

COMUNIDADES ACTIVAS Y SEGURAS

Greenfield Community in Kern County

EXECUTIVE SUMMARY & RECOMMENDATIONS REPORT



*Creating streets that are
safe and easy to transit!*

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Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make the Community of Greenfield in Unincorporated Kern County a safer place to walk and bike. In particular, their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes. We also want to acknowledge the Yokuts peoples as the traditional land caretakers of Greenfield.

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We also want to acknowledge Gloria Regier for providing simultaneous interpretation from Spanish to English during the training.

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The Greenfield Walking Group has a garden with a shaded gathering area and community library.

Executive Summary

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 pilot program caters to the needs of monolingual Spanish speakers. Its culturally sensitive and relevant curriculum aims to improve walking and biking safety in California.

The training for Greenfield Community was collaboratively planned and facilitated by the Greenfield Walking Group, the Planning Committee, Cal Walks, and SafeTREC to:

1. Establish community priorities for the area around Greenfield Park;
2. Share community stories and experiences; and
3. Gain advocacy tools to implement infrastructure changes at the county level.

The virtual training was held on July 20, 2021 and convened 10 participants including members of the Greenfield Walking Group and Kern County Public Works. The training consisted of:

1. An introduction activity which connected participants' childhood memories of walking and biking to current experiences with mobility;
2. Walking and biking assessments along two key routes;
3. An overview of walking and biking crash data; and
4. A radionovela activity.

Background and Data

Greenfield is in an unincorporated community in Kern County. It is a predominantly Latine neighborhood comprised of 71.1 percent Latine, followed by Whites at 17.4 percent of the population¹. It has a [Healthy Places Index](#) (HPI) of 15.6 indicating that it has healthier community conditions than just 15.6 percent of other California census tracts.² With 1.6 percent of workers (16 years or older) commuting by transit, walk, or cycle, active commuting in Greenfield is higher than only 9.1 percent of other census tracts in California. The relatively low level of active commuting suggests that Greenfield is less walkable to destinations where jobs, schools, groceries and other necessities are more easily accessible.

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians and bicyclists in the Greenfield neighborhood. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2015 to 2019. Collision data for 2019 is provisional as of December, 2020. A high-level summary of pedestrian and bicycle collision data can be found in the [Appendix](#).

Pedestrian Injury Crashes

In the five year period, from 2015 to 2019, there were 15 pedestrian crashes resulting in 15 pedestrian victims injured, including one fatality and 4 suspected serious injuries. A majority of victims were male (73.0 percent). Two victims were 14 years of age or younger and two were 65 or older. The most commonly cited violations were pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk (46.7 percent), followed by driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk and pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present (13.3 percent). The map below shows where pedestrian crashes occurred.

Bicycle Injury Crashes

In the same period, 2015 to 2019, there were 10 bicycle crashes resulting in 9 bicyclist victims injured. All bicycle crashes resulted in minor injuries. A majority of victims were male (89.0 percent); two were 14 years of age or younger and one was between the ages of 70-74. The most commonly cited violations in these bicycle crashes were failure to stop at a limit line or crosswalk at a red light (30.0 percent) and failure to stop or yield right-of-way at a stop sign (20.0 percent). The map below shows where bicycle crashes occurred.

Pedestrian and Bicycle Crashes in the Greenfield Neighborhood in Kern County

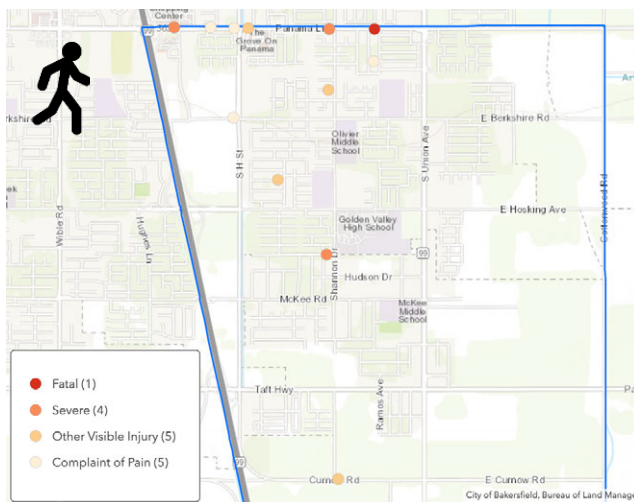


Figure 1: Pedestrian Injury Crashes (2015-2019)

