

Tulare Summary and Recommendations Report

Comunidades Activas y Seguras (Active and Safe Communities)



Berkeley

Summer 2024

Safe Transportation Research and Education Center

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Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Tulare 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 Yokuts. We recognize that every community member of Tulare has, and continues to benefit from, the use and occupation of Yokuts land.

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

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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). 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 Tulare was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC to:

1. Create safe routes to school for students walking to and from Roosevelt Elementary School and Alice Mulcahy Middle School;
2. Identify traffic-calming strategies that reduce driver speeds and reduce conflict among all road users in the area surrounding Roosevelt Elementary School and Alice Mulcahy Middle School; and
3. Advocate for infrastructure improvements along West Inyo Avenue (State Route 137, or SR-137) 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 May 17, 2024, at Roosevelt Elementary School and convened 12 participants, including community members and representatives from the City of Tulare, California Department of Transportation (Caltrans) District 6, and Tulare City School District. It consisted of:

- An activity that facilitated personal and cultural connections to the seven principles of our Safe System Approach;
- A walking and biking assessment and analysis of pedestrian and bike crash data; and
- A tailored RadioNovela activity that captured the community's efforts to promote awareness of traffic safety conditions.

The workshop focus area was: Tulare Avenue to the North, South West Street to the West, South K Street to the East, and West Bardsley Avenue to the South. The focus area included Roosevelt Elementary School, Alice Mulcahy Middle School, the Clinite Child Development Center, and West Inyo Avenue (SR-137). The planning committee selected this area because they want to promote programmatic and infrastructure changes for students and their families.

This report summarizes the workshop's outcomes and provides the Project Team with recommendations for implementing safety improvement, informed by Tulare 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, 2009). 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.

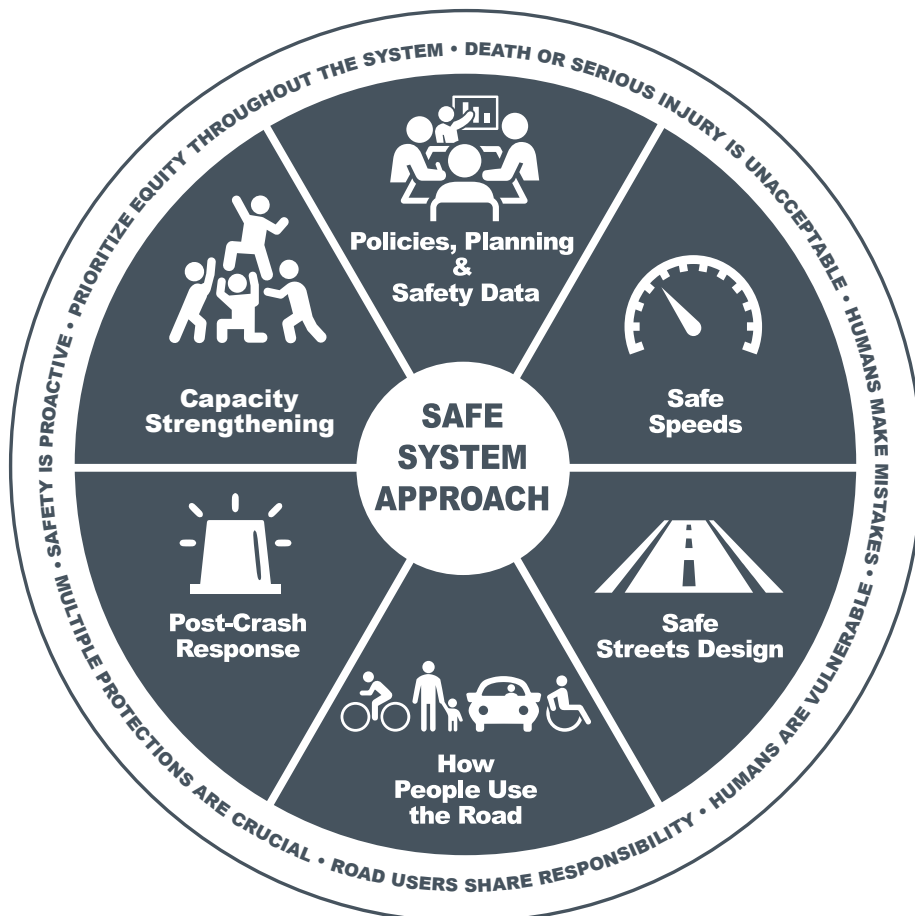
The CAyS Project Team adapted the Federal Highway Administration's (FHWA) Safe System Approach to make the framework more impactful for grassroots community engagement.

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.

We replaced the FHWA's safe vehicles element with two new elements, capacity strengthening and policies, planning, and safety design, 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.



Background and Data

The Project Team collected and analyzed data for the City of Tulare, located both in Tulare County and the Central Valley. It is predominantly Hispanic and has close to 69,000 community members as of the 2020 census¹. Per [OTS Crash Rankings](#), in 2021, Tulare ranked 101 out of 105 cities of similar population size for people killed or injured in a traffic crash (with a ranking of “1” indicating the worst). It ranked 77th for pedestrian crashes and 63rd for pedestrian crashes involving children younger than 15 years. The City ranked 100th for bicycle crashes and 66th for bicycle crashes involving people younger than 15. The discrepancy between pedestrian and bicycle crashes for the general population and children younger than 15 speaks to the safety concerns of planning committee members.

[Per 2023 Esri Community Analyst data](#)², the City of Tulare has a notable portion of households with one or more persons with a disability (31 percent). There are also significant portions of households without a vehicle or households that share a vehicle, with 12 percent and 10 percent, respectively. The median household income of \$61,122 is below the statewide median household income of \$84,907. About 16 percent of households live below the poverty level. The community has a significant number of people younger than age 18, accounting for 30 percent of the population. 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 Crashes and Bicycle Crashes is based on police-reported pedestrian and bicycle crashes that resulted in injuries to pedestrians and bicyclists 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 April 2024. A complete discussion of the pedestrian and bicycle collision data can be found in the appendix.

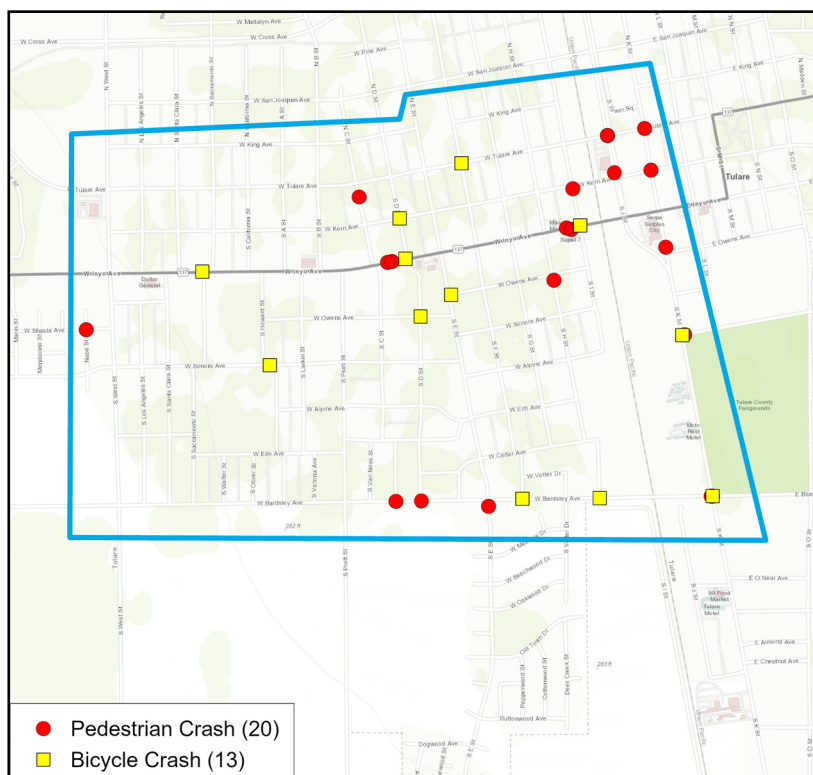


Figure 1: Pedestrian and Bicycle Crash Map for Tulare, 2019 - 2023. Data source: SWITRS 2019-2023; data for 2022 and 2023 are provisional as of April 2024.

1 U.S. Census Bureau, 2020 Census of Population and Housing, updated every 10 years
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, 39 pedestrian crashes were reported. 2018, 2019, and 2023 reported the highest numbers, with six pedestrian crashes each. Notably, 2023 saw a significant jump from the previous two years, 2021 and 2022, which each reported three crashes.

In the most recent five years of data available, from 2019 to 2023, there were 20 pedestrian crashes, all resulting in varying degrees of injuries for 20 crash victims, as shown in Figure 2. Of these crash victims, four resulted in fatalities and four in severe injuries. Out of the 20 victims, 70 percent (14 victims) were male, which aligns with national trends of male involvement in pedestrian crashes. Notably, one of the victims was a child between five and eight years old, and two were youths between 21 and 24 years old.

Two pedestrian fatalities occurred on South J Street, and another two pedestrian and one bicycle fatality occurred at the South I Street/ West Inyo Avenue (SR-137) intersection, reinforcing concerns raised by the Planning Committee regarding the lack of adequate street infrastructure that promotes safety for people rolling, walking, and biking. Other corridors experienced a high concentration of crashes, with five crashes on South K Street, four crashes along West Bardsley Avenue, and four crashes on West Inyo Avenue (SR-137).

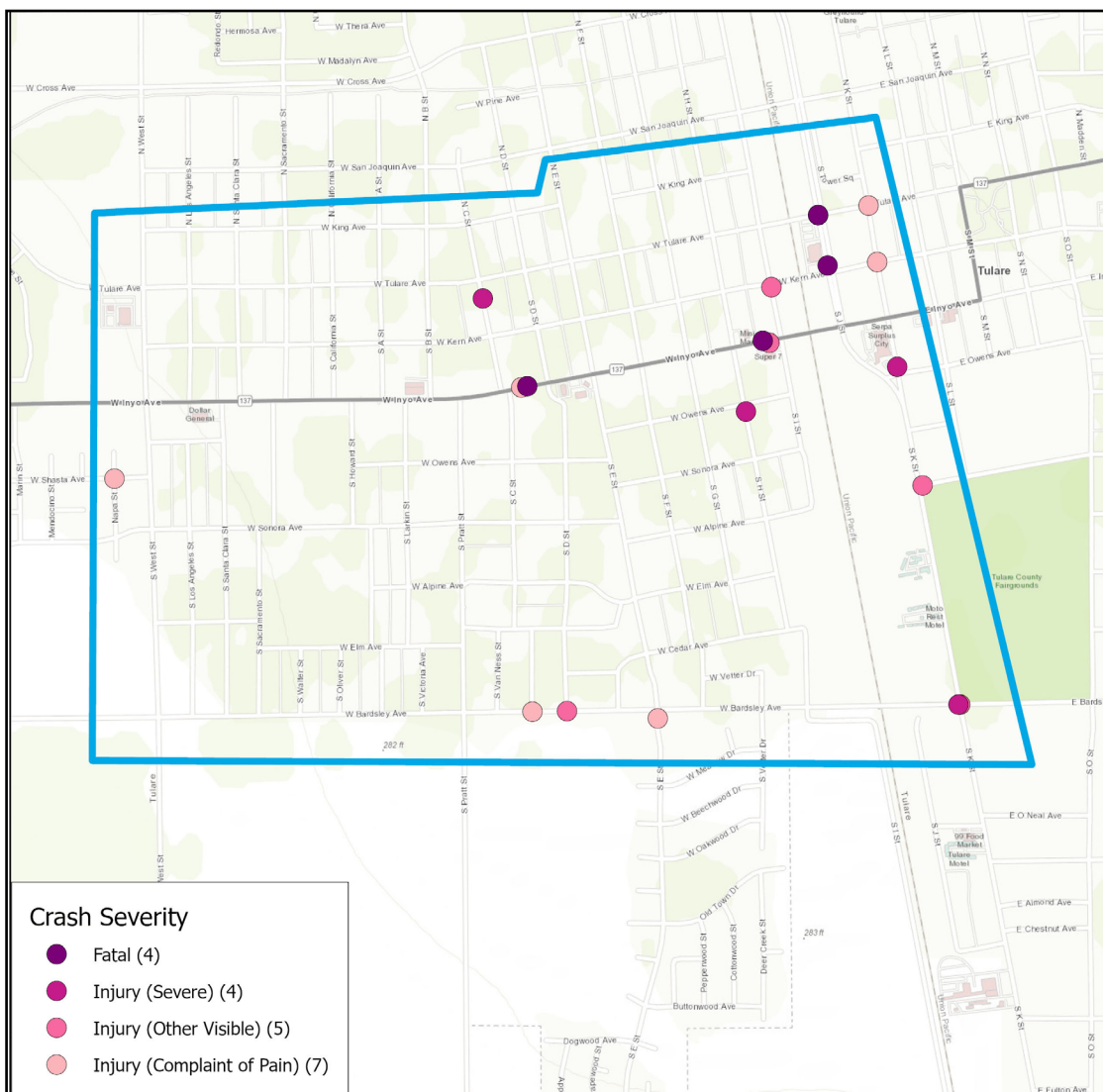


Figure 2: Pedestrian Injury Crashes for Tulare, 2019 - 2023. Data source: SWITRS 2019-2023; data for 2022 and 2023 are provisional as of April 2024.

