

TOWN OF PARADISE



LOS BANOS



ACTIVE TRANSPORTATION RESOURCE CENTER'S *GO HUMAN* KIT OF PARTS PILOT PROJECT SUMMARY AND RECOMMENDATIONS REPORT

FRESNO



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Project Overview

The purpose of the Kit of Parts Pilot Project was to have communities “pilot” test the Kit of Parts for feasibility and usability. The outcomes and feedback of the pilot project will inform:

1. Community engagement sections of future Active Transportation Program applications;
2. Feasibility and sustainment of a long-term Kit of Parts Loan Program within the ATRC; and
3. Whether or not a Kit of Parts component should be added to future Active Transportation Program (ATP) applications.

PROJECT OVERVIEW

The Kit of Parts is a lending library of temporary demonstration materials that can be used to test out street design elements and active transportation safety improvements.

This program was made possible through the Southern California Association of Government's (SCAG) *Go Human* Kit of Parts. The Kit of Parts contains materials to showcase a parklet, a curb extension (bulb-out), a median refuge island, an artistic crosswalk (high-visibility crosswalk), and a separated bike lane.

California Walks (Cal Walks) commends the ATRC and Caltrans for taking this crucial first step in working towards a safer walking and biking environment.

We recognize there was a steep learning curve for all of us and we thank all partners for delivering this project.

SURVEY



Cal Walks prepared and distributed a post-demonstration survey to all community partners that helped plan and host the Town of Paradise, Downtown Los Banos, and Southwest Fresno ATRC Kit of Parts temporary demonstrations. A total of 13 partners shared their experience. Their intimate knowledge and honest feedback are disseminated through challenges and recommendations throughout this report. Some recommendations are specific to the ATRC and Caltrans. Others are more general recommendations to be considered by anyone hosting temporary demonstrations using a Kit of Parts. The complete survey results are attached in the Appendix.

CHALLENGES AND RECOMMENDATIONS

COMMUNICATION CHALLENGES

GENERAL COMMUNICATION

- Lack of communication from ATRC lead, inaccessible at crucial times.
- There was no second point of contact in case of emergency, Cal Walks had to reach out to any Caltrans staff.
- ATRC and Caltrans staff stressed this was due to their agencies being understaffed.
- Lack of clarity on who was going to pay for shipping upfront. The SCAG/ATRC contract said ATRC would pay for shipping, but it did not specify who would pay upfront. Hence, the project team spent several weeks discussing who would and could pay for the shipping of materials upfront due to delays in finalizing shipping contracts caused by the Caltrans procurement processes.

COMMUNICATION ABOUT PAYMENT FOR SHIPPING

- The lengthy approval process of contracts for the shipment of the actual Kit of Parts by ATRC and Caltrans was single-handedly the most challenging piece of the planning process for this project. Due to this difficulty, Cal Walks had to work with its three agency partners on the ground to postpone and reschedule all events several times due to shipping contract approval delays.

CHALLENGES AND RECOMMENDATIONS

COMMUNICATIONS RECOMMENDATIONS

GENERAL COMMUNICATION

ATRC AND CALTRANS SHOULD DEVELOP PROCESSES TO BE MORE FLEXIBLE WITH THEIR CONTRACT TIMELINES.

- Upon experiencing several communication delays from ATRC and Caltrans, Cal Walks understood the staffing issues both ATRC and Caltrans were having and requested an extension or change of timeline during the Summer of 2022 and later during December 2022. ATRC and Caltrans staff denied an extension because it would take up to six months to approve. We recommend that ATRC and Caltrans develop a process to be more flexible with their contract timelines for any future iterations of this program. This is particularly important when the main reasons for difficulties with the contract are due to problems within the state agency.

COMMUNICATION ABOUT PAYMENT FOR SHIPPING

ATRC AND CALTRANS SHOULD DEVELOP PROCESSES TO EXPEDITE PAYMENT AND CONTRACT APPROVALS AND SHOULD PRIORITIZE REIMBURSEMENT OF THESE COSTS.

- Upon realizing that the delayed approvals of shipping contracts would force the postponement and rescheduling of events, Cal Walks offered to pay for shipping costs upfront several times, with a written promise of reimbursement. ATRC and Caltrans stressed how difficult and time-consuming it was to pay for shipping costs upfront and that a refund could take up to a year. We recommend that ATRC and Caltrans develop processes to expedite payment, contract approval, and reimbursements.

