



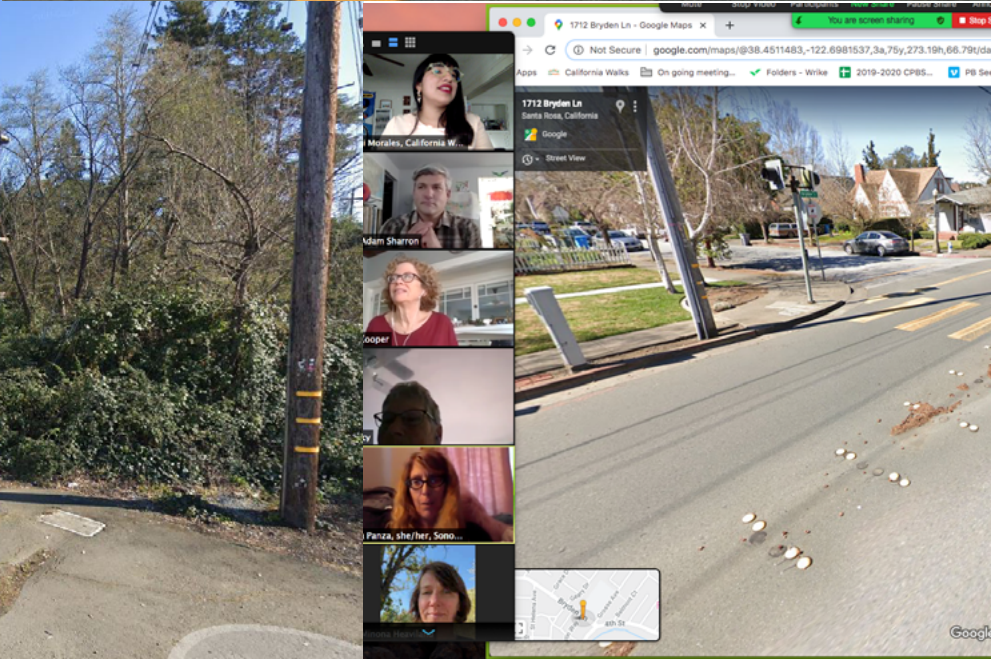
October 2020

4th Street / College Avenue Corridor, Santa Rosa Workshop Summary and Recommendations

Community Pedestrian & Bicycle Safety Training and Action Planning
Creating Safer Streets for Walking and Biking



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



Acknowledgements

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make 4th Street/College Avenue Corridor, Santa Rosa a safer place to walk and bike!

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Thank you to Albert Aguilar from United Way of Merced County for providing live English to Spanish interpretation services in support of this training. We would also like to acknowledge the students and parents of Proctor Terrace Elementary School, as well as the community residents who participated in the workshop. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

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Executive Summary

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

The 4th Street/College Avenue Corridor Santa Rosa, CPBST was collaboratively planned and facilitated by The City of Santa Rosa, the Planning Committee, Cal Walks, and SafeTREC Project Team to:

1. Improve walking and biking in the 4th St/College Ave Corridor; and
2. Gather and document community feedback to strengthen ATP applications and other grants;

The August 12, 2020 training consisted of:

- Introduction Poll
- Walking and biking assessments along three (3) key routes;
- An overview of the 3 E's strategies to improve walking and biking safety using the intersectional 3 E's framework including: Equity, Engineering, and Education;
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects; and
- Exit Poll

Data

The Project Team and Planning Committee reviewed data which demonstrated a safety concern in the area. As predetermined by the Planning Committee, we reviewed pedestrian and bicycle crash data on the 4th Street corridor from College Avenue to Farmers Lane and on College Avenue from the U.S. Highway 101 to 4th Street. On 4th Street, there were two pedestrian crashes and two bicycle crashes occurring on the eastern side of the corridor between Alderbrook Drive and Farmers Lane. On College Avenue, there were 4 pedestrian crashes and 5 bicycle crashes. A full discussion of pedestrian and bicycle crashes can be found in the CPBST report and more neighborhood crash data can be found in the Appendix of the CPBST report.

Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by residents to access schools and business in Santa Rosa. Participants were asked to:

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

The planning committee consisted of representatives from the community group Midtown 4th, The City of Santa Rosa, Traffic Engineering and Bicycle and Pedestrian Advisory Committee, Sonoma County Bicycle Coalition, Sonoma County Vision Zero, Santa Rosa Transit and CityBus.

Workshop participants were community members and/or representatives from the Planning Committee, Proctor Terrace Elementary School parents, Santa Rosa Waterway Committee, Sonoma County Bicycle Coalition, Santa Rosa Bicycle and Pedestrian Committee, and the Sonoma County Transportation Authority.

For a more detailed discussion of the workshop, please download the full report on SafeTREC or Cal Walks' websites.

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

Participants expressed the following concerns during the assessment:

- Workshop participants identified Midtown 4th and the Safe Routes to School programming at the Proctor Terrace Elementary and French-American Charter schools in the project area as key community assets that can help the community achieve their walking and biking goals;
- Workshop participants identified visibility issues between pedestrians, bicyclists, and drivers at the 4th Street/Bryden Lane intersection, along 4th Street;
- Pedestrians avoid using the crosswalks because of high driver speeds, low visibility caused by the 4th Street curve, and because drivers are said to run the red lights. Drivers often honk at bicyclists riding along 4th Street and drive so close, forcing them to ride in the gutter or the sidewalk. Many bicyclists ride along 4th Street on the sidewalks; causing potential near misses with pedestrians;
- The safety of intersections and crossings is the top barrier mentioned in Safe Routes to Schools parent surveys; parents specifically mentioned speed as the primary reason they do not allow their children to walk or bicycle to school. Traffic congestion and high speeds while exiting and entering the interstate and state highways make crossing on College Avenue and 4th Street challenging; and
- There are two bus stops on 4th Street. The bus stop on the north side of 4th Street and Farmers Lane has various facilities that support transit users, protecting them from harsh weather conditions that the bus stop on the southside does not. The eastbound bus stop at the corner of Rogers Way and 4th Street lacks facilities such as a street curb, benches, and bus shelters.

Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for the following community programs and infrastructure projects aimed at increasing the health and safety of the community:

- Community Engagement Campaign to Finalize 4th Street Corridor Improvements;
- Slow Streets Activation on Talbot Avenue; and
- 4th Street Corridor Video/Voice Project;

Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Proctor Terrace Elementary School parents and administrators to evaluate how all road users travel through the Bryden Lane/Grosse Avenue intersection during arrival and dismissal time at Proctor Terrace Elementary School;
- The City of Santa Rosa to work with the Santa Rosa CityBus agency to improve bus stops along the 4th Street corridor from E Street to Farmers Lane;
- The City of Santa Rosa to collaborate with the Midtown 4th community group to outreach and help build temporary parklets along the 4th Street Corridor; and
- The City of Santa Rosa to explore improving pedestrian and bicycle visibility at the curving 4th Street/Bryden Lane intersection.



A well-equipped bus stop on the north side of 4th Street and Farmers Lane.

Introduction

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

The 4th Street/College Avenue Corridor Santa Rosa, CBPST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve walking and biking along 4th Street and College Avenue; and
2. Gather and document community feedback to strengthen their Active Transportation Programs (ATP) application and other grants.

The training took place virtually via Zoom on August 12, 2020. The training convened twenty-eight participants, including Proctor Terrace E.S. parents, residents, Santa Rosa Waterway Committee, Sonoma County Bicycle Coalition, Santa Rosa Bicycle and Pedestrian Committee, and the Sonoma County Transportation Authority.

The training consisted of:

- Virtual walking and biking assessments along three (3) key routes;
- An overview of the 3 E's strategies to improve walking and biking safety: Equity, Engineering, Education; and
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects.

This report summarizes the workshop proceedings, including the community and Project Team's recommendations for community programs and infrastructure projects to improve walking and biking safety along the 4th Street/College Avenue Corridor, Santa Rosa.

The Planning Process



Step 1: Assemble a Planning Committee - January 2020

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



Step 2: Review and Analyze Existing Plans and Data - June 2020

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



Step 3: Conduct CPBST Site Visit - July 15, 2020

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



Step 4: Conduct CPBST Workshop- August 12, 2020

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



Step 5: Implement CPBST Actions - Ongoing

- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

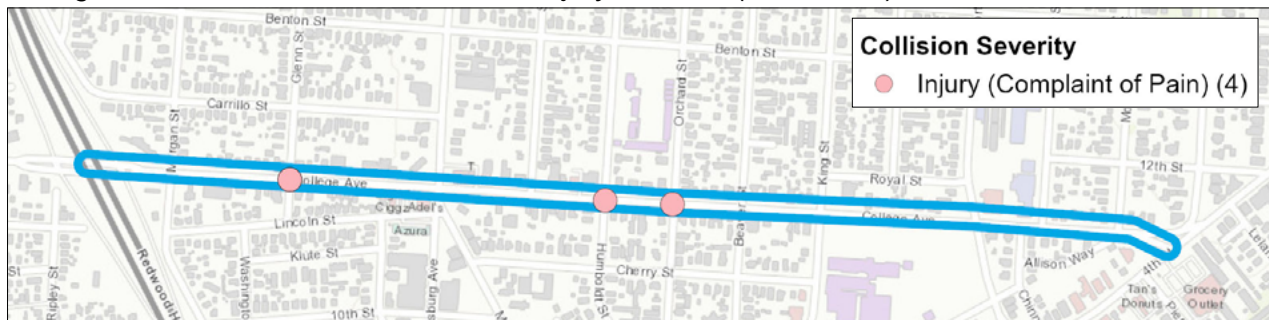
Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians¹ and bicyclists for the College Avenue corridor and the 4th Street Corridor and within a 50 ft. buffer in the Santa Rosa community. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Crash data for 2017 and 2018 are provisional as of March 2020. A full discussion of the pedestrian and bicycle crash data can be found in Appendix A.

College Avenue Crashes

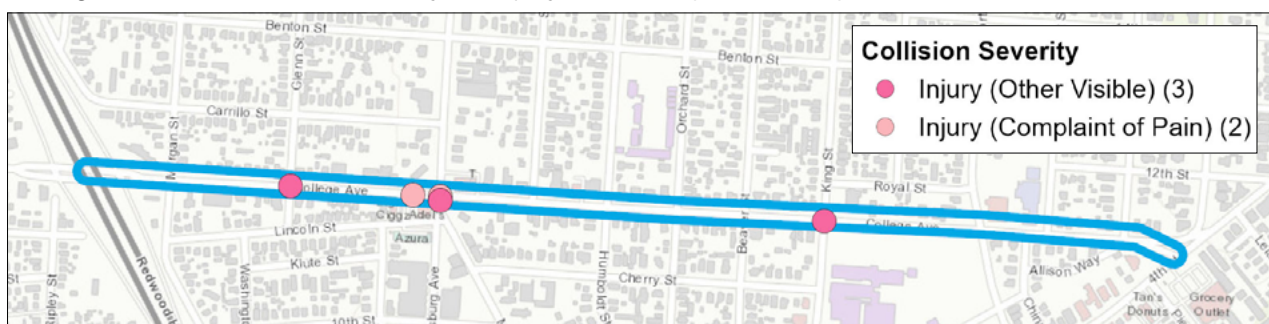
Over the 10-year period between 2009 and 2018, crashes involving pedestrians on College Avenue appear to be in the downward trend (although it is difficult to identify trends with relatively few injury crashes). In the most recent five years of data available, 2014 to 2018, pedestrian crashes resulting in an injury to a pedestrian occurred on Glenn Street, Humboldt Street and Orchard Street. There were 4 pedestrian victims resulting in a complaint of pain level injury. The victims involved in these pedestrian crashes were all between the ages of 15 to 44.

College Avenue, Santa Rosa Pedestrian Injury Crashes (2014-2018)



Similarly to pedestrian crashes, bicycle crashes on College Avenue appear to be in the downward trend. Over the 10-year period between 2009 and 2018, there were 17 crashes involving bicyclists and resulting in an injury to a bicyclist. In the most recent five years of data available, 2014 to 2018, there were 5 bicycle crashes resulting in minor injuries to bicyclists. There was a cluster of bicycle crashes at the Healdsburg Avenue/College Avenue intersection. Other bicycle crashes occurred on Glenn Street and King Street. There were 3 bicyclist victims between the ages of 45-54, 1 bicyclist victim aged 35-44, and 1 bicyclist victim aged 5-14.

College Avenue, Santa Rosa Bicycle Injury Crashes (2014-2018)

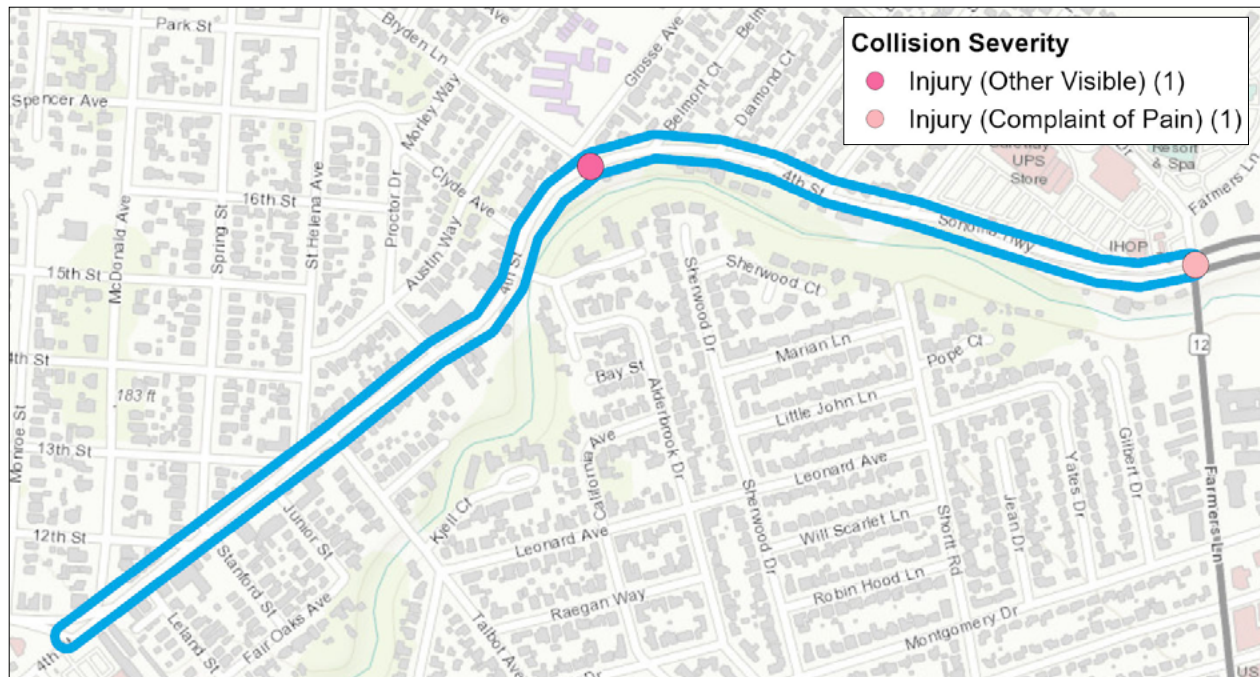


¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device.

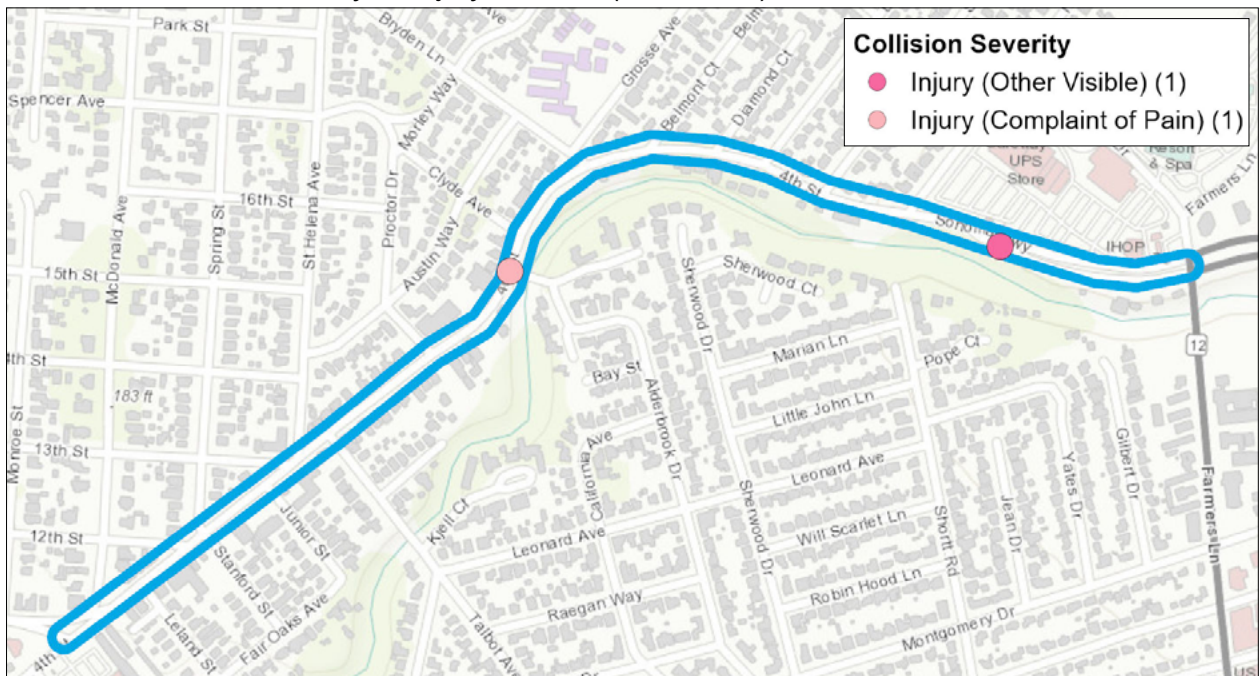
4th Street Crashes

Over the 10-year period between 2008 and 2019, pedestrian crashes appear to have decreased and remained stable. In the most recent five years of data available, 2014 to 2018, there were 2 pedestrian crashes on the 4th Street corridor. One pedestrian crash resulting in a minor injury to a victim aged 14 occurred at the 4th Street/Bryden Lane intersection. Another pedestrian crash resulting in a minor injury to a victim aged 23 occurred at the intersection of 4th Street and Farmers Lane.