Bicycle Crash Data

In the ten-year period between 2014 and 2023, there were 20 bicycle crashes reported. The number of reported crashes fluctuated year to year, with no apparent trend. Crashes peaked in 2019 with four total crashes.

In the most recent five years of data, from 2019 to 2023, there were 13 bicycle crashes which involved 13 victims. Of the thirteen victims, one resulted in a fatality, and three resulted in severe injuries. The corridors with the most bicycle crashes were West Inyo Avenue (SR-137), South D Street, and West Bardsley Avenue, with three crashes each. It is important to note that there is an overlap between one of those three previously mentioned bicycle crashes occurred at the South D Street/West Inyo Avenue (SR-137) intersection. The one crash underlines the concerns raised by the community along the South D Street and West Inyo Avenue (SR-137) corridors. Of the three bicycle crashes that occurred along West Inyo Avenue (SR-137), one resulted in a fatality. The remaining two crashes that occurred along West Inyo Avenue (SR-137) resulted in two severe injuries, which accounted for 66 percent of all victims with severe injuries.

Four bicycle crashes occurred between 3 p.m. and 6 p.m., and five crashes occurred between 6 p.m. and 9 p.m., indicating a strong commute pattern among bicycle crashes, with 77 percent occurring on a weekday. Among the 13 victims, seven were between 35 and 44 years old. Similar to nationwide trends, the majority of victims involved in bicycle crashes were males, which accounted for 62 percent. A significant portion of crashes that resulted in fatalities or serious injuries occurred along West Inyo Avenue (SR-137). This data, alongside feedback from participants, demonstrates a clear call for additional measures on West Inyo Avenue (SR-137) that aim to protect people biking on this road.

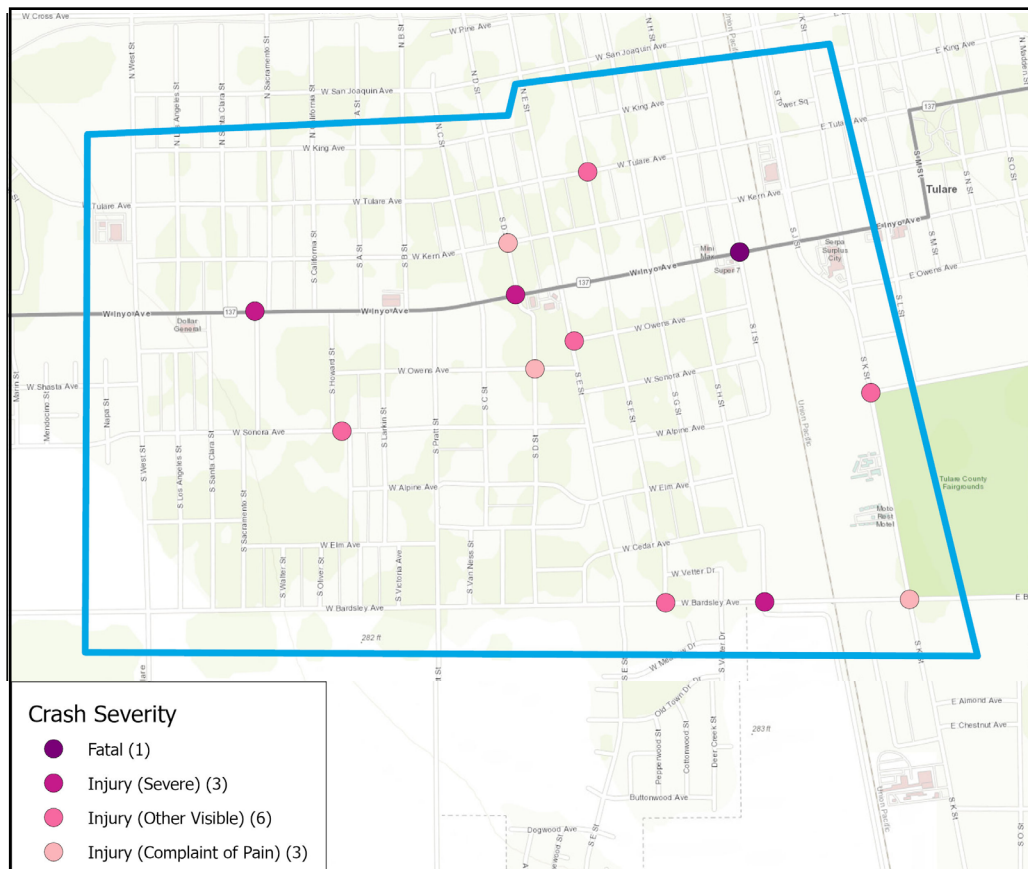
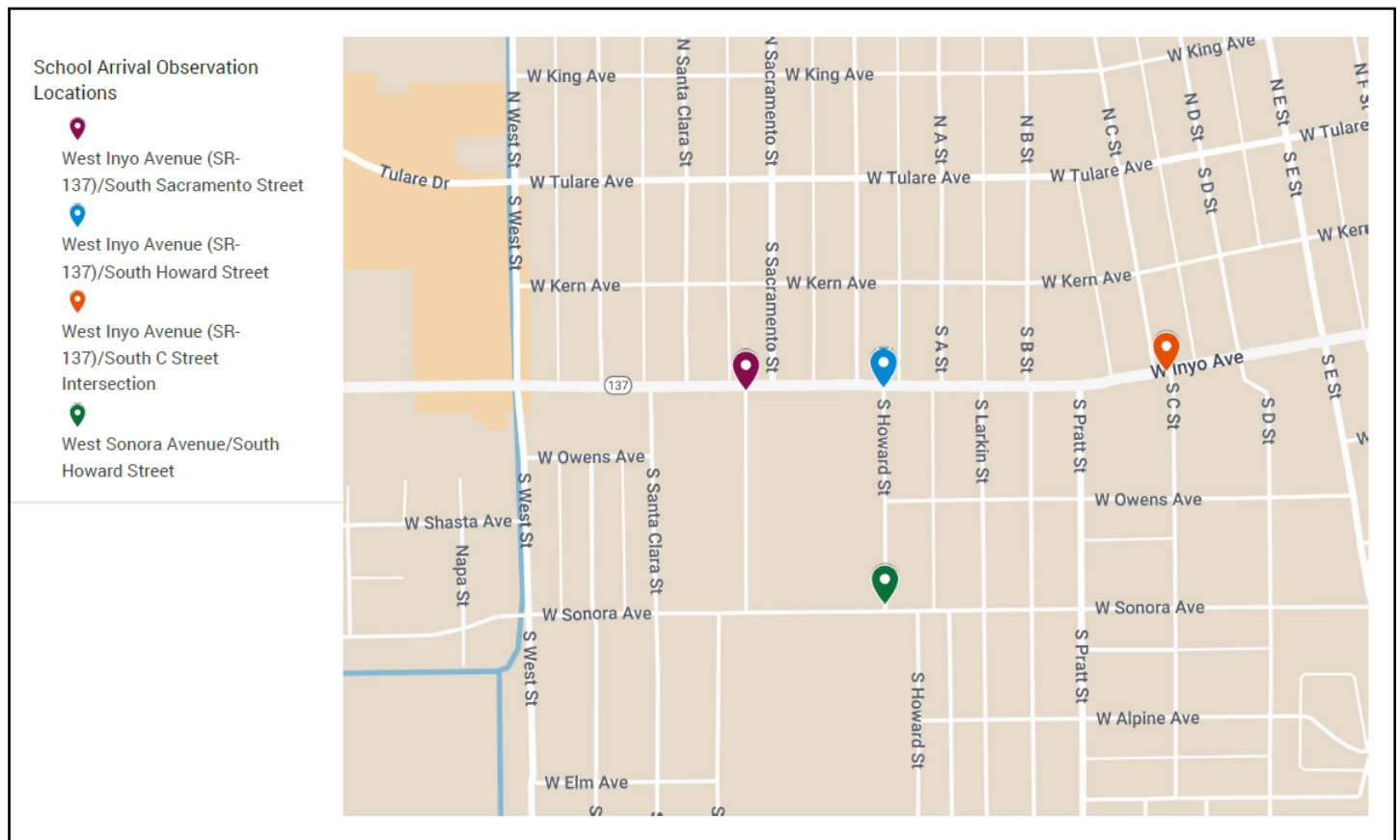


Figure 3: Bicycle Injury Crashes for Tulare, 2019 - 2023. Data source: SWITRS 2019-2023; data for 2022 and 2023 are provisional as of April 2024.

Arrival Observations

The Project Team observed school arrival at four locations on Thursday, April 25, 2024, between 7:40 a.m. and 8:20 a.m. to capture standard arrival times. Each location was selected due to its expected pedestrian and vehicle traffic flow onto West Sonora Avenue. Students at both schools range from transitional kindergarten to eighth grade and arrive to school via walking, rolling, biking, or drop off in a vehicle. Classes begin at 8:10 a.m. for all Alice Mulcahy Middle School and Roosevelt Elementary School students. The Project Team observed student arrival peak in the ten minutes between 7:55 a.m. and 8:05 a.m.

The Project Team also cataloged people’s driving and walking behaviors into three categories: desired behaviors and risky behaviors. The Project Team considered actions or infrastructure that promote the safety of students as desired behaviors and hazardous actions or infrastructure that risked the safety of students as risky behaviors. The Arrival and Dismissal Observation tool, found in the appendix, was used to guide these observations. Observations collected during arrival time also informed the Project Team recommendations discussed below.



The Project Team conducted school arrival observations at four key locations, indicated by four location markers from top to bottom: Location 1 in purple, Location 2 in blue, Location 3 in orange, and Location 4 in green.

Location 1: West Inyo Avenue (SR-137)/South Sacramento Street Intersection

Location 2: West Inyo Avenue (SR-137)/South Howard Street Intersection

Location 3: West Inyo Avenue (SR-137)/South C Street Intersection

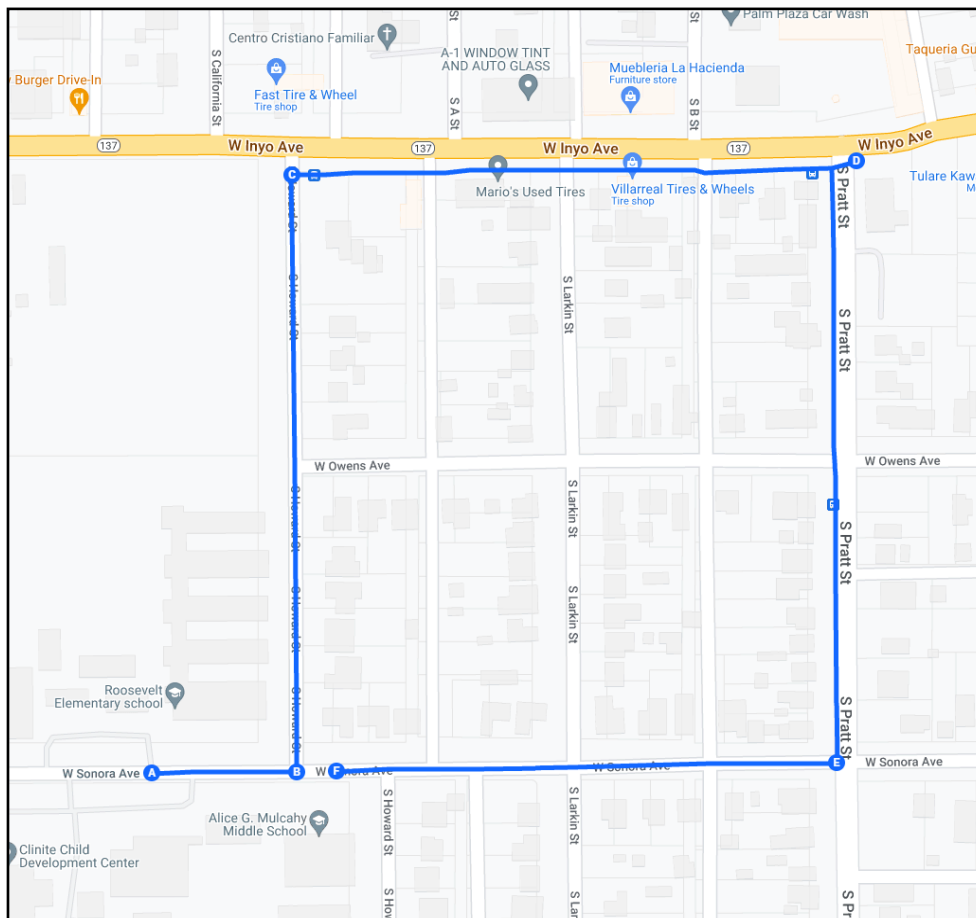
Location 4: West Sonora Avenue/South Howard Street Intersection

Walking and Biking Assessments

Workshop participants conducted walking and biking assessments along two key routes and were asked to:

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

Route 1: South Howard Street and South Pratt Street Student Commute



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Assets

- There are five yellow ladder crosswalks along West Sonora Avenue, between South Sacramento Street and South Pratt Street, which provide various opportunities for students and families to cross. West Sonora Avenue serves as the main entrance to Alice Mulcahy Middle School and Roosevelt Elementary School, which sit across the street from each other. The crosswalks are accompanied by high-visibility school crossing signs, which alert drivers to expect students crossing the street. The signage may also reduce vehicle speeds as they are in a designated school zone. Additionally, there is a crossing guard present on West Sonora Avenue between South Sacramento Street and South Howard Street during school arrival and dismissal times.
- The sidewalks along West Sonora Avenue are paved and provide ample space for people walking and those using a stroller or mobility device.
- The West Sonora Avenue/South Pratt Street intersection is a four-way stop, which forces drivers to stop fully and increases the visibility of pedestrians crossing the street. The intersection also has high-visibility yellow crosswalks on all legs, which may increase visibility for people crossing the street.
- South Pratt Street has a Class II bike lane in both directions, which provides people riding their bikes a separated space from vehicle traffic. South Pratt Street is a main road that runs through a primarily residential area and connects to West Inyo Avenue (SR-137) and West Bardsley Avenue, both of which are main thoroughfares in Tulare. There is a [Tulare Intermodal Express \(TIME\)](#) bus stop located near the South Pratt Street/West Owens Avenue intersection. The fixed bus route runs through Southwest Tulare, which may provide community members with an alternative mode of transportation in the area.
- There is a high-visibility yellow crosswalk with an overhead flashing pedestrian signal near the West Inyo Avenue (SR-137)/South Howard Street intersection that alerts drivers traveling on West Inyo Avenue (SR-137) of pedestrians crossing. The signal may reduce drivers' speeds and increase the visibility of pedestrians. Additionally, there is a crossing guard present at the West Inyo Avenue(SR-137)/South Howard Street intersection during school arrival and dismissal times, who ensures vehicles stop. The crossing guard greets students and parents as they walk or drive onto South Howard Street.