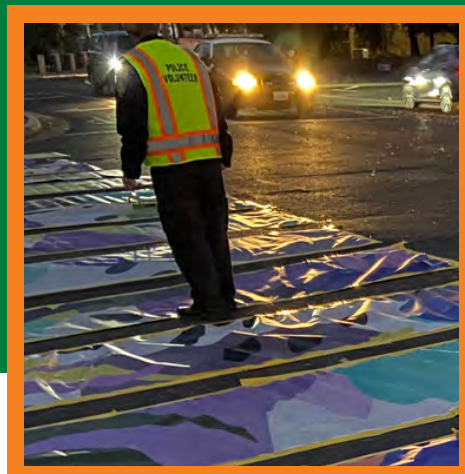
CHALLENGES AND RECOMMENDATIONS

PROJECT TIMELINE CHALLENGES

SHIPPING

- Most survey participants shared that the most challenging part of the planning process was postponing the event date and finalizing a date last minute because of delayed Kit of Parts shipping logistics.
- This affected staff availability and caused a loss in community momentum, having significantly less time to do community outreach. In some cases, only days in advance, which was the case in Fresno.
- Pushing the event from summer to fall and then finally to winter exposed staff and volunteers to cold weather, dark set up, and clean up.
- Shipping severely impacted the event timeline and the completion of tasks:
 - The Town of Paradise event occurred because PackRat shipped materials to Sacramento without SCAG authorization, and Cal Walks delivered materials.
 - Los Banos and Fresno occurred because D&L Moving moved materials without a contract, just a verbal agreement.
 - Outreach in person and online was extremely impacted. For example, social media posts were shared after the event instead of before the event, as originally planned. Social media was intended to be used for outreach and instead served as an event highlight.

PHOTO; INSTALLING THE CROSSWALK IN THE EARLY MORNING WITH DARK, COLD AND WET WEATHER MAY PRESENT A SAFETY HAZARD FOR STAFF AND VOLUNTEERS.



CHALLENGES AND RECOMMENDATIONS

PROJECT TIMELINE RECOMMENDATION

SHIPPING

SECURE A RELIABLE AND LOCAL SHIPPING COMPANY.

- With the support of SCAG, Cal Walks worked with two shipping companies, PackRat and D&L Moving. We recommend that future implementers of a Kit of Parts work with a small and/or local shipping company, such as D&L Moving who have a much larger service area than PackRat. Working with D&L was more flexible and they had a lockable trailer where materials could be stored and kept at the demo site.

PLANNING CHALLENGES

STAFFING

- Cal Walks, ATRC, and SCAG all had staffing changes that affected the historical knowledge of the planning of the projects across the board.

VOLUNTEERS

- Cal Walks did not adequately prepare all volunteers by confirming the volunteer meet-up locations and duties and sharing all volunteer contact information.
- Staff needed more time to prepare volunteer at all events.
- At the Paradise event, volunteers lacked survey talking points as they engaged community members experiencing the Kit of Parts treatments.

CHALLENGES AND RECOMMENDATIONS

PLANNING CHALLENGES CONTINUED

ENGAGEMENT SURVEY

- The engagement survey given to participants needed to be more concise and could have been made for a youth audience. The target audience was youth and young children in the Town of Paradise, and the survey developed did not meet the needs of this site.

LACK OF BUY-IN FROM JURISDICTIONS

- CHICO
 - Initially, the temporary demonstrations in partnership with the Butte County Department of Public Health were to be hosted in Chico. Pop-up locations had been chosen and documents had been prepared with community partners and stakeholders to host the temporary demonstration in Chico when the City of Chico denied permits and were not in support of hosting temporary demonstrations to improve walking and biking. Cal Walks and the Butte County Department of Public Health pivoted quickly to host the temporary demonstration in the Town of Paradise.
- FRESNO
 - There were several logistical barriers, including the requirement of special event permits, fees, and traffic control maps, requested by the City of Fresno.
 - The most difficult challenge was coordinating the special event permit. Submitting a special event permit included paying its fees and hiring traffic control. Alert-o-Lite, the traffic control company, developed a traffic control map and had to post street closure signage days before the event. This resulted in an expensive bill paid by the Fresno Department of Public Health.

CHALLENGES AND RECOMMENDATIONS

PLANNING RECOMMENDATIONS

STAFFING

- Given the several staffing changes, it would have been most appropriate for ATRC and Caltrans to accept a change in the timeline for the contract, which has already been recommended. Additionally, ensuring that each entity has an internal transition plan would be helpful.

VOLUNTEERS

ENGAGE VOLUNTEERS THROUGH TRAINING BEFORE EVENT DEPLOYMENT.

- In most instances, survey respondents shared that it would have been helpful to train all volunteers to discuss the project goals, purpose, next steps, what to do in specific scenarios, and where they would be stationed throughout the day. Cal Walks should have engaged volunteers better through training before event deployment

ENGAGEMENT SURVEYS

DEVELOPE A WAY TO ENGAGE WITH YOUTH DURING EVENT DEPLOYMENT.

- Youth-friendly surveys or other more interactive activities should have been designed for youth. Examples include an activity where youth draw their ideal community/street. Like Streetmix, pictures of walking and biking improvements could be shared, and youth could show their support or interest based on the images.