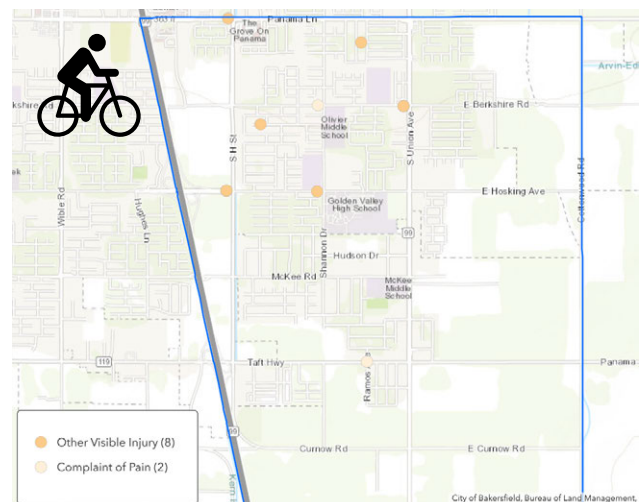


Figure 2: Bicycle Injury Crashes (2015-2019)

1 Source: Public Health Alliance of Southern California and California Department of Public Health. 2018. The California Healthy Places Index (HPI). Retrieved from <https://map.healthyplacesindex.org/>.

2 The California Healthy Place Index (HPI) is a score calculated for each census tract in California by combining 25 community characteristics relating to economic, education, transportation, social, neighborhood, clean environment, housing, and healthcare access. An HPI score is helpful for comparing overall health and well-being across neighborhoods in California.

Walking & Biking Assessments

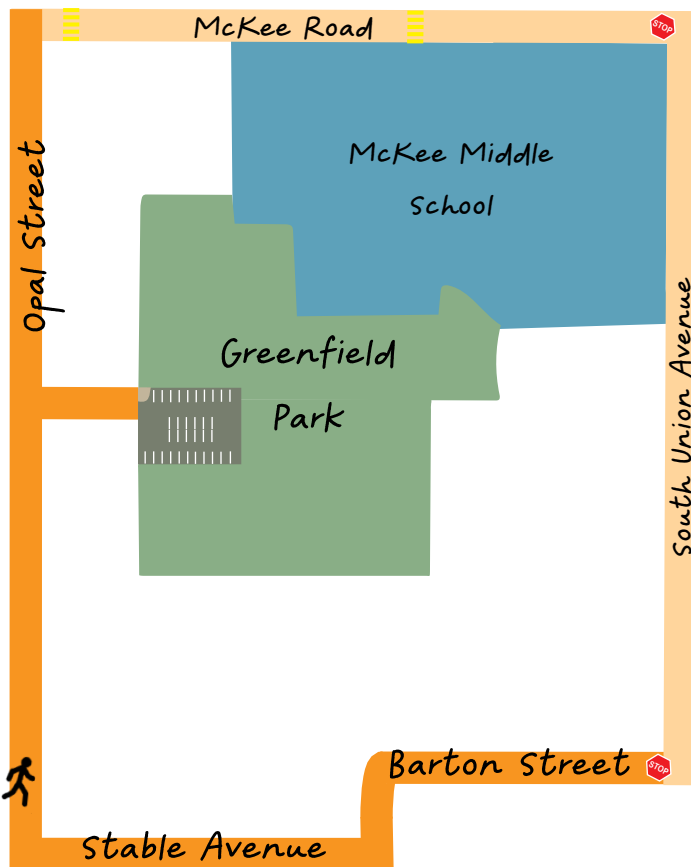
Workshop participants conducted walking and biking assessments along two key routes. Participants were asked to:

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

Route 1: Greenfield Park

Focus:

Greenfield Park was chosen as a route because the Planning Committee wanted to collect feedback from community residents on how to make the park safer for everyday use. Greenfield Park is a park that community residents want to use but is in need of many improvements.



Route 1, shaded in dark orange, assessed the walking and biking conditions along Opal Street, Aubrey Avenue, Stable Avenue, Bit Street and Barton Street.

Assets:

1. Greenfield Park is one of the few open spaces in the community where residents can walk and be active which helps increase health outcomes.
2. The Greenfield Walking Group provides community activities such as Zumba at the park and participates in advocacy efforts for safe parks and streets. The Greenfield Walking Group has identified Greenfield Park as a focal point for improvements and community engagement.