A crossing guard greets caregivers and children crossing the street.

Assets, continued



ABOVE: A Tulare Intermodal Express (TIME) bus travels down South Pratt Street from West Inyo Avenue (SR-137).



ABOVE: Participants cross the street at West Sonora Avenue/South Pratt Street intersection.



ABOVE: A high-visibility yellow crosswalk with an overhead flashing pedestrian signal on West Inyo Avenue (SR-137) alerts drivers of students crossing in the area.

Concerns

- During the walking route, participants used sun-protective umbrellas to help alleviate the high temperatures. However, along the route, there were not enough trees to shield people who were walking, biking, or rolling during peak hours from the high temperatures experienced in the City of Tulare. Participants expressed discomfort due to the high temperatures when walking, biking, or rolling.
- Though there are high-visibility crosswalks and pedestrian crossing signs at the West Sonora Avenue/South Howard Street intersection, there is no stop sign to alert drivers to stop as they travel down West Sonora Avenue. Despite this area being a school zone, drivers travel at high speeds on West Sonora Avenue. Participants shared that a student riding a bicycle was hit at the intersection when a driver attempted to make a right turn onto South Howard Street. The lack of stop signs may increase near misses between people walking, rolling, and biking and people driving a vehicle. The sidewalk along South Pratt Street between West Inyo Avenue (SR-133) and Segrue Road is incomplete at various points on both sides and replaced by grass and dirt paths. Portions of these paths have large holes, which may pose a tripping hazard for people walking, biking, or rolling. The lack of a paved sidewalk may force pedestrians onto the road, especially those who are using a stroller or mobility device. Additionally, cars parked in driveways block the sidewalk for people walking and force people to go around and, at times, onto the road.
- West Inyo Avenue (SR-137) is a major state highway that is used by students and caregivers traveling to and from Alice Mulcahy Middle School and Roosevelt Elementary School. Drivers appear to travel at speeds higher than the 35-mile-per-hour posted speed limit. Though there is a crosswalk and pedestrian crossing sign at the West Inyo Avenue(SR-137)/South Howard Street intersection, many drivers traveling west to turn left onto South Howard Street do not come to a full stop and instead slowly roll through the intersection. This may lead to near misses with vehicles, bicyclists, or pedestrians crossing the intersection. Additionally, the crossing guard shared that they were almost involved in a crash with an oncoming vehicle when the driver could not see them due to poor visibility related to fog.
- Students and families travel on West Owens Avenue to get to and from Alice Mulcahy Middle School and Roosevelt Elementary School. There are multiple potential points of conflict on West Owens Avenue between road users. The West Owens Avenue/South Pratt Street intersection was identified by a parent as a location that could benefit from the installation of a stop sign. Currently, there are no stop signs in any direction at this intersection and this intersection also lacks marked crosswalks. People drive at high speeds on both streets and there is no traffic calming signage or infrastructure to encourage drivers to slow down. These conditions create the potential for near misses between pedestrians, bicyclists, and people driving.
- Though there is a high-visibility yellow crosswalk available at the South Howard Street/West Owens Avenue intersection, participants shared that people driving on West Owens Avenue often travel at high speeds and make rolling stops before turning onto South Howard Street. This creates the potential for near misses between pedestrians and people driving. Participants shared this location could benefit from stop signs to alert drivers to come to a full stop and improve the visibility of pedestrians crossing.

Concerns, continued



ABOVE: Workshop participants walk along the road or on the dirt path due to incomplete sidewalks along South Pratt Street between West Inyo Avenue (SR-137) and West Owens Avenue. A trash can out for garbage day further obstructs the road.



ABOVE: Participants cross at the West Sonora Avenue/South Howard Street intersection, where a student traveling on a bike was recently hit.

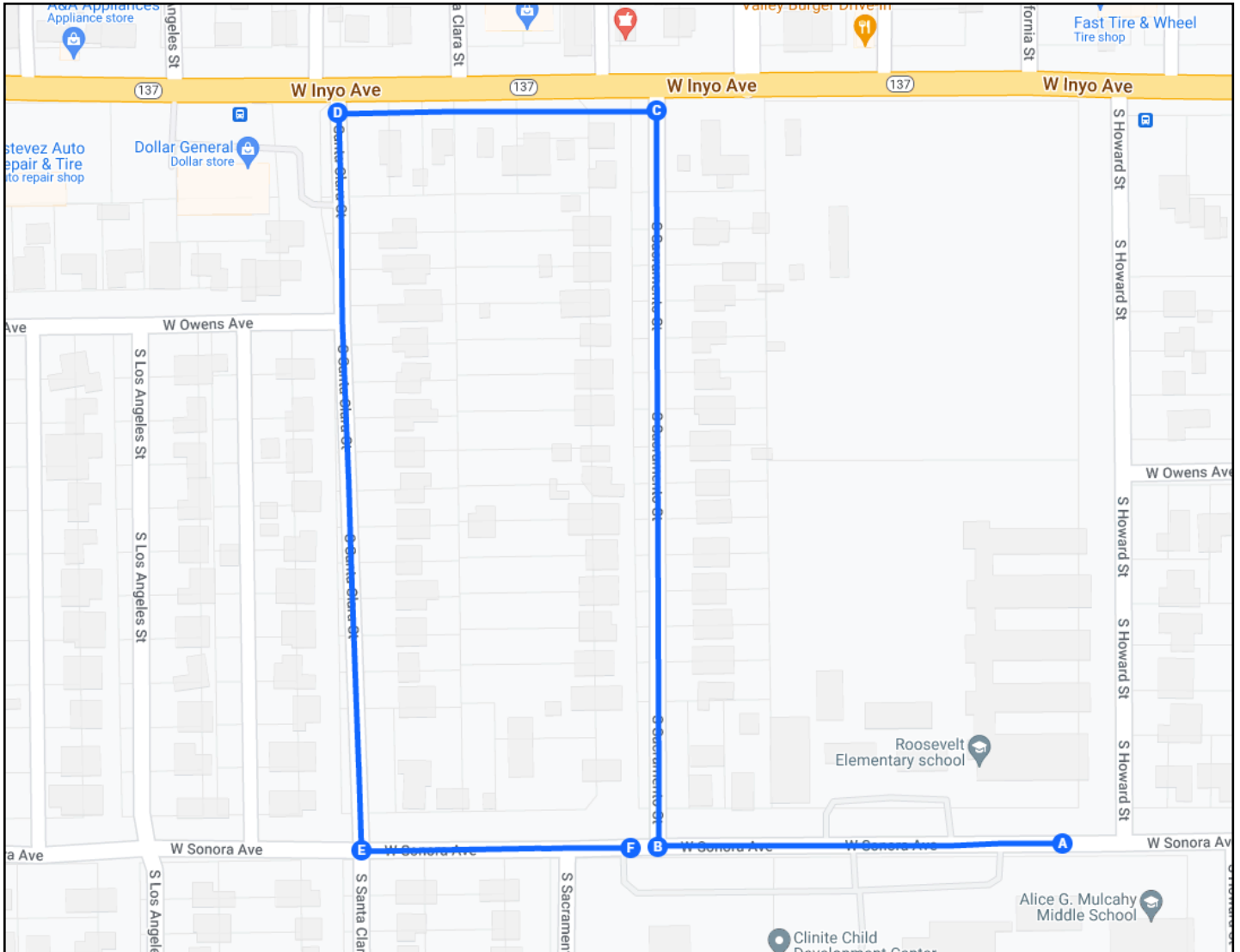


RIGHT: The West Inyo Avenue/South Howard Street intersection is used by pedestrians, people biking and drivers to access Alice Mulcahy Middle School and Roosevelt Elementary School.



ABOVE: Community members cross on the west side of West Owens Avenue and South Pratt Street.

Route 2: South Santa Clara Street and South Sacramento Street Student Commute



Route 2: South Santa Clara Street and South Sacramento Street Student Commute

Assets

- The entrances to Roosevelt Elementary School and Alice Mulcahy Middle School are both located on West Sonora Avenue. The Tulare City School District piloted a street closure for three weeks that started on May 20 during school hours on West Sonora Avenue, between South Howard Street and South Sacramento Street. The street prohibited vehicular traffic to alleviate concerns caregivers had over driver behavior and reduce vehicle congestion. In preparation for the street closure, the district hosted three community meetings to share information with caregivers and provide suggested alternate routes for caregivers dropping off students by vehicle.
- A Dollar General Store is located at the South Santa Clara Street/West Inyo Avenue (SR-137) intersection, near both campuses, where community members can purchase food and household items.
- There is a stop sign for vehicles traveling northbound on South Santa Clara Street and entering onto West Inyo Avenue (SR-137). This encourages people driving to slow down and stop at the intersection, which in turn increases the safety of those walking, biking, or rolling.

Assets, continued

- The South Clara Street/West Sonora Avenue intersection has four yellow crosswalks, indicating a clear path for pedestrians to cross. Each crosswalk also begins and ends with curb ramps with yellow truncated domes.
- There is a 25-mile-per-hour speed limit sign along South Sacramento Street. Signage like this reminds drivers to slow down and decreases the risk of a pedestrian or bicycle crash.



ABOVE: Street barricades on West Sonora Avenue stop vehicle traffic and allow students and families to cross the street.

LEFT: Workshop participants stand at the corner of West Inyo Avenue (SR-137) and South Santa Clara Street.

Assets, continued



ABOVE: Workshop participants walk on a sidewalk, and a 25-miles-per-hour sign reminds drivers to obey the posted speed limit.



ABOVE: Workshop participants walk at the corner of West Inyo Avenue (SR-137) and South Santa Clara Street, across from the Dollar General.



ABOVE: Three of the four yellow crosswalks, a stop sign, and a yield sign increase pedestrian visibility at the South Santa Clara Street/West Sonora Street intersection.

Concerns

- The West Sonora Avenue/South Sacramento Street T-intersection is a point of conflict for pedestrians crossing the street. There is no stop sign on West Sonora Avenue, and people attempting to cross the street must watch out for drivers turning into South Sacramento Avenue. Participants share that they have to compete for driver attention, since so many drivers are in a hurry during arrival time.
- There is no marked crosswalk at the South Sacramento Avenue/West Inyo Avenue (SR-137) T-intersection. This may lead to visibility issues between people walking and drivers. Additionally, pedestrian visibility may be further impeded by cars parked along West Inyo Avenue (SR-137).
- The sidewalk network on South Santa Clara Street is incomplete and ends at various points due to private properties extending to the curb. This forces pedestrians onto the road, which can create visibility issues between pedestrians and drivers and has a potential for near misses between all road users. Participants shared that they have seen caregivers with strollers and neighbors using mobility devices that try to avoid streets without sidewalks since they are a barrier to their ability to get around the community.
- Although the South Santa Clara Street/West Sonora Avenue intersection has high-visibility yellow crosswalks accompanied by pedestrian crossing signage, there are no stop signs for drivers traveling on West Sonora Avenue. The lack of stop signs may lead to near misses between pedestrians and drivers traveling in the area since drivers may not yield or notice people walking or waiting to cross the road.
- Although there are three marked crosswalks within a 0.75 mile stretch along West Inyo Avenue (SR-137), between South West Street and South E Street, one of which is accompanied by an overhead flashing pedestrian signal, participants shared that students who need to cross the street often cross mid-block because the nearest marked crosswalk is in a location away from their route to school. This creates the potential for near misses, which is further exacerbated by the high speeds those driving travel at along this corridor. Participants shared they would like to see additional crosswalks marked within a high-visibility pattern.



ABOVE: Workshop participants stand at the West Sonora Avenue/South Santa Clara Street intersection and share their experiences walking, rolling, and driving.

Concerns, continued

RIGHT: Participants walk along an incomplete sidewalk on South Santa Clara Street between West Inyo Avenue (SR-137) and West Sonora Avenue.



ABOVE: During the walk assessment, a person who may not be visible to people driving is seen crossing West Inyo Avenue (SR-137) mid-block.

LEFT: Workshop participants cross the street at the West Sonora Avenue/South Sacramento Street intersection, where there are currently no marked crosswalks.