CHALLENGES AND RECOMMENDATIONS

PLANNING RECOMMENDATIONS CONTINUED

LACK OF BUY-IN FROM JURISDICTIONS

ASSUME THAT MOST JURISDICTIONS ACROSS THE STATE ARE BOTH VERY UNFAMILIAR AND WEARY OF TEMPORARY DEMONSTRATIONS. PROVIDE MORE RESOURCES, INCLUDING MORE TIME AND FUNDING FOR THESE TYPES OF PROGRAMS.

- When jurisdictions are unfamiliar and weary of temporary demonstrations, they need policies or resolutions to support long-term or short-term active transportation demonstrations and changes on the physical street. If further iterations of this pilot program supported a longer timeline for implementation, it would allow all those involved to engage in more extended conversations that could lead to local policy change at a jurisdiction level to ensure further active transportation projects could thrive in the community.
- A simple but essential resource that ATRC can provide is a compilation of policies implemented by jurisdictions across the State that support temporary demonstrations.

FINAL RECOMMENDATIONS

A TEMPORARY DEMONSTRATION COMPONENT LIKE THIS KIT OF PARTS PILOT PROGRAM SHOULD NOT BE INCORPORATED INTO THE UPCOMING CYCLE OF THE ATP APPLICATION.

- Housing this pilot program under one centralized state-wide agency such as Caltrans or ATRC was inefficient. Cal Walks recommends that Caltrans only move forward with adding a temporary demonstration component to an ATP application in two cycles after a second version of this pilot program has been implemented and sustained by regional partners.

A SECOND VERSION OF THIS PROGRAM SHOULD BE HOSTED BY AGENCIES LIKE COUNCIL OF GOVERNMENTS, COUNTY DEPARTMENTS OF PUBLIC HEALTH, OR EACH CALTRANS DISTRICT.

- Facilitating a Kit of Parts lending program at a regional level could provide more autonomy and streamline coordination like shipping,

UPCOMING VERSIONS OF THIS PROGRAM SHOULD COVER ALL COSTS ASSOCIATED WITH DEPLOYMENT, INCLUDING PAYMENT OF SPECIAL PERMITS, TRAFFIC CONTROL, AND ENGAGEMENT ACTIVITIES BY LOCAL PARTNERS.

- This type of project can become costly very quickly. Under the current pilot program, permit fees and traffic control were all paid for by the agency Cal Walks partnered with at every site. Cal Walks also took on the following:
 - The special insurance coverage required by the jurisdiction's special permit application;
 - All costs associated with contracting local partners on the ground to support engagement; and
 - Insurance coverage for the use of SCAG's Go Human Kit of Parts on behalf of all agencies.

Kit of Parts Feedback and Recommendations for SCAG

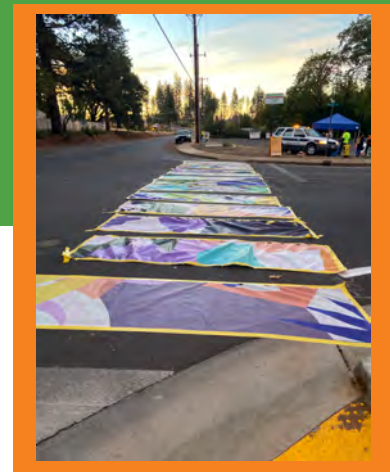
UPDATE MATERIALS

- Make all materials high-visibility.
- Parklet:
 - Parklet chairs and planes are slippery with the morning dew (early morning installation in December comes with wet mornings) and cause a safety hazard. Wet planes, in general, cause a slipping risk.
 - Los Banos did not want people sitting on the parklet, which contradicts the goal of having residents interact with the treatments. The parklet railing could not be screwed in (maybe screws were missing), but caution tape was added so people wouldn't lean on them and fall. The umbrella must also be screwed into the ground, so it doesn't tilt and shift the table.
- Curb Extension:
 - The mesh circles could not be used because the marked crosswalk in Los Banos is connected via an apex curb ramp. The mesh circles assume the marked crosswalks are separated, and there is space to install them. Because of this, Los Banos only partially extended the sidewalk.
- Creative Crosswalk:
 - Add a long, poster-like container to store the crosswalk stripes. This would make it easier to take them in and out and the container and keep them clean.
 - Update the cleaning supplies that are needed for this treatment. Simple Green and rags were not enough; a power washer was needed.
 - The recommended yellow tape and recommended tape placement were not strong enough to stick to the ground. **Bl** or **Il Du t T pe** worked best, especially for roads with cracked, uneven pavement.

ADD TREATMENTS

- Creative driveway, driveway art;
- Rubber speed humps; and
- Pedestrian crosswalk beacon.

PHOTO; CREATIVE CROSSWALK PEELING OFF THE ROAD, CREATING A TRIPPING HAZARD.



