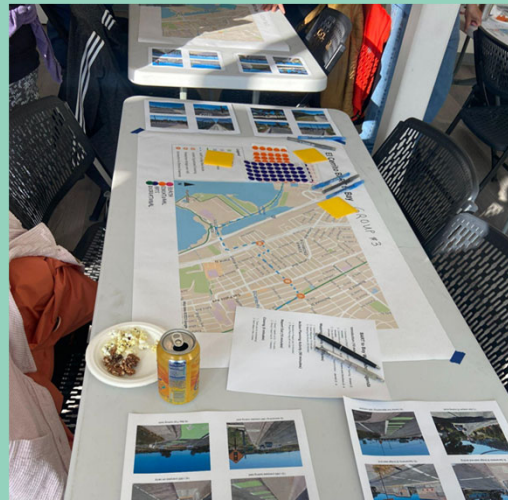
Cuatro choques en la intersección de Avenida Rose Sur y Bulevar Channel Islands



Seis choques al Sur oeste de la Vecindad Lemonwood

Mapeo de Bienes Comunitarios

Community Mapping



Descanso

Break

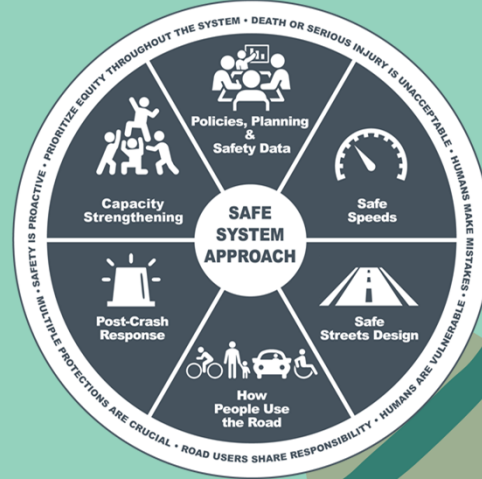


Estrategias de Sistema Seguro

Safe System Strategies



Objetivo: Prevenir las muertes y lesiones graves en nuestras carreteras.



Objective: Prevent deaths and serious injuries on our roads.

Principios

Principles

1. Personas cometen errores
2. Personas son vulnerables
3. Usuarios de la carretera comparten la responsabilidad
4. Múltiples capas de protección son cruciales
5. La seguridad es proactiva
6. Las muertes o lesiones graves son inaceptables
7. Priorizar la equidad en todo el sistema

1. Humans make mistakes
2. Humans are vulnerable
3. Road users share responsibility
4. Multiple protections are crucial
5. Safety is proactive
6. Death or serious injury is unacceptable
7. Prioritize equity throughout the system

Carriles para bicicletas

Bike lanes



Marcas de alta visibilidad

High-visibility road markings



Aviso rectangular de luces rápidas destellantes Rectangular Rapid Flashing Beacon



Cudahy, CA
Photo: California Walks ²⁵

Campaña de mensajes de seguridad Safety Messaging Campaign



Lancaster, CA
Photo: City of Lancaster

Distribución de cascos y luces Helmet & Light Distribution

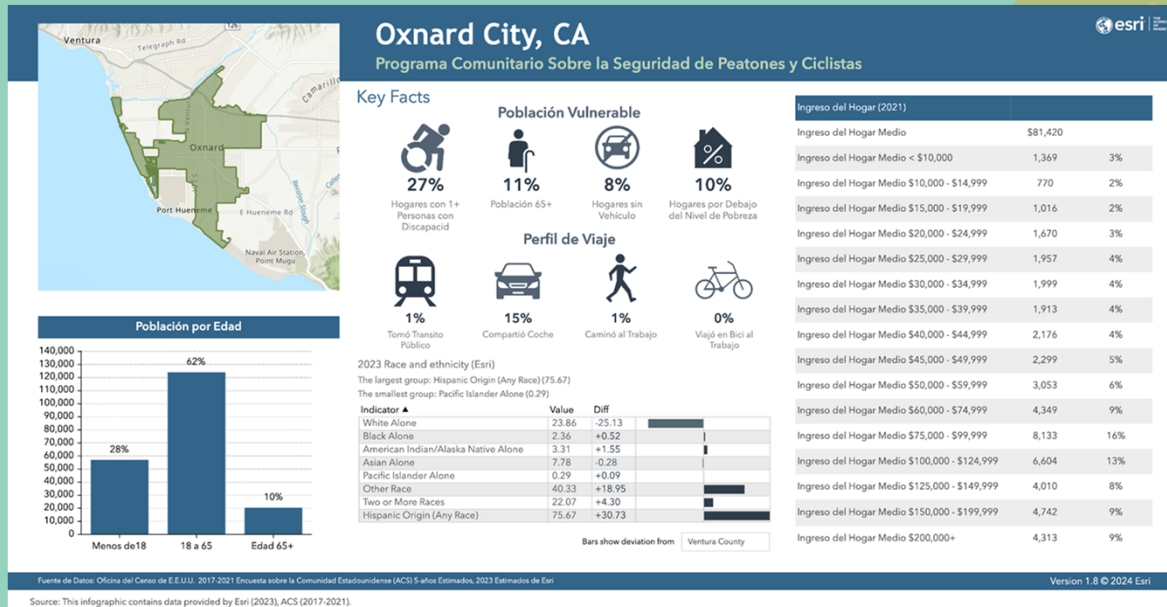


Planificación de Proyectos Project Planning



¡Gracias! Thank you!