Project Team Recommendations

Throughout the planning process, the Project Team spoke with community members, school staff, Caltrans District 6, and city officials to identify programmatic and infrastructure improvements in the focus area. Workshop participants and Planning Committee members shared concerns regarding drivers speeding, traffic congestion, and drivers' lack of adherence to stop signs and crosswalks. During the workshop planning process, the Project Team noticed a strong sense of community among school officials, students, and caregivers, which in turn makes the implementation of Project Team recommendations more likely to succeed. Workshop participants and Planning Committee members alike spoke about the desire for infrastructure changes that promote pedestrian and bicyclist safety, crosswalks, additional stop signs, and High-Intensity Activated Crosswalk (HAWK) signals. Workshop participants also expressed interest in Safe Routes to School programming, such as Designated Safe Routes and a School Valet Program.

Apply for Safe Streets and Roads for All Grant Funding

The Project Team recommends the City of Tulare apply for funding through the Safe Streets and Roads for All (SS4A) Planning and Demonstration grants. The City of Tulare could apply to carry out demonstration activities to inform the development of a Safe Route to School action plan. Additionally, there are various eligible demonstration activities that can allow for encouragement, engagement, and education programs. For example, the City of Tulare could partner with the Tulare City School District to identify and pilot a Safe Routes to School program that incentivizes caregivers to lead walking school buses or bike trains. The SS4A program is accepting applications through August 29, 2024.

Resources

- The [Safe Streets and Roads for All: Planning and Demonstration Activities](#) page provides a detailed overview of the grant, eligible grant activities, and activity requirements.
- For any questions about the Safe Streets for All grant, please contact SS4A@dot.gov.
- Safe Routes Partnership hosted a webinar [Creative, Accessible Federal Funding to Advance Safe, Active Travel for Kids and Communities](#) that shared creative ways the SS4A grant funding can be used to advance Safe Routes to School. The webinar recording can be viewed here on the Safe Routes Partnership [YouTube](#) channel.

Designated Safe Routes to School

The Project Team recommends that the Tulare City School District work with the Planning Committee to create designated safe routes to Alice Mulcahy Middle School and Roosevelt Elementary School. Designated safe routes direct students to walk, roll, and bike along an identified safer route to and from school. These routes typically have better walking and biking infrastructure to support students and people walking, rolling, and biking. There are various streets in the vicinity of both school sites that have incomplete sidewalks and lack marked crosswalks. The West Sonora Avenue street closure prompted school personnel to identify drop-off and pick-up areas, as well as suggested routes for caregivers picking up their student in a vehicle and can provide insight for future safe routes planning. This would be an opportunity for the school district to identify the routes that are safest and encourage students and families to use them to reduce potential conflict between all road users.

Resources

- The [Safe Routes to School Basics: Resources for Planning, Creating and Sustaining a Safe Routes to School Program](#) can help guide the development of a School Travel Plan (page 6).
- The [New Jersey Safe Routes to School Travel Plan Guide](#) provides a detailed overview of the elements of a school travel plan and provides examples of content that can be included and adapted to fit a school's need.

Request Walking and Biking Safety Education

The Project Team recommends that the Planning Committee and the Tulare City School District work with the Tulare County Association of Governments (TCAG) to request walking and biking safety education for students and community members in Tulare. TCAG hosts a number of interactive educational presentations, activities, and events in partnership with local school districts, childcare services, and law enforcement. Some examples of past educational programming include helmet fittings and distributions and bike and pedestrian safety presentations for children. Students and children may benefit from these events as they encourage and educate on safe walking and biking behavior.

Resources

- To contact Tulare County Association of Governments: tcaginfo@tularecag.ca.gov.

School Safety Valet at West Sonora Avenue/South Sacramento Street

During the planning process and implementation of the CAyS workshop, the Project Team learned of a full street closure along West Sonora Avenue between South Howard Street and South Sacramento Street. In order to help streamline the process, the Project Team recommends a school safety valet program. A school safety valet program can help organize vehicle traffic near the school entrance during school arrival times and is supported by volunteers, such as caregivers or school staff. The administration and school liaisons at Roosevelt Elementary School and Alice Mulcahy Middle School worked closely to implement the street closure and inform caregivers of the change. School liaisons could work with the core parent group at each school to create and support a school safety valet program. One potential program implementation could be encouraging caregivers to drop off their students at the southeast corner of the West Sonora Avenue/South Sacramento Street intersection. This may reduce traffic congestion by providing an alternative to caregivers parking and then escorting their children inside their respective classrooms. Caregivers would drop off their small children with a school safety valet volunteer, who would then escort the child to their respective classroom. This would ensure that vehicles are not idling or parking and instead encourage smooth traffic flow in the area.

Resources

- [Los Angeles Department of Transportation School Valet Program](#)
- [AAA School Safety Patrol](#)
- [AAA School Safety Patrol Operations Manual](#)

West Sonora Street Safety Project” and then named that it’s occurring between South Santa Clara Street and South Pratt Street

This project requires collaboration between the Public Works Department in Tulare, school staff, and caregivers of students at Alice Mulcahy Middle School and Roosevelt Elementary School. The safety project could aim to create systemic improvements along West Sonora Avenue, between South Santa Clara Street and South Pratt Street, with the idea that multiple layers of protection are required to eliminate traffic-related fatalities and severe injuries. Rather than only prioritizing hot spots or specific intersections with a high crash history, this approach is used in parallel and would consider safety improvements along the entire corridor, including some locations with lower crash concentration and/or underreported or unreported crash histories. A systemic approach consists of targeting blanket improvements at sites across a road network based on specific roadway features associated with a particular crash type. Due to the weather conditions in Tulare, the Project Team recommends additional measures that consider extreme heat, such as shade trees, vegetation, and the use of cool pavements for proposed sidewalks and crosswalks.

Resources

- [Cool Pavement Project](#) in Davis, CA
- [Submit Citizen Request](#) to the City of Tulare
- Learn more about how to get involved with the Planning Commission at the [City of Tulare here](#).

Complete Sidewalks and Heat Mitigation Strategies on South Santa Clara Street

The Project Team recommends the Planning Committee, in collaboration with the City of Tulare's Public Works department, install sidewalks on the east side of South Santa Clara Street between West Elm Avenue and West Inyo Avenue (SR-137). Many caregivers walk north and southbound along South Santa Clara Street when entering the South Santa Clara Street/West Sonora Avenue intersection. Participants expressed interest in sidewalks to avoid walking on the street which feels uncomfortable and/or unsafe. Given the weather conditions in Tulare, the Project Team recommends the use of cool pavement when installing sidewalks because they trap less heat and lower the surface temperature of the sidewalk. Many caregivers walk to school with umbrellas to shield themselves from the heat, and cool pavements are complementary to the desires of community members. In order to install cool pavement sidewalks along the entire corridor, the Project Team recommends city staff apply for funding, such as the Transformative Climate Communities Grant program.

Resources

- [Transformative Climate Communities](#)
- [Submit Citizen Request](#) to the City of Tulare

Infrastructure Improvements on South Howard Street between West Sonora Avenue and West Inyo Avenue (SR-137)

The Project Team recommends the City of Tulare's Public Works Department install street safety infrastructure improvements on South Howard Street that reduce potential conflicts between all road users and improve the safety of people walking, rolling, and biking. South Howard Street is a main corridor used by students and caregivers traveling to and from Roosevelt Elementary School and Alice Mulcahy Middle School. At the South Howard Street/West Owens Street intersection, there are currently no stop signs for vehicles traveling westbound from West Owens Street. Participants shared that drivers come to a rolling stop before turning onto the street, which may lead to near misses with people walking. Installing a stop sign on West Owens Street would encourage drivers to come to a full stop before turning onto South Howard Street. Additionally, there is currently only one marked crosswalk on South Howard Street where people can cross the street. Since this intersection experiences heavy pedestrian and vehicle traffic, an additional marked crosswalk on the north side of the intersection could increase pedestrian visibility. Participants shared that students bike along this corridor and do not have signage to indicate where they should ride. This corridor can benefit from traffic signage like sharrows which remind drivers that they must share the road with people biking and guide bicyclists as to where they can safely ride.

Traffic Calming Measures and Improved Pedestrian Visibility along South Pratt Street between West Sonora Avenue and West Inyo Avenue (SR-137)

The Project Team recommends that the Planning Committee partner with city officials to address concerns raised by caregivers and school staff regarding the high speeds and lack of adequate safety infrastructure that promotes pedestrian visibility on South Pratt Street. The Project Team recommends installing significant traffic calming measures, which might include a High-Intensity Activated Crosswalk (HAWK) on the north side of the South Pratt Street/West Owens Avenue intersection to encourage pedestrian visibility or other measures deemed appropriate by community members. South Pratt Street is a corridor used by people walking, rolling, and biking to both schools. The City of Tulare's Public Works Department should consider installing yellow continental or ladder crosswalks at all corridors of the intersection. In addition, the Project Team recommends the use of materials that mitigate extreme heat experiences in the City of Tulare, such as cool pavement.

The Planning Committee can use the following contact information:

- To email Caltrans District 6: d6.public.info@dot.ca.gov
- To submit requests online: [Customer Service Request](#)

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 and students walking and biking to school in Tulare. Participants shared that they are in need of infrastructure, such as complete sidewalks, high-visibility crosswalks, and traffic-calming measures, to ensure the safety of students walking and biking to and from Roosevelt Elementary School and Alice Mulcahy Middle School.

Appendix

- [Crash Data Presentation](#)
- [CAyS Esri Community Analyst Data](#)
- [Transcript of RadioNovela](#)
- [Arrival/Dismissal Observation Template](#)

Historial de Choques Peatonales y Ciclistas

Walking and Biking Crash Data

Taller
Tulare, 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.

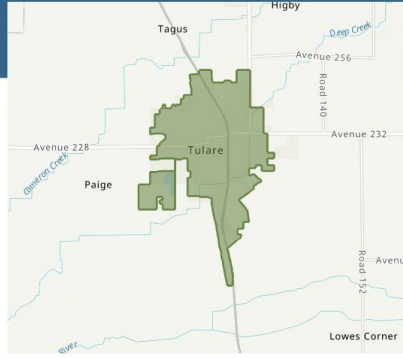
Vistazo de datos de la ciudad de Tulare

City of Tulare Data Snapshot

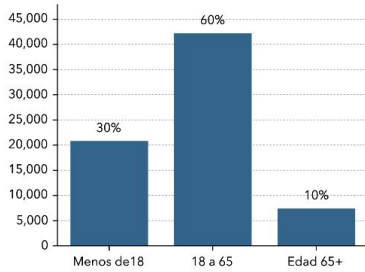


Tulare City, CA

Programa Comunitario Sobre la Seguridad de Peatones y Ciclistas



Población por Edad



Key Facts



31%

Hogares con 1+ Personas con Discapacidad

Población Vulnerable



11%

Población 65+



12%

Hogares sin Vehículo



16%

Hogares por Debajo del Nivel de Pobreza



1%

Tomó Transito Público



10%

Compartió Coche



1%

Caminó al Trabajo



0%

Viajó en Bici al Trabajo

Perfil de Viaje

2023 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (65.16)

The smallest group: Pacific Islander Alone (0.13)

Indicator ▲	Value	Diff	
White Alone	39.49	+1.50	
Black Alone	2.95	+1.54	
American Indian/Alaska Native Alone	1.89	-0.36	
Asian Alone	2.46	-1.29	
Pacific Islander Alone	0.13	-0.02	
Other Race	32.86	-2.98	
Two or More Races	20.22	+1.60	
Hispanic Origin (Any Race)	65.16	-1.91	

Bars show deviation from Tulare County

Ingreso del Hogar (2021)		
Ingreso del Hogar Medio	\$61,122	
Ingreso del Hogar Medio < \$10,000	1,022	5%
Ingreso del Hogar Medio \$10,000 - \$14,999	802	4%
Ingreso del Hogar Medio \$15,000 - \$19,999	699	4%
Ingreso del Hogar Medio \$20,000 - \$24,999	651	3%
Ingreso del Hogar Medio \$25,000 - \$29,999	872	5%
Ingreso del Hogar Medio \$30,000 - \$34,999	889	5%
Ingreso del Hogar Medio \$35,000 - \$39,999	1,133	6%
Ingreso del Hogar Medio \$40,000 - \$44,999	800	4%
Ingreso del Hogar Medio \$45,000 - \$49,999	798	4%
Ingreso del Hogar Medio \$50,000 - \$59,999	1,675	9%
Ingreso del Hogar Medio \$60,000 - \$74,999	2,790	15%
Ingreso del Hogar Medio \$75,000 - \$99,999	2,199	11%
Ingreso del Hogar Medio \$100,000 - \$124,999	2,169	11%
Ingreso del Hogar Medio \$125,000 - \$149,999	967	5%
Ingreso del Hogar Medio \$150,000 - \$199,999	978	5%
Ingreso del Hogar Medio \$200,000+	775	4%

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

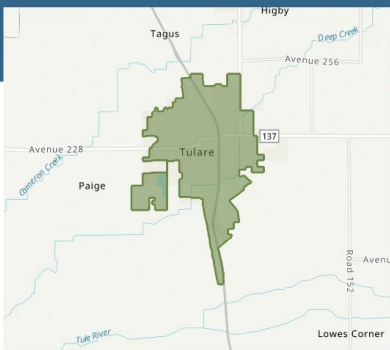
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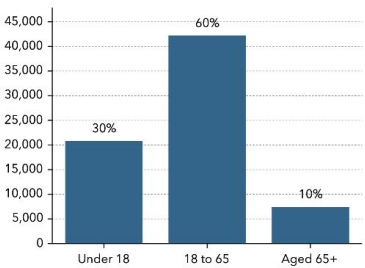