4th Street, Santa Rosa Pedestrian Injury Crashes (2014-2018)



4th Street, Santa Rosa Bicycle Injury Crashes (2014-2018)



4th Street/College Avenue Corridor, Santa Rosa Asset Map

During the virtual site visit, the Project Team led the Planning Committee through an Asset Mapping exercise to identify resources and assets in the 4th Street/College Avenue Corridor neighborhood that could help them achieve their walking and biking safety goals. Together, they identified the following resources and assets in the 4th Street/College Avenue Corridor community:

People/Personas

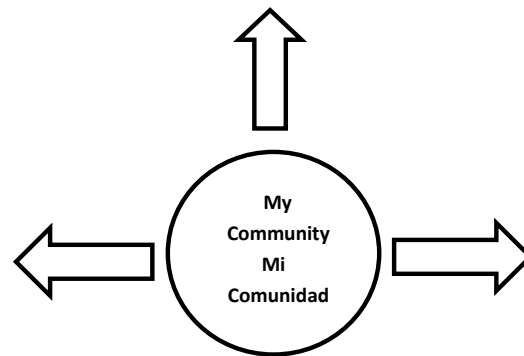
- Matthew Benson, Ritual Salon
- Connor Devane, Sunrise, Film-maker
- Paul Miller, Community Volunteer / Steward
- Daisy Pisteu-Lyhne, Organizer, Sustainability Advocate
- Kerry Benefield & Chris Smith, Press Democrat
- Abigail Zoger & Alexa Forester, SRJC Sustainability Club
- Chris Coursey, soon-to-be 5th District Supervisor
- Victoria Fleming & John Sawyer, City Council
- Brett Gave, SR Chamber of Commerce
- Erik Bahnsen, Sustainable Santa Rosa Junior College
- Christine Byrne, Sunrise
- Robin Stefani, 8th Wave

Organizations/ Organizaciones

- Sonoma County Bicycle Coalition
- Sunrise Group in Sonoma County
- Junior College's Sustainability Club & College Association
- YMCA
- Earl Balm center
- McDonald Neighborhood
- The Odd Fellows' Hall
- Cherry Street Neighborhood
- Santa Rosa Downtown District
- Chamber of Commerce
- City Garden

Institutions/ Instituciones

- Junior College
- Proctor Terrace Elementary School & PTA
- Santa Rosa Charter School for the Arts & PTA
- Santa Rosa Middle School & Parent/Faculty Organization
- Santa Rosa High School
- Sonoma County Library/4th Street Downtown Branch



4th Street/College Avenue
Santa Rosa CPBST

In collaboration with:

California Walks | UC Berkeley SafeTREC | California
Office of Traffic Safety |

City of Santa Rosa | Sonoma Co. Vision Zero |
Midtown 4th | Sonoma Co. Bicycle Coalition |

Santa Rosa Transit and City Bus | Santa Rosa City
Schools | Eco to School |

Proctor Terrace Elementary School

Walking & Biking Assessment

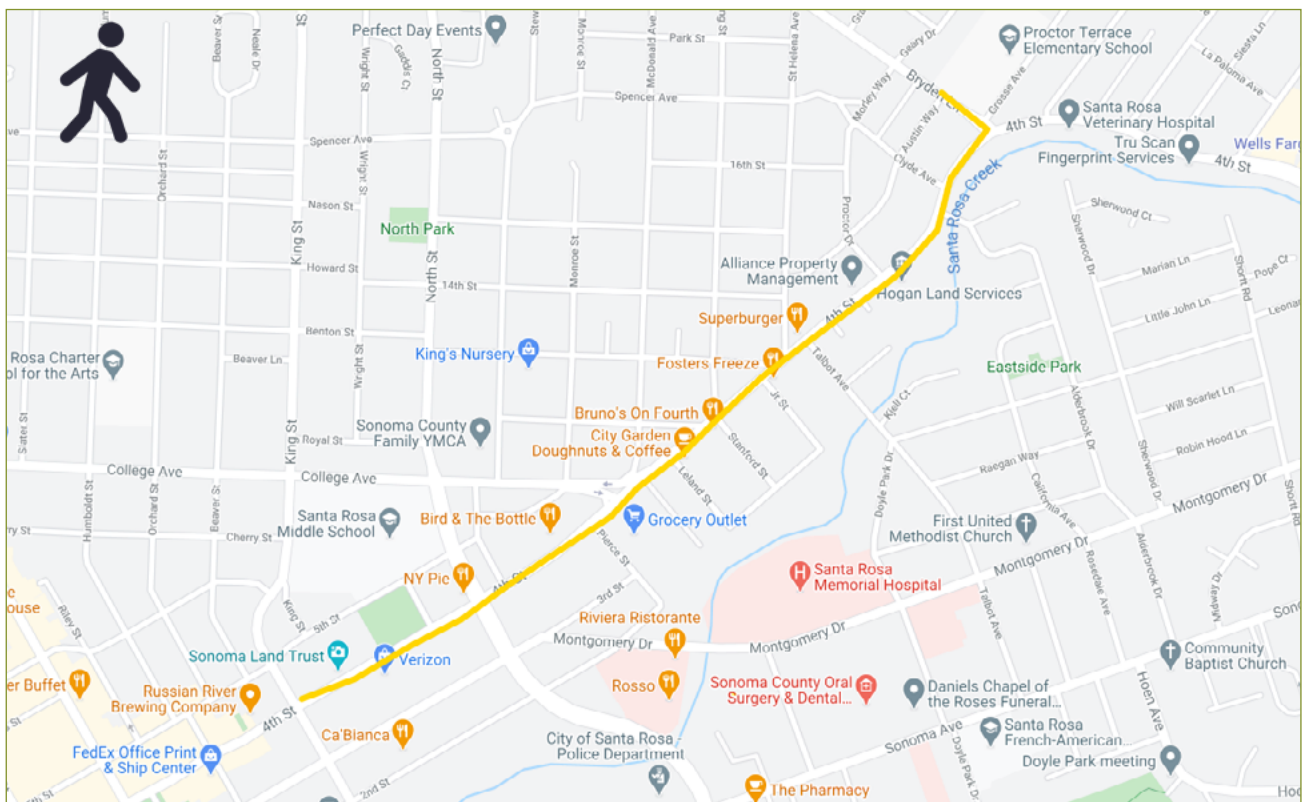
Routes

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

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

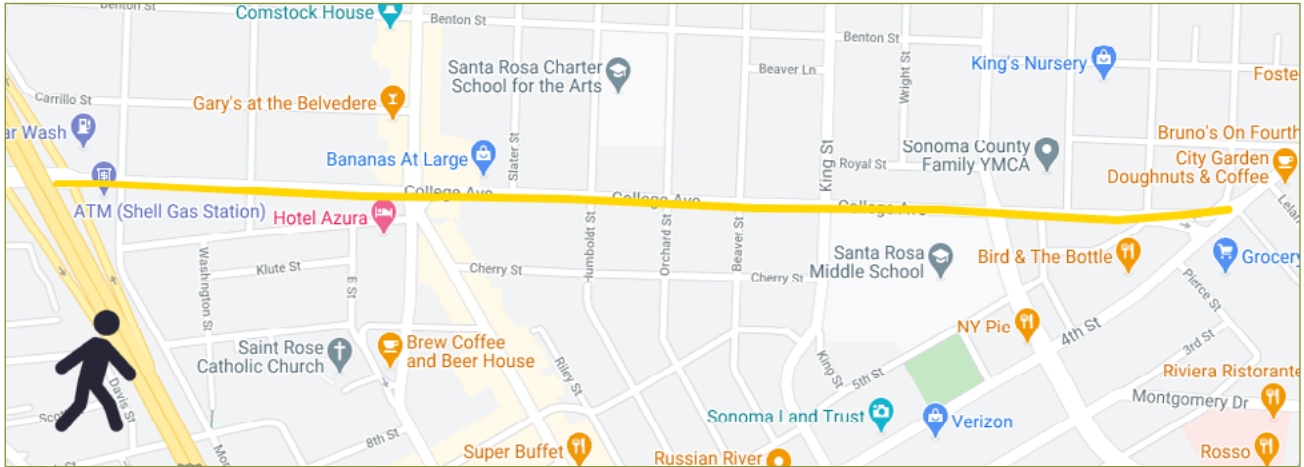
Route One: 4th Street, from Bryden Lane to E Street

Focus: 4th Street, from Bryden Lane to E Street, was selected as a key route for students who walk and bike to and from Proctor Terrace Elementary School.



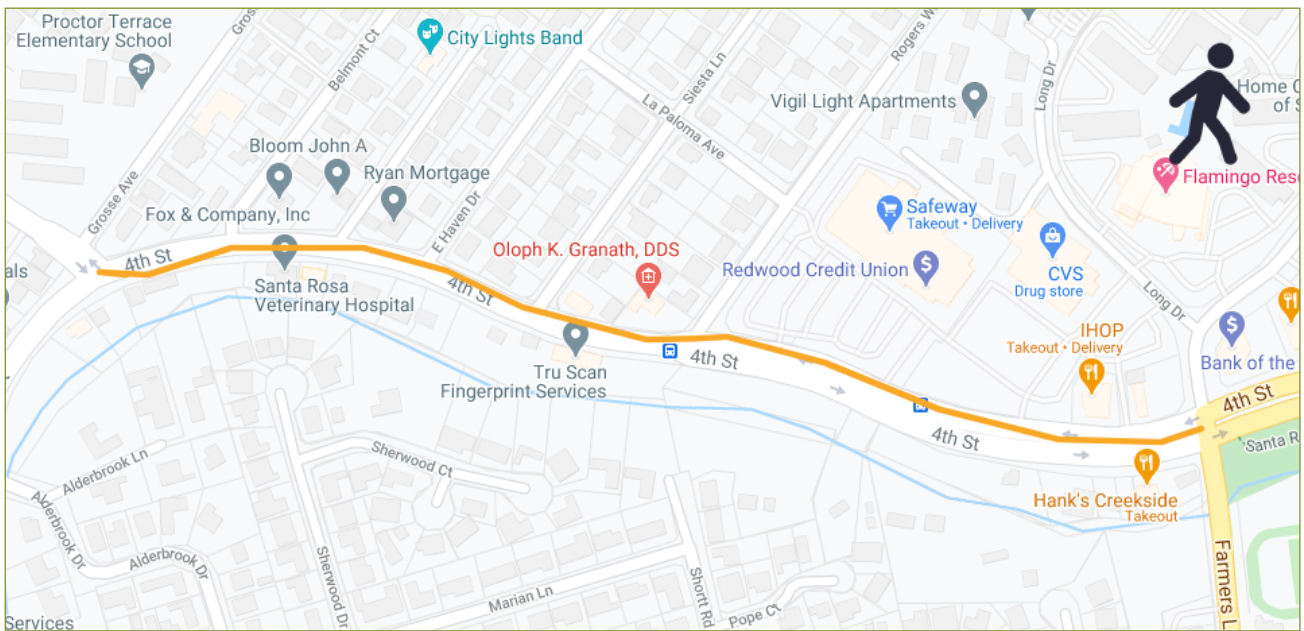
Route Two: College Avenue

Focus: College Avenue was selected because it is a highly traveled corridor in the City of Santa Rosa. People using various modes of transportation connect from the West to the East Side and to Downtown Santa Rosa. It was identified as a HIN (High Injury Network) in their [Plan Update of 2018](#).



Route Three: 4th Street, Farmers Lane - Bryden Lane

Evaluating 4th Street, from Bryden Lane to Farmers Lane, was critical because 4th Street is the most direct way to get onto California Highway 12. 4th Street is also used by Santa Rosa residents traveling to and from Proctor Terrace Elementary School.



Walking & Biking Assessment Reflections

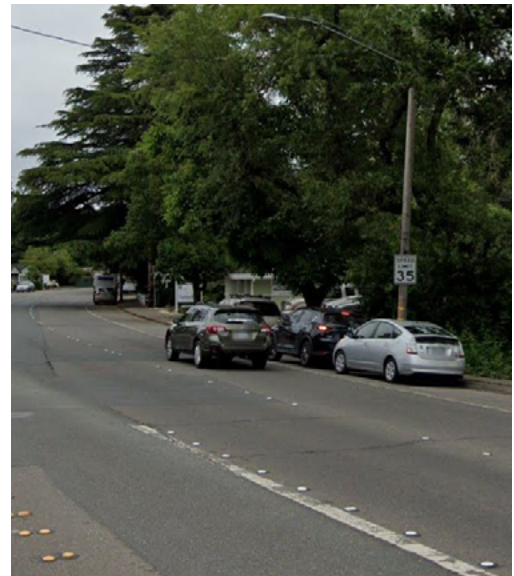
Following the walking and biking assessments participants shared the following reflections:

Community Assets

- Midtown 4th is a group of residents, business owners, and professionals interested in improving 4th Street between E Street and Farmers Lane. They have hosted outreach events and parklet activations such as Design and Walking Workshops in 2019. They will continue advocating for and creating education and engineering safety improvements needed to create a walkable, bikeable 4th Street Corridor.
- Proctor Terrace Elementary School, Santa Rosa French-American Charter School, Santa Rosa Charter School for the Arts and Santa Rosa Middle School currently have Safe Routes to School programming. The existing programming provides local knowledge and expertise regarding walking and biking safety around schools. The current programming can allow for the continued expansion of safe routes to school infrastructure, projects, and programming.

Visibility Issues

- Visibility of pedestrians and drivers at the 4th Street/Bryden Lane intersection, especially as drivers turn from 4th Street onto Bryden Lane and then take an immediate right onto Grosse Avenue, is obstructed by large trees and greenery. Near misses between drivers and young students crossing Grosse Avenue typically occur during arrival and dismissal time at Proctor Terrace Elementary School.
- Drivers travel through 4th Street as an extension of the California Highway 12. High driver speeds paired with the 4th Street curve, between Rogers Way and Proctor Drive, and between Bryden Lane and Farmers Lane, create visibility issues between all road users. Pedestrians and bicyclists avoid traveling on 4th Street because of the perceived danger of driver speeds and low visibility caused by the curves. During the afternoon 4th Street rush hour, sunsets further obstruct driver visibility of the roadway and road users.



Left: Drivers make quick turns from 4th Street to Bryden Lane, and then onto Grosse Avenue, creating near misses due to low visibility of drivers and pedestrians crossing at Grosse Avenue. Drivers turn quickly and don't have enough time to react and yield to pedestrians. Right: Posted 35 m.p.h. speed limit sign on 4th Street, approaching a curve at Belmont Court.

Road User Behavior

- Pedestrians avoid walking and crossing at marked crosswalks along 4th Street and using the signalized intersection at Bryden Lane because drivers are said to run the red light, which is especially dangerous as the curve blocks the view of pedestrians.
- The 4th Street/Talbot Avenue and 4th Street/Alderbrook Drive intersections are especially important to the community because they are the only north-south neighborhood crossings of the Santa Rosa Creek within the 1.2 mile stretch of 4th Street, between Brookwood Avenue to Farmers Lane. Despite the marked white continental crosswalks with advanced yield lines at the 4th Street/Alderbrook Drive and the 4th Street/Proctor Drive intersections, pedestrians avoid using the crosswalks because of high driver speeds and low visibility caused by the 4th Street curve. Even when pedestrian and bicycle safety infrastructure enhancements, such as the crossing enhancements and a Rectangular Rapid Flashing Beacon (RRFB), are made along 4th Street, participants share that they feel unsafe because of high driver speeds. The Safe Routes to School Committee at the French American Charter School conducts monthly Walk & Roll to School events and finds that crossing at any marked crosswalk along 4th Street is the major deterrent and challenge for students who would like to start walking and biking to and from school.



Above: The Bryden Lane/4th Street signalized intersection is frequently used by Proctor Elementary School families to get to and from school, as well as drivers heading towards Downtown Santa Rosa and the California Highway 12. Below: The 4th Street/Talbot Street intersection has a Rectangular Rapid Flashing Beacon with a bulb-out, yet residents say they continue to avoid using the intersection because they feel drivers do not stop at crosswalks along 4th Street.



Road User Behavior (continued)

- Pedestrians, bicyclists, and drivers use Bryden Lane to connect to 4th Street and access the California Highway 12 to the north and Downtown Santa Rosa to the south. Drivers appear to drive above the 25 m.p.h School Zone speed limit on Bryden Lane, near Proctor Terrace Elementary School. There is an overhead pedestrian beacon and a crossing guard at the Austin Way/Bryden Lane intersection, yet drivers often do not yield to pedestrians. Parents are especially concerned for the safety of families walking and biking to school.



Above: The Proctor Terrace Elementary School crosswalk at Austin Way/Bryden Lane. *Below:* The sidewalk on the southside 4th Street ends at Rogers Way, forcing pedestrians to cross the street if they want to continue traveling along 4th Street due to various bushes.

Sidewalk Conditions

- The sidewalk on the southside of 4th Street ends abruptly at Rogers Way. The southside of 4th Street is not accessible to pedestrians and transit users trying to access the southside bus stop at the 4th Street/Rogers Way intersection and the entrance to the Santa Rosa Creek Trail at 4th Street/Farmers Lane.



Crosswalk Challenges

- The 4th Street/12th Street crosswalk, like most marked crosswalks along the 4th Street Corridor, has advanced yield lines and white continental striping, yet drivers often speed and fail to yield to pedestrians in the crosswalk. The high traffic speeds are encouraged by the distance between signalized intersections in this straight section of the 4th Street corridor.
- At the intersection of College Ave./U.S. Highway 101, traffic congestion and high speeds while exiting and entering the interstate highway make crossing on College Avenue challenging, which is a concern for those traveling to and from the west side of Santa Rosa.
- Drivers fail to yield at the crosswalk connecting McDonald Avenue to the College Avenue/4th Street signalized intersection via the pedestrian refuge island. Even though signs warning of pedestrians are visible from the College Avenue slip lane, drivers turn onto College Avenue from 4th Street without yielding. The Safe Routes to School Program conducts parent surveys with participating schools. Safety of intersections and crossings is the top barrier mentioned in parent surveys in allowing their kids to walk and bicycle to school, along with traffic speeds along the route. Parents from Proctor Terrace Elementary School, Santa Rosa French-American Charter School, Santa Rosa Charter School for the Arts and Santa Rosa Middle School have all specifically mentioned the 4th Street/College Avenue crossings and speed as the primary reason they do not allow their children to walk or bicycle to school.



Left: Pedestrians must use these crosswalks at McDonald Avenue/College Avenue to access the 4th Street/College Avenue signalized intersection.

Bike Facilities

- Drivers often honk at bicyclists riding along 4th Street and drive too close, forcing bicyclists to ride in the gutter or on the sidewalk, risking near misses with pedestrians and other mobility devices along 4th street sidewalks.
- The standard bike lanes on Mendocino Avenue are discontinuous leading up to the College Avenue/Mendocino Avenue intersection. Bicyclists traveling north leading to the intersection must quickly navigate the far right travel lane, forcing bicyclists to navigate around drivers who are speeding up to the intersection to make a right onto College Avenue. The discontinuous bike lanes highlight potential conflict zones between drivers and bicyclists who are traveling through this intersection. There is a similar scenario at the intersection of College Avenue/4th Street. This sentiment is consistent with what residents shared about driver speeds and near-misses on the 4th Street and College Avenue corridors, with some bicyclists feeling forced to ride on the sidewalk.
- The south to north Brookwood Avenue bike lanes end without warning leading up to 5th Street/Brookwood Avenue. The lack of a connected bike network is a significant concern to community residents.