Vistazo de datos de la ciudad de Oxnard City of Oxnard Data Snapshot



Area focal + limites de datos

Focus Area

- Necesitamos un límite norte, sur, este y oeste claro para obtener datos sobre choques
- We need a North, South, East, and West boundary to gather data

31

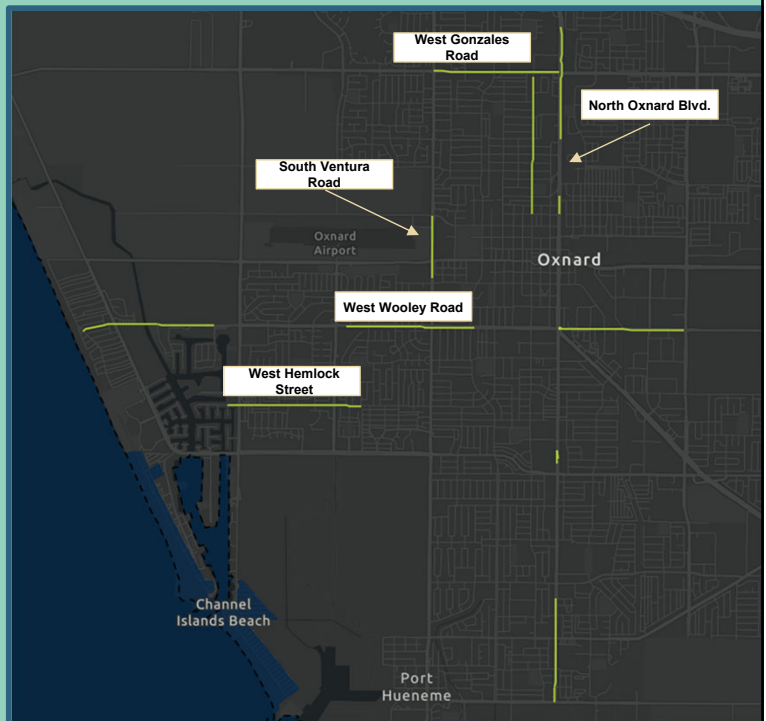
SCAG's High Injury Network

Oxnard

(2015 – 2019)

Bicycle High-Injury Network

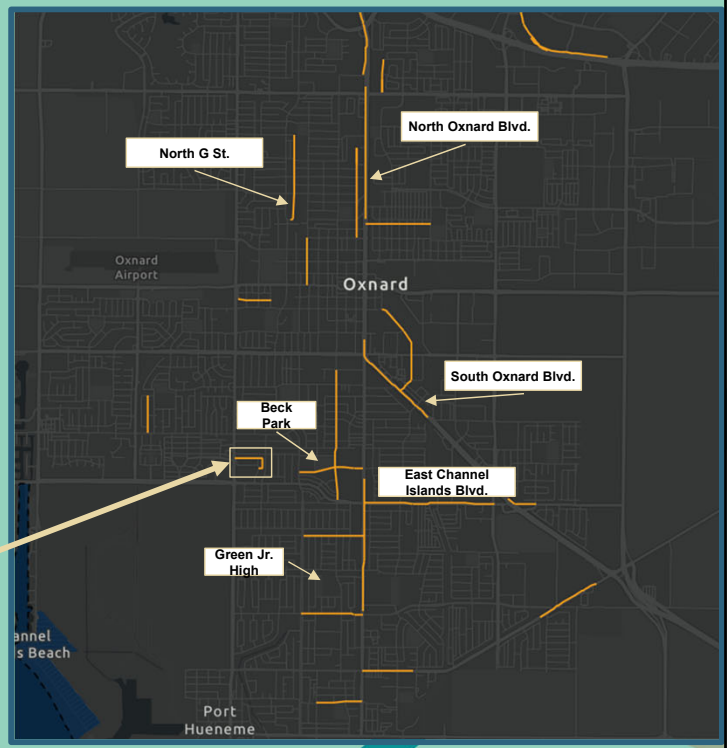
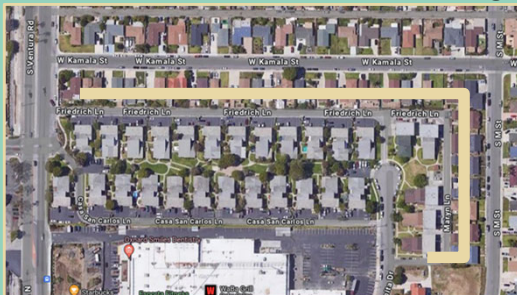
- **W. Wooley rd.** between S. I st. and S. Patterson rd.
- **E. Wooley rd.** between Saviers Rd. and S. Rose ave.
- **W. Gonzales Rd.** between N. Ventura rd. and N. Oxnard Blvd.
- **(North Bound Lane) N. Oxnard Blvd.** between W. Robert Ave. and N. Oxnard Blvd (close to the Oxnard Motor Center)



SCAG's High Injury Network Oxnard

Pedestrian High-Injury Network

- **Green Junior High:** West Bard Road to the south and Bryce Canyon Avenue to the North and Saviers Road to the East
- **Beck Park:** Intersection of West Laurel St. and South C St.



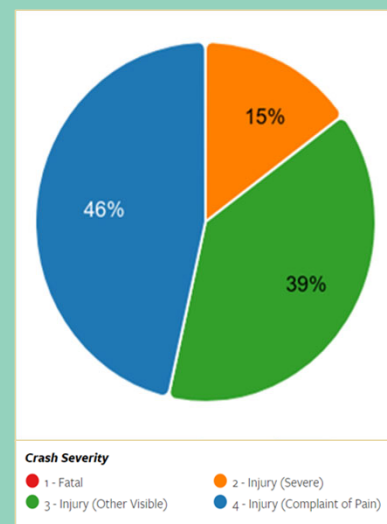
Transportation Management Information Systems (TIMS)

2023 Pedestrian & Bike Crashes

- **127 crashes** (52 Ped & 76 Bike) with 134 victims
- 26 victims younger than 14, 27 victims between 15-19 years old