Concerns:

1. Greenfield Park is currently not well equipped. Participants shared that there is not enough lighting or proper seating areas such as benches. The park also lacks walking paths, a playground suitable for older children and public restrooms
2. There is no wayfinding to lead people to Greenfield Park. The only sign on display is on McKee Road, but it directs people to Viola Street which is a street before the park. Participants shared that this leads to people walking around the neighborhood to find the park due to unclear directions and signage.
3. Sidewalks are discontinuous in the streets around Greenfield Park, including Opal Street, McKee Road, Shannon Drive, Helen Way and Viola Street. Participants shared that those walking to Greenfield Park or to McKee Middle School have to walk on the road amongst the cars especially when it rains and the dirt roads become muddy.
4. Greenfield Park is often filled with trash and drug paraphernalia that makes the park feel unappealing and unsafe for residents, especially children, trying to enjoy it.

Community Recommendations:

1. Install park improvements at Greenfield Park including benches, lighting, walking paths, age appropriate playgrounds, and public restrooms.
2. Install appropriate signage along McKee Road and Opal Street to better direct residents to the park so they do not get lost in the neighborhood and to provide a more welcoming environment.
3. Conduct Zumba classes at Greenfield Park to encourage more park usage.
4. Develop a Safe Routes to Park program for McKee Middle School to encourage come park usage.

Resources:

- [Complete Parks Assessment Toolkit](#): This tool can be used to evaluate current park conditions and demonstrate the need for upgrades at the park.

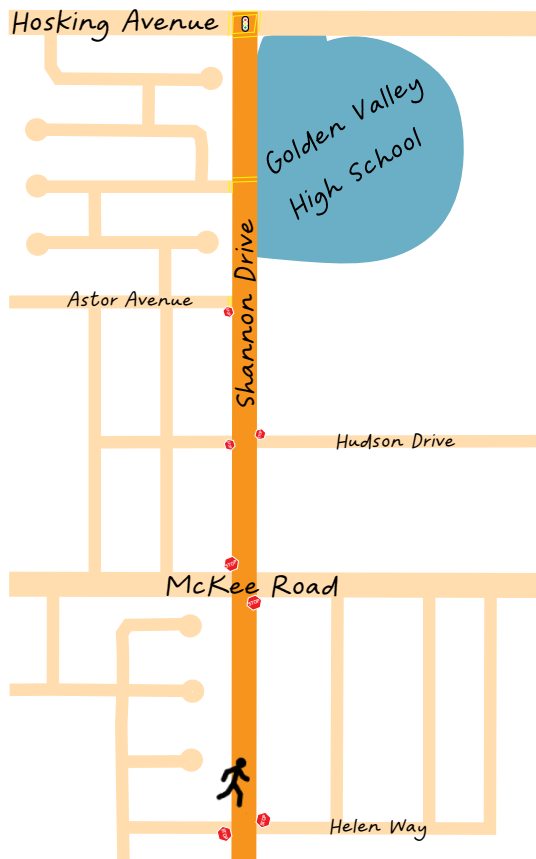


Greenfield Park is very big but is not well equipped for comfortable usage. It needs proper seating, walking paths, and playgrounds.

Route 2: Shannon Drive

Focus:

Shannon Drive was chosen as a route because it was one of the main roads leading into the Greenfield community from Panama Lane.



Route 2, shaded in dark orange, assessed the walking and biking conditions along Shannon Drive.

Assets:

1. There are nicely paved sidewalks on both sides of Shannon Drive, right in front of Golden Valley High School. This gives students a protected and dedicated space to walk to and from school.

Concerns:

1. The Helen Way/Shannon Drive intersection is a two-way stop. Only drivers traveling east-west along Helen Way must stop, while drivers traveling north-south along Shannon Drive can drive through the intersection without stopping. The lack of a four-way intersection forces pedestrians to wait for long periods of time in order to cross east to west at this intersection.
2. Pedestrians must walk on the dirt shoulder along Shannon Drive, between Helen Way and McKee Road. Parked cars on the shoulder push pedestrians onto a very narrow Shannon Drive which makes them feel unsafe. When it rains, the shoulders become muddy and students are forced to walk on the road and share the road with drivers.
3. There are a lot of loose and aggressive dogs along Shannon Road which makes pedestrians and bicyclists feel unsafe.
4. Pedestrians fear for their personal safety when walking at nighttime along Shannon Road because of the lack of pedestrian-scale lighting which makes this road difficult to navigate.
5. Cracked pavement along Shannon Road poses tripping hazards for bicyclists and pedestrians.
6. Drivers appear to be traveling above the 25 miles per hour posted speed limit on Shannon Road. Participants shared that they would love for their kids to ride their bikes in their community, but speeding drivers are a big deterrent.