Tulare City, CA

Community Pedestrian and Bicycle Safety Program



Population by Age



Key Facts



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Vulnerable Population



11%

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Households Below the Poverty Level



1%

Took Public Transportation



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Carpooled



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0%

Bike to Work

Commute Profile

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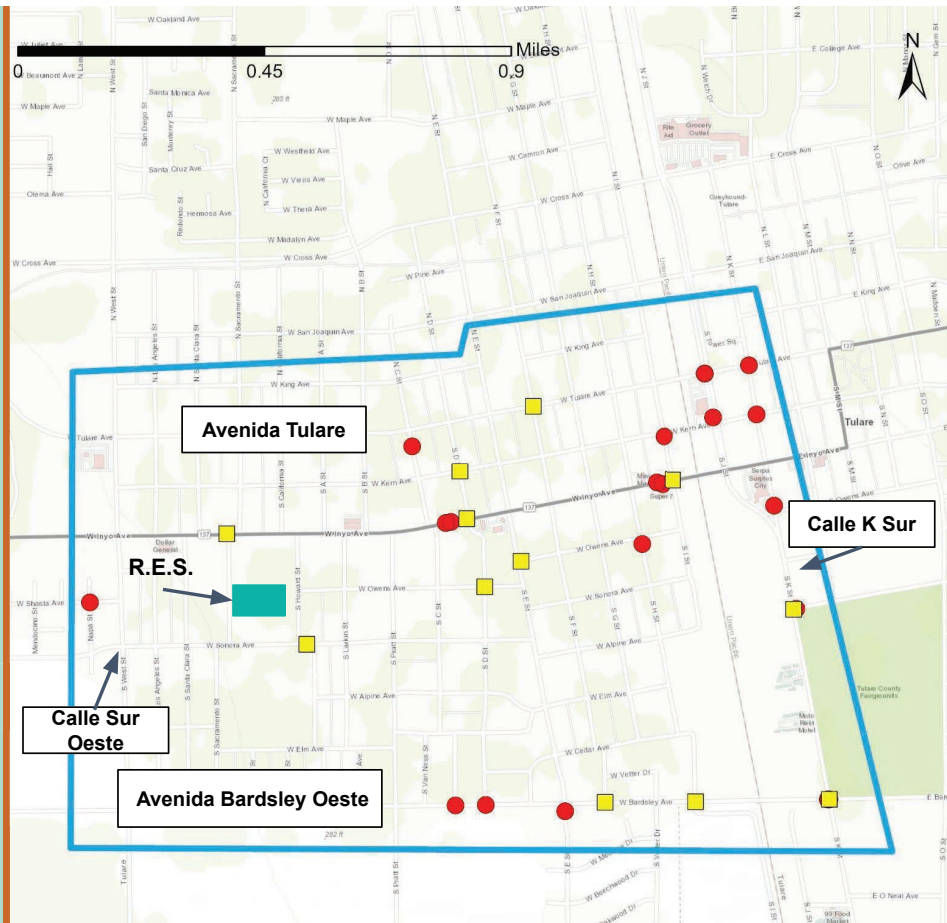
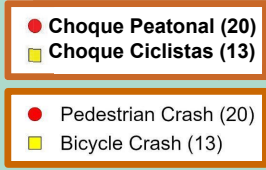
Household Income (2021)		
Median Household Income	\$61,122	
Median Household Income < \$10,000	1,022	5%
Median Household Income \$10,000 - \$14,999	802	4%
Median Household Income \$15,000 - \$19,999	699	4%
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Median Household Income \$150,000 - \$199,999	978	5%
Median Household Income \$200,000+	775	4%

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

Área de enfoque

Focus Area

- El comité de planificación eligió un área de enfoque de la Escuela Primaria Roosevelt y las áreas de interés de la comunidad circundante.
- The Planning Committee chose a focus area of Roosevelt Elementary School and surrounding community areas of interest.



Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023; los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

Resumen de choques

Overview of Crashes

2019-2023

De 33 choques de peatones o ciclistas, los principales corredores de choque fueron:

- Avenida Bardsley Oeste (8 choques)
- Avenida Inyo Oeste (7 choques)
- Calle K Sur (7 choques)

De 5 choques fatales de peatones o ciclistas, los principales corredores de choque fueron:

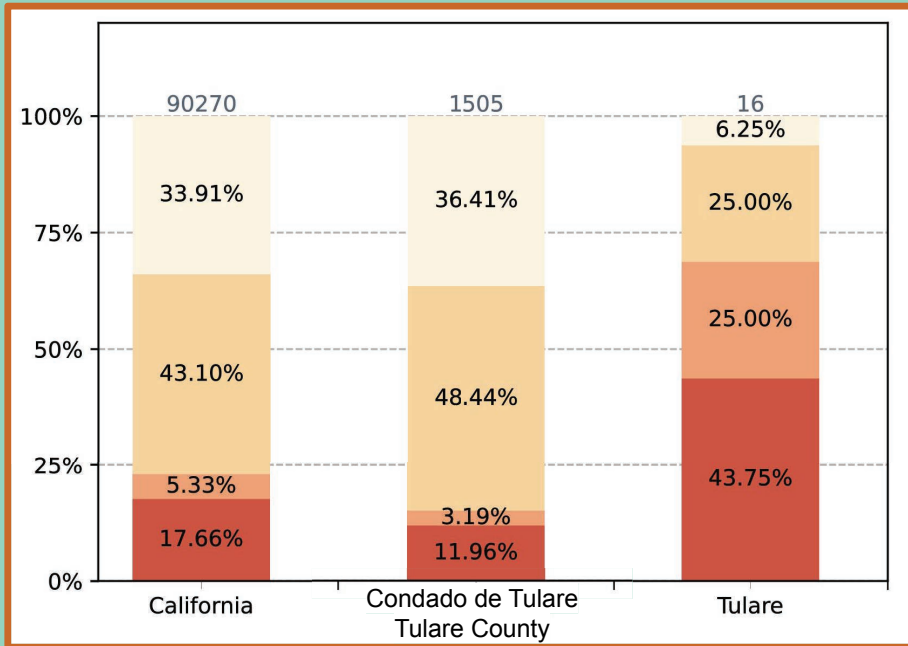
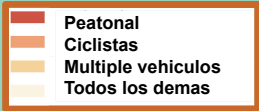
- Calle J Sur (2 choques peatonales fatales)
- Intersección de Calle I Sur y Avenida Inyo (2 choques peatonales fatales y 1 choque fatal de ciclista)

Out of 33 pedestrian or bicyclist crashes, the top crash corridors were:

- West Bardsley Avenue (8 crashes)
- West Inyo Avenue (7 crashes)
- South K Street (7 crashes)

Out of 5 fatal pedestrian or bicyclist crashes, the top crash corridors were:

- South J Street (2 fatal pedestrian crashes)
- Intersección at South I Street and Inyo Avenue (2 fatal pedestrian crashes & 1 fatal bicycle crash)



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

How does our focus area compare? Fatal and Serious Injury Crashes by Involvement 2019-2023

- Nuestra área de enfoque ve más accidentes fatales o con lesiones graves para peatones y para ciclistas que el estado de California y el condado de Tulare.
- Our focus area sees more fatal or serious injury crashes for both pedestrians and bicyclists than both the state of California and Tulare County.

Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023: los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

Resumen de choques ciclistas

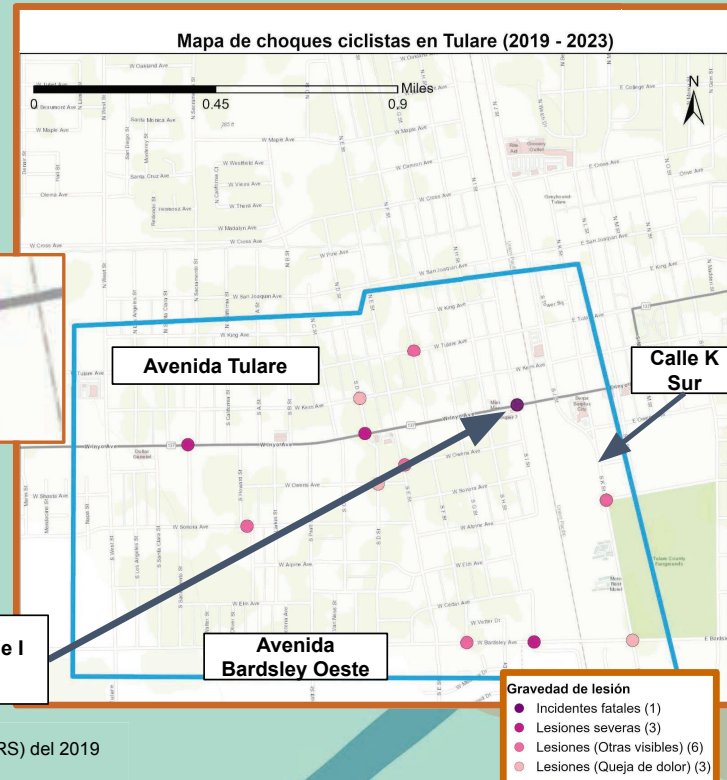
Overview of Bicyclists Crashes 2019-2023

De 13 choques ciclistas:

- 7 ciclistas tenían entre 35 y 44 años
- 8 de genero masculino
- 1 choque resulto en incidente fatal
- 3 choques resultaron con personas con lesiones graves
- 5 ocurrieron entre 6 a 9 de la tarde y 4 ocurrieron entre 3 a 6 de la tarde

Out of 13 bicyclist crashes:

- 7 bicyclists were between 35 and 44 years old
- 8 were of male gender
- 1 crash resulted in a fatality
- 3 crashes resulted in victims with serious injuries
- 5 occurred between 6 and 9 p.m. and 4 occurred between 3 and 6 p.m.



Intersección de Calle I Sur y Avenida Inyo

Choque Fatal de Ciclista

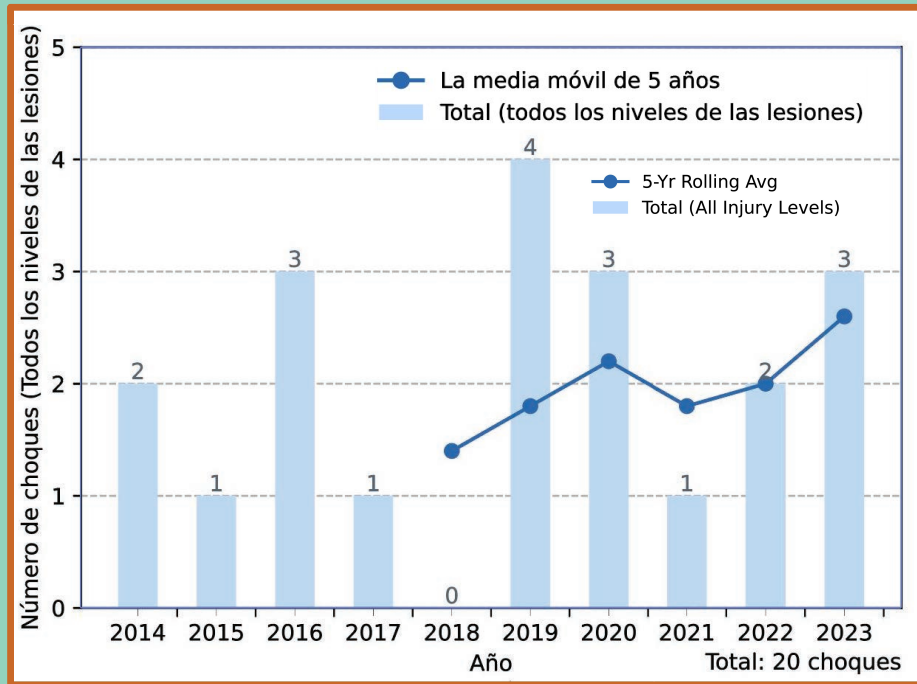
Avenida Tulare

Calle K Sur

Avenida Bardsley Oeste

Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023: los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

Resumen de choques ciclistas Overview of Bicycle Crashes 2014-2023



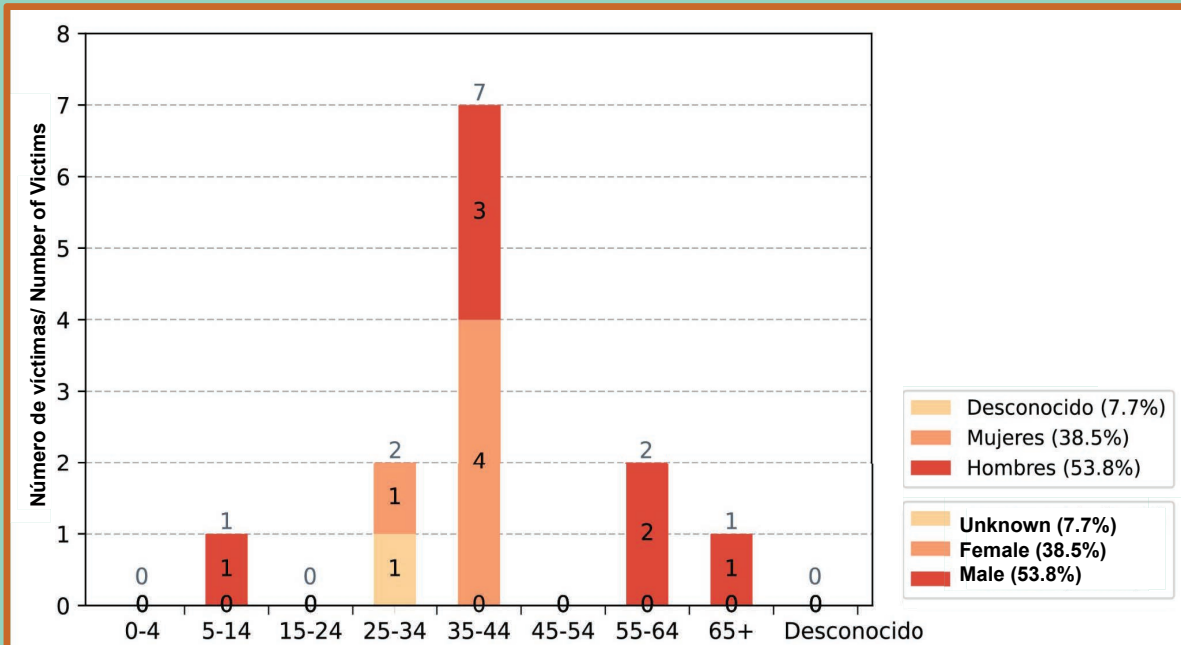
Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023: los datos del 2022 y el 2023 son provisional a partir de abr. del 2024