CLARIFY AND UPDATE THE KIT OF PARTS GUIDE

- Not all materials were in each Kit of Part container. For example, some bollards and flags were missing.
- There is a learning curve to installation. A Public Works crew can install with the recommended amount of people in the guide, but all other partners need more volunteers and time to install the treatments, especially the crosswalk.
- Translate the guide to Spanish and other languages. Not all installers speak English.
- Add alternative ways of setting up a treatment based on various scenarios. Scenarios can include a variety of streetscapes, distances, and different types of pavement. This was especially necessary for Paradise, where the pavement in one intersection was cracked. Then, in Fresno, the Core Team doubled the distance between the bike lane railings and bollards to cover more ground.

ORGANIZE THE KIT OF PARTS CONTAINER

- Getting the materials out of the container was dangerous due to the disorganization. The following could improve both safety and organization:
 - Cluster treatment materials together per treatment in the container;
 - Build shelves and straps to keep materials from moving throughout the container; and
 - Include a map on the inside wall of the container of what materials are needed for each treatment and where they are located in the container.

ADD SUPPLEMENTAL MATERIALS

- Intentionally engage with drivers who naturally slow down or stop altogether at the treatments by including 'slow' or 'caution' signage that can be placed along the road as they approach the treatment. This mitigates pedestrian and work area injury risks and increases safety for participants and volunteers.
- Cleaning materials for the treatments should be included, such as brooms and a tall brush.
- Street closure materials.
- Tactical urbanism accessories to make the treatments more attractive and interactive. For example, turf or synthetic grass, games for a pocket park, a stable parklet table, more chairs, and umbrellas.
- Multiple A-frames per treatment should be available on either end of the treatment.

EQUITABLE SET UP AND CLEAN UP

- Treatments take more work and time to install and clean up. The Kit of Parts Guide assume able-bodied volunteers. Our volunteers included older adults and wheelchair users.

Appendix A: Non-Prise Post Deployment Analysis



Active Transportation Resource Center Go Human Kit of Parts Pilot Project

POST-DEPLOYMENT ANALYSIS

BUTTE COUNTY, TOWN OF PARADISE

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PROGRAM OVERVIEW

The Active Transportation Resource Center (ATRC) hired California Walks to implement its Go Human Kit of Parts Pilot Program. California Walks worked with the Butte County Public Health Department to develop and facilitate temporary safety demonstrations of a separated bike path and a creative crosswalk in the Town of Paradise.

The project created opportunities for residents to experience the proposed safety improvements in live traffic settings and provide feedback to support the potential implementation of improvements.

The Town of Paradise has been in the process of community rebuilding since the 2018 Camp Fire, which destroyed thousands of structures and killed over 80 people. In their rebuilding efforts, the Town of Paradise is prioritizing walking and biking safety in their community while assuring residents that essential emergency vehicles can easily travel throughout the community. The Butte County Public Health Injury Prevention program is helping to support this work.

The goals of the temporary demonstration were to:

- Demonstrate how Safe Routes to School programming can be prioritized in community development construction;
- Exhibit how walking safety infrastructure can coexist with emergency response vehicles during emergencies and disasters;
- Improve the mobility, access, and safety of pedestrians who use this corridor;
- Gather community feedback on the temporary demonstrations; and
- Use the community's feedback to inform and apply for future Active Transportation Program applications.

PROGRAM OVERVIEW



- On Thursday, October 27, 2022, two temporary demonstrations were hosted on key routes to Paradise Ridge Elementary School:
 - A separated pedestrian path on the southside of Wagstaff Road, east of Pentz Road; and
 - A creative crosswalk at the western leg of the Billie Road/Pentz Road intersection.