Above: This westbound bus stop has many facilities for transit users like a shelter, a bench, and a trash can. *Below:* The eastbound bus stop at the corner of Rogers Way and 4th Street lacks facilities such as a street curb, benches and bus shelters.

Bus Facilities

- There are two bus stops on 4th Street, one on the northern side of 4th Street at Farmers Lane and another on the southside of 4th Street at Rogers Way. The bus stop on the north side of 4th Street and Farmers Lane has various facilities that support transit users and protect them from harsh weather conditions that the bus stop on the southside does not.



Recommendations to Improve Walking and Biking Safety

Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for programs and infrastructure projects aimed at increasing the health and safety of the community. Participants considered the following programs/projects:

- Infrastructure improvements along the 4th Street corridor:
 - Install bulb-outs at signalized intersections and major crosswalks along 4th Street at Bryden Lane, Alderbrook Drive, Talbot Avenue, Brookwood Avenue, and E Street;
 - Install pedestrian-scale lighting along 4th Street, west of Rogers Way;
 - Right-size the roadway leading up to the Santa Rosa Creek trail at the 4th Street/Farmers Lane intersection;
 - Install protected bike lanes along the 4th Street corridor with bollards or concrete barriers on both sides, high-visibility conflict zone markings at intersections and driveways;
 - Install high-visibility bike boxes at signalized intersections along 4th Street; and
 - Install speed feedback signs on 4th Street.
- Permit and install parklets for business along the 4th Street corridor, particularly at the St. Helena Avenue and Talbot Avenue in front of Superburger.
- Convert Talbot Avenue into a bike boulevard.
- Create a Slow Streets program in response to COVID-19.
- Develop a Super Hero Spiderman crossing guard program at the Bryden Lane/Austin Way and Bryden Lane/4th Street intersection.
- Evaluate and improve right-hand turns on College Avenue at the Mendocino Avenue and 4th Street intersections to improve visibility between pedestrians, bicyclists, and drivers. Explore low-cost solutions for potential infrastructure improvements.

The following tables summarize the recommendations identified as the highest priority by workshop participants.

Equity Project Name: Community Engagement Campaign to Finalize 4th Street Corridor Improvements

Project Description: Santa Rosa's Bicycle and Pedestrian Master Plan recommends additional studies be made along the 4th Street corridor to assess which engineering infrastructure improvements are most appropriate for this road. Community input should inform the final infrastructure improvement plans.

Project Goals:

1. Ensure residents and stakeholder groups can express their top infrastructure priorities for the 4th Street corridor;
2. Include community support as criteria to prioritize projects along the 4th Street corridor; and
3. Educate residents about upcoming active transportation projects in their community.

Action Steps	Timeline	Responsible Party	Resources
<p>Develop a Power Map</p> <ul style="list-style-type: none"> • A Power Map identifies responsible agencies and elected officials who plan to implement both infrastructure changes along the 4th Street corridor. • This Power Map can also identify relevant stakeholders along the 4th Street corridor to provide input regarding which programs, projects, and policies are most appropriate given their local expertise. 	Winter 2020	Santa Rosa CPBST Planning Committee	Power Mapping: A Tool for Strategy & Influence Santa Rosa CPBST Community Asset Map
<p>Develop an Outreach Plan</p> <ul style="list-style-type: none"> • Using the Power Map and the Santa Rosa CPBST Asset Map as a reference, the City will aim to develop a detailed outreach plan to ensure various residents provide input about potential solutions along the 4th Street corridor. 	Spring 2021	Santa Rosa CPBST Planning Committee	How to Create an Outreach Work Plan
<p>Implement an Outreach Plan</p> <ul style="list-style-type: none"> • The City of Santa Rosa may implement its outreach plan in-person if COVID-19 restrictions are lifted. The City will follow County and State Public Health regulations. 	Summer 2021	Santa Rosa CPBST Planning Committee City of Santa Rosa	Principles for Equitable Public Outreach & Engagement During COVID-19 & Beyond

Equity Project Name: Community Engagement Campaign to Finalize 4th Street Corridor Improvements (continued)

<p>Conduct Community Input Sessions</p> <ul style="list-style-type: none"> The City of Santa Rosa will conduct community input sessions to receive feedback regarding road improvements such as bulb-outs, protected buffered bike lanes, scoping for a road diet, pedestrian scale lighting, and installation of bike boxes along the 4th Street corridor. 	Fall 2021	<p>Santa Rosa CPBST Planning Committee</p> <p>City of Santa Rosa</p>	<p>Conducting Public Forums and Listening Sessions</p> <p>Authentic Community Engagement Requires Vulnerability</p> <p>James Rojas on Community Engagement</p>
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Engagement Project Name: Slow Streets Activation on Talbot Avenue

Project Description: Create a temporary Slow Streets Activation on Talbot Avenue. The activation project can also serve as a space for the City to engage and gather community feedback on potential walking and biking infrastructure enhancements on Talbot Avenue. Talbot Avenue is a heavily used street that intersects the 4th Street Corridor.

Project Goals:

1. Create opportunities for residents and stakeholders to reimagine their streets and share their ideas for infrastructure improvements that connect to 4th Street to Talbot Avenue; and
2. Develop a sense of community ownership of Talbot Avenue, allowing the community to experience walking, biking, and rolling with limited vehicle traffic.

Action Steps	Timeline	Responsible Party	Resources
<p>Develop a funding plan for the Slow Street Actions</p> <ul style="list-style-type: none"> • Review best practices for Slow Streets Development. • Partner with local business. • Work towards community buy-in and ownership of the Slow Street activation. 	Fall 2020	City of Santa Rosa Santa Rosa CPBST Planning Committee	Care Act - COVID relief funds NACTO streets for pandemic response and recovery How to create a Slow Street program Black Communities Sidelined
<p>Develop a community engagement plan</p> <ul style="list-style-type: none"> • Partner with local business and community groups to create a social media campaign and calendar announcing the Slow Street Activation and Community Engagement opportunities. • Create opportunities and encourage residents to reimagine the streets with chalk art. • Create signage with hashtags that enable users to post about what they like/do not like about the Slow Street Activation, as well as what permanent changes they would like to see. • Create paper and digital surveys on usage and permanent changes users would like to see. 	Fall 2020	Planning Committee	Chalk Street Painting FAQ's OTS Traffic Safety Grants

Engagement Project Name: Slow Streets Activation on Talbot Avenue (continued)

<p>Collect Community Feedback and Report out</p> <ul style="list-style-type: none"> ● Gather and sift through paper and digital surveys to identify trends. ● Gather and filter through social media engagements using the hashtag. ● Report findings to the Santa Rosa Planning Department. ● Report out findings via social media and email. 	<p>Winter 2021</p>	<p>Santa Rosa Planning Department Planning Committee</p>	
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Educational Project Name: 4th Street Corridor Video/Voice Project

Project Description: Santa Rosa CBPST Planning Committee and Safe Routes to School can develop a Video/Photo Voice project for Santa Rosa youth and residents to share their walking and biking experiences along 4th street. Data collected from the Photo/Voice projects can be included in the [Street Story](#) platform to add to the community-sourced data set. This data can inform infrastructure improvements and community programs needed to improve walking and biking safety.

Project Goals:

1. Create a platform where community residents and school children can express their experiences and concerns walking and biking along 4th Street;
2. Increase walking and biking safety education by sharing the Video/Photo Voice content through social media; and
3. Continuously promote and use the Street Story platform to collect information on near misses, hazardous places, and crashes.

Action Steps	Timeline	Responsible Party	Resources
<p>Develop a Video/Photo Voice project Highlight and incentivize student voices</p> <ul style="list-style-type: none"> • Encourage Elementary School, Middle School and High School students to share stories about what it's like to travel to and from school along this corridor using the Video/PhotoVoice project. • Encourage teachers and parents from Proctor Terrace ES to collaboratively create a classroom Video/Photo Voice project. • Collaborate with schools to either provide school credit or community service hours for participation 	<p>Winter 2020</p>	<p>Planning Committee Midtown 4th Bike Ped Advisory Board Sonoma Ct. Bike Coalition Safe Routes to School</p>	<p>Case study - High School Voice/Video engagement PhotoVoice OTS Traffic Safety Grants</p>
<ul style="list-style-type: none"> • Encourage all participants to add the experiences shared in their Video/Voice projects to the Street Stories database • Use Street Story to input near misses, etc., and encourage others to do the same. • Create hashtags and languages for social media engagement, explaining what hashtags to use when sharing Voice/Video Stories • Collaborate with 4th Street Corridor businesses to incentivize Video/Voice social media engagement by offering participation discounts. 	<p>Spring 2021</p>	<p>Sonoma Ct. Bike Coalition Proctor Terrace ES school staff + parents Santa Rosa MS + HS SR French American Charter School</p>	<p>UC Berkeley Street Story SafeRoute Partnership- effective messaging Hootsuite - How to create a social media calendar</p>

Project Team Recommendations

The Project Team submits the following recommendations for consideration based on short-term, and long-term projections. Implementation of recommendations may take more or less time dependent on individual community factors and COVID-19 restrictions.

Short-Term Recommendations

Evaluate Student Arrival and Dismissal at Proctor Terrace Elementary School

The Project Team **recommends Proctor Terrace Elementary School parents and administrators evaluate how all road users travel through the Bryden Lane/Grosse Avenue intersection during arrival and dismissal time at Proctor Terrace Elementary School.** Drivers turn into Gross Avenue from Bryden Lane almost immediately after turning into Bryden Lane from 4th Street because Gross Avenue is very close to the intersection of Bryden Lane/4th Street. Drivers are often unable to yield to pedestrians because there is not enough space on the street, and when they yield, traffic backs up on Gross Avenue, Bryden Lane, and 4th Street. Parent surveys from the Safe Routes to School Program at Proctor Terrace Elementary School have indicated that perception of unsafe intersections and crossings is the top reason parents do not allow their children to walk or bike to school. Proctor Terrace Elementary School parents and administrators can use the [Safe Routes to School Guide for Student Drop-off and Pick-up](#) to evaluate travel patterns in the Bryden Lane/4th Street and Bryden Lane/Gross Avenue intersections. The Project Team **recommends parents and school administrators share the evaluation results with the City of Santa Rosa** and work with them to plan for pedestrian infrastructure enhancements that can increase students' safety during arrival and dismissal.

COVID-19 Open Street Parklets along the 4th Street Corridor

The Project Team **recommends the City of Santa Rosa collaborate with the Midtown 4th community group to outreach and help build temporary parklets along the 4th Street Corridor.** These temporary Open Streets parklets would encourage drivers to slow their speed, providing a safer and more welcoming pedestrian atmosphere. It would also allow businesses to continue serving the community, aiding in the COVID relief effort. Participants in the workshop request these outdoor seating parklets for Superburger on St Helena Avenue and 4th Street. The project team recommends the **City of Santa Rosa apply for [CARE Act Funding](#) and other COVID relief grants to fund the parklet project.** The project team recommends the **Midtown 4th group** expand on their 2019 Design and Walking Workshops to inform business partners about the parklets and gauge participation interest in the temporary installations.

Long-Term Recommendations

Improve Bus Stops Along the 4th Street Corridor

The Project Team **recommends the City of Santa Rosa work with the Santa Rosa CityBus agency to improve bus stops along the 4th Street corridor from E Street to Farmers Lane.** The eastbound bus stops on 4th Street/Brookwood Avenue, 4th Street/Alderbrook Drive, 4th Street/Rogers Way, and the westbound bus stop on 4th Street/Proctor Drive lack benches, trash cans, and a bus shelter to protect transit riders from harsh weather conditions. This would support safety and comfort for pedestrians accessing transit.

Improve Safety at Crossings

The Project Team **recommends the City of Santa Rosa explore improving pedestrian and bicycle visibility at the curved 4th Street/Bryden Lane intersection.** The feedback we received during the workshop suggested that people do not feel safe crossing this intersection. Crash data for 2014-2018 shows that one of the two pedestrian crashes occurring on the 4th Street corridor happened at the 4th Street/Bryden Lane intersection. The U.S. Department of Transportation Federal Highway Safety Administration suggests various low-cost options worth exploring to increase safety at this horizontal curve. Encouraging drivers to slow down, maintaining vegetation to improve visibility, restriping pavement markings, and overall raising driver awareness of pedestrians and bicyclists could improve pedestrians' and bicyclists' safety at this curving intersection.

Install Student-designed creative crosswalks and bulb out along 4th Street

The Project Team **recommends the City of Santa Rosa work with the Sonoma County Bicycle Coalition Safe Routes to School program to install student-designed creative crosswalks and bulb-out street enhancements along 4th Street.** The project team recommends the City of Santa Rosa contract with the Sonoma County Bicycle Coalition Safe Routes to School program to create a student art contest for their programs at Proctor Elementary School and The French American Charter. The students' parents and faculty at both schools near the 4th Street corridor have expressed safety concerns and use the 4th Street/Bryden Lane and 4th Street/Talbot Avenue crosswalks. The proposed culturally relevant street enhancements would create a sense of safety and community ownership, primarily when the students who use the crosswalks design the crosswalks, as seen in [The City of Oakland's 90th Ave Repaving & Redesign](#). These creative enhancements are often relatively low-cost alternatives that use paint, planters, and bollards, as shown on page 46 of the [Portland Bureau of Transportations Safe Routes to School Street Design Toolkit](#) and "Coloring Book" example of [2019 Bike to Books Design Contest](#). The Project Team recommends exploring [OTS Traffic Safety Grants](#) for this project.

Appendix A: Data Analysis

Pedestrian and Bicycle Crash Data Analysis

- Santa Rosa 4th Street and College Avenue CPBST Workshop Data Factsheet
- Santa Rosa 4th Street and College Avenue CPBST Site Visit Data Presentation

4th St / College Ave Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
 Santa Rosa, CA | August 12, 2020

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 0.8 percent increase in pedestrian deaths from 2016 to 2017 and a 6.5 percent decrease in cycling deaths (FARS 2016 and 2017). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The **local data seen below reflects collision data from the last 5 years (2014-2018)** within the boundaries centering downtown Santa Rosa with Fulton Rd to the west, Hwy 12 to the south, Guerneville Rd and Steele Ln to the north, and Farmers Ln leading into Brush Creek Rd and Chanate Rd to the east.

Pedestrian Collisions Over Time

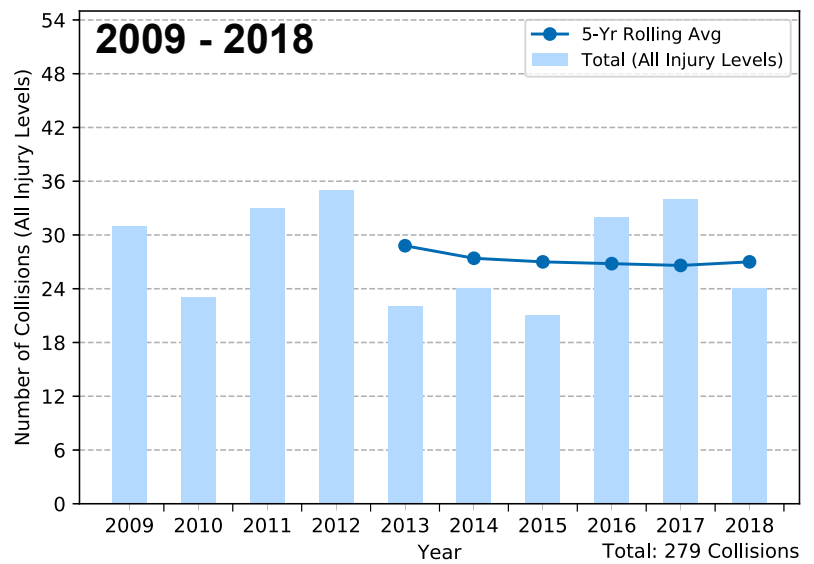
The number of collisions appear to be **mostly stable**.



143 people injured

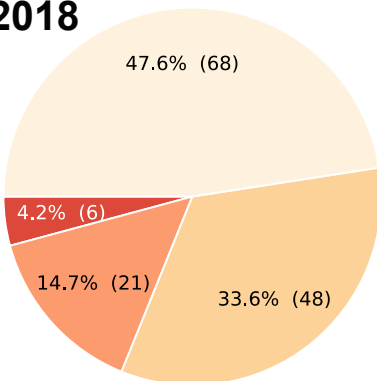


279 pedestrian collisions

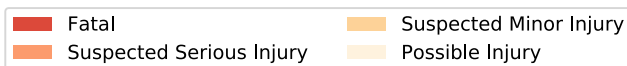


Victim Injury Severity

2014 - 2018



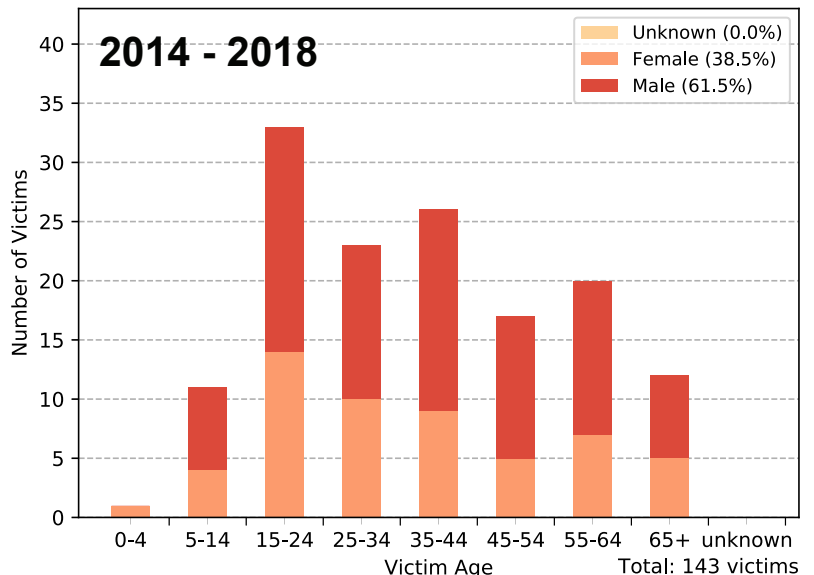
Total: 143 victims



18.9% fatalities or serious injuries

Victim Demographics

2014 - 2018



Total: 143 victims

35.7% of victims were under the age of 25

Bicycle Collisions Over Time

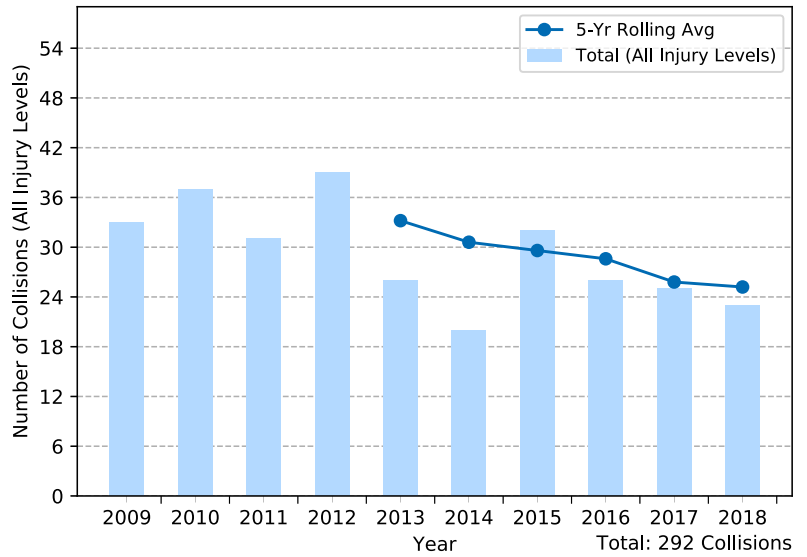
The number of collisions appear to be ***slight downward trend***.