Choques de ciclistas por hora del día y día de la semana Bicycle Crashes by Time of Day and Day of Week 2019-2023

	Lunes Monday	Martes Tuesday	Miercoles Wednesday	Jueves Thursday	Viernes Friday	Sabado Saturday	Domingo Sunday	Total
09:00PM-11:59PM	0	1	0	0	0	0	0	1
06:00PM-08:59PM	1	0	1	1	2	0	0	5
03:00PM-05:59PM	0	0	0	2	0	0	2	4
Noon-02:59PM	0	0	2	0	0	1	0	3
09:00AM-11:59AM	0	0	0	0	0	0	0	0
06:00AM-08:59AM	0	0	0	0	0	0	0	0
03:00AM-05:59AM	0	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	1	1	3	3	2	1	2	13

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 abr. del 2024

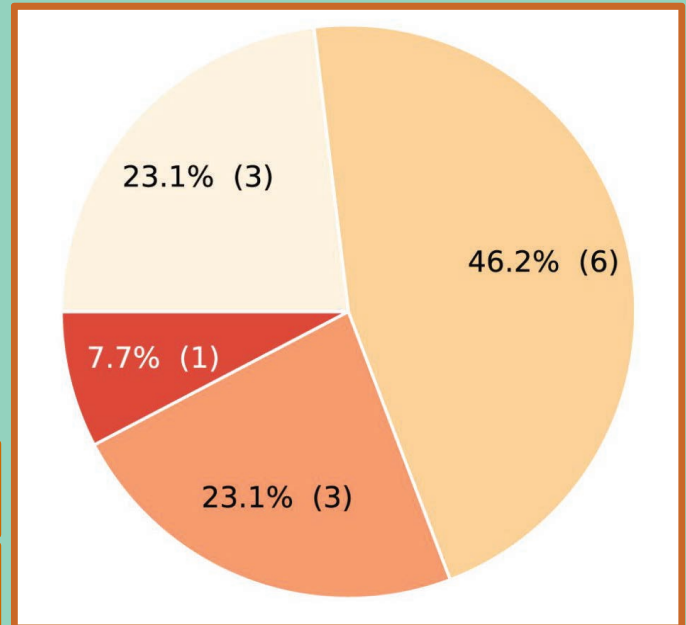
Víctimas ciclistas por edad y género Bicycle crash victims by age and gender 2019-2023



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 abr. del 2024

Víctimas de bicicletas por gravedad de las lesiones Bicycle Victims by Injury Severity 2019-2023

- Un víctima de 13 involucrados en choque de ciclistas fallecieron
- 9 víctimas de tuvieron lesiones visibles
- One out of the 13 victims involved in a bicycle crash resulted in a fatality
- 9 out of 13 victims had visible injuries



Incidentes fatales	Posible (Lesión menor)
Posible (Lesión grave)	Posible Lesión
Fatal	Suspected Minor Injury
Suspected Serious Injury	Possible Injury

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 abr. del 2024

Resumen de choques peatonales

Overview of Pedestrian Crashes

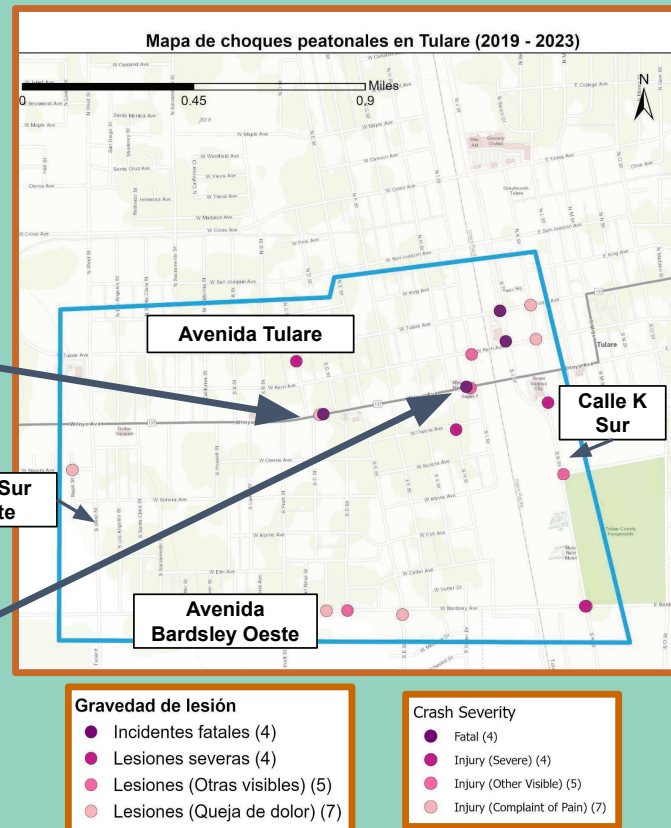
2019-2023

De 20 choques peatonales:

- 5 tenían entre 55 y 64 años
- 14 de genero masculino
- 4 choques resultaron en incidentes fatales
- 4 resultaron con personas con lesiones graves
- 8 ocurrieron entre 6 a 9 de la tarde

Out of 20 pedestrian crashes:

- 5 were between 55 and 64 years old
- 14 were of male gender
- 4 crashes resulted in fatalities
- 4 crashes resulted in victims with serious injuries
- 8 occurred between 6 and 9p.m.

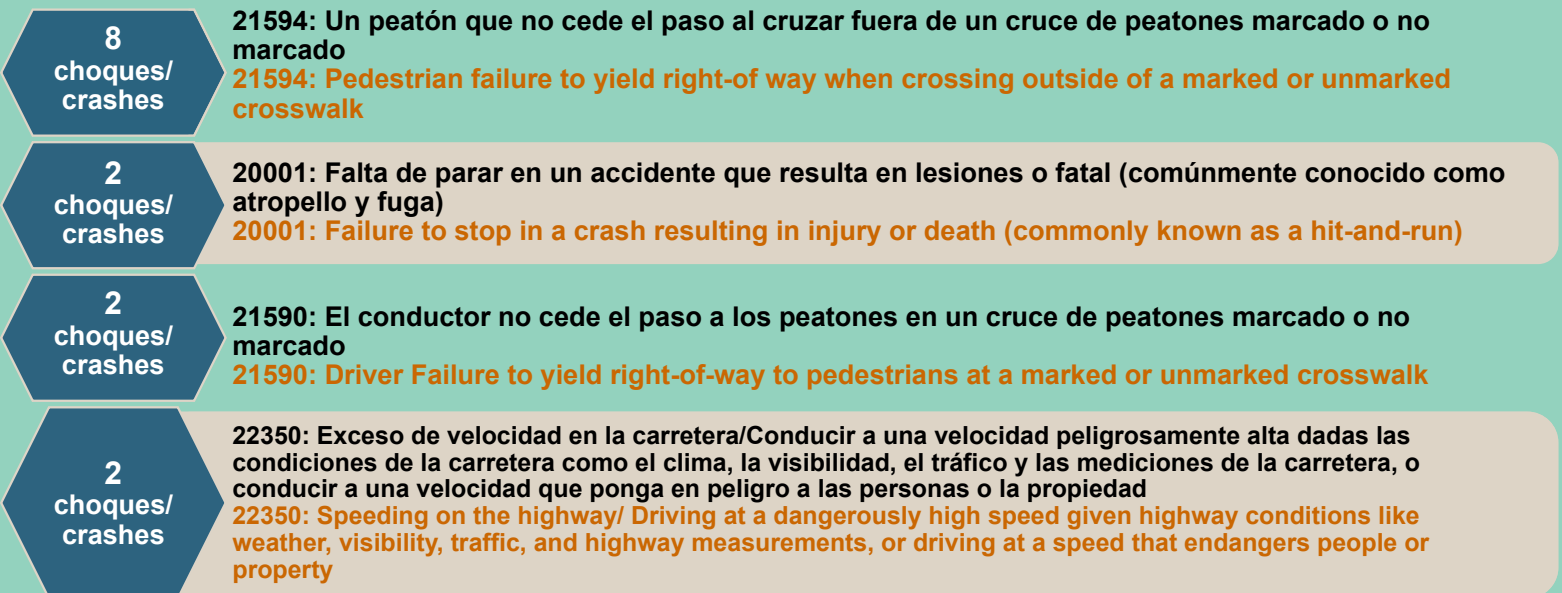


Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023; los datos del 2022 y el 2023 son provisional a partir de abr. del 2024

Factor de accidente primario (PCF): Choques de peatones por tipo de infracción

Primary Collision Factor (PCF): Pedestrian Crashes by type of violation

2019-2023

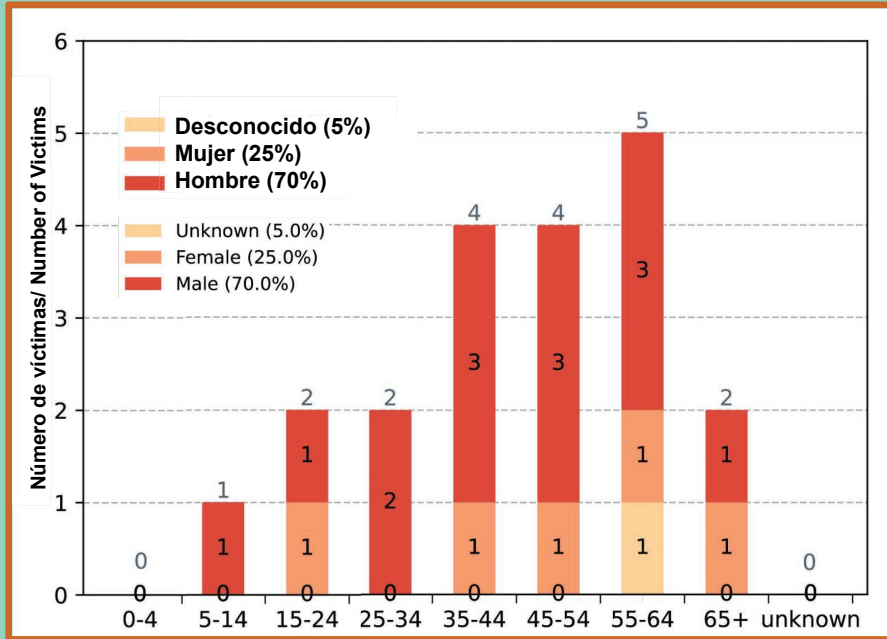


Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023; los datos del 2022 y el 2023 son provisional a partir de abr. del 2024

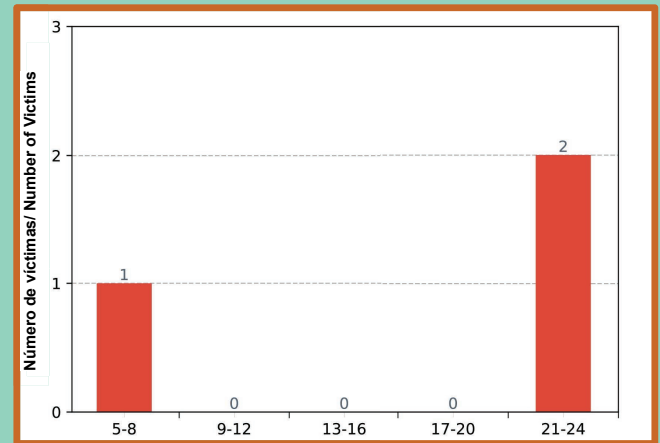
Víctimas peatonales por edad y género

Pedestrian victims by age and gender

2019-2023



- 14 víctimas de 20 son hombres
- 1 víctima tiene entre 5-8 años
- 14 victims out of 20 are men
- 1 victim is between 5-8 years olds



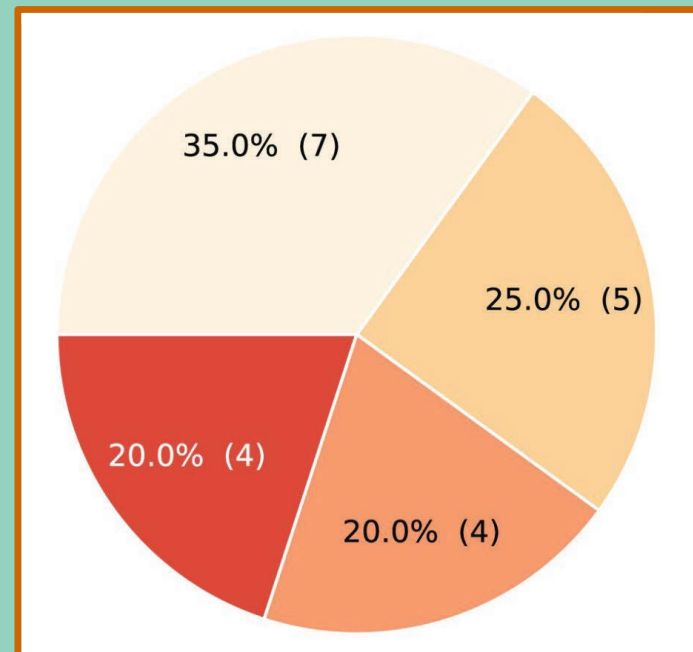
Fuente de datos: Registro integrado nacional del tráfico (Statewide Integrated Traffic Record System, SWITRS) del 2014 al 2023: los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