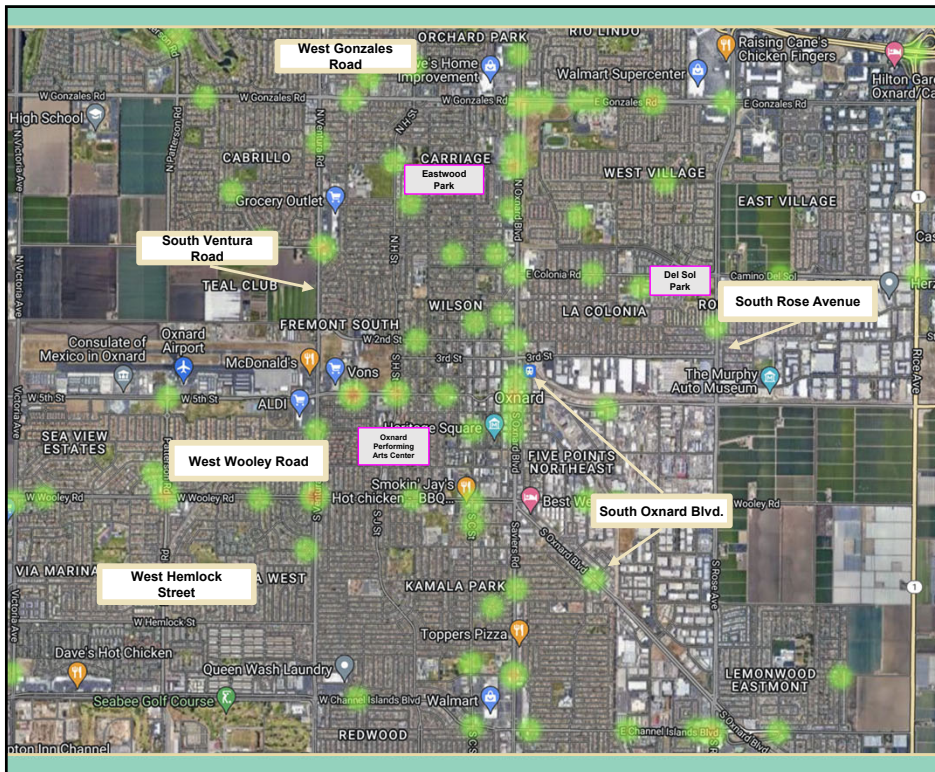
Pedestrian crashes

- **Primary Crash Factor:** Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (20 crashes); Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk (9 crashes)



Transportation Management Information Systems (TIMS)





Límites propuestos/ Proposed Boundaries

North

- West Gonzales Road

South

- East Channel Islands Boulevard or West Wooley Road

East

- South Rose Avenue

West

- South Ventura Road

Asistencia Técnica Follow-up Technical Assistance

Option/Opción A: StreetStory/Historias de la vía pública

Recopile las siguientes experiencias:

- Accidentes
- Casi choque
- Lugares peligrosos
- Lugares seguros

Collect the following experiences with StreetStory:

- Crashes
- Near-miss
- Hazardous places
- Safe places

STREET STORY:
Give Your Input on Safe Streets

The City of Tulare and Caltrans District 6 is interested in the students', parents of students, and other community members' input to identify locations for improvements on State Route 137 (West Inyo Avenue) and other areas in the City of Tulare. This survey will allow community members to notify City and Caltrans staff where improvements could be made to facilitate more active transportation for pedestrians and bicyclists on the state highway system as well as the city's local roads.

<https://streetstory.berkeley.edu/city/Tulare>

OTS
TRAFFIC SAFETY
Berkeley SafeTREC

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

Asistencia Técnica

Follow-up Technical Assistance

Option/Opción B: Community Mapping

- Participants identify community assets (Health, Recreation, Arts, Education) in small groups
- identify corridors of concerns & share why
- Identify ideal routes

Mapatón

- Los participantes identifican los activos de la comunidad (Salud, Recreación, Artes, Educación) en grupos pequeños.
- identificar corredores de preocupaciones y compartir por qué
- Identificar rutas ideales



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Planificación del taller

Workshop Logistics

¿Fecha y hora preferidas?

Fechas recomendadas

- 9-11, 16, 18 de julio

Taller:

- **Audencia, ubicación, interpretación, volante.**

Preferred Date and Time?

Suggested dates:

- July 9-11, 16, 18

Workshop:

- **Audience, location, interpretation, flyer.**

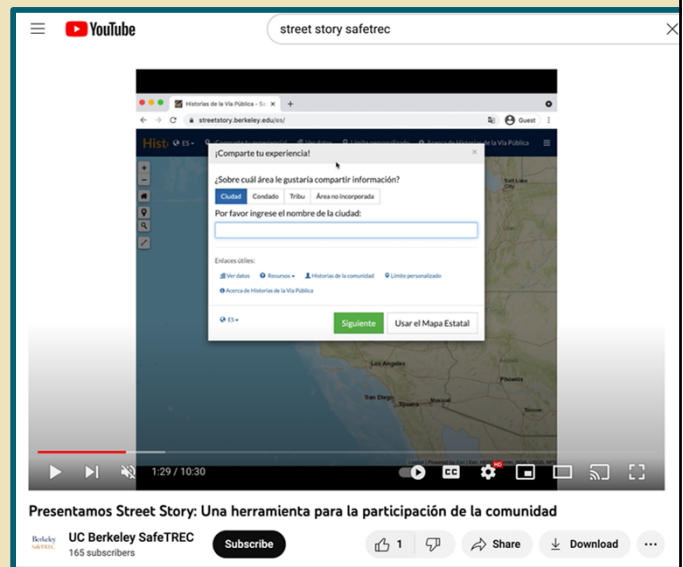
Historias de la Vía Pública

StreetStory

Introducciones

Introductions

- Su Nombre / Organización
- ¿Cual es su cuento favorito?
- Name / Organization
- What is your favorite story/ book?



StreetStory: What is it?

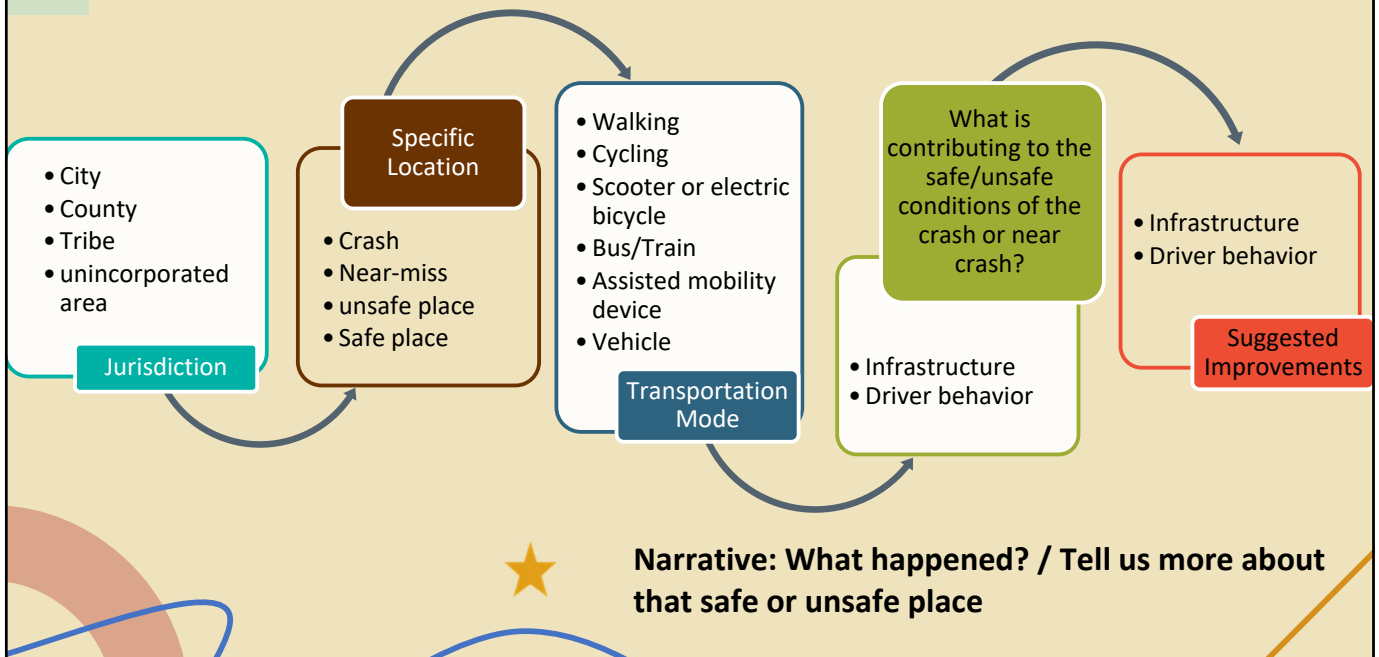
Historias de la vía pública: ¿Qué es?