125 people injured

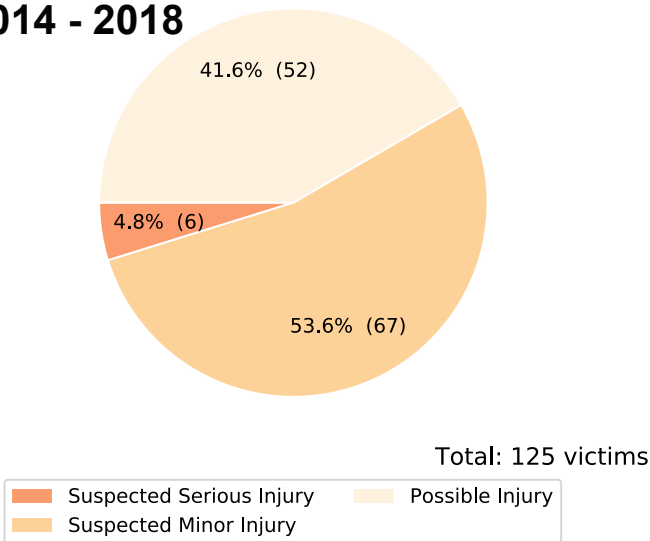


292 bicycle collisions



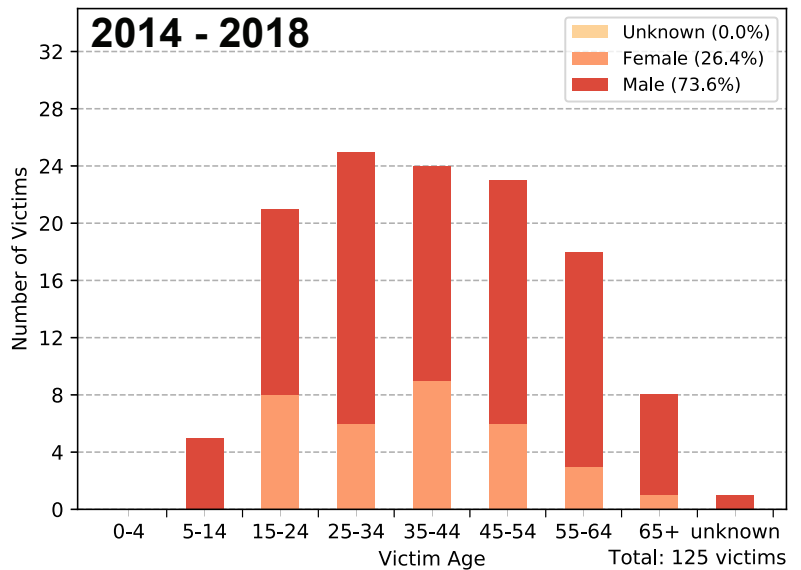
Victim Injury Severity — Victim Demographics

2014 - 2018



4.8% of victims suffered serious injuries

2014 - 2018



73.6% of victims were male

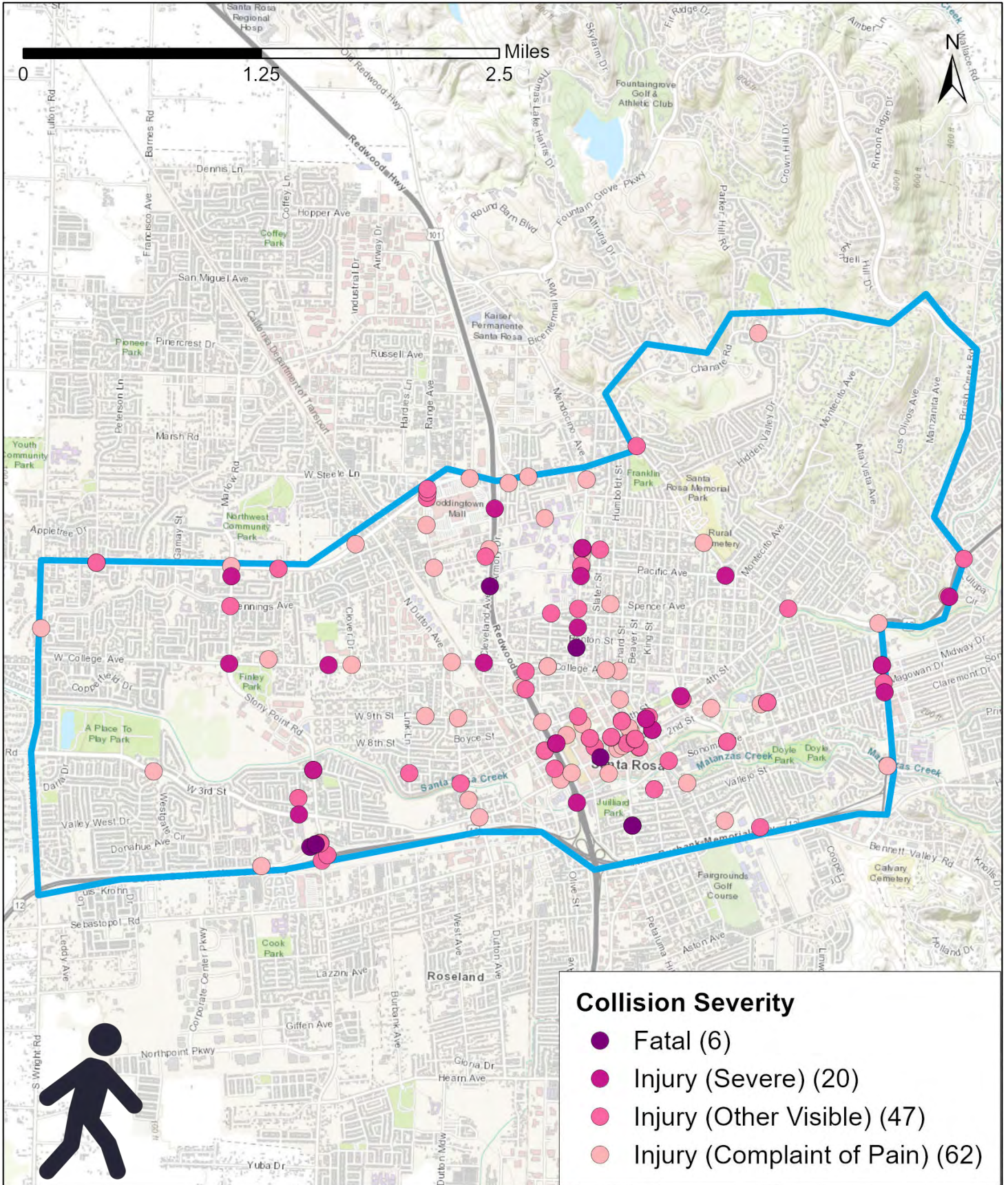
What other data could help inform decision-making?

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

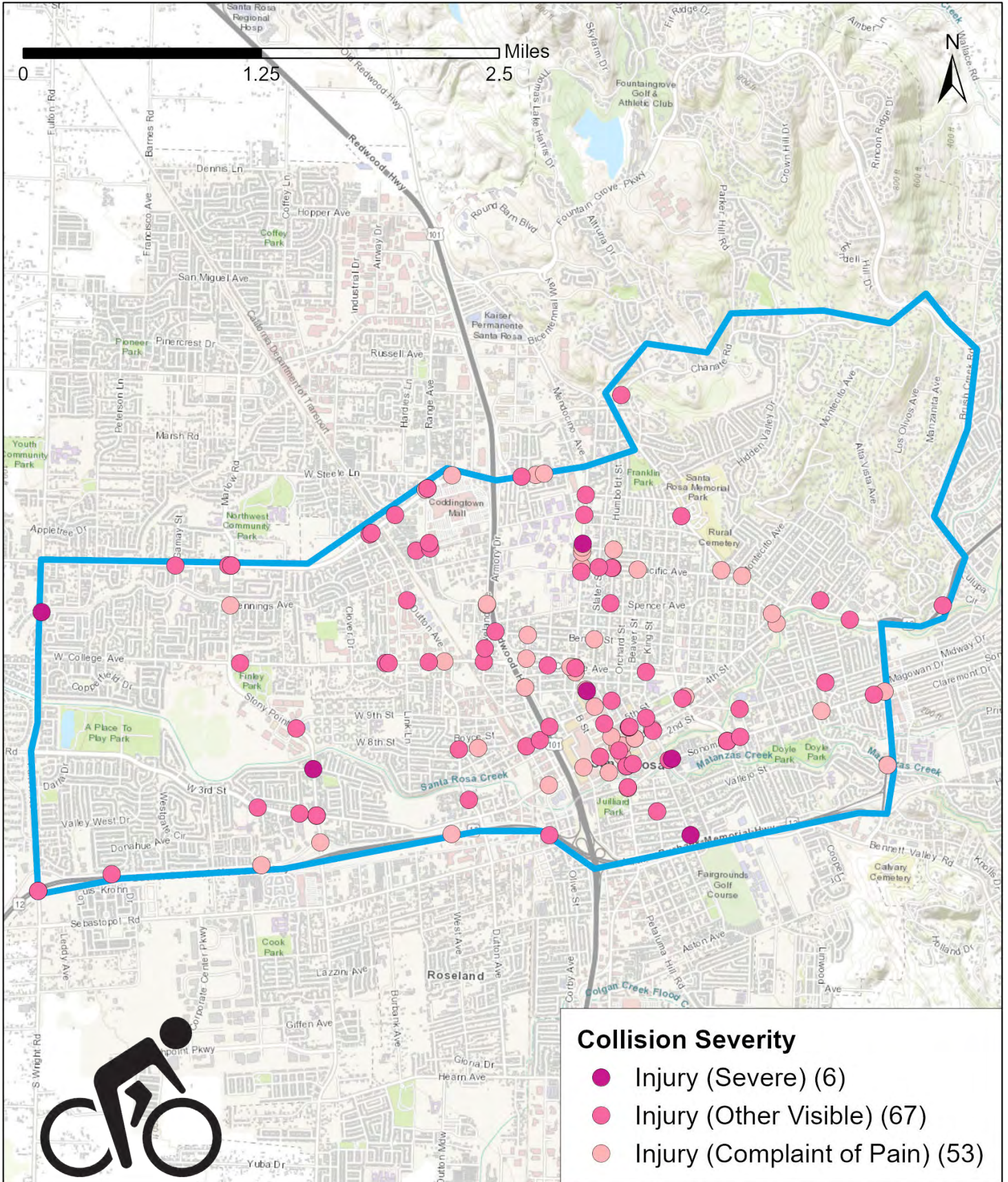
What kinds of improvement do you think could help make walking and biking safer in your community?

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

4th St / College Ave Pedestrian Collision Map (2014 - 2018)



4th St / College Ave Bicycle Collision Map (2014 - 2018)



Pedestrian and Bicycle Collision History

Santa Rosa, California

CPBST Site Visit

Wednesday, July 15, 2020

Kaori Kuroda, Program and Policy Analyst
kkuroda@berkeley.edu

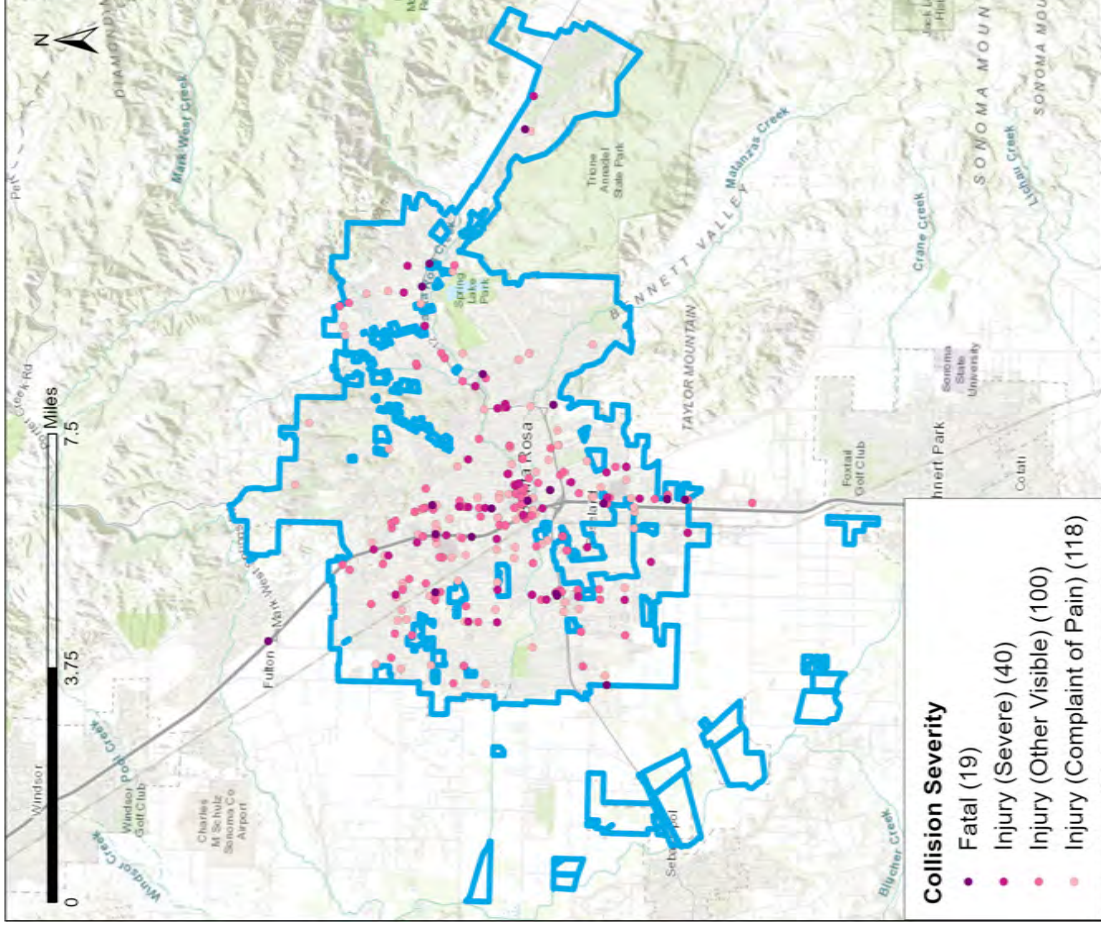
Ana Lopez, Program and Policy Analyst
ana.lopez@berkeley.edu

Pedestrian Injury Collision Map (2014 - 2018)

City of Santa Rosa Overview

290 pedestrian collisions resulting in an injury to or fatality of a pedestrian

277 of 290 pedestrian collisions are geocoded on the following map



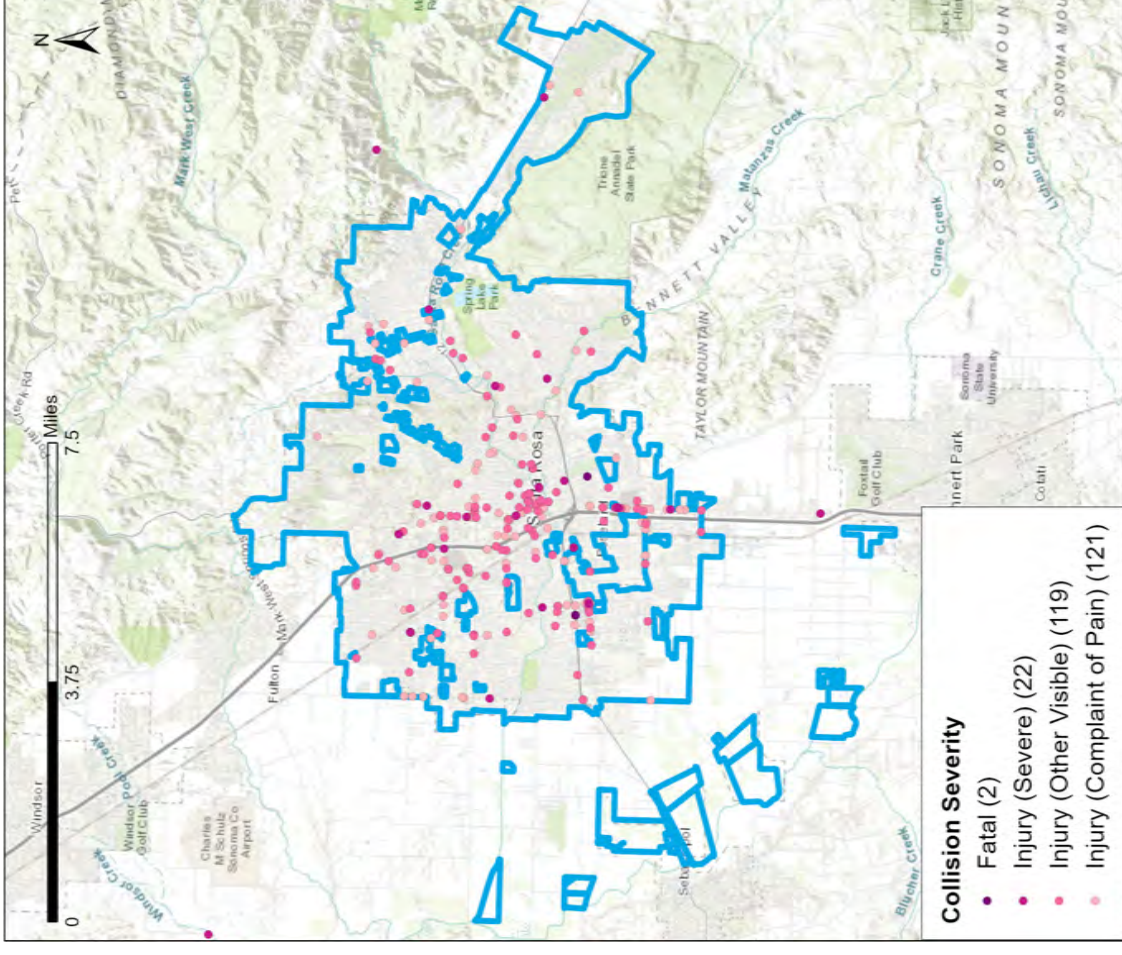
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Injury Collisions Map (2014 – 2018)