Community Recommendations:

1. Convert the Helen Way/Shannon Drive intersection into a four-way stop intersection and mark high-visibility crosswalk markings on all four legs of the intersection for greater pedestrian visibility.
2. Hire a crossing guard to help students cross and to help direct traffic at the Shannon Drive/Hosking Avenue intersection. Both Shannon Drive and Hosking Avenue are wide streets that students have to cross to get to and from school. Oftentimes, multiple groups of students are crossing at once and some make it across in time while others are stuck in the middle of the intersection, without a pedestrian refuge island, when the light turns red.
3. Install buffered bike lanes leading up to and through the Shannon Drive/Hosking Avenue intersection to encourage more students to bike to and from school.
4. Install pedestrian safety islands at all four-legs of the Shannon Drive/Hosking Avenue intersection. This will give students a place to wait if they are unable to make it across any leg of the intersection in the allotted time.



The lack of sidewalks forces pedestrians to walk on the dirt path. When it rains the road becomes muddy and pedestrians have to walk on the road with oncoming traffic.

Resources:

- [Safe Routes to School: Elements of an Adult Cross Guard Program](#): This web page has various resources for implementing an adult crossing guard program. From identifying locations where cross guards are needed to securing funds to manage the program, these resources can be helpful in this process.

Education and Engagement Activity: Radionovela

During the training, participants created a Radionovela, a podcast that highlights a community concern and proposes solutions through the power of storytelling. The Radionovela is a part of Cal Walks and UC Berkeley SafeTREC's Los Caminos de las Vías project. This audio-visual project shares the stories of Spanish-speaking communities walking and biking across California as a tool for advocacy.

This episode highlights the experience of the community around Greenfield Park. Learn about their vision for a safe route to Greenfield Park. Check out the Greenfield community's Radionovela podcast [here!](#)

Conclusion

The Greenfield Walking Group has a long history of engaging Spanish-speaking residents in improving Safe Routes to Parks and creating healthy walkable streets for residents in unincorporated Bakersfield. Their advocacy work has led to the installation of walking paths, park furniture and crosswalks at Stiern Park and Rexland Park, and the development of a community garden and Zumba classes for the community. As Greenfield Walking Group's work continues to build momentum to bring those same improvements to Greenfield Park, the Project Team remains committed to supporting their efforts to co-create just, safe, and equitable streets and public spaces for all.

Appendix

- Pedestrian and Bicycle Crash History for the Unincorporated Community of Greenfield in Kern County

Pedestrian and Bicycle Crash Data in Greenfield

Comunidades Activas y Seguras (Safe and Active Streets)

Unincorporated Community of Greenfield in Kern County, CA | July 12, 2021

California Crash Statistics

1 in **3** crash victims are pedestrians or bicyclists

In California, nearly one in three people who die in a crash is a pedestrian or bicyclist. There was a 0.6 percent decrease in pedestrian deaths from 2018 to 2019 and a 19.4 percent decrease in bicyclist deaths (data comes from FARS 2018 and 2019). In this workshop, we provide you with local crash data so we can identify ways to make walking and biking safer in your community.

The local data provided below reflects crash data from the past 5 years (2015-2019) within Unincorporated Greenfield in Kern County.