Víctimas peatonales por gravedad de las lesiones

Pedestrian Victims by Injury Severity

2019-2023

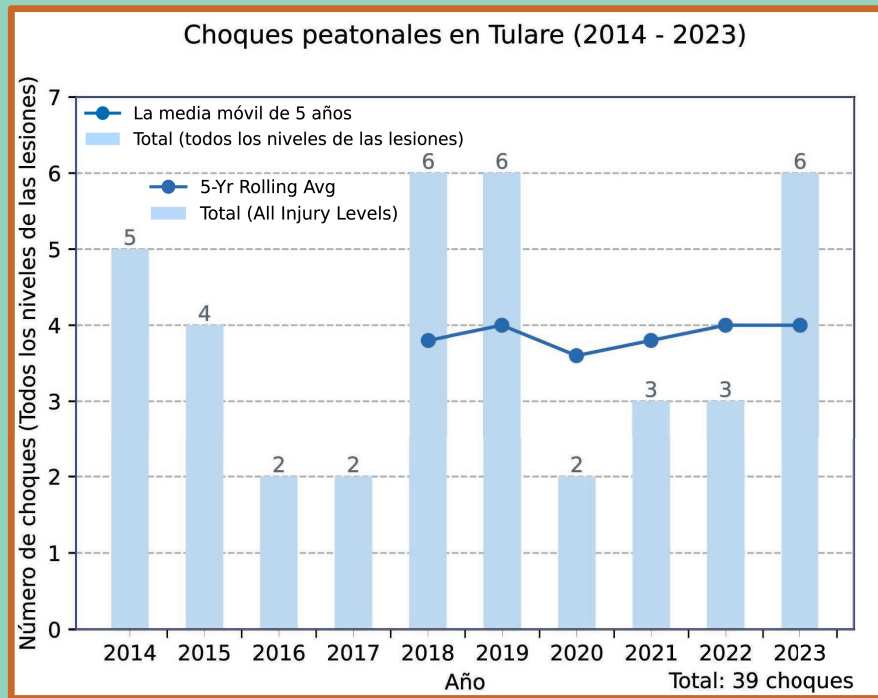
- 4 víctimas involucrados en choque peatonales fallecieron
- 8 víctimas involucrados en choques peatonales tuvieron lesiones visibles
- 4 victims involved in pedestrian crash resulted in fatalities
- 8 victims involved in pedestrian crashes had visible injuries



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 abr. del 2024

Resumen de choques peatonales

Overview of Pedestrian Crashes



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Caminata

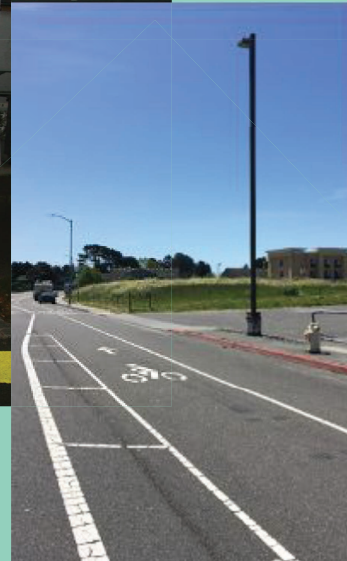
Estrategias de Sistema seguro

Principios Principles

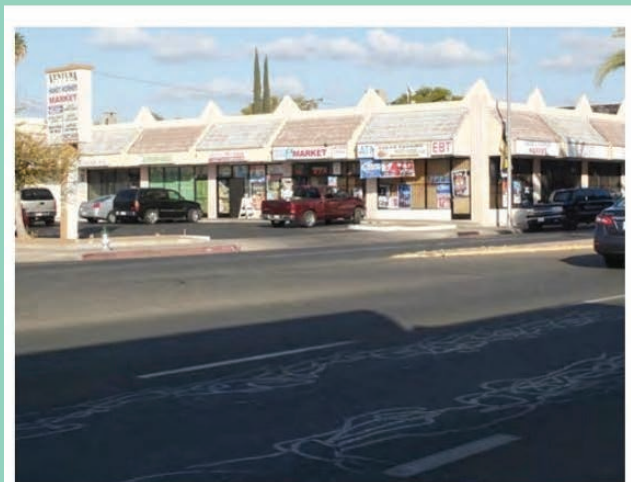
1. Humans make mistakes
2. Humans are vulnerable
3. Road users share responsibility
4. Multiple protections are crucial
5. Safety is proactive
6. Death or serious injury is unacceptable
7. Prioritize equity throughout the system

1. Personas cometen errors
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

Marcas de alta visibilidad y Carriles para bicicletas; High-visibility crosswalks & bike lanes



Proyecto de demostración temporal Temporary Demonstration Projects



Crosswalk Location (before)



Crosswalk Location (after)

Programa Comunitario de Rutas Seguras a la Escuela

Safe Routes to School (SRTS) Community Program



Photo: Walk Sacramento

Faro híbrido

Hybrid Beacon (HAWK)



PEDESTRIAN HYBRID BEACON GUIDE

<p>FLASHING YELLOW</p> <p>SLOW DOWN</p> <p>PEDESTRIAN ACTIVATED BEACON WITH CROSSWALK PUSH BUTTON</p>	<p>SOLID YELLOW</p> <p>PREPARE TO STOP</p> <p>PEDESTRIAN WAITING FOR WALK SIGNAL</p>	<p>SOLID RED</p> <p>STOP</p> <p>PEDESTRIAN IS CROSSING</p>	<p>FLASHING RED</p> <p>AFTER STOPPING</p> <p>PROCEED WITH CAUTION ONLY IF THE CROSSWALK IS CLEAR</p>	<p>DARK</p> <p>PROCEED WITH CAUTION</p> <p>BEACON STAYS DARK UNTIL ACTIVATED BY ANOTHER PEDESTRIAN</p>
---	--	--	--	--

Source: Massachusetts Department of Transportation

Autobús Escolar Caminante

Walking School Bus



Modesto, CA
Photo: California Walks

25

Aviso rectangular de luces rápidas destellantes

Rectangular Rapid Flashing Beacon



Cudahy, CA
Photo: California Walks

26

Campaña de mensajes de seguridad

Safety Messaging Campaign



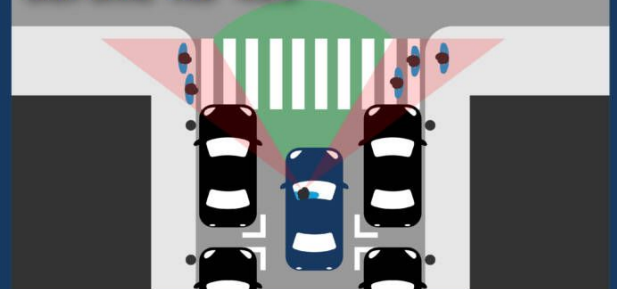
Lancaster, CA
Photo: City of Lancaster

Tránsito de luz natural

Daylighting

WHAT IS DAYLIGHTING?

BEFORE AB 413



AFTER AB 413



Arboles Shade Trees

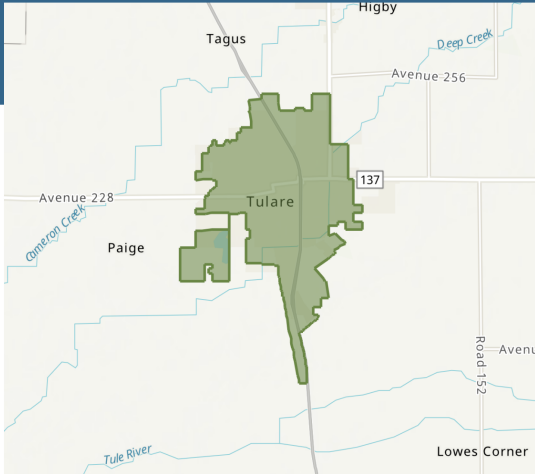


Image source: Intersections South
Los Angeles

¡Gracias!
Thank you!

Tulare City, CA

Community Pedestrian and Bicycle Safety Program



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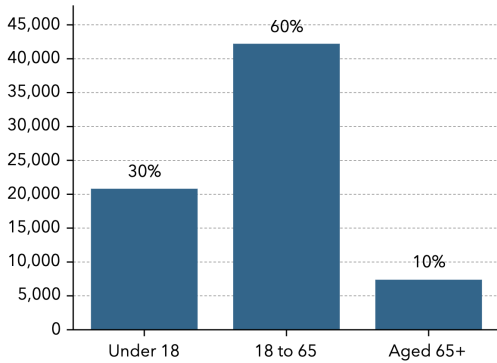
Walked to Work



0%

Bike to Work

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American Indian/Alaska Native Alone	1.89	-0.36
Asian Alone	2.46	-1.29
Pacific Islander Alone	0.13	-0.02
Other Race	32.86	-2.98
Two or More Races	20.22	+1.60
Hispanic Origin (Any Race)	65.16	-1.91

Bars show deviation from Tulare County

Household Income (2021)		
Median Household Income	\$61,122	
Median Household Income < \$10,000	1,022	5%
Median Household Income \$10,000 - \$14,999	802	4%
Median Household Income \$15,000 - \$19,999	699	4%
Median Household Income \$20,000 - \$24,999	651	3%
Median Household Income \$25,000 - \$29,999	872	5%
Median Household Income \$30,000 - \$34,999	889	5%
Median Household Income \$35,000 - \$39,999	1,133	6%
Median Household Income \$40,000 - \$44,999	800	4%
Median Household Income \$45,000 - \$49,999	798	4%
Median Household Income \$50,000 - \$59,999	1,675	9%
Median Household Income \$60,000 - \$74,999	2,790	15%
Median Household Income \$75,000 - \$99,999	2,199	11%
Median Household Income \$100,000 - \$124,999	2,169	11%
Median Household Income \$125,000 - \$149,999	967	5%
Median Household Income \$150,000 - \$199,999	978	5%
Median Household Income \$200,000+	775	4%

English

Participant: There is a sense of community. Many people in Tulare, even though the city continues to grow, know each other. Although there are some students who walk to school, there are always, for example, neighbors who are watching. Although this child's mother is not there, the neighbor knows him, and she is making sure that all the children, walk safely on the street. If something happens, the neighbors communicate. It is a community where there is a lot of familiarity. And I think that helps. I look at it as a benefit.

Participant: The people who live here in the city want to see the city be positive and grow as it should grow. And they are very motivated to build on the city. They want to do things that are not just for themselves but for the benefit of the community.

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 pedestrian and bicycle safety. 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 Tulare, California, a city in the Central Valley. Participants include representatives of the City of Tulare, Caltrans District 6, Alice Mulcahy High School, and Roosevelt Elementary School. Tulare's community members expressed concerns about student safety while walking to school. Participants call for collaboration between agencies, schools, and residents to make routes to school and streets in their neighborhoods safer for everyone.

Narrator: Participants share ways the Tulare community could be safer for students and families who walk or bike to school.

Participant: We have a community here around Roosevelt School and Mulcahy, which now has many pedestrians and many on bicycles, students, and parents with the students. So the city also has to do its part with agencies like Caltrans to include infrastructure that supports that culture that already exists and that there is more safety for people who walk or bike.

Participant: What we have heard from the parents and the community is to improve the area and the state route to reduce the speed of vehicles. Considering that many of the parents have protection over their students, walking to school or perhaps other places, we have heard those comments, and hopefully, by working with the city, we can resolve it.

Participant: I think they would feel safer if there was more supervision and more adults on the main streets like Pratt and Howard. Because we only have the crosswalks here on Inyo but if we had more on the main streets, then maybe they would feel safe.

Participant: Trees for shade. In the communities here in our district, it is very hot. So, it is very common for communities to want more trees for shade so that they can also encourage more walking or cycling.

Narrator: Between the years 2014 and 2023, Tulare's focus area, which is Tulare Avenue to the North, South West Street to the West, South K Street to the East, and West Bardsley Avenue to the South, there were 39 crashes involving pedestrians and 20 crashes involving people on bicycles. Of the 59 crashes, seven occurred along West Inyo Avenue, of which three resulted in fatalities. This reinforces the community's concerns when traveling along this street.

Narrator: Participants share some concerns they have heard from parents, caregivers and residents when they drop off and pick up their students.

Participant: There is a lot of traffic. I come to work, and you look at the students walking. The vehicles drive very fast. So that is the big main concern.

Participant: On the streets, as we can see, the cars still drive too fast. And maybe they are distracted, they don't look at them. And I understand the problem that parents have with their children coming alone on a bicycle. Many of the parents who come to Roosevelt to bring their children walk. Sometimes moms say, I'm late because I prefer there not to be so much traffic. I wait until my children start late, instead of walking when there is a lot of traffic in the morning, than risk something happening to me and my child. And that's not good because we don't want students to be late to class because parents don't feel safe crossing the street.