Santa Rosa Overview

274 bicycle collisions resulting in an injury to a cyclist

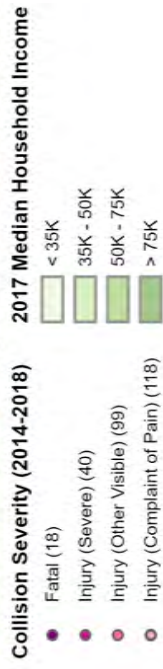
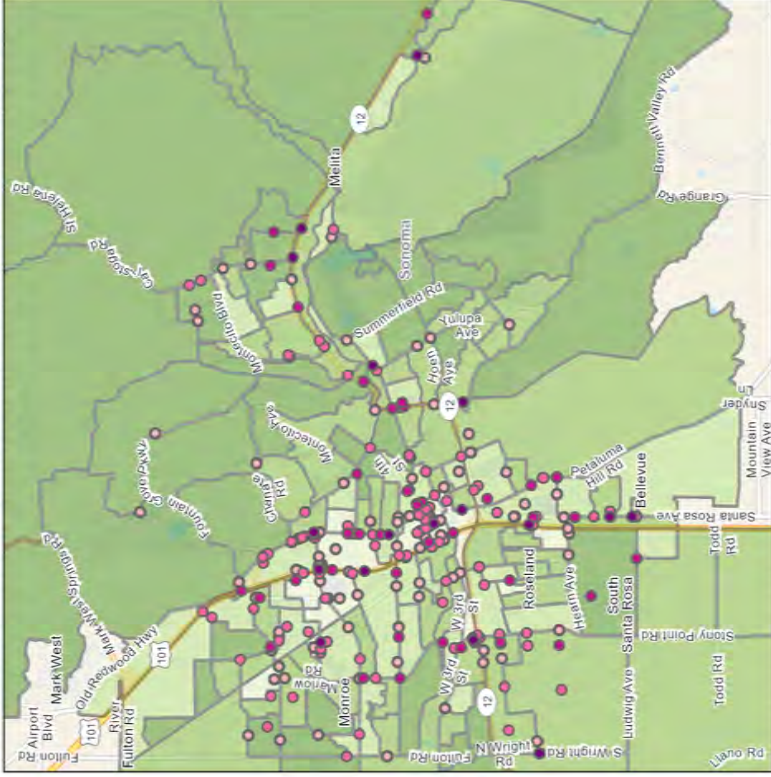
264 of 274 bicycle collisions are geocoded on the following map



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Injury Collisions Map with Income (2014-2018)

Santa Rosa Pedestrian Collision Map with Income (2014 - 2018)



Santa Rosa Bicycle Collision Map with Income (2014 - 2018)



CPBST Focus – 4th Street & College Ave Corridors

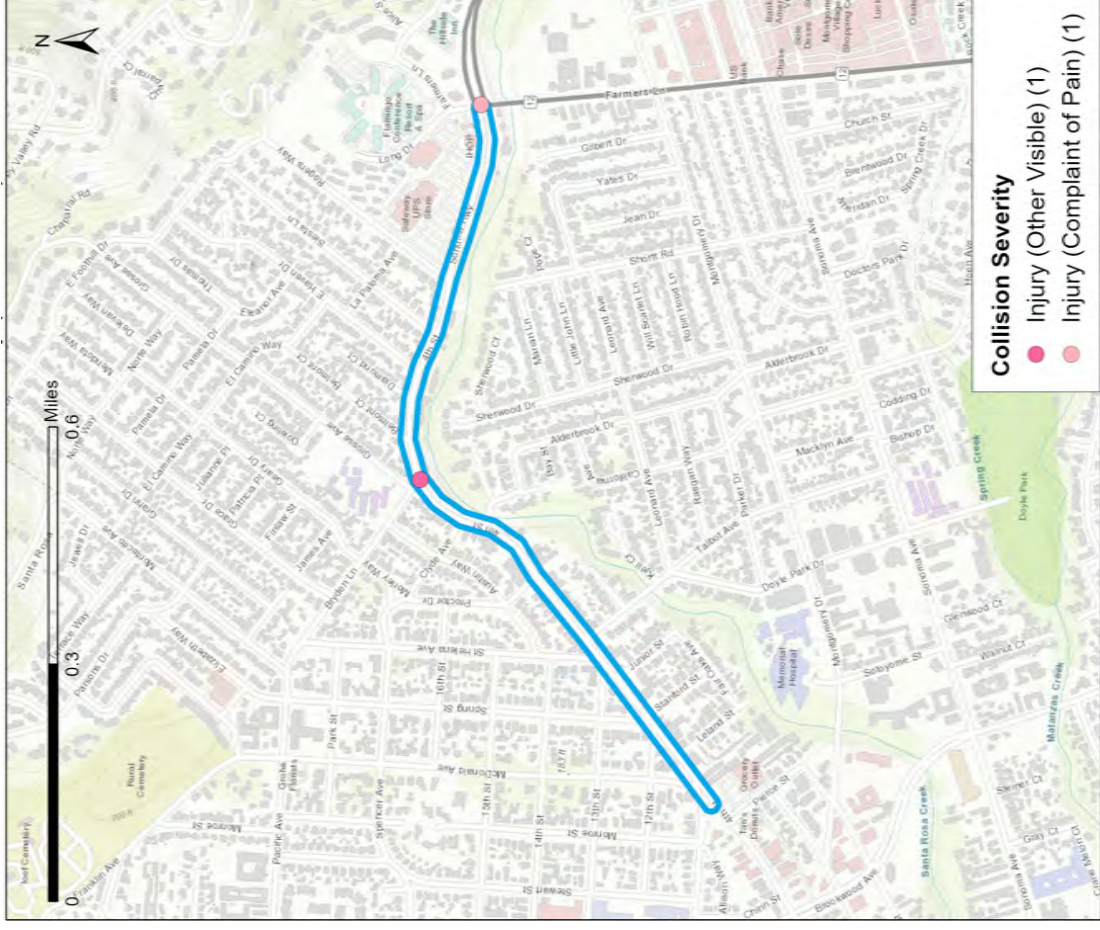
As determined by the Planning Committee, we have narrowed the focus for the Santa Rosa CPBST to the 4th Street and College Ave corridors. On 4th Street, the boundaries are from E Street to Farmers Lane; and on College Ave, the boundaries are from U.S. 101 to 4th Street. The following graphics show pedestrian and bicycle collision data within these limits. No conclusive observations can be extracted from these graphics due to such narrowed focus and limited collision data.

Pedestrian Injury Collision Map (2014 - 2018)

Focus Area

4th Street from E Street to Farmers Lane

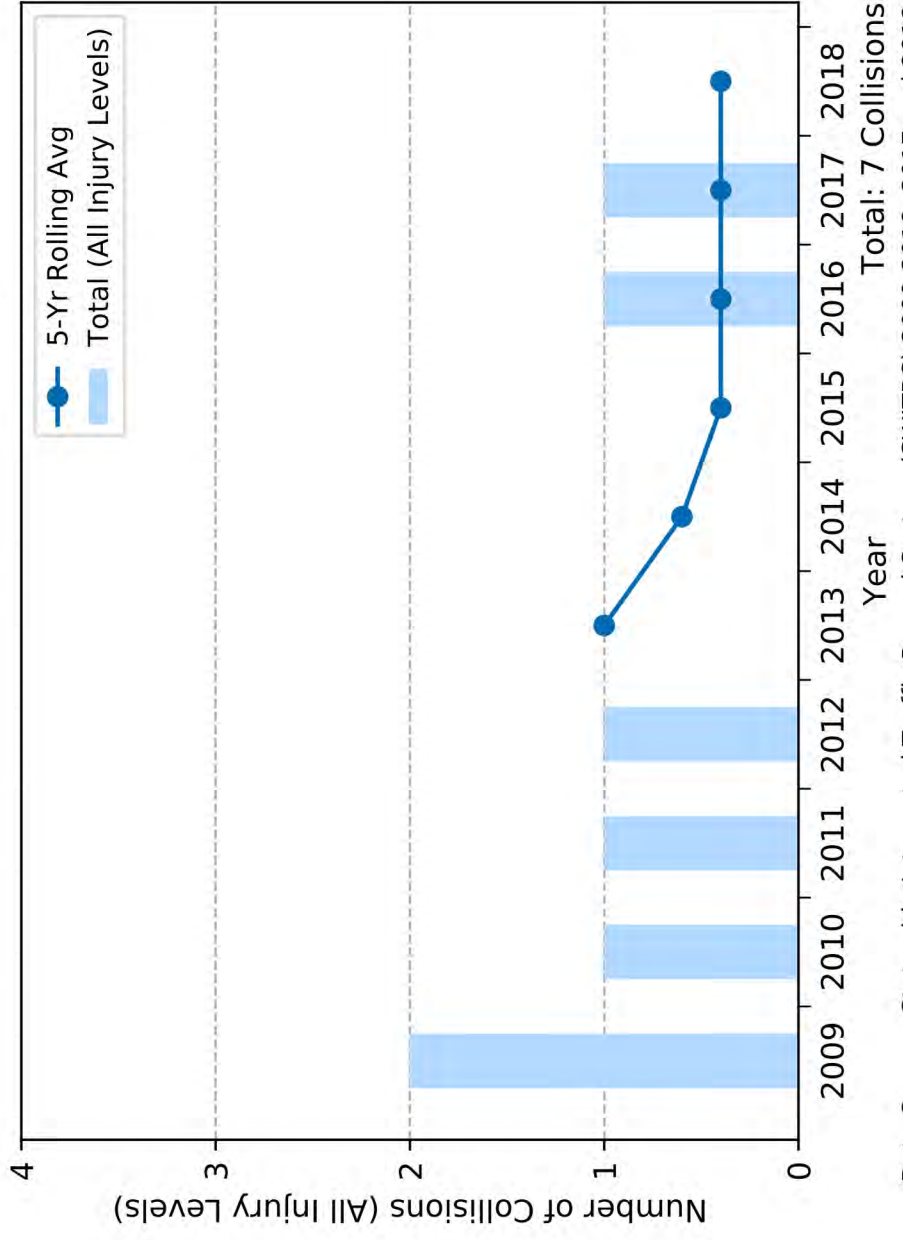
2 pedestrian collisions resulting in an injury to a pedestrian



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Injury Collisions Trend (2009 – 2018)

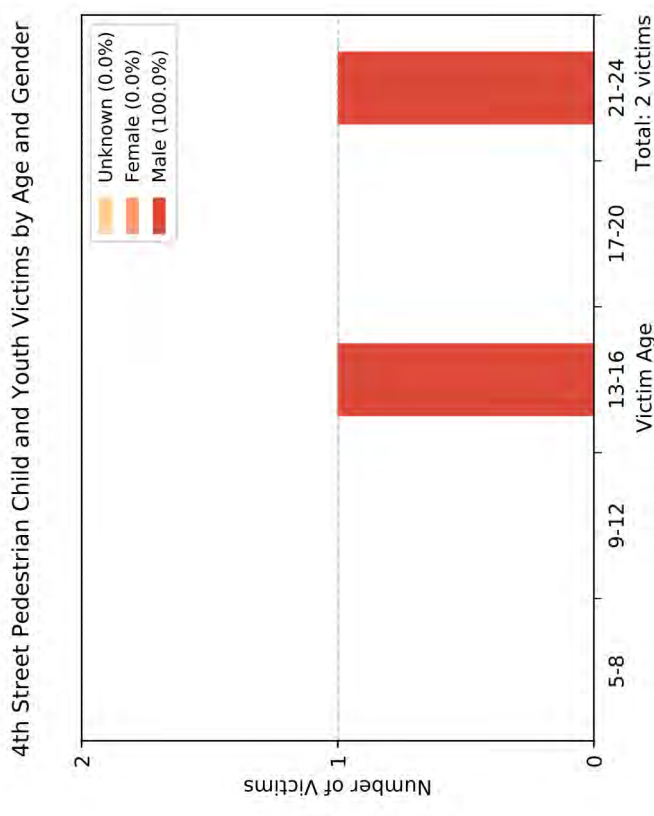
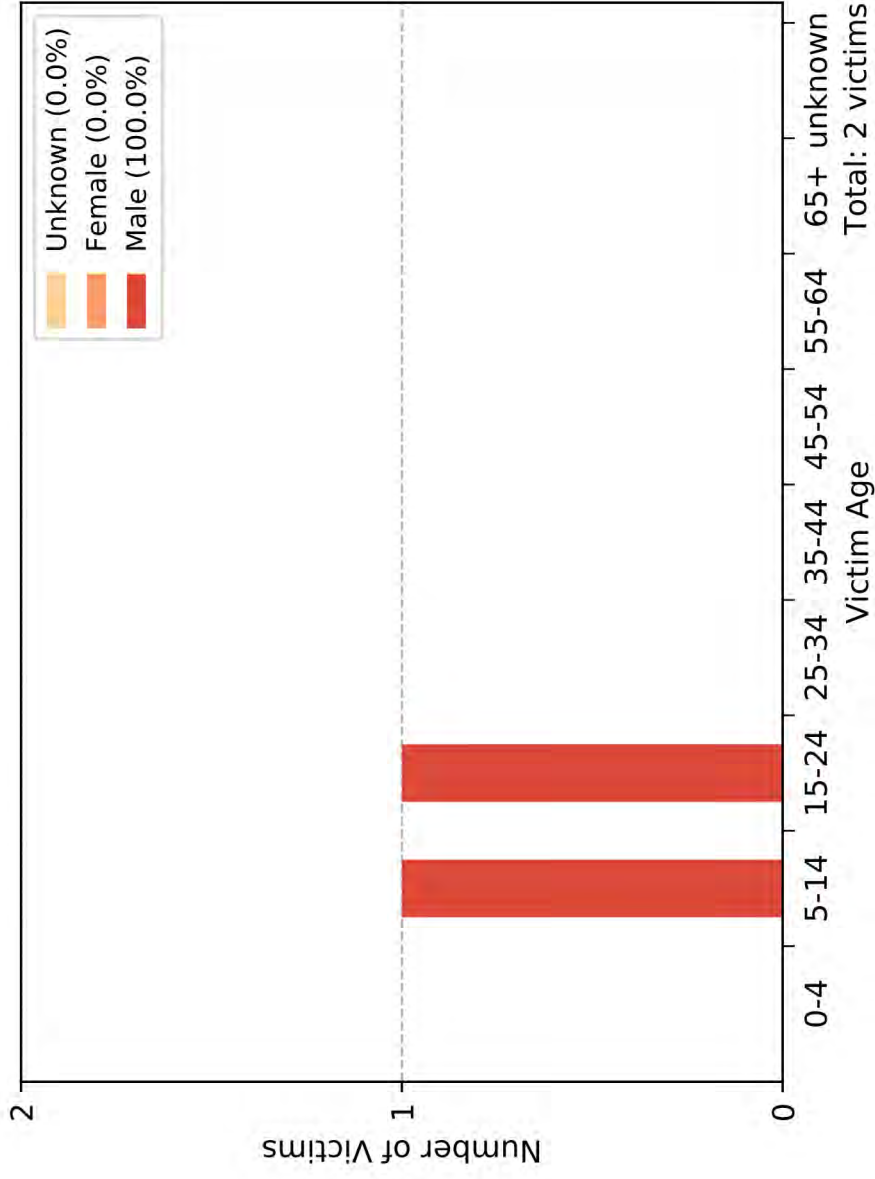
4th Street Pedestrian Injury Collisions (2009 - 2018)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

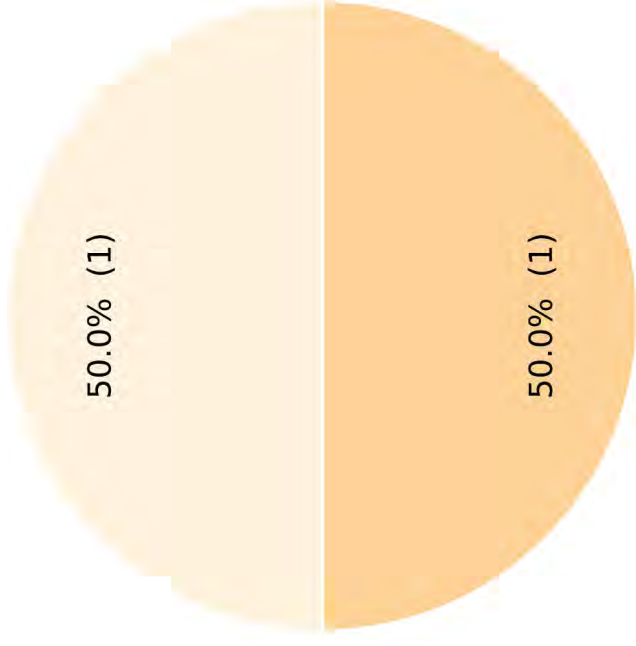
Pedestrian Victim Injury (2014 – 2018) by age and gender

4th Street Pedestrian Victims by Age and Gender



Pedestrian Victim Severity (2014 – 2018)