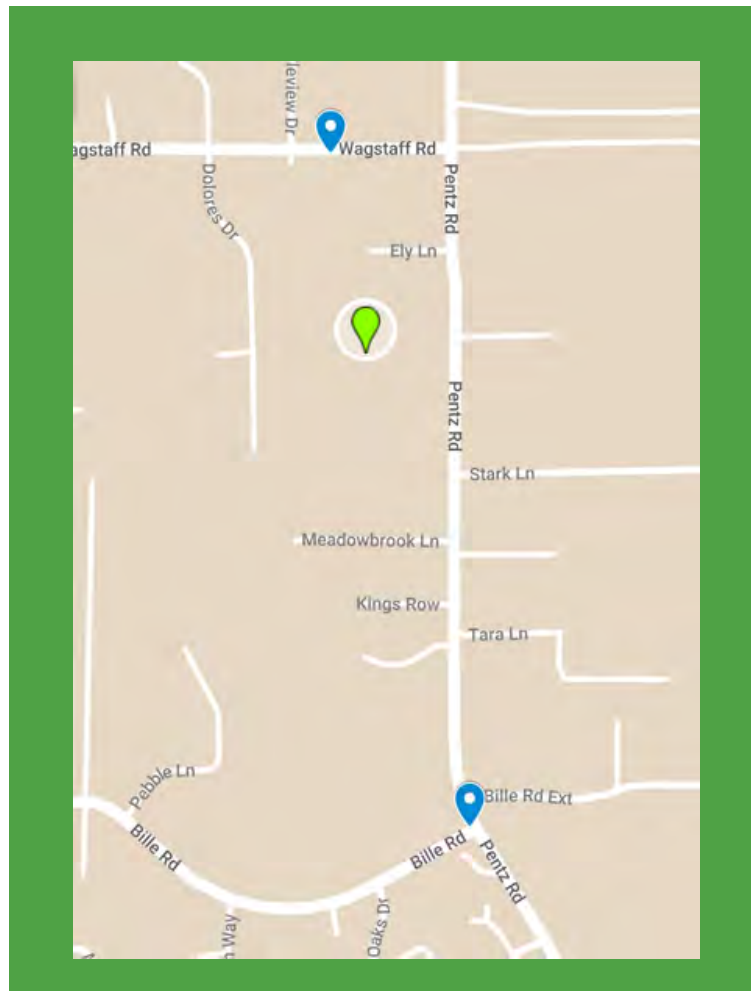


IMAGE: TOWN OF PARADISE KIT OF PARTS TEMPORARY DEMONSTRATIONS

PROGRAM OVERVIEW



33 parents, students, and community members completed the survey, and over 90 individuals participated in the demonstrations. An overwhelming majority of respondents supported the demonstration projects. This report describes the community engagement activities, findings, and event outcomes for the Town of Paradise Kit of Parts Temporary Demonstration Event.

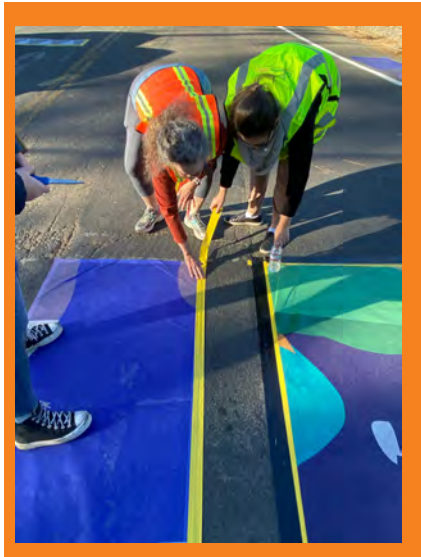


IMAGE: VOLUNTEERS INSTALLING CREATIVE CROSSWALK DEMONSTRATION ON BILLIE ROAD



IMAGE: INSTALLED CREATIVE CROSSWALK WITH CALIFORNIA HIGHWAY PATROL VOLUNTEER



IMAGE: CHILDREN APPROACHING THE COLORFUL DRIVEWAY ART COMPETITION ON BILLIE ROAD AND PENTZ ROAD

COMMUNITY OUTREACH & ENGAGEMENT

Community outreach efforts targeted the local community around Paradise Ridge Elementary School, including those who:

- Reside in an area identified as among the most disadvantaged 25% in the state according to CalEnviroScreen 3.0;
- Have a median household income less than 80% of the statewide median based on the 2012-2016 American Community Survey;
- Receive free or reduced-price meals under the National School Lunch Program;
- Score within the 25th percentile in the Healthy Places Index (HPI), a census tract must be in the 25th percentile or less to qualify as a disadvantaged community; and/or
- Live within Federally Recognized Tribal Lands.



IMAGE: CREATIVE CROSSWALK AT PARADISE RIDGE ELEMENTARY SCHOOL PARKING LOT



IMAGE: BUTTE COUNTY DEPARTMENT OF PUBLIC HEALTH BEING INTERVIEWED BY ACTION NEWS NOW (LINK NOT AVAILABLE)

COMMUNITY OUTREACH & ENGAGEMENT

The following materials were co-developed between California Walks and the Butte County Department of Public Health Office of Traffic Safety:

FLIER

Two fliers were developed and distributed virtually and in-person to local students, families, and community members; Town of Paradise staff and elected officials; local nonprofits, including the Boys and Girls Club; and local churches and parks. A full list of event invitees and attendees can be found in the Appendix.