Narrator: Participants highlight the infrastructure in place near other schools in Tulare, the impact this has on student safety and driver behavior, and the need for infrastructure to support students and families walking to Roosevelt Elementary School and Alice Mulcahy Middle School.

Participant: Some of the parents have commented that Roosevelt and Mulcahy school, since we are on this side on the 'west side' of the 'train tracks', think that they discriminate against us. Because the other schools, Live Oak, Alpine, Mission Valley, you see their 'crosswalks', and they are very different from ours. And the parents have said that it's because they say we are poorer. All schools should be the same, especially [when it comes to] safety. At Cypress School they have a crosswalk there by the park and a crosswalk by the school. If you press the button to cross, the light shines for both crosswalks. And the traffic stops on both sides. So that has helped that school a lot. Here, we have many crosswalks, but we don't have those lights, we don't have those signs, we don't have, there's nothing here. So no one respects the speed, no one respects that there are houses here, no one respects that there are schools, no one respects anything. So, if we had more of that, I think it would help a lot.

Narrator: Participants share their vision for collaboration to build on Tulare's existing walking and biking culture.

Participant: Let's also hope that it continues to develop that culture. It is a culture and pride that this is a community that proudly walks, uses bicycles to run errands, and takes students to school. And so that when the infrastructure is built, there will be a community that uses it. So there are infrastructure needs, but also there needs to be an effort by the city, the school district, to have a way for students to get to school and back home in a way that is easy, but safe and protected. It's something we want to exist in the long term. Hopefully, with the support of different agencies, we can have more safety for this community.

Narrator: Participants want to see more collaboration between public agencies to make walking and bicycling safer in Tulare. Representatives from the city of Tulare and Caltrans District 6 want to continue engaging with the community about future projects related to walking and biking safety. The Tulare City School District was responsive to parent and caregiver concerns by working with staff at Roosevelt Elementary School and Alice Mulcahy Middle School to create safer routes to school. Together, the City of Tulare and the Tulare City School District can work to include and build a network of parents and caregivers to support outreach and engagement efforts about future projects in the broader Tulare community. 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 Tulare 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!

Spanish

Participant: Hay un sentido de comunidad. Muchas personas en Tulare aunque siga creciendo la ciudad, se conocen. Aunque sí hay algunos alumnos que caminen a la escuela, siempre hay, por ejemplo, vecinos que están vigilando. Aunque no este la mamá de este niño, la vecina lo conoce, y se está fijando que todos los niños, okay, vayan seguros por la calle. Si algo pasa, se comunican los vecinos. Es una comunidad que hay mucha familiaridad. Y eso creo que ayuda. Yo lo miro como un beneficio.

Participant: La gente que vive aquí en la ciudad, quieren ver que la ciudad sea positiva y que crece como debe crecer. Y están muy motivados para construir sobre la ciudad. Quieren hacer cosas que no son solamente para ellos sino para el beneficio de la comunidad.

Narrator: Hola todos, todas y todes. Bienvenidos a nuestro nuevo episodio de los Caminos de la Vía. Los Caminos de la Vía es un proyecto de California Walks y UC Berkeley SafeTREC y se enfoca en ayudar a las comunidades hispanohablantes a crear contenido de audio que se puede utilizar como una herramienta para la abogacía y educación para mejorar la seguridad peatonal y ciclista. Este mini pódcast destaca las preocupaciones de la comunidad a través de la narración de historias, ayuda a crear

concientización sobre la seguridad de peatones y ciclistas, y propone soluciones dirigidas por la comunidad. En nuestro segmento de hoy hablamos con la comunidad de Tulare sobre sus preocupaciones de la seguridad de los estudiantes al caminar a la escuela. Los participantes son representantes con la ciudad de Tulare, distrito 6 de Caltrans y de la Escuela Secundaria Alice Mulcahy y Escuela Primaria Roosevelt. Los participantes piden colaboración entre agencias, las escuelas, y los residentes para que las rutas hacia la escuela y las calles en sus vecindarios sean más seguras para todos.

Narrator: Participantes comparten las maneras en que la comunidad de Tulare podría ser más segura para los estudiantes y familias que caminan o andan en bicicleta a la escuela.

Participant: Tenemos una comunidad aquí alrededor de Roosevelt, la escuela Roosevelt y Mulcahy, que ya ahorita hay muchos peatones y muchos en bicicleta, alumnos y los papas con los alumnos. Entonces la ciudad tiene que poner de su parte también con agencias como Caltrans para incluir infraestructura que apoye esa cultura que ya existe y que haya más seguridad para las personas que andan caminando o en bicicleta.

Participant: De lo que hemos oído de los Padres y de la comunidad es mejorar la área, la ruta estatal para reducir la velocidad de los vehículos. Tomando en cuenta que muchos de los padres tienen protección sobre sus estudiantes, caminando a la escuela o tal vez a otros lugares. Hemos oído esos comentarios y es algo que ojalá trabajando con la ciudad podamos resolver.

Participant: Pienso que se sintieran más seguro si hubiera más supervisión y más adultos en las calles principales como la Pratt y la Howard. Porque solamente tenemos los 'crosswalks' aquí por la Inyo pero si tuviéramos más en las calles principales, entonces tal vez se sentirían seguros.

Participant: Árboles para sombra. En las comunidades aquí en nuestro distrito hace mucha calor. Entonces, es muy común que las comunidades quieran más árboles para la sombra para que puedan animar también a caminar más o usar bicicleta.

Narrator: Tulare es una ciudad en el Valle Central en el condado de Tulare. Entre los años 2014 y 2023, hubo 39 choques involucrando a peatones y 20 choques involucrando a personas en bicicleta en el área de enfoque, lo que incluye la ruta estatal 137, también conocida como la Avenida Inyo Oeste. De los 59 choques, siete ocurrieron a lo largo de la Avenida Inyo Oeste, en las cuales 3 resultaron en fatalidades. Esto refuerza las preocupaciones que la comunidad tiene al transitar a lo largo de esta calle. Participantes comparten algunas de las preocupaciones que han escuchado de los padres y residentes en la comunidad.

Participant: Pasa mucho tráfico. Yo vengo para trabajar, y se miran los estudiantes caminando. Los vehículos manejan muy rápido. Entonces eso es la grande preocupación principal.

Participant: En las calles, todavía como podemos ver, los carros todavía manejan demasiado recio. Y tal vez van distraídos, no los miran. Y entiendo el problema que los padres tienen a que sus hijos vengán solos en bicicleta. Muchos de los padres que vienen a Roosevelt a traer a sus niños caminan. En veces las mamás, dicen, llego tarde porque prefiero que no haya tanto tráfico. Me espero a que mis niños lleguen tarde a que haya mucho tráfico en la mañana y me arriesgo a que me pase algo a mí y a mi niño. Y eso no está bien porque no queremos que los estudiantes estén llegando tarde a clase, culpa de que los papas no se sienten seguros al cruzar la calle.

Narrator: Los participantes destacan la infraestructura existente cerca de otras escuelas en Tulare y el impacto que esto tiene en la seguridad de los estudiantes y el comportamiento de los conductores, y la necesidad de esta infraestructura cerca de la Escuela Primaria Roosevelt y la Escuela Intermedia Alice Mulcahy.

Participant: Algunos de los padres han comentado que la escuela Roosevelt y Mulcahy como estamos de este lado del 'west side' de los 'train tracks' piensan que a nosotros nos discriminan porque las otras escuelas, Live Oak, Alpine, Mission Valley, sí ven sus 'crosswalks', son muy diferentes a los nuestros. Y los padres han dicho eso, que porque dicen que nosotros porque somos más pobres. Todas las escuelas deben ser las mismas, especialmente la seguridad. La Escuela Cypress ellos tienen un 'crosswalk' ahí por el parque y un 'crosswalk' por la escuela. Si presionen el botón para cruzar, alumbra la luz para los dos 'crosswalks'. Y ya el tráfico para de los dos lados. Entonces eso ha ayudado mucho a esa escuela. Aquí, tenemos muchos 'crosswalk' pero no tenemos esas luces, no tenemos esos 'signs', no tenemos, no hay nada aquí. Entonces nadie respeta la velocidad, nadie respeta que hay casas aquí, nadie respeta que hay escuelas, nadie respeta nada. Entonces, si tuviéramos más de eso, yo pienso que ayudaría mucho.

Narrator: Los participantes comparten su visión de colaboración para aprovechar la cultura de caminar y andar en bicicleta existente en Tulare.

Participant: También esperemos que siga desarrollando esa cultura, que sea una cultura y un orgullo de que esta es una comunidad que si con orgullo caminamos, usamos bicicleta para ir al mandado, y llevar los estudiantes a la escuela. Y que para que cuando se haga la infraestructura que haya una comunidad que la utilice. Entonces hay necesidades de infraestructura, pero también que haya un esfuerzo que la ciudad, el distrito escolar, para que haya una manera de que puedan los estudiantes llegar a la escuela y de regreso a sus casas de una manera que sea facial, pero segura y protegida. Es algo que queremos que exista a largo plazo. Ojalá con el apoyo de diferentes agencias podamos tener más seguridad para esta comunidad.

Narrator: Los participantes quieren ver mas colaboración entre agencias públicas para hacer que caminar y andar en bicicleta sea más seguro en Tulare. Los representantes de la ciudad de Tulare y el Distrito 6 de Caltrans quieren seguir interactuando con la comunidad sobre proyectos futuros relacionados con la seguridad de caminar y andar en bicicleta. El Distrito Escolar de la Ciudad de Tulare fue receptivo a las preocupaciones de los padres y cuidadores al trabajar con el personal de la Escuela Primaria Roosevelt y la Escuela Intermedia Alice Mulcahy para crear rutas más seguras a la escuela. Juntos, la ciudad de Tulare y el distrito escolar de la ciudad de Tulare pueden trabajar para incluir y construir una red de padres y cuidadores para apoyar los esfuerzos de extensión y participación sobre proyectos futuros en la comunidad de Tulare en general. Gracias por acompañarnos y asegúrense de escuchar el resto de los episodios de los Caminos de la Vía. Les invitamos a leer el resumen ejecutivo de Tulare que está en la descripción. Para obtener más información sobre Comunidades Activas y Seguras visité el sitio web de California Walks y UC Berkeley SafeTREC. ¡Hasta luego!

Arrival and Dismissal Observation Checklist

Name: _____

Site: _____

Observation Corridor Intersection:

Observation Day and Date: _____

Observation Start Time: _____

Observation End Time: _____

Materials

- Pen/pencils
- Clipboards Instructions

Instructions

1. Review desired and risky behaviors for people walking and driving in school zones included in this document.
2. Identify key corridors or intersections that pose significant challenges for community members. These can be determined by speaking with individuals who walk, bike, roll, and drive within the focus area.
3. Create a map that includes the observation area. Then, assign individuals to facilitate observations of the intersections and corridors of concern.
4. At a minimum, observe one arrival and one dismissal period for 30 minutes. To optimize observations, complete observations during a standard school day. If there is inclement weather on the scheduled observation day, postpone observations where possible. If possible, complete additional observations at different points in a school term.
5. Based on observations, determine priority changes to promote safety and identify what works well for people walking, rolling, biking, or driving to school.
6. To complete the debrief section, review the [Safe System Strategies for Bicyclists and Pedestrians Toolkit](#) to identify appropriate strategies for the site.

Pedestrian Behaviors in School Zones
Desired Behavior
<input type="checkbox"/> Student(s) and/or their caregiver cross at a crosswalk and/or corner. <input type="checkbox"/> Student(s) and/or their caregiver exits and enters a vehicle curbside onto the sidewalk. <input type="checkbox"/> School staff and caregivers greet each other and/or converse.
Risky Behavior
<input type="checkbox"/> Student(s) and/or their caregiver exit and enter a vehicle on the side of the road. Exiting a vehicle on the street side puts children in the way of moving traffic. <input type="checkbox"/> Observed student(s) crossing the street distracted, such as using their cell phones or walking with headphones. <input type="checkbox"/> Observed student(s) walking through moving traffic. <input type="checkbox"/> Observed student(s) crossing midblock with or without an adult. <input type="checkbox"/> Observed student(s) crossing against a signal such as a "DON'T WALK" signal.

Pedestrian Behavior	
Pedestrian	Notes
Adult	
Student	

Driver Behaviors in School Zones
Desired Behavior
<ul style="list-style-type: none"> <input type="checkbox"/> Caregivers park in a designated spot and walk or roll with their student(s). <input type="checkbox"/> Caregivers stay in their vehicle, pull into an Arrival/Dismissal zone, and depart when their student exits the vehicle.
Risky Behavior
<ul style="list-style-type: none"> <input type="checkbox"/> Drivers do not pull to the curb. <input type="checkbox"/> Drivers use a designated bus zone or park in a loading zone. <input type="checkbox"/> People are seen driving in the wrong direction. <input type="checkbox"/> Drivers park within 20 feet of a crosswalk (20 feet is about 3-4 car lengths). <input type="checkbox"/> Driver blocks crosswalks, sidewalks, walkways, and/or bike lanes. <input type="checkbox"/> Driver backs into school parking lots, load zones, and/or adjacent streets.

Driver Behavior
Notes

Debrief of dismissal or arrival observations	
What facilitates a positive and safe Arrival/Dismissal experience for students and their caregivers?	
Top Safety Concerns Observed:	
Proposed Safe Systems Strategies:	

The Comunidades Activas y Seguras team adapted this checklist from information gathered from [Safe Routes to Schools](#).

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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