Pedestrian Crashes in Greenfield



15

pedestrians injured

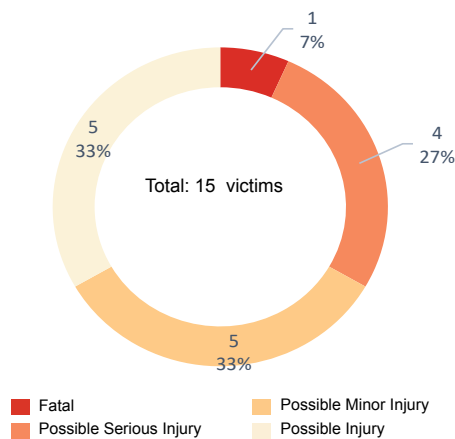


15

pedestrian crashes

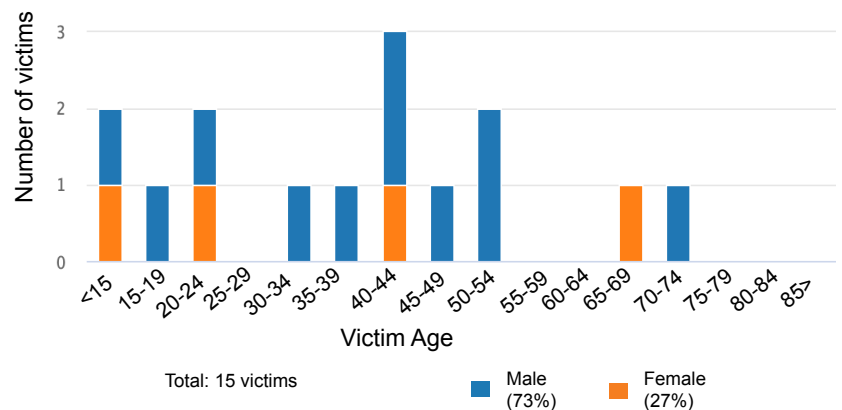
Severity of Injury

From 2015 to 2019, one pedestrian died in 15 pedestrian crashes and 4 victims suffered serious injuries.



Victim Demographics

2015 - 2019



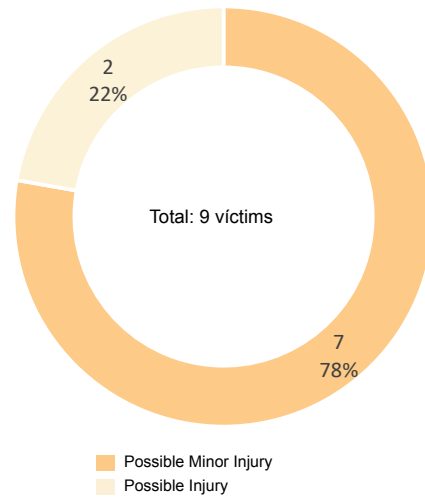
Bicycle Crashes in Greenfield

From 2015 to 2019, there were no severe or fatal bicyclist injuries.

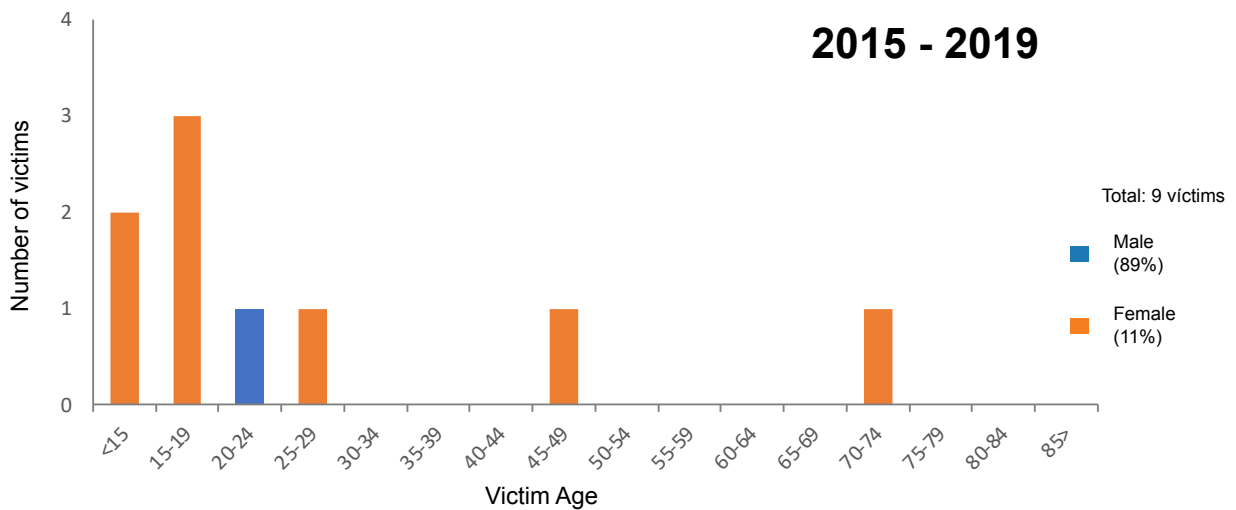
From 2015 to 2019, there has been 9 bicyclists injured in 10 bicycle crashes in Unincorporated Greenfield.