Colecta la siguiente información de las experiencias en la vía pública:

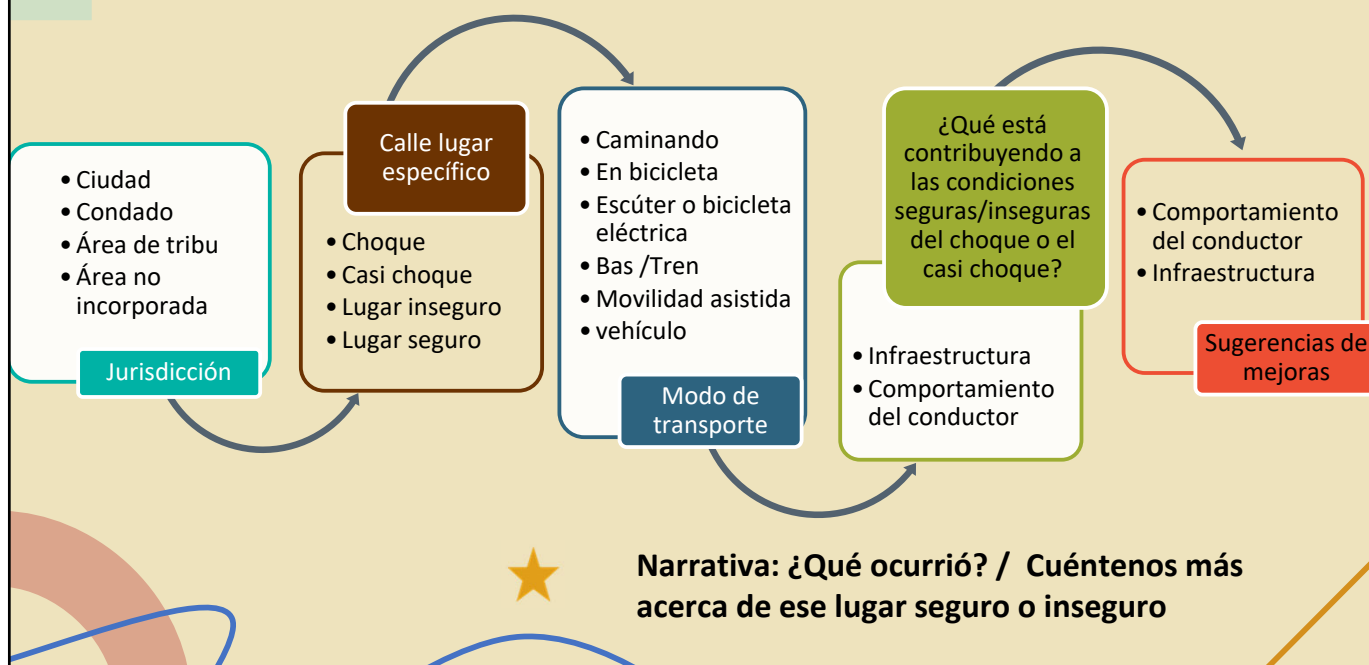
- Choques
- Incidente en el que casi ocurrió un choque
- Lugares de peligro
- Lugares seguros

Historias de la vía pública ayuda a los grupos y agencias de la comunidad a coleccionar y comprender información que es importante para la seguridad del transporte y que a veces es difícil de coleccionar y analizar.

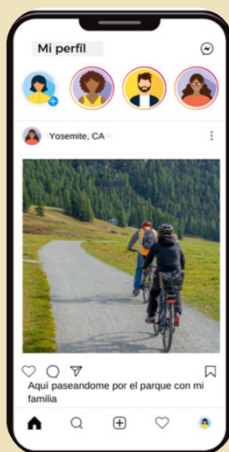
StreetStory: What is it?



Historias de la vía pública: ¿Qué es?



¿Cómo compartimos nuestras historias? How do we share our stories?



Historias de la vía pública -caminata

Street Story in the field - walk audit



Plan a short walk with a group of 5-15 members, and take notes on locations where people feel safe, unsafe or have experienced a crash or near-miss in the past

Convene at a location where group members can spend time recording information onto the Street Story website

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Historias de la vía pública - evento comunitario

Street Story in the field - Community Event



Bring Street Story to existing community events, including farmers markets, Open Streets events, or health fairs

Ask attendees to provide input, or hand out flyers with Street Story information

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Versión en papel

Paper Version

Crash

Point, Line Number or Address: _____

1. I was _____ when this crash happened.

- Walking
- Biking
- Scootering
- Taking a bus or train
- Using a mobility device
- Riding in a vehicle
- Other

7. What do you think caused this crash?

- Poor/missing sidewalk
- Poor/missing bike lanes or paths
- Cracked/uneven street
- Poor lighting
- Signs, signals or markings were not working or missing
- The road was curving, I couldn't see what was coming
- There was an obstacle in someone's way
- There was loose gravel, ice or water on the road/sidewalk
- There was an animal in the way
- There was overgrown vegetation
- Someone didn't yield
- Someone was speeding
- Someone's car door hit another person
- Other

1a) If you use a mobility device, what kind do you use?