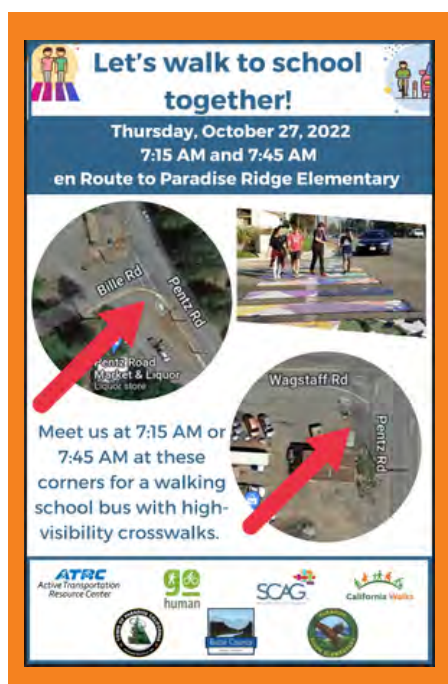


IMAGE: DEMONSTRATION COMMUNITY FLIER



IMAGE: DEMONSTRATION WALKING SCHOOL BUS FLIER

COMMUNITY OUTREACH & ENGAGEMENT

ENGAGEMENT SURVEY

A community engagement survey was completed to gather feedback on the temporary demonstrations. See the Appendix for the complete survey.



IMAGE: BUTTE COUNTY PUBLIC HEALTH DEPARTMENT SURVEYING STUDENTS AND PARENTS OF PARADISE RIDGE ELEMENTARY SCHOOL



IMAGE: SURVEY BOOTH ON WAGSTAFF ROAD

CALIFORNIA STATE UNIVERSITY, CHICO STUDENT PARTICIPATION:

Students from GEOG 425 Planning for Sustainable Communities attended and volunteered at the demonstration. As part of their class curriculum, they were asked to complete field notes about their activities, observations, and interactions that day and write a field report detailing their experience, observations, and recommendations for improvement. Their feedback is distributed throughout this analysis.

COMMUNITY OUTREACH & ENGAGEMENT

COLORFUL DRIVEWAY ART COMPETITION

Nine students created Halloween-themed driveways that were placed along Pentz Road, leading to Paradise Ridge Elementary School.



IMAGE: COLORFUL DRIVEWAYS ART COMPETITION WINNERS ANNOUNCED



IMAGE: WALKING SCHOOL BUS ON PENTZ ROAD

WALKING SCHOOL BUS

Thirty-six students and families participated in a walking school bus starting at the Billie Road/Pentz Road and Wagstaff Road/Pentz Road intersections, highlighting the creative crosswalk, separated pedestrian path, and colorful driveways.

COMMUNITY OUTREACH & ENGAGEMENT

SOCIAL MEDIA

The demonstration activities, partners, participants and impact was highlighted through California Walks Instagram page. Partner organizations also highlighted the event through their media accounts.



SLIDE 1 OF 6



SLIDE 2 OF 6



SLIDE 3 OF 6



SLIDE 4 OF 6



SLIDE 5 OF 6



SLIDE 6 OF 6

IMAGE: CALIFORNIA WALKS SOCIAL MEDIA POST SLIDE 1 - 6

SURVEY RESULTS

33 parents, students, and community members completed the survey, and over 90 individuals participated in the demonstrations.



HIGHLIGHTS

California State University, Chico students, the California Department of Public Health, Caltrans, Chico Velo, and other community members helped administer the survey. The full survey results can be found in the Appendix.



OVER
90%

FELT SAFER WALKING BECAUSE OF THE TREATMENTS



OVER
90%

WOULD LIKE TO SEE BOTH TREATMENTS PERMANENTLY INSTALLED

SURVEY RESULTS

HIGHLIGHTS

OVER
90%

DO NOT WALK OR BIKE MORE IN THE COMMUNITY BECAUSE OF

UNSAFE DRIVER BEHAVIORS AND...

NOT ENOUGH SIDEWALKS & BIKE LANES

OVER
90%

USE A PERSONAL VEHICLE TO TRAVEL AROUND THEIR COMMUNITY ON A TYPICAL DAY



IMAGES: WALKING SCHOOL BUS CROSSING BILLIE ROAD

SURVEY RESULTS

HIGHLIGHTS

The top three things that keep respondents from walking or biking more in their community:

UNSAFE DRIVER

NOT ENOUGH COMFORTABLE SPACES TO WALK OR BIKE (I.E., SIDEWALKS, BIKE LANES)

DESTINATIONS ARE TOO FAR TO WALK/BIKE

The top 3 things that would enhance the Town of Paradise for people walking:

WIDER SIDEWALKS

SIDEWALK LIGHTING

VIBRANT THINGS TO SEE AND DO

SURVEY RESULTS

HIGHLIGHTS

The top 3 things that would improve the experience for people biking in the Town of Paradise:

MORE BIKE LANES PROTECTED FROM VEHICLES

MORE BIKE LANES ON THE ROAD

LOWER VEHICLE SPEEDS



IMAGES: WALKING SCHOOL BUS CROSSING BILLIE ROAD

SURVEY RESULTS

COMMENT HIGHLIGHTS

**"I SAW AN "E" BIKE
TODAY WITH
MAYBE A 13 YEAR
OLD GOING THE
WRONG SIDE OF
THE ROAD WITH NO
HELMET. NEED
INSTRUCTION IN
SCHOOLS ON BIKE
SAFETY."**