4th Street Pedestrian Victims by Injury Severity



Total: 2 victims



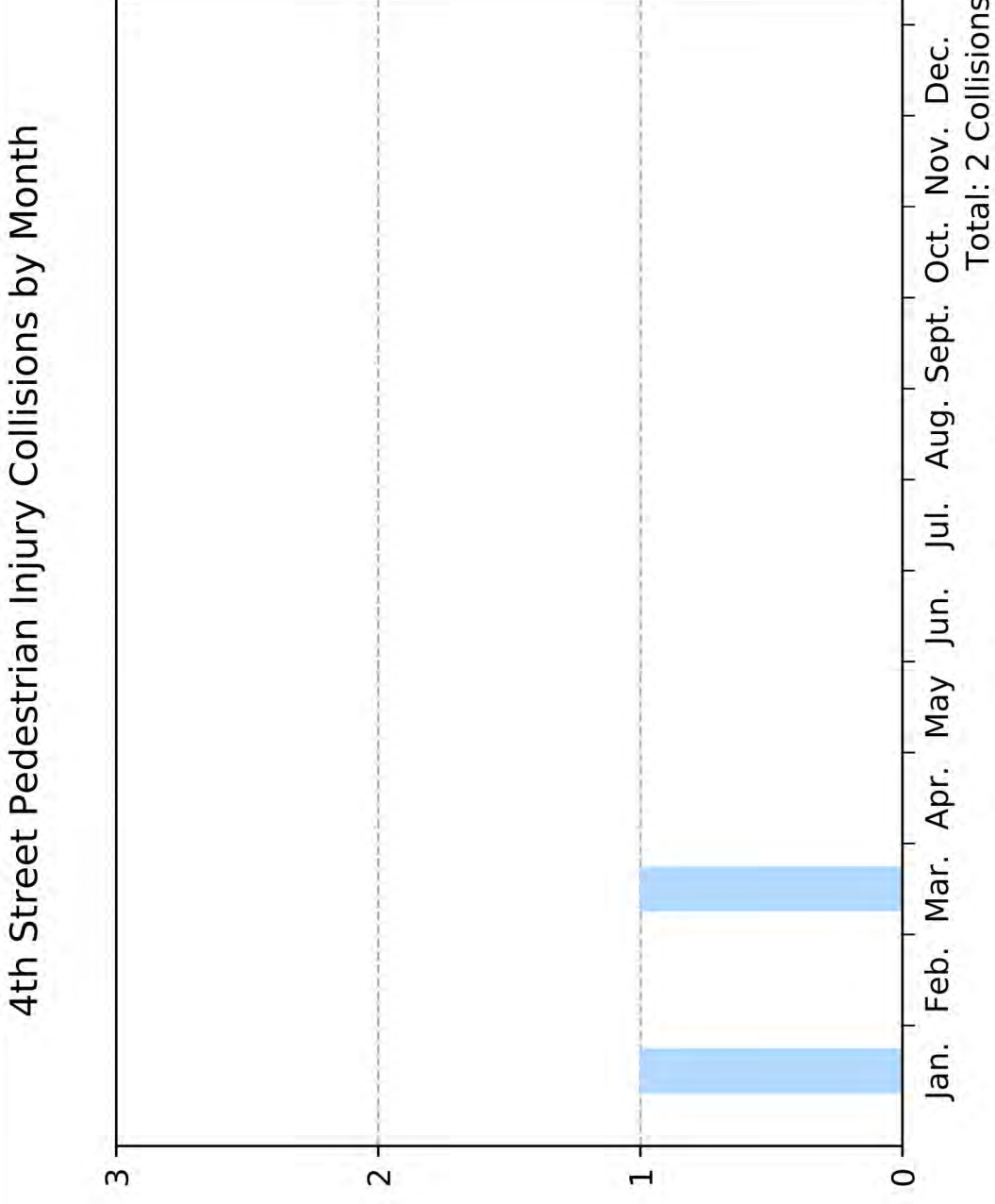
Pedestrian Collisions (2014 – 2018) by Time of Day and Day of Week

4th Street Pedestrian Collisions by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	0	0	1	1
06:00PM-08:59PM	0	0	0	0	0	0	0	0
03:00PM-05:59PM	0	1	0	0	0	0	0	1
Noon-02:59PM	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	1	2

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of Mar. 2020

Pedestrian Collisions (2014 – 2018) by Month



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Collisions (2014 – 2018) by Type of Violation (Top Violations)

4th Street Pedestrian Collisions by Type of Violation Total: 2 Collisions

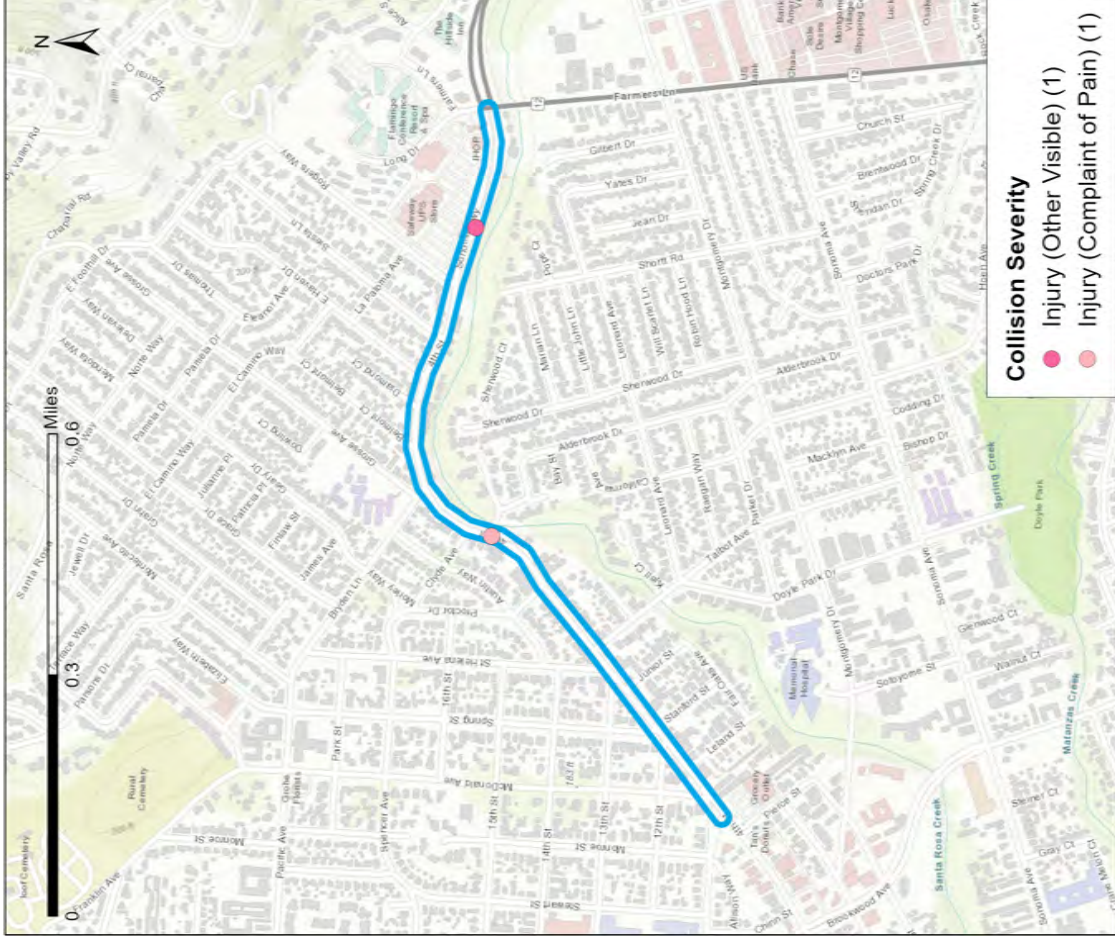
CVC No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	2 (100.0%)

Bicycle Injury Collisions Map (2014 – 2018)

Focus Area

4th Street from E Street to Farmers Lane

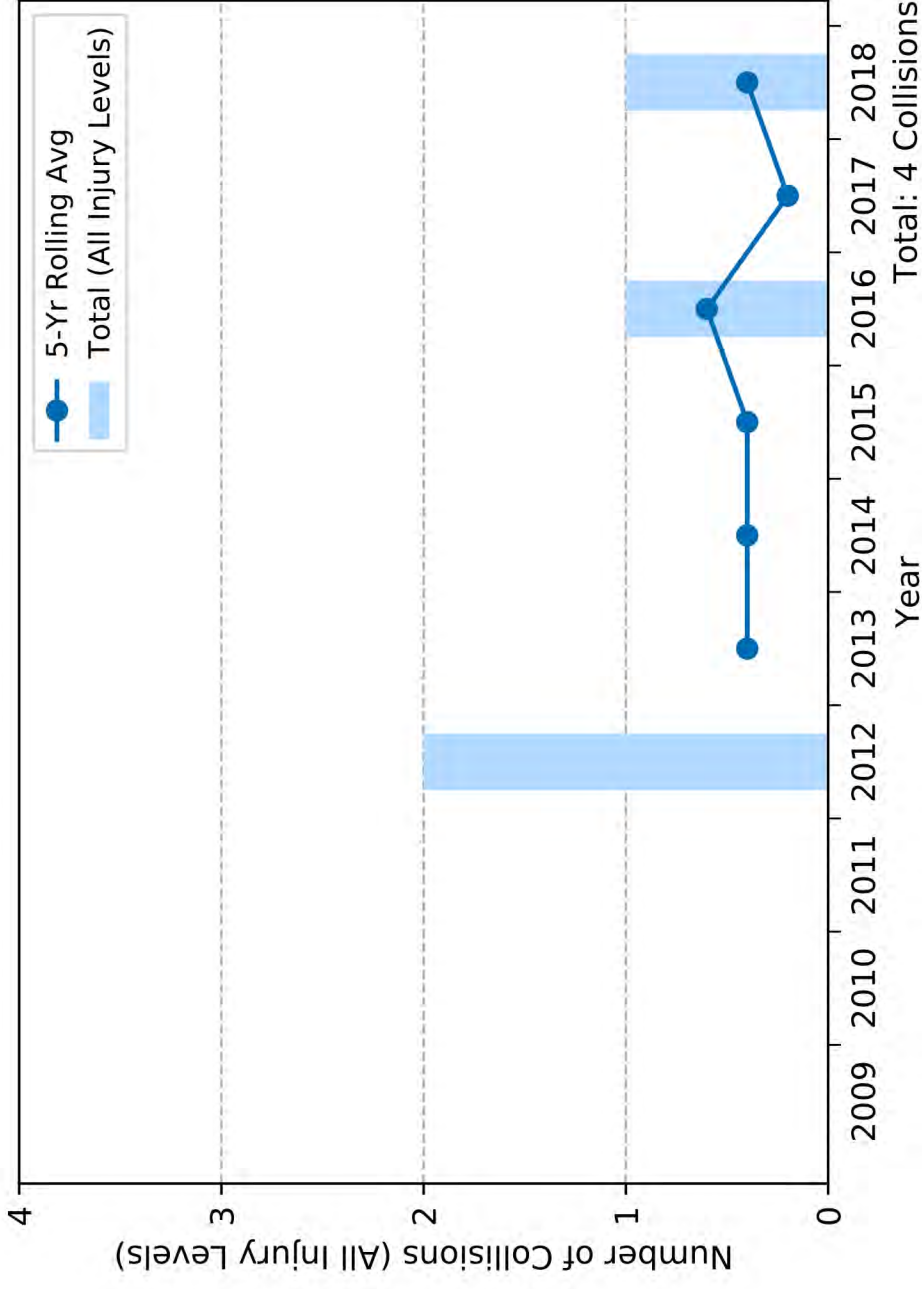
2 bicycle collisions resulting in an injury to a cyclist



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Injury Collisions Trend (2009 – 2018)

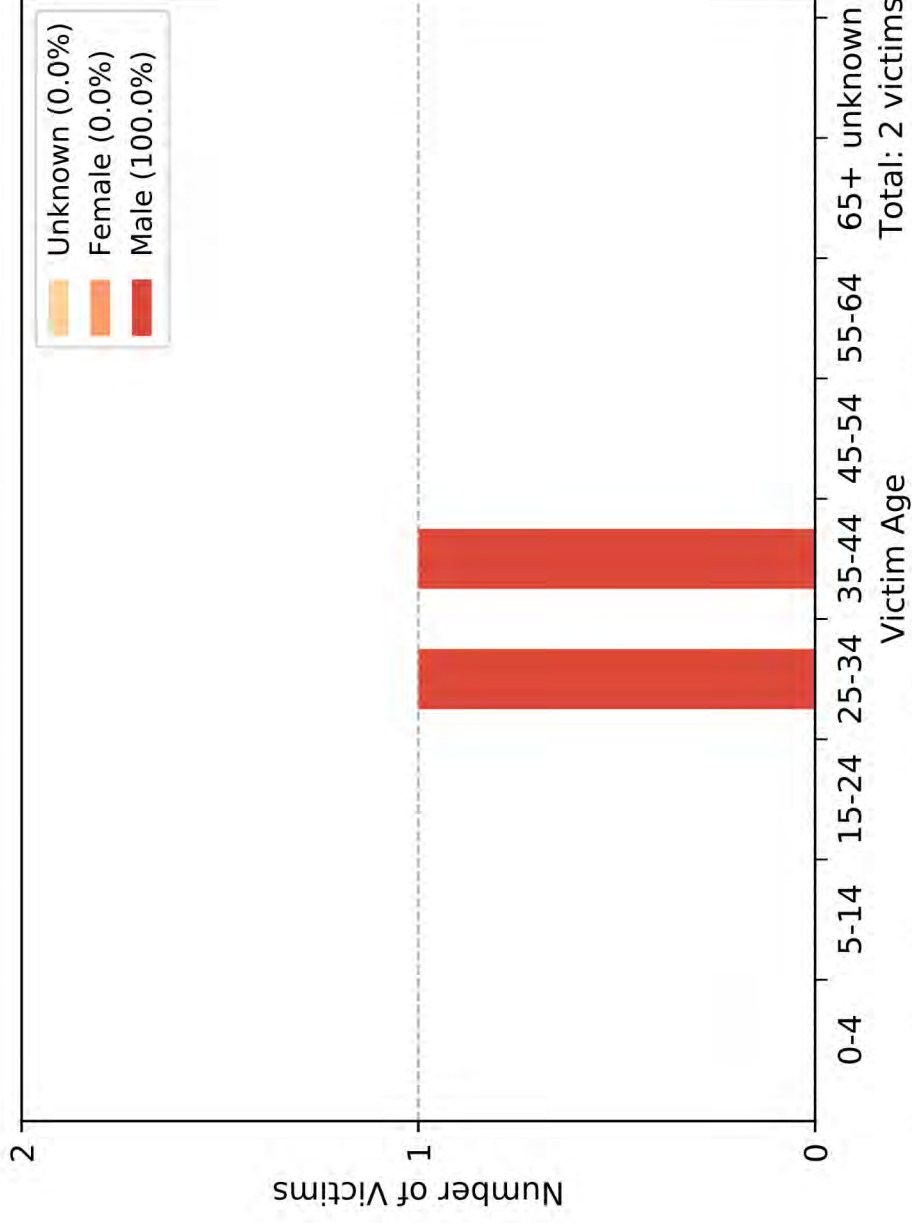
4th Street Bicycle Injury Collisions (2009 - 2018)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Victim Injury (2014 – 2018) by age and gender

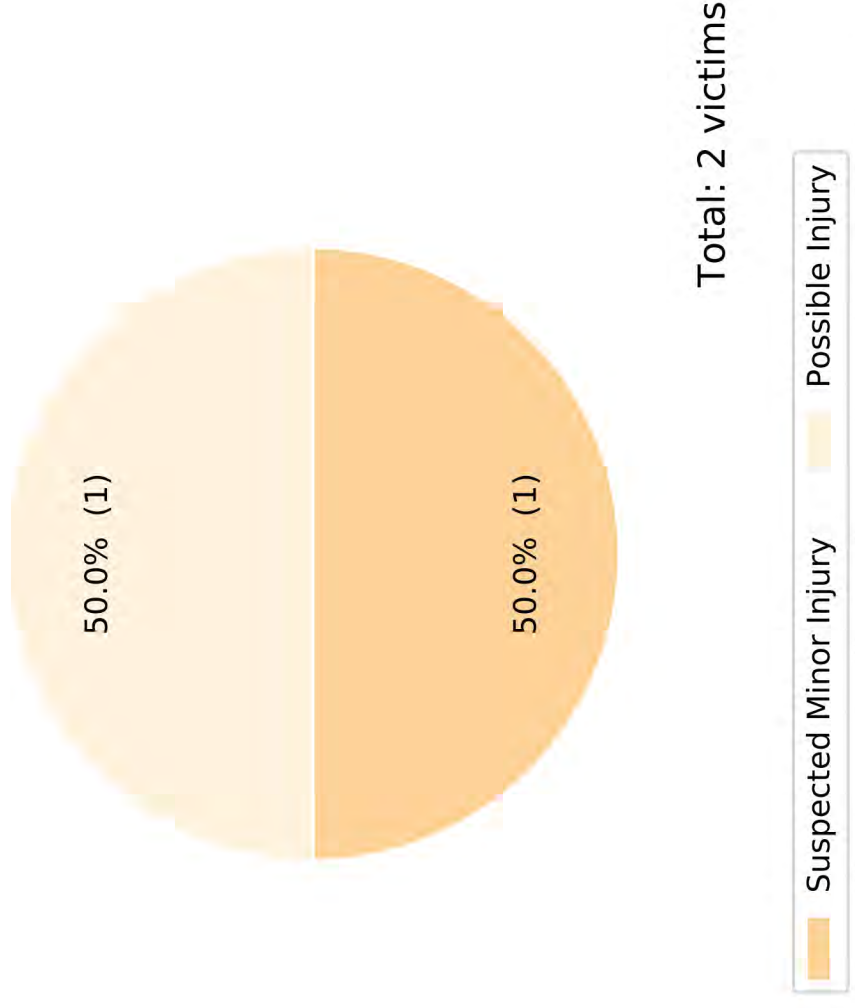
4th Street Bicycle Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Victim Severity (2014 – 2018)