- Wheel chair
- Walker or cane
- White cane
- Guide dog
- Prosthetic
- Other

2. The crash happened in: Day _____ Month _____ Year _____

3. When the crash happened, it was:

- Day
- Night

4. Who else was involved?

- Vehicle driver
- Pedestrian
- Bike rider
- Scooter rider
- Someone taking a bus or train
- Someone using a mobility device (wheelchair, walker, etc)
- Other
- No one else

5. Were you or anyone else injured in the crash?

- No
- Someone had minor injuries
- Someone had severe injuries
- Someone died

6. Was this crash reported to the police?

- Yes
- No

8. What happened? Do not identify any individuals by name or include license plate numbers, etc.

Near-Miss

Point, Line Number or Address: _____

1. I was _____ when this near-miss happened.

- Walking
- Biking
- Scootering
- Taking a bus or train
- Using a mobility device
- Riding in a vehicle
- Other

6. What do you think caused this near-miss?

- Poor/missing sidewalk
- Poor/missing bike lanes or paths
- Cracked/uneven street
- Poor lighting
- Signs, signals or markings were not working or missing
- The road was curving, I couldn't see what was coming
- There was loose gravel, ice or water on the road/sidewalk
- There was an animal in the way
- There was overgrown vegetation
- Someone didn't yield
- Someone was speeding
- Someone's car door hit another person
- Other

1a) If you use a mobility device, what kind do you use?

- Wheel chair
- Walker or cane
- White cane
- Guide dog
- Prosthetic
- Other

2. The near-miss happened to: Day _____ Month _____ Year _____

3. When the near-miss happened, it was:

- Day
- Night

4. Who else was involved?

- Vehicle driver
- Pedestrian
- Bike rider
- Scooter rider
- Someone taking a bus or train
- Someone using a mobility device (wheelchair, walker, etc)
- Other
- No one else

5. Were you or anyone else injured in the near-miss?

- No
- Someone had minor injuries
- Someone had severe injuries
- Someone died

7. What happened? Do not identify any individuals by name or include license plate numbers, etc.

Hazard

Point, Line Number or Address: _____

1. I feel unsafe here when I'm:

- Walking
- Biking
- Scootering
- Taking a bus or train
- Using a mobility device
- Riding in a vehicle
- Other

1a) If you use a mobility device, what kind do you use?

- Wheel chair
- Walker or cane
- White cane
- Guide dog
- Prosthetic
- Other

2. I feel unsafe here at:

- Day
- Night

3. I feel unsafe here because:

- Poor/missing sidewalk
- Poor/missing bike lanes or paths
- Cracked/uneven street
- Poor lighting
- Signs, signals or markings are not working or missing
- There are obstacles in the way
- The road is curving, I can't see what is coming
- There is loose gravel, ice or water on the road/sidewalk
- There is overgrown vegetation
- People don't yield
- Unsafe speeds
- Other

4. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.

Safe Place Questions

Point, Line Number or Address: _____

1. I feel safe here when I'm:

- Walking
- Biking
- Scootering
- Taking a bus or train
- Using a mobility device
- Riding in a vehicle
- Other

1a) If you use a mobility device, what kind do you use?

- Wheel chair
- Walker or cane
- Prosthetic
- White cane
- Other

2. I feel safe here because:

- Safe speeds
- Low car traffic
- Safe sidewalks
- Safe bike lanes or paths
- Good lighting
- Signs, signals or street markings work well
- Well maintained vegetation
- Other

3. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.

StreetStory: How do I use it?

Give your input on safe streets by SafeTREC, UC Berkeley

Give Input

Which area would you like to give input in?

City County Tribe Unincorporated Area

Which city would you like to give input in?

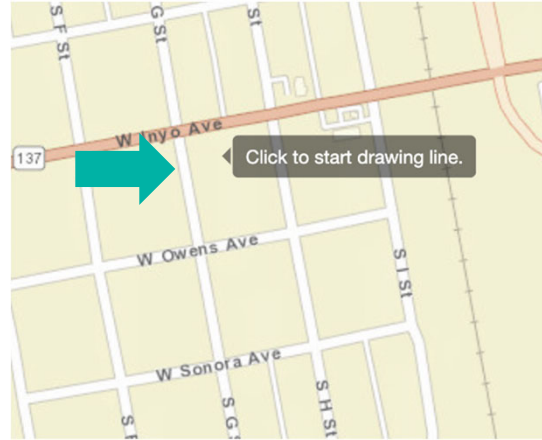
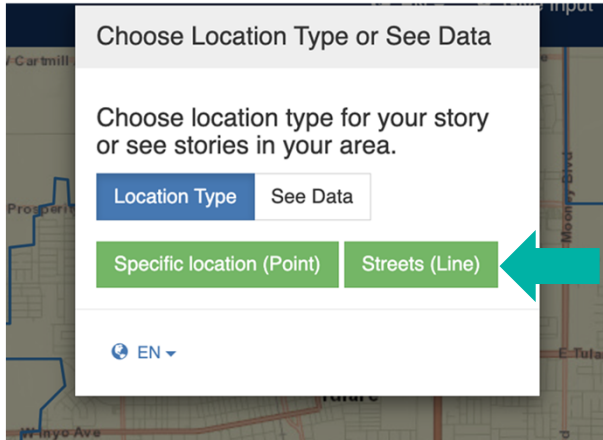
Useful links:

See Data Resources Community Stories Custom Boundary About

EN Next Use Statewide Map

<https://streetstory.berkeley.edu>

StreetStory: How do I use it?



Tulare



STREET STORY: Give Your Input on Safe Streets

The City of Tulare and Caltrans District 6 is interested in the students', parents of students, and other community members' input to identify locations for improvements on State Route 137 (West Inyo Avenue) and other areas in the City of Tulare. This survey will allow community members to notify City and Caltrans staff where improvements could be made to facilitate more active transportation for pedestrians and bicyclists on the state highway system as well as the city's local roads.