 **9** bicyclists injured

 **10** bicycle crashes



Victim Demographics



What other data could help inform decision-making?

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

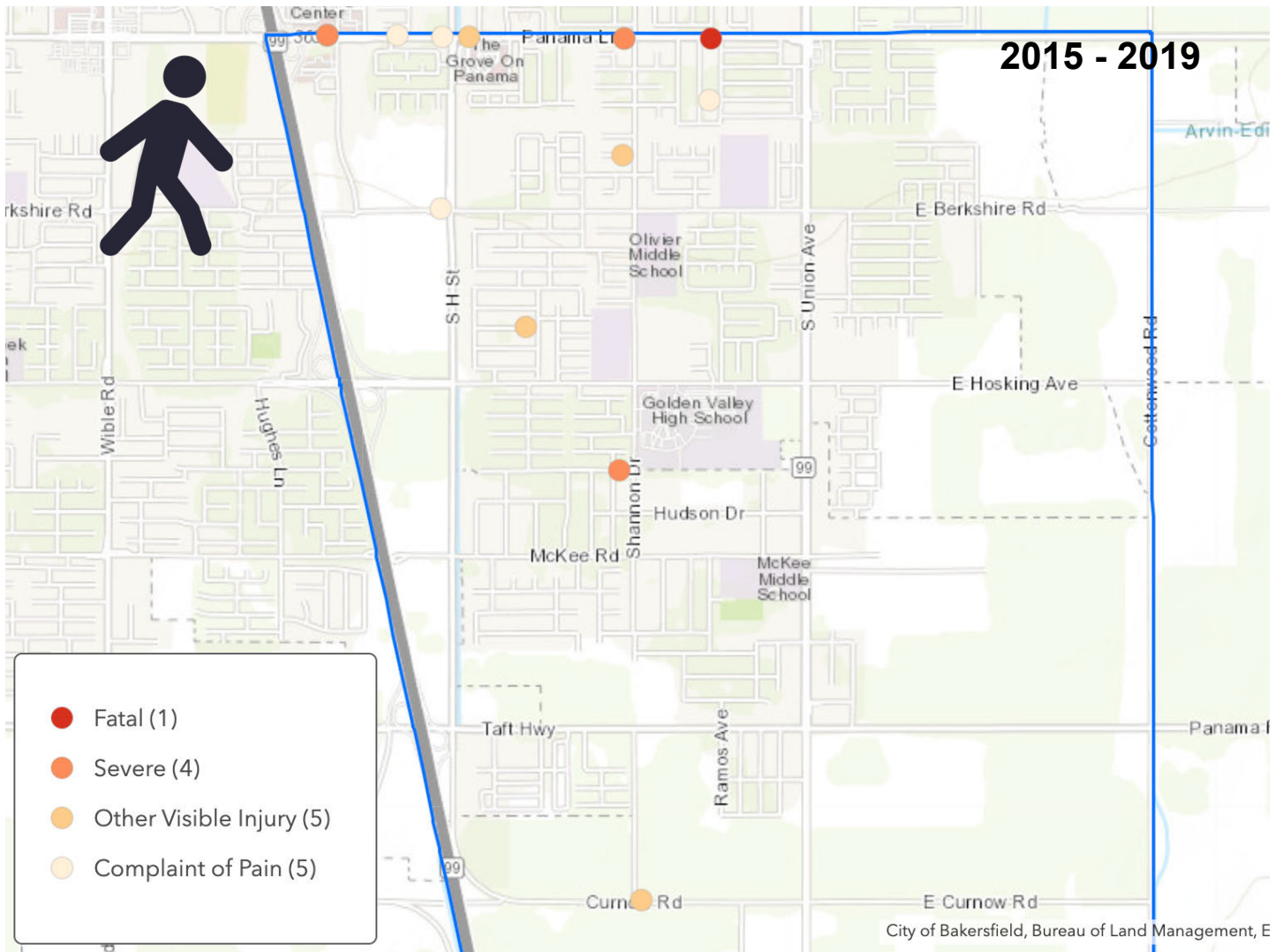
What kinds of improvement do you think could help make walking and biking safer in your community?

To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu).