4th Street Bicycle Victims by Injury Severity



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

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

4th Street Bicycle Collisions by Time of Day and Day of Week

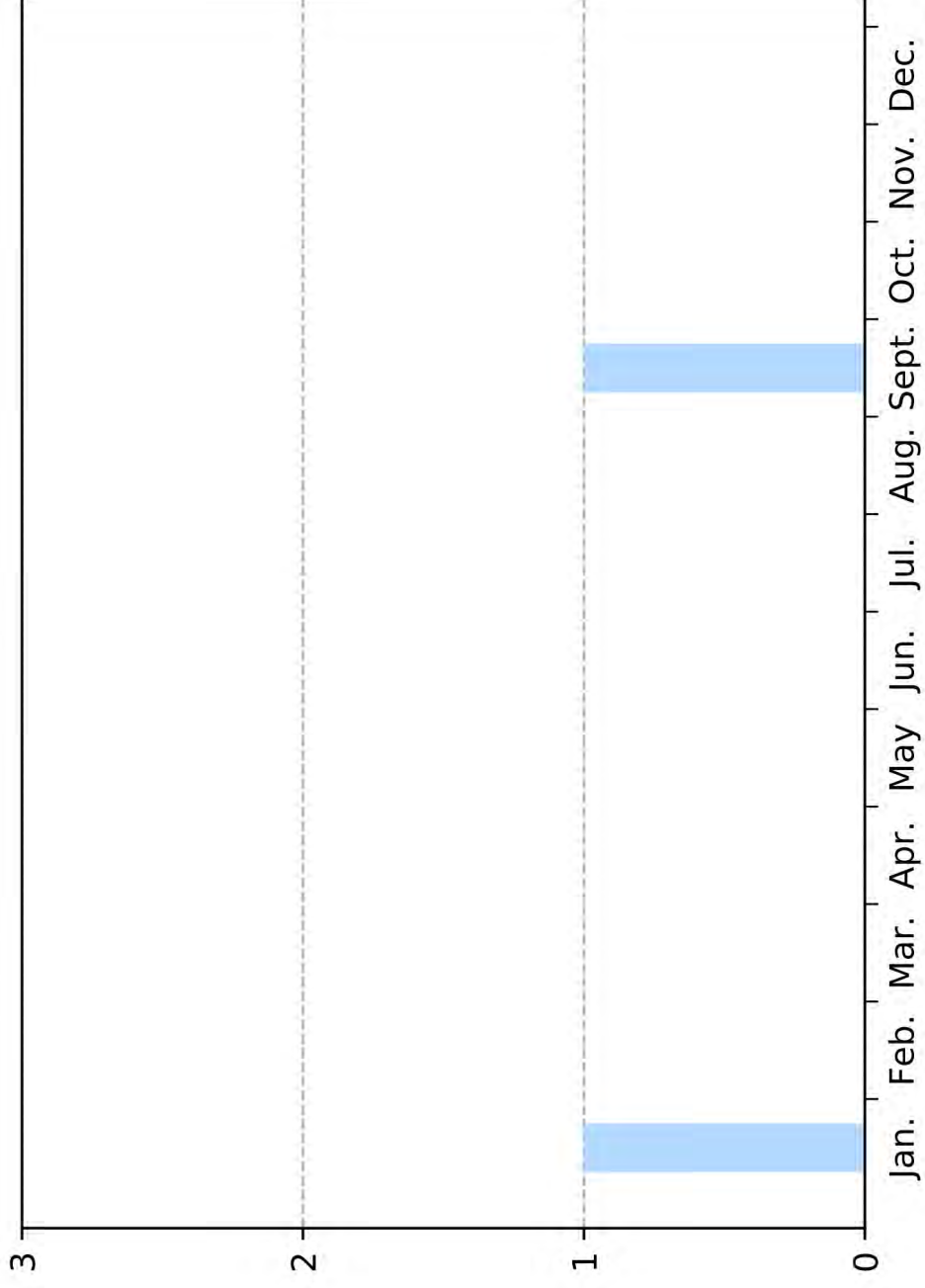
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	0	0	0	0
06:00PM-08:59PM	0	0	0	0	0	0	0	0
03:00PM-05:59PM	0	0	0	0	0	1	0	1
Noon-02:59PM	0	0	0	0	0	0	0	0
09:00AM-11:59AM	0	0	0	0	0	0	0	0
06:00AM-08:59AM	0	0	0	1	0	0	0	1
03:00AM-05:59AM	0	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	0	2

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Collisions (2014 – 2018)

by Month

4th Street Bicycle Injury Collisions by Month



Total: 2 Collisions

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Collisions (2014 – 2018) by Type of Violations (Top Violations)

4th Street Bicycle Collisions by Type of Violation
Total: 2 Collisions

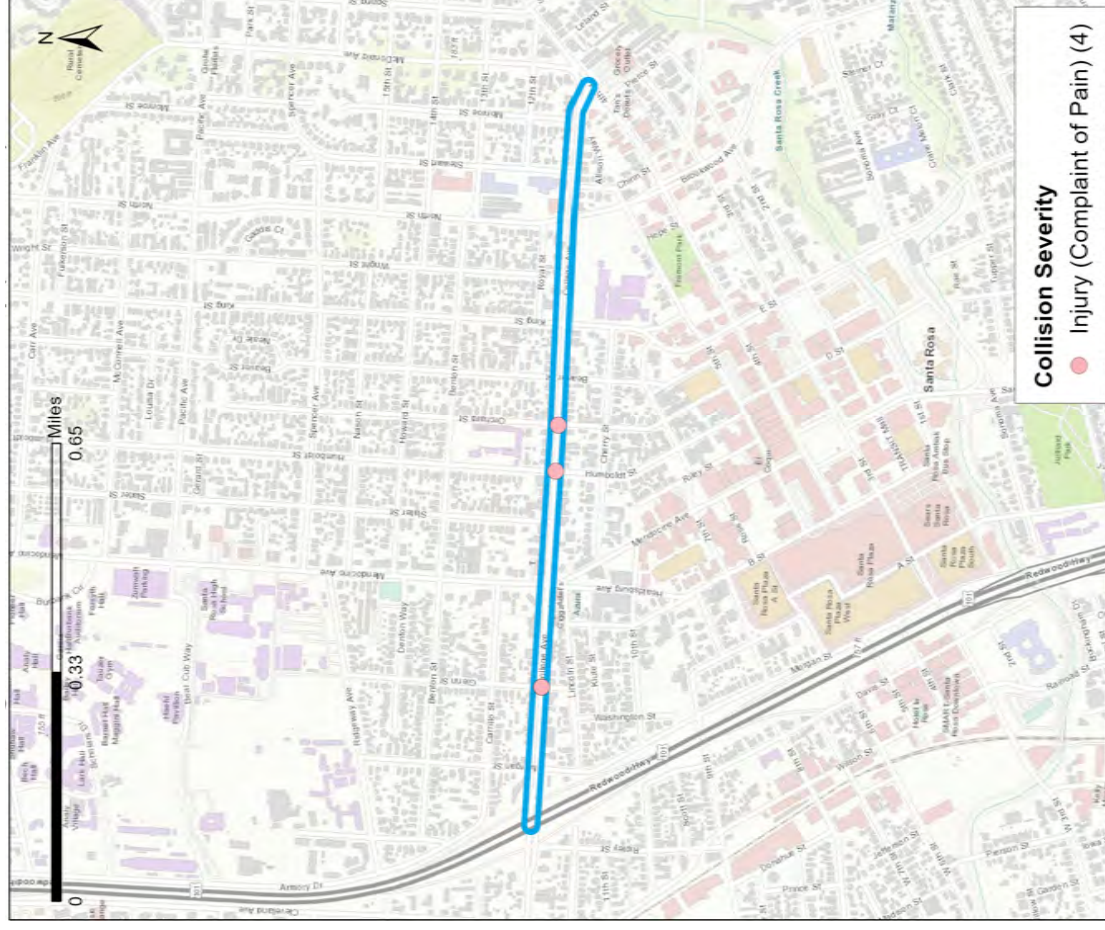
CVC No.	Description	Number of Collisions
21801	Driver failure to yield right-of-way when making a left turn or U-turn	1 (50.0%)
21802	Failure to stop or yield right-of-way at a stop sign	1 (50.0%)

Pedestrian Injury Collision Map (2014 - 2018)

Focus Area

College Ave from U.S. 101 to 4th Street

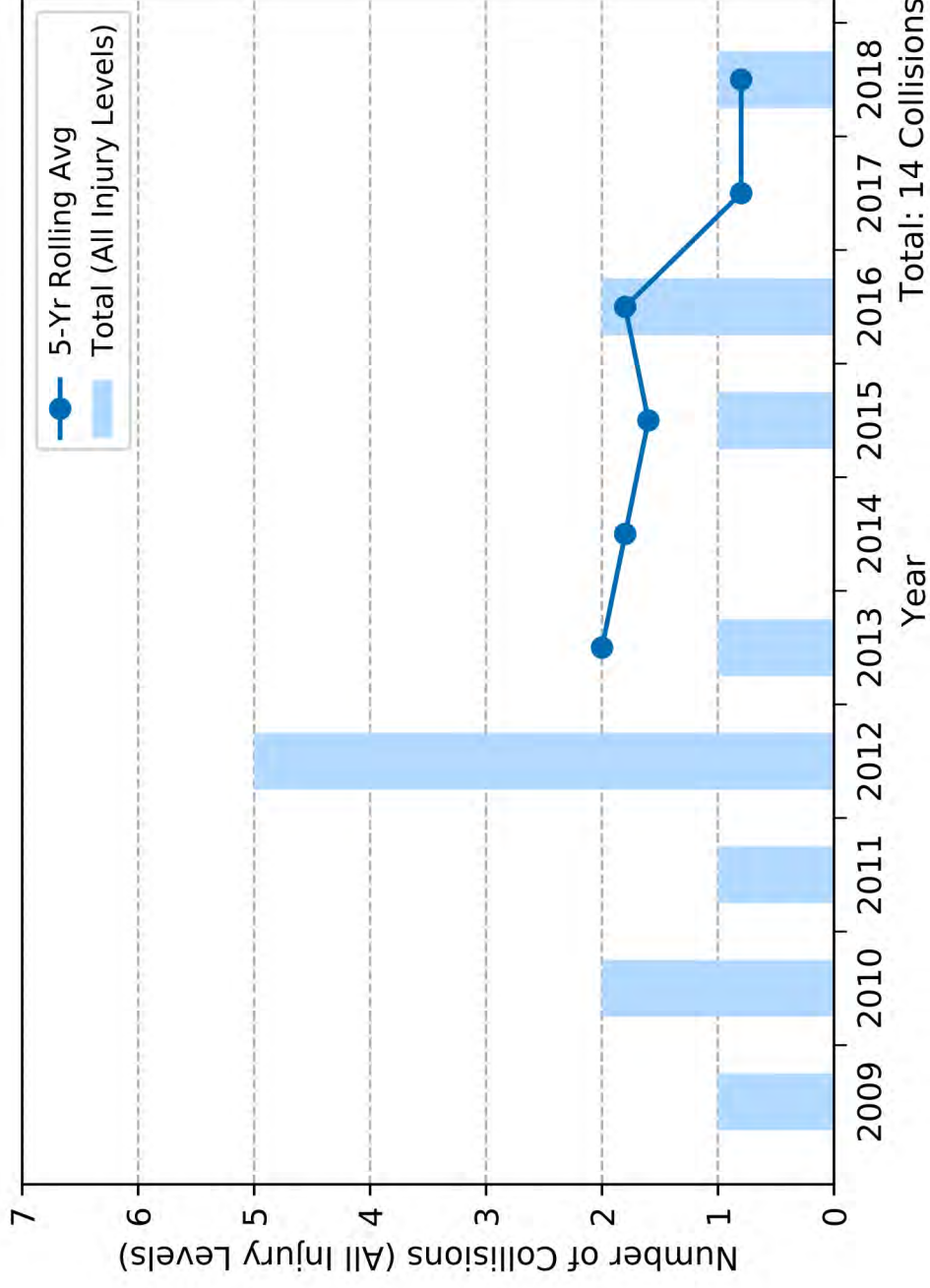
4 collisions resulting in an injury to a pedestrian



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Injury Collisions Trend (2009 – 2018)

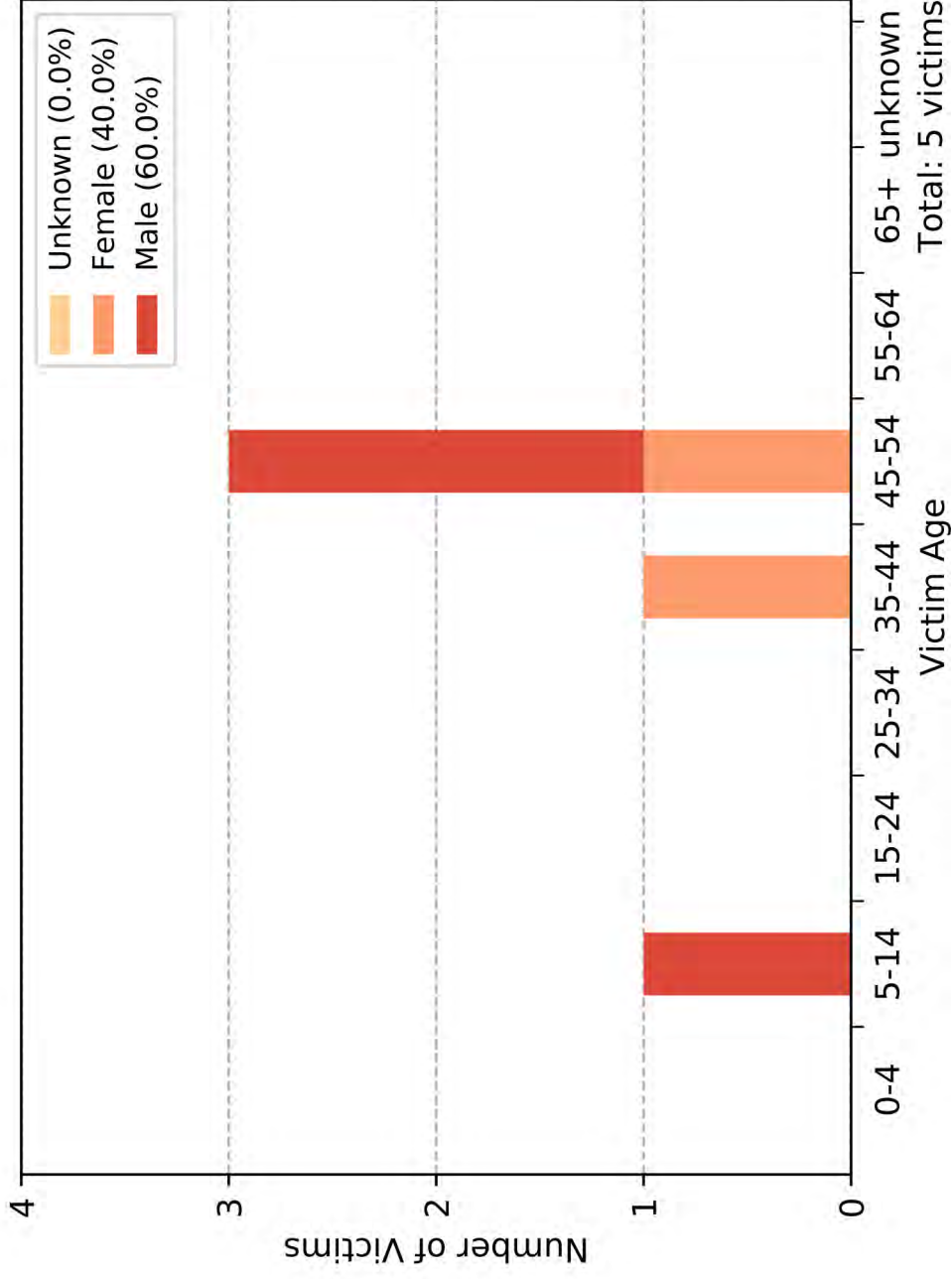
College Avenue Pedestrian Injury Collisions (2009 - 2018)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Victim Injury (2014 – 2018) by age and gender

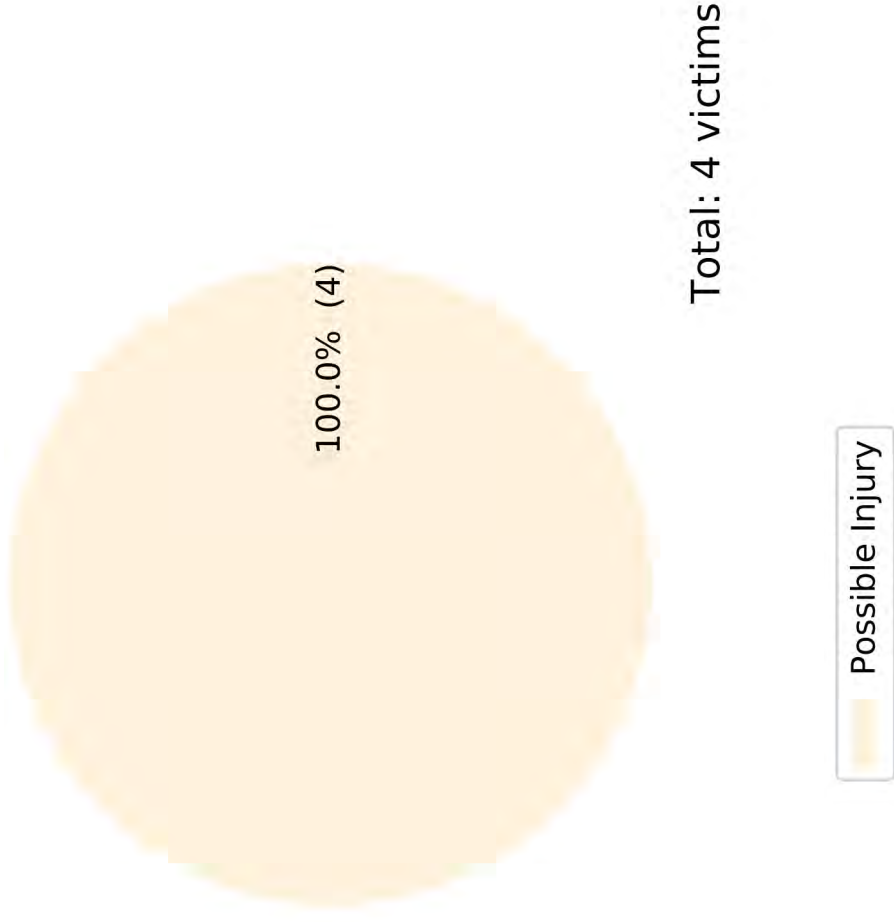
College Avenue Bicycle Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Victim Severity (2014 – 2018)