<https://streetstory.berkeley.edu/city/Tulare>

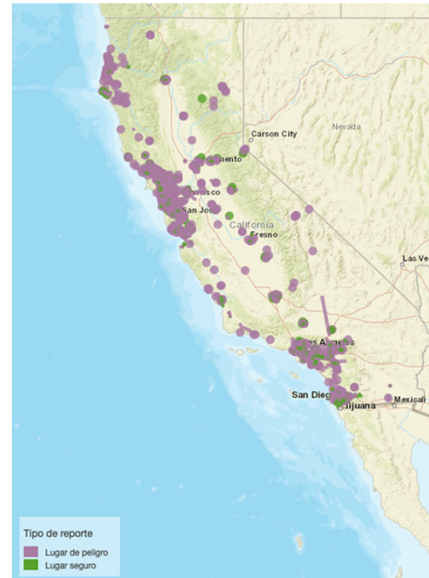
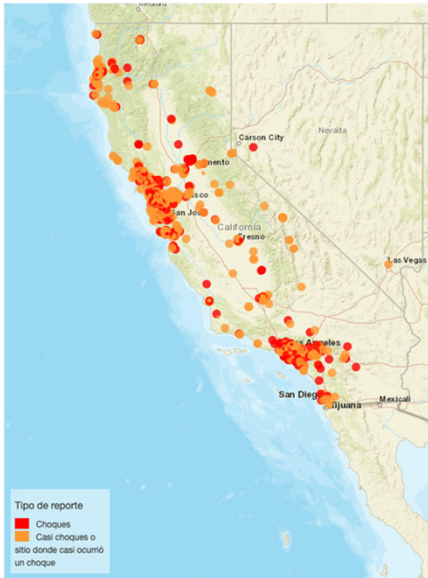
OTS
TRAFFIC SAFETY

Berkeley SafeTREE

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

A photograph showing a group of people walking on a sidewalk. In the foreground, a person is wearing a bright yellow safety vest with a logo. Other people are walking away from the camera. The background shows a street with utility poles and trees. A QR code is overlaid in the bottom left corner of the photo.

Los datos en la plataforma



The platform

278-398 S F St
Tulare, California, 93274

Cancel Next

- Crash
- Near-miss
- Hazard
- Safe Place

278-398 S F St
Tulare, California, 93274

Cancel Previous Next

1. I feel unsafe here when I'm:

- Walking
- Biking
- Riding an e-scooter
- Taking a bus or train
- Using a mobility device
- Riding in a vehicle
- Other

2. I feel unsafe here at:

- Day
- Night

278-398 S F St
Tulare, California, 93274

Cancel Previous Next

3. What makes you feel unsafe here?

- Poor/missing sidewalk
- Poor/missing bike lanes or paths
- Cracked/uneven street
- Poor lighting
- Signs, signals or markings were not working or missing
- There are obstacles in the way
- There is loose gravel, ice or water on the road/sidewalk
- The road is curving, I couldn't see what is coming
- There are loose dogs or other animals
- There is overgrown vegetation
- People don't stop for me
- People drive at unsafe speeds
- Other

4. Tell us more. Do not identify any individuals by name or include license plate numbers, etc.

278-398 S F St
Tulare, California, 93274

Cancel Previous Next

5. What would make this place feel safer? (check all that apply)

- Slower speeds
- Better or more sidewalks
- Better or more bike lanes or pathways
- Fewer cracks in the pavement
- More lighting
- More stop signs and/or signals
- Better or more crosswalks
- More places for people to sit or rest (ex. benches)
- Education for road users on how to use the road safely
- More enforcement of unsafe behavior
- Community events that encourage walking and biking
- Other

Comments

Improvements

Add Another Location

Submit

StreetStory

←

Narrative

←

Improvements

EN
Give Input
See Data
Resources
Community Stories
Custom Boundary

↑

English & Spanish

↑

Review Data

↑

Draw or Upload Boundary

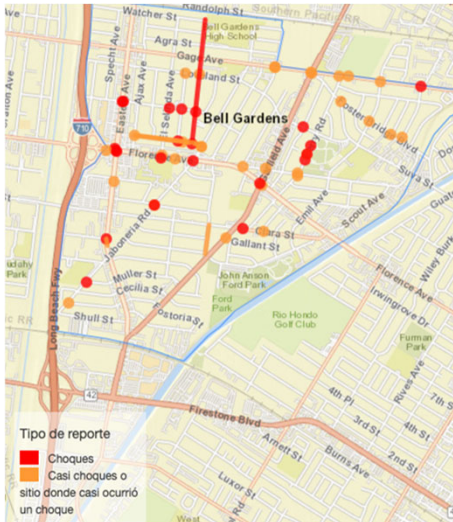
Report Type Summary

Report Type	Percentage
Hazard	57%
Near-miss	25%
Crash	11%
Safe	7%

Safe Places Cause	Count	Percentage
low car traffic	207	17.9%
safe sidewalks	188	15.9%
safe speeds	181	15.1%
safe bike lanes and paths	151	12.6%
signs, signals or street markings work well	104	8.7%
good lighting	82	6.9%
well maintained vegetation	79	6.6%
other	1220	
Total	1220	

56

Data from Bell Gardens



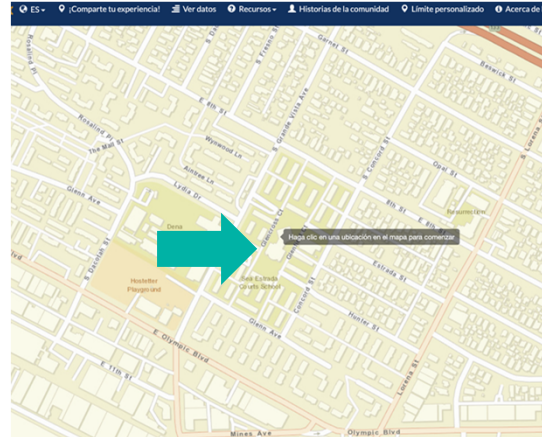
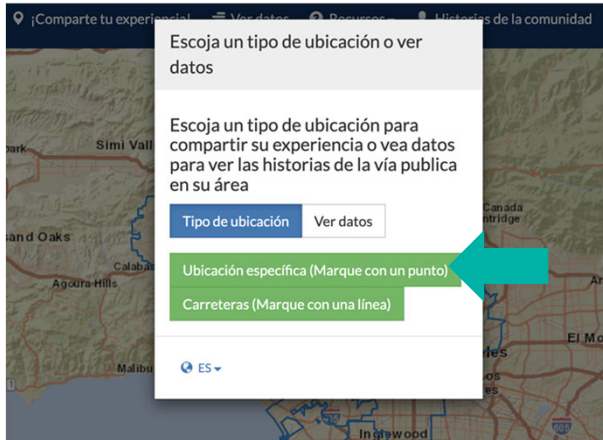
“Drivers on Perry Rd turn left onto Gage without stopping. I have seen one crash and almost been involved in a crash at this specific location. “They should investigate this location and find a solution to reduce or prevent crashes.”