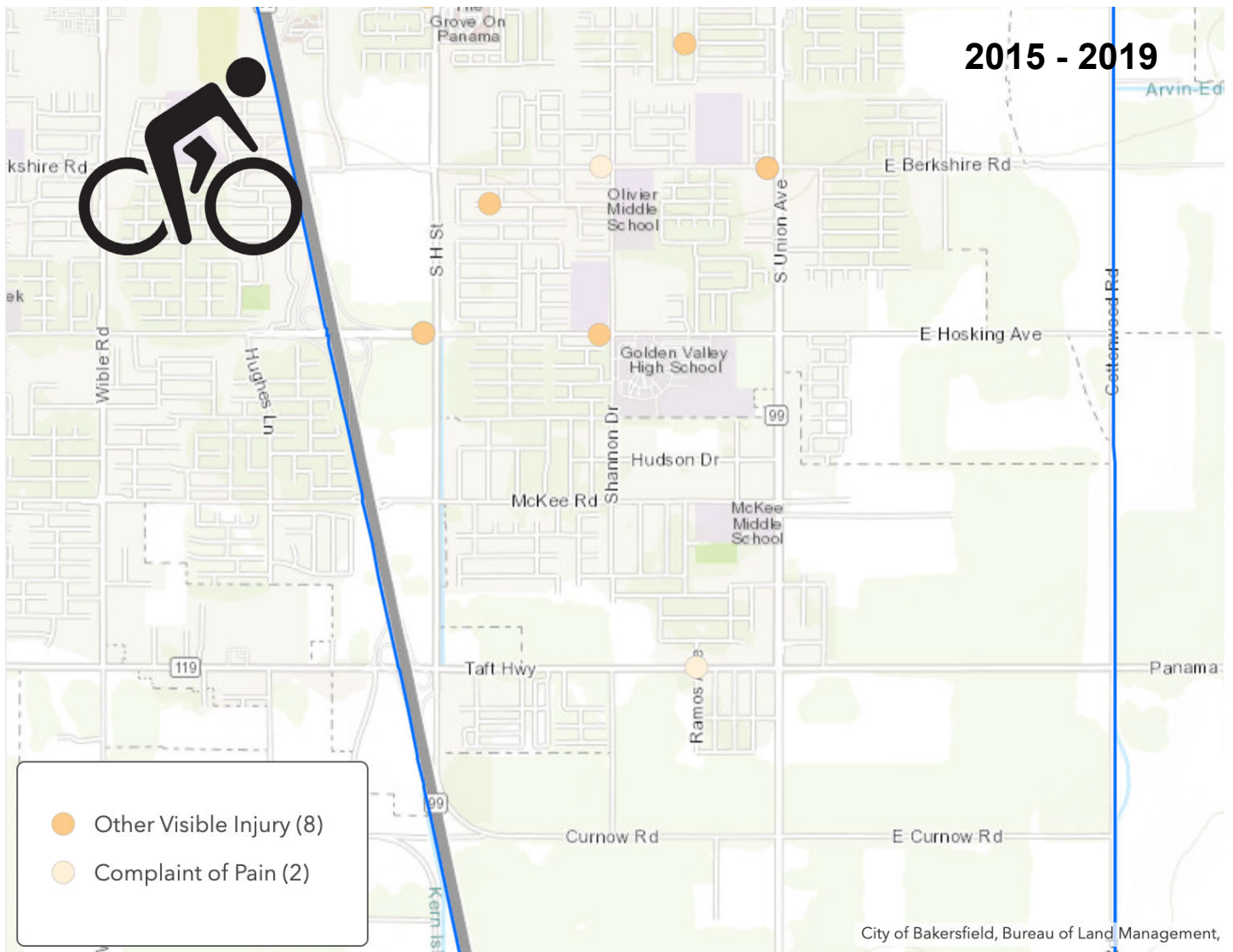
For additional assistance, email us at safetrec@berkeley.edu.



Map of Crashes Involving Pedestrians in Unincorporated Greenfield



Map of Crashes Involving Bicyclists in Unincorporated Greenfield



Thank you for your interest in Comunidades Activas y Seguras (Safe and Active Streets).

For more information, please visit:

<https://safetrec.berkeley.edu/programs/community-pedestrian-and-bicycle-safety-program-cpbst/comunidades-activas-y-seguras-safe> or

<https://www.calwalks.org/comunidades-activas-y-seguras>

safetrec@berkeley.edu or cpbst@calwalks.org.