College Avenue Pedestrian Victims by Injury Severity



Pedestrian Collisions (2014 – 2018) by Time of Day and Day of Week

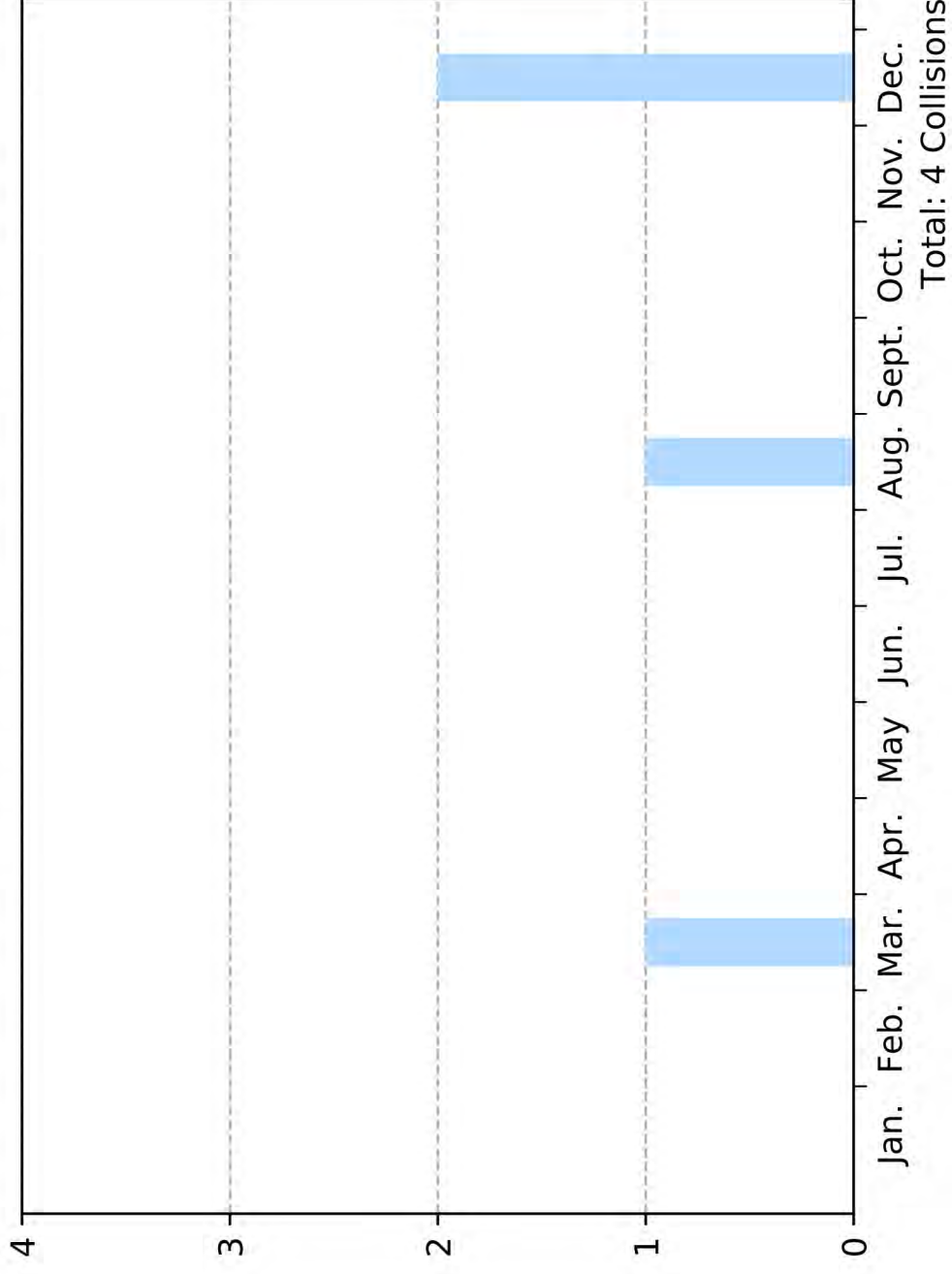
College Avenue Pedestrian Collisions by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	1	0	0	0	1
06:00PM-08:59PM	0	0	0	0	1	0	0	1
03:00PM-05:59PM	0	0	0	0	0	0	0	0
Noon-02:59PM	1	0	0	0	0	0	0	1
09:00AM-11:59AM	0	0	0	0	0	0	0	0
06:00AM-08:59AM	0	0	0	0	1	0	0	1
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	0	0	1	2	0	0	4

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of Mar. 2020

Pedestrian Collisions (2014 – 2018) by Month

College Avenue Pedestrian Injury Collisions by Month



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Pedestrian Collisions (2014 – 2018) by Type of Violation (Top Violations)

College Avenue Pedestrian Collisions by Type of Violation Total: 4 Collisions

CVC No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	3 (75.0%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	1 (25.0%)

Bicycle Injury Collisions Map (2014 – 2018)

Focus Area

College Ave from U.S. 101 to 4th Street

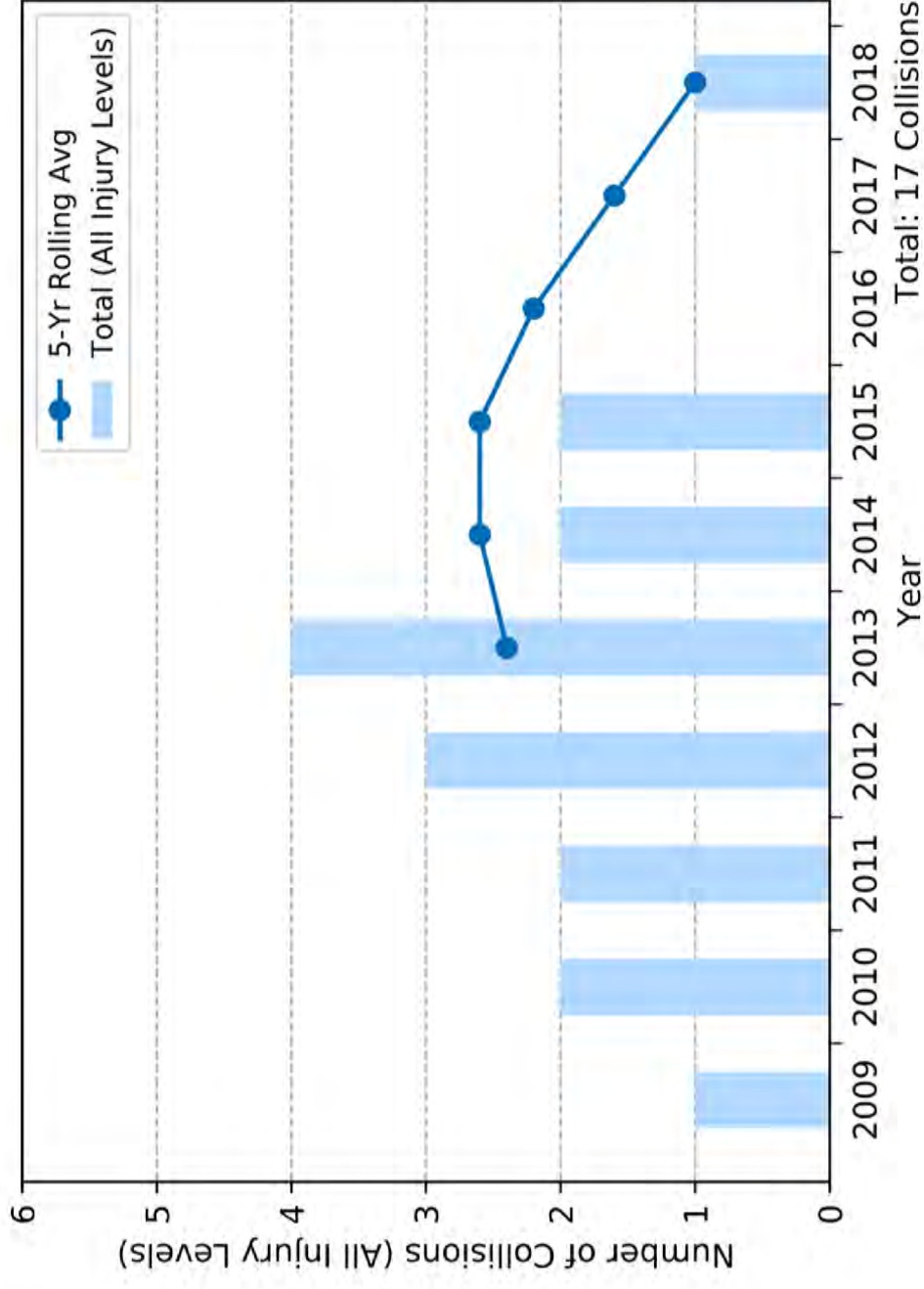
5 bicycle collisions resulting in an injury to a cyclist



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Injury Collisions Trend (2009 – 2018)

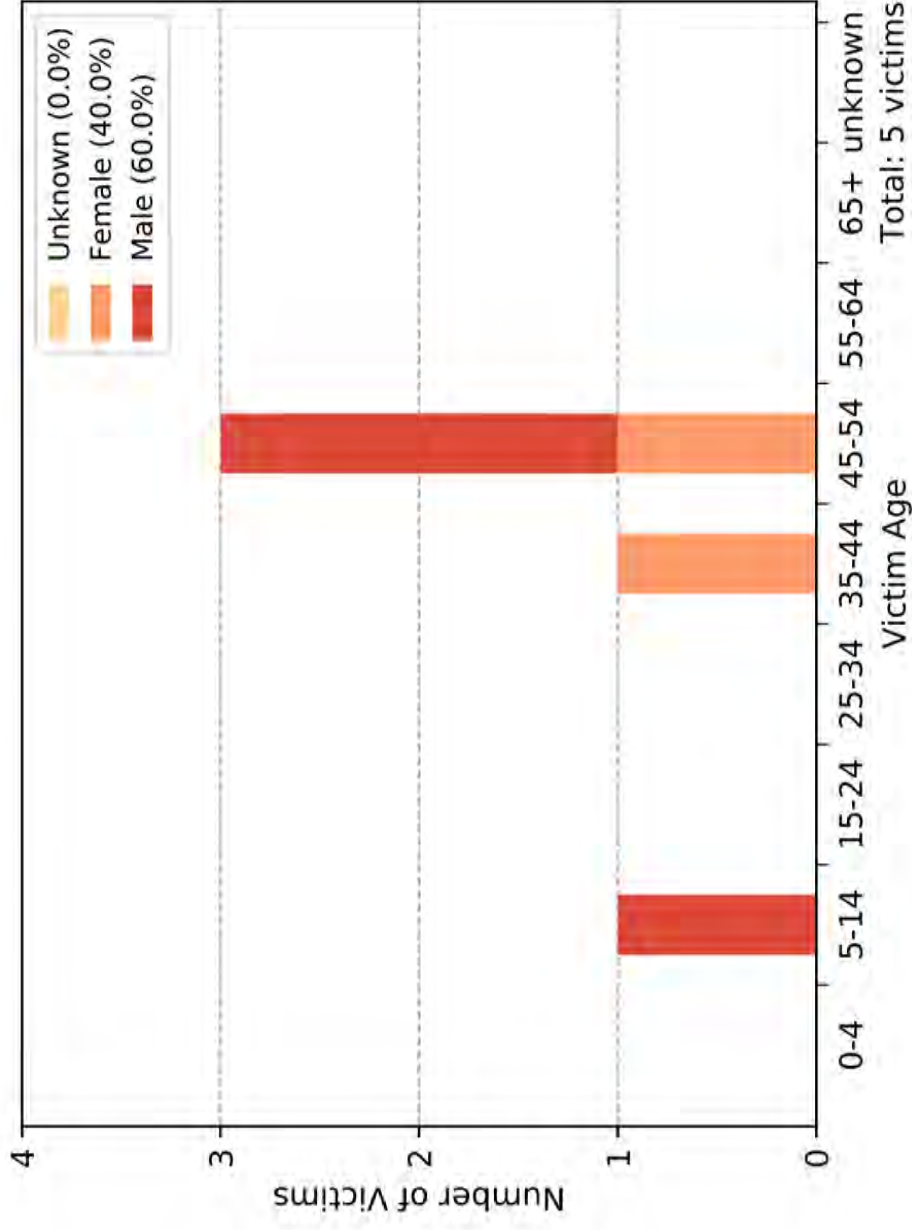
College Avenue Bicycle Injury Collisions (2009 - 2018)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Victim Injury (2014 – 2018) by age and gender

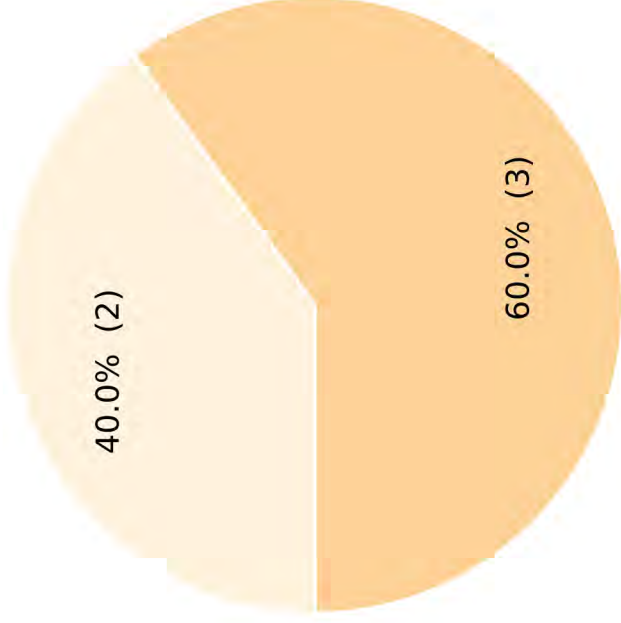
College Avenue Bicycle Victims by Age and Gender



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Victim Severity (2014 – 2018)

College Avenue Bicycle Victims by Injury Severity



Total: 5 victims



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

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

College Avenue Bicycle Collisions by Time of Day and Day of Week

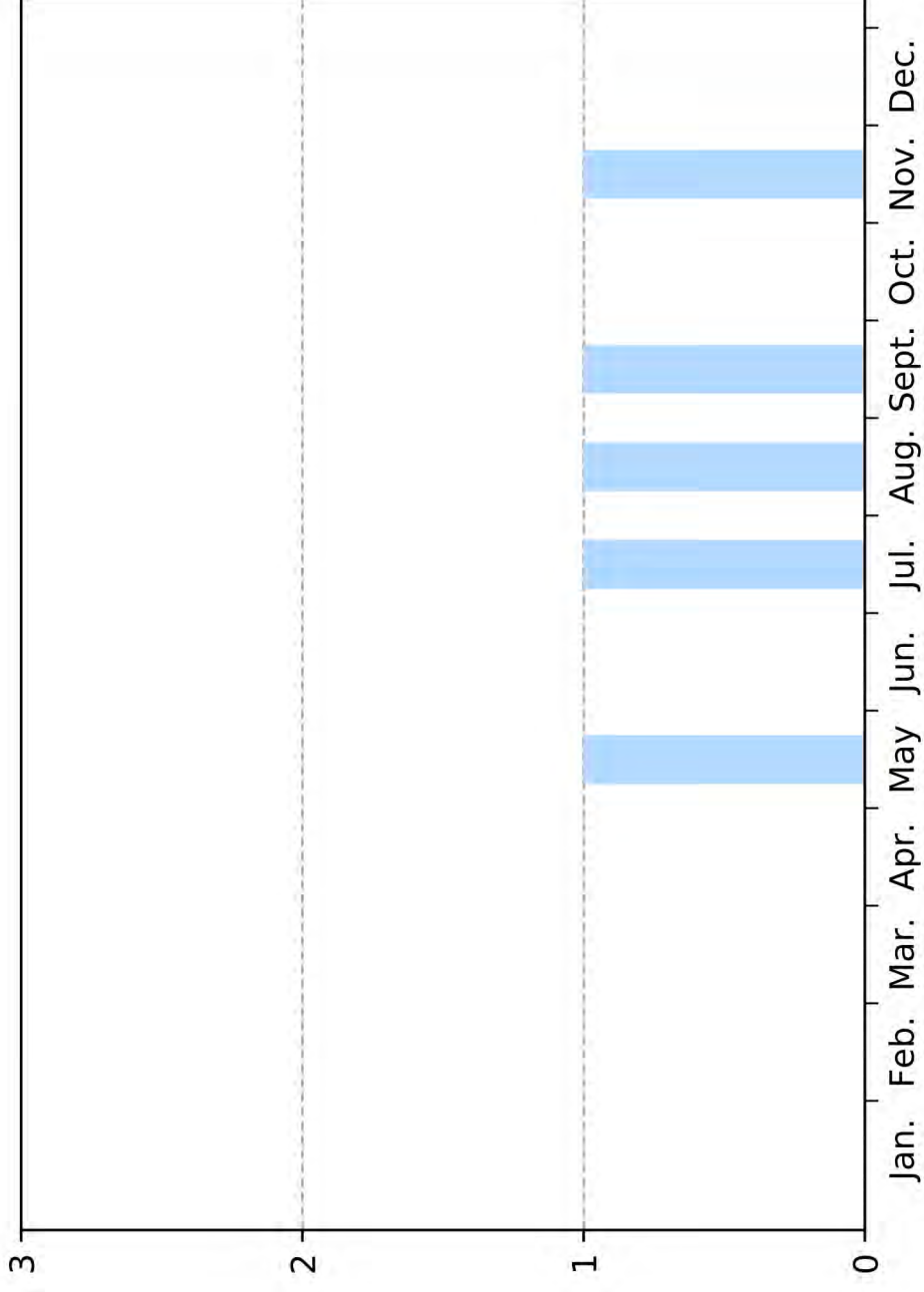
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	0	0	0	0
06:00PM-08:59PM	0	0	0	0	0	1	0	1
03:00PM-05:59PM	0	0	0	0	0	0	1	1
Noon-02:59PM	1	0	0	0	0	0	0	1
09:00AM-11:59AM	1	0	0	0	1	0	0	2
06:00AM-08:59AM	0	0	0	0	0	0	0	0
03:00AM-05:59AM	0	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	2	0	0	0	1	1	1	5

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Collisions (2014 – 2018)

by Month

College Avenue Bicycle Injury Collisions by Month



Total: 5 Collisions

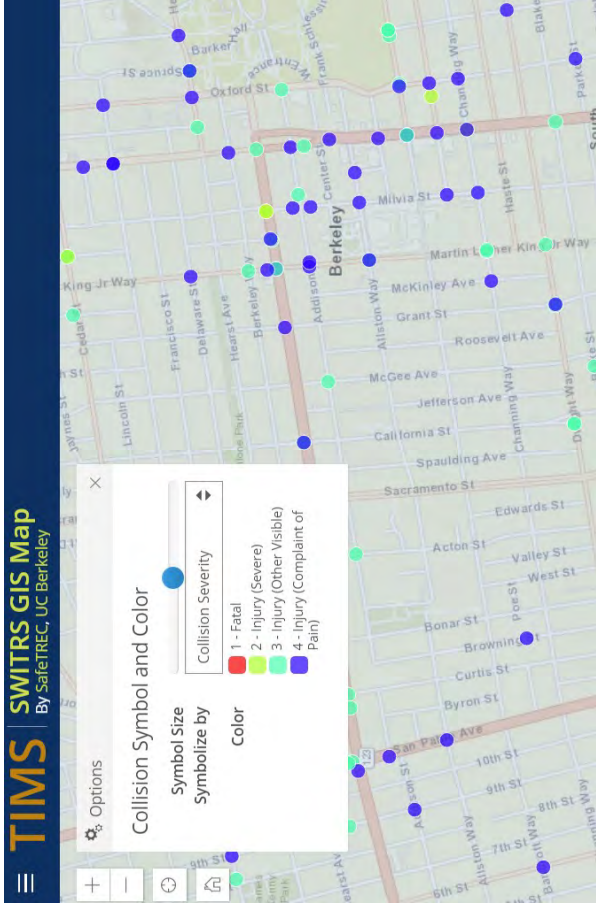
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2014-2018; 2017 and 2018 data are provisional as of March 2020.

Bicycle Collisions (2014 – 2018) by Type of Violations (Top Violations)

College Avenue Bicycle Collisions by Type of Violation Total: 5 Collisions

CVC No.	Description	Number of Collisions
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	3 (60.0%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	1 (20.0%)

Additional Resources



Transportation Injury Mapping System (TIMS)

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

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

<https://tims.berkeley.edu>

Street Story

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

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

<https://streetstory.berkeley.edu>



Summary
Questions?

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:

<https://safetrec.berkeley.edu/programs/cpbst> or <https://www.calwalks.org/cpbst>

safetrec@berkeley.edu or cpbst@calwalks.org