Historias de la vía pública: ¿Cómo se usa?

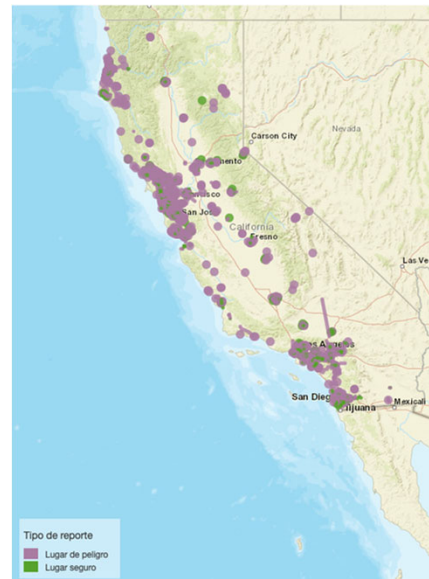
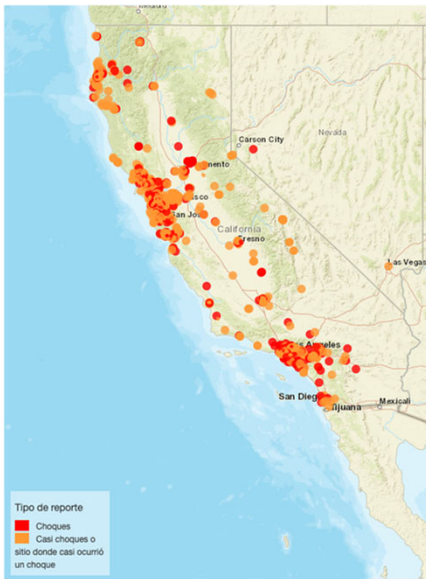
A screenshot of the 'Historias de la Vía Pública' web application interface. The interface is in Spanish and features a map of the United States. A modal window titled '¡Comparte tu experiencia!' is open, asking the user to share information about a specific area. The modal includes a dropdown menu for '¿Sobre cuál área le gustaría compartir información?' with options: 'Ciudad', 'Condado', 'Tribu', and 'Área no incorporada'. Below this is a text input field for 'Por favor ingrese el nombre de la ciudad:'. The modal also includes a section for 'Enlaces útiles:' with links for 'Ver datos', 'Recursos', 'Historias de la comunidad', and 'Límite personalizado'. At the bottom of the modal are buttons for 'ES', 'Siguiente', and 'Usar el Mapa Estatal'. Three teal arrows point to the 'Ciudad' dropdown, the text input field, and the 'Siguiente' button.

<https://streetstory.berkeley.edu/es/>


Historias de la vía pública: ¿Cómo se usa?



Los datos en la plataforma



La plataforma



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Cancelar Siguiente

- Choque
- Casi choque o sitio donde casi ocurrió un choque
- Lugar de peligro
- Lugar seguro

Boys & Girls Clubs of America

Cancelar Anterior Siguiente

1. Estaba

- Caminando
 - Viajando en una bicicleta
 - Viajando en un patinete
 - Tomando un autobús o tren
 - Usando un dispositivo de movilidad (silla de ruedas, bastón, etc.)
 - Viajando en un vehículo
 - Otro

3. Cuando casi ocurrió este choque, era de

- Día
- Noche

Boys & Girls Clubs of America

Cancelar Anterior Siguiente

4. ¿Quién más estuvo involucrado?

- Conductor de un vehículo
- Peatón(es)
- Ciclista
- Persona montada en un patinete
- Un/a pasajero/a del autobús o tren
- Persona que usa un dispositivo de movilidad (silla de ruedas, andador, etc.)
- Otro
- Nadie más

5. ¿Usted o alguien más resultó lesionado?

- No, nadie se lesionó a causa del choque
- Alguien tuvo lesiones menores
- Alguien tuvo lesiones graves
- Alguien murió

Boys & Girls Clubs of America

Cancelar Anterior Siguiente

6. ¿Qué crees que causó este casi choque?

- Condiciones de deterioro/ o falta de banqueta
- Condiciones de deterioro/ o falta de carriles o senderos para bicicletas
- Calle agrietada/ desnivelada
- Iluminación pobre o ausente
- La(s) señalización, señales o marcas no funcionaban o faltaban
- Hubo un obstáculo en el camino de alguien
- Había grava suelta, hielo o agua en la carretera/o banqueta
- La carretera estaba curvando, y no pude ver lo que venía
- Hay perros sueltos y otros animales
- Había vegetación sobrecrecida/no mantenidas
- Alguien no cedió el paso
- Alguien estaba viajando a una velocidad alta
- La puerta del auto de alguien golpeó a otra persona
- Otra razón

7. ¿Qué sucedió? No identifique a ninguna persona por su nombre ni incluya números de licencia, etc.

Cancelar Anterior Siguiente

8. ¿Qué podría hacer que este lugar se sintiera más seguro? (marque todas las opciones que correspondan)

- Reducción de la velocidad
- Más banquetas/ o banquetas en mejor condición
- Más carriles para bicicletas o caminos/ o en mejor condición
- Menos grietas en el pavimento
- Más iluminación
- Más señales de alto y/ o señalización
- Mejor o más cruces peatonales
- Más lugares donde las personas puedan sentarse o puedan descansar (por ejemplo, bancas)
- Educación/concienciación de los usuarios de la carretera sobre cómo usar la carretera de manera segura
- Más reforzamiento de los comportamientos peligrosos o inseguros
- Eventos comunitarios que fomentan caminar o andar en bicicleta
- Otro

Comentarios

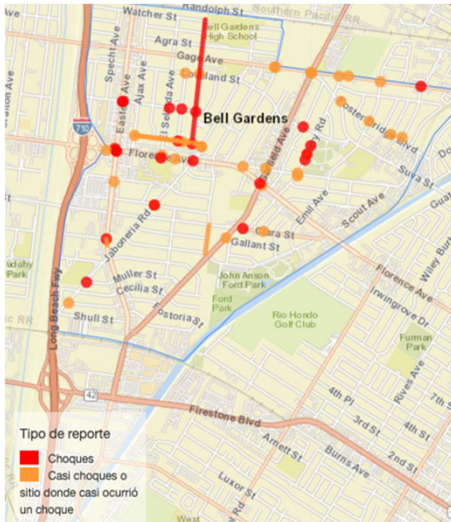
La plataforma

Sugerencias de mejoras

Agregar otro sitio

Enviar

Los datos de la plataforma



“Los conductores en Perry Rd giran a la izquierda en Gage sin precaución. He visto un choque y casi estuve involucrado en un choque en esta ubicación específica. Deberían investigar este lugar y encontrar una solución para reducir o prevenir los choques.”