**"I HOPE THIS
[CREATIVE
CROSSWALK] TRULY
HAPPENS! IT'S
BEAUTIFUL, CHEERY
AND DEFINITELY
CATCHES THE EYE.
FINGERS CROSSED."**

**"THANK YOU FOR
CONSIDERING US.
I AM VISUALLY
IMPAIRED AND I NEED
SAFE SIDEWALKS TO
BE INDEPENDENT."**

CONCLUSION

This event demonstrates the Town of Paradise's continued commitment to being a safe, comfortable community to walk and bike while prioritizing emergency vehicle response. Butte County Department of Public Health staff is interested in hosting more temporary demonstrations across the county to empower community advocates. The Department of Public Health will share this report with all event attendees, invited partners, and schools and communities they want to work with in the future. This report will be included in their future Active Transportation Program (ATP) applications and other funding opportunities.

For the full ATRC Kit of Parts Recommendations Report and other Post-Deployment Analysis, visit Cal Walks' websites at calwalks.org/atrc-kit-of-parts



IMAGE: STUDENTS CROSSING BILLIE ROAD

ACKNOWLEDGMENT

Thank you to the Butte County Department of Public Health for inviting and partnering with us to make the Town of Paradise safer for walking and biking. Thank you to Paradise Ridge Elementary School for acting as a hub for the temporary demonstration; hosting volunteers and event materials. Thank you to the volunteers at the Volunteers in Police Service, California Highway Patrol, Paradise Police Department, Paradise Ridge Elementary School Parents Teachers Organization, Chico Velo, Chico State University, the Boys and Girls Club, Caltrans, and California Department of Public Health. Thank you to Paradise Starbucks and Beatniks for donating snacks and refreshments to volunteers.

We acknowledge the Kojomk'awi, Mechoopda, Cayuse, Umatilla, and Walla Walla peoples as the traditional land caretakers of the greater Town of Paradise area.

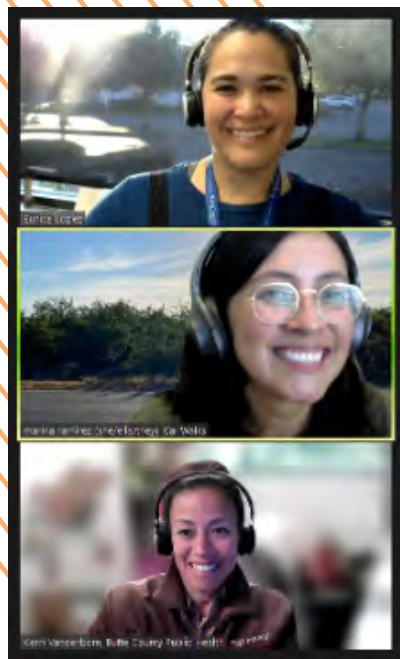


IMAGE: PLANNING TEAM DEBRIEF MEETING

APPENDIX A

Invited and Attended Guest List



INVITED	ATTENDED
Oroville PW	Butte County Department of Public Health
Gridley PW	Paradise Ridge Elementary School
Gridley Parks & Rec	Caltrans
Biggs PW	California Public Health Department
Paradise Parks & Rec	Volunteers in Police Service (Paradise)
Chico Parks & Rec	California Highway Patrol
Paradise High School	Chico Velo
Ridgeview High School	Chico State University
Cedarwood Elementary School	Boys and Girls Club youth members, staff, and CEO
Pine Ridge School	Butte County Association of Governments (BCAG)
Paradise Junior High School	Town of Paradise Public Works
the Boys and Girls Club of North Valley	City of Chico
the African American Family Cultural Center	Enloe Hospital Community Health Coalition
the Hmong Cultrual Center	Ability First Sports
Chico Jesus Center (homeless shelter)	community members, parents/caregivers of students at Paradise Ridge Elementary School
Oroville Rescue Mission (homeless shelter)	Paradise Ridge Elementary School PTO
Chico safer streets coalition	Paradise Police Department
Rotary Club of Chico	
Rotary Club of Paradise	
Chapman Elementary School	
the Church of Jesus Christ of Latter-day Saints	
First Christian Church	
First Baptist Church Paradise	
Our Savior Lutheran Church	
Paradise Alliance Church	
Calvary Baptist Church Paradise	
Paradise Evangelical Free Church	
Craig Memorial Congregation Church	
Paradise Ridge Southern Baptist	
Paradise Lutheran Church	
Jubilee Church	
Paradise Church of Religious Science	
St Nicholas Episcopal Church	
Paradise United Methodist Church	
New Creation Fellowship on the Ridge	
Calvary Chapel of Paradise	
Skyway Assembly of God	
Paradise Seventh-Day Adventist Church	
St. Thomas More Catholic Church	
Magalia Community Church	
Ability First Sports (adapted sports program)	
Oroville Parks & Rec	
Location Arts (architects and community development)	