Thank you!

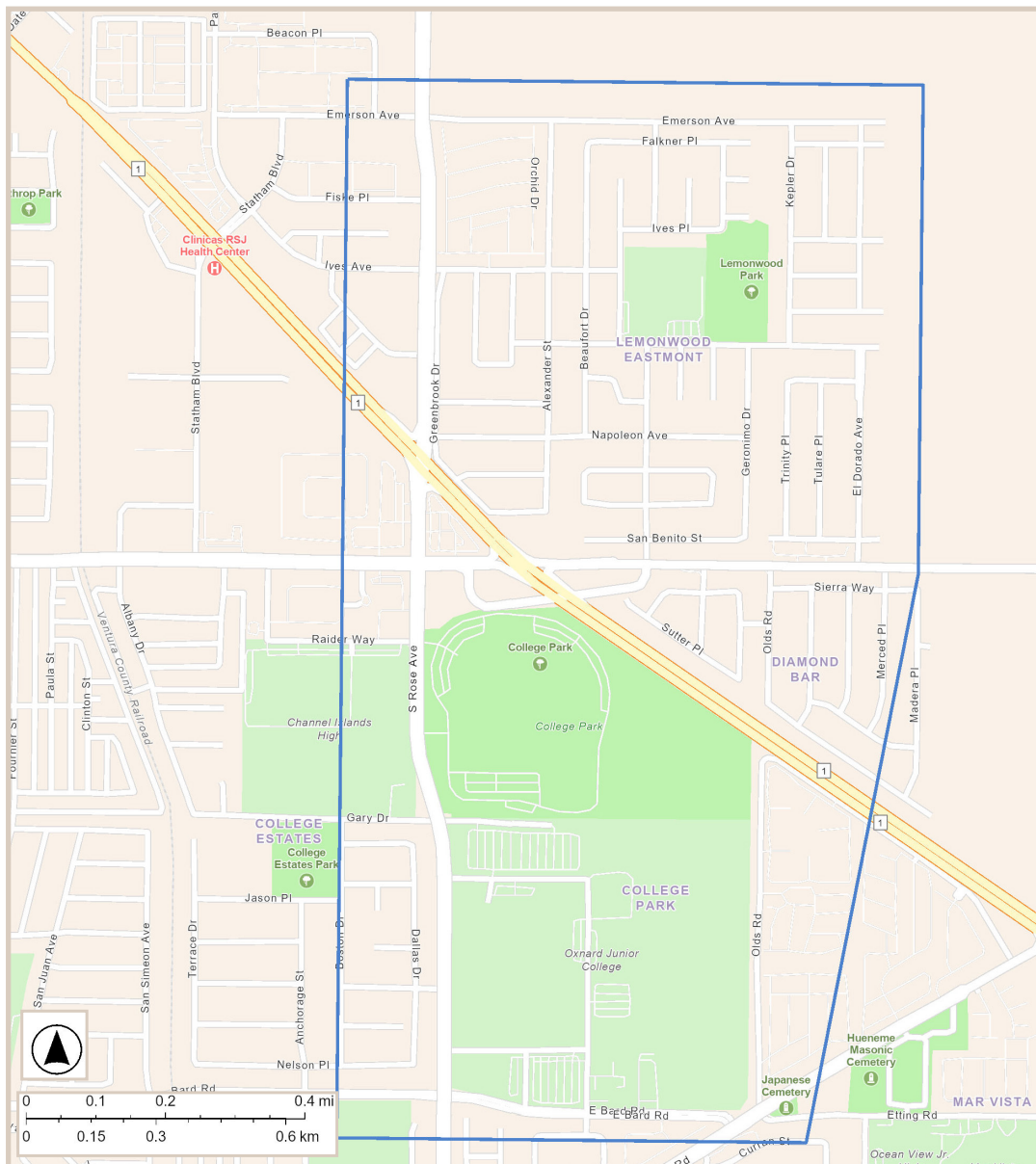
Mapeo Comunitario, Oxnard, CA

COMUNIDADES ACTIVAS Y SEGURAS

Metas: Espacio para compartir sus experiencias en bicicleta, caminando y rodeando. Crear un inventario de las comodidades y recursos que existen dentro de su comunidad. Identificar comodidades que pueden apoyar y movilizar a su comunidad. Informar a los programas comunitarios y proyectos de infraestructura durante las discusiones de Planificaciones de Acción.

Color	Comodidades
	Transporte que beneficia personas que caminan, rodean o andan en bicicleta como cruces peatonal, luces, líneas de bicicleta.
	Lugares seguros en donde los jóvenes convivan como biblioteca, o centro comunitario.
	Reuniones de la comunidad para convivir como fiestas, centro comunitario y lugares para andar en aire libre.
	Lugares seguros para que jueguen los nenes.
	¿Dónde le gustaría ver más lugares para personas caminando, rodando o en bicicleta?

Color	Preocupaciones de la comunidad
	Lugar de peligro o inseguro.
	Lugar de inquietudes para peatones.
	Lugar de inquietudes para personas en bicicletas.
	Lugar de inquietudes para personas vulnerables como adultos de la tercera edad, familias con nenes.
	¿Hay comentarios adicionales?



Our Community Maps Contributors: City of Oxnard, California State Parks, Esri, TomTom, Google, SafeGraph, GeoTechniques, Inc. 2018/2019. ©2018, Bureau of Land Management, GPS, GPS, US Central Bureau, NOAA, USFWS

Berkeley SafeTREC

California Walks

OTS TRAFFIC SAFETY

**Thank you for your interest in the
Comunidades Activas y Seguras
(Active and Safe Communities) Program.**

For more information, please visit:
[Comunidades Activas y Seguras.](#)

For questions, please email safetrec@berkeley.edu.
Visit SafeTREC on the Web at <https://safetrec.berkeley.edu/>.



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