Invited and Attended Guest List

INVITED	ATTENDED
Paradise Ridge Elementary School PTO	
League Cycling Instructors (LCI's)- some thorough Chico Velo	
Butte County Office of Education Special Education Department	
Town of Paradise, Paradise Ridge Elementary School, and California Highway Patrol social media post	

APPENDIX B

Paradise Ridge Elementary School Community Survey

<i>Improvement</i>	<i>Image</i>	<i>Does this improvement make you feel safer walking/biking?</i>	<i>Do you want this improvement permanently installed?</i>
Separated Walking Path		<input type="checkbox"/> Yes / <input type="checkbox"/> No	<input type="checkbox"/> Yes / <input type="checkbox"/> No
Artistic Crosswalks		<input type="checkbox"/> Yes / <input type="checkbox"/> No	<input type="checkbox"/> Yes / <input type="checkbox"/> No

1. Did this demonstration help you understand the value of safety infrastructure?

Yes/ No

2. On a typical day, how do you travel around your community? Check all that apply.

Walk Bike Skate Personal Vehicle Public Transportation (bus, train, etc.) Scooter
 Lyft, Uber, taxi, etc. Motorcycle Other _____

3. What kind of pedestrian or cyclist are you? Check all that apply.

- I regularly walk to school, work and/or to complete other day to day activities, regardless of the street conditions.
- I only walk to school, work and/or to complete other day to day activities if there are sidewalks.
- I only walk for exercise and recreational purposes.
- I don't walk but I want to.
- I regularly bike to school, work and/or to complete other day to day activities, regardless of the street conditions.
- I only bike to school, work and/or to complete other day to day activities if there are separated bike lanes and/or protected bike lanes.
- I only bike for exercise and recreational purposes.
- I don't bike but I want to.

4. What keeps you from walking or biking more in your community or neighborhood? Check all that apply.

Unsafe drivers Destinations are too far to walk/bike Not in the habit/Don't think about it
 Concerned about crime/harassment Need to transport people/bags Lack of access to a bike
 Not enough comfortable places to walk or bike (sidewalks, bike lanes) Other _____



5. Check the top 3 things that would enhance Paradise for people walking:

- Wider sidewalks Public space/parks Lower vehicle speeds Vibrant things to see and do
 Sidewalk lighting More trees/shade Improved public safety Other _____

6. Check the top 3 things from the list below that would improve the experience for people biking in Paradise:

- More bike lanes on the road More bike lanes protected from vehicles More bicycle parking
 Bike share Driver education Bicyclist education Lower vehicle speeds Traffic enforcement
 Other _____

7. Is there anything else you'd like to share with us?



APPENDIX C

ATRC KoP Butte Co - Paradise_Evaluation Survey

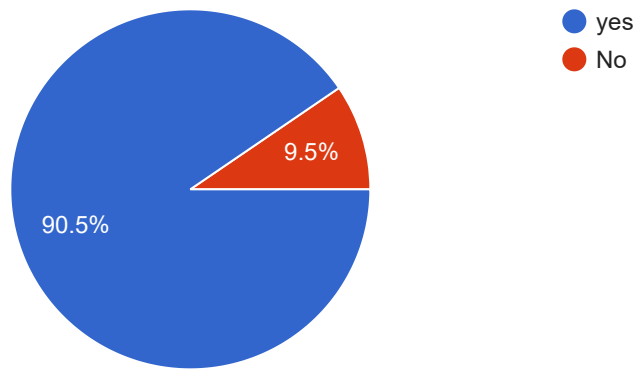
33 responses

[Publish analytics](#)



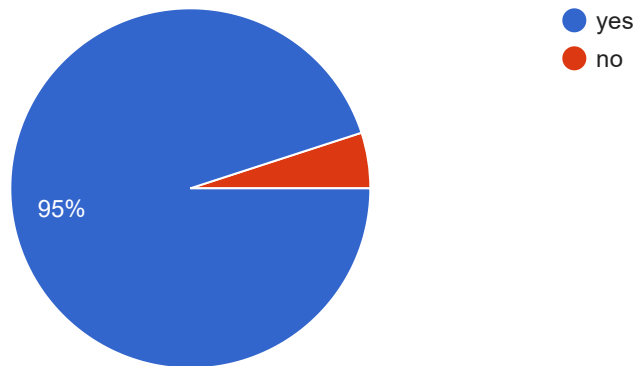
Separated Walking Path - Does this improvement make you feel safer walking/biking?

21 responses



Separated Walking Path - Do you want this improvement permanently installed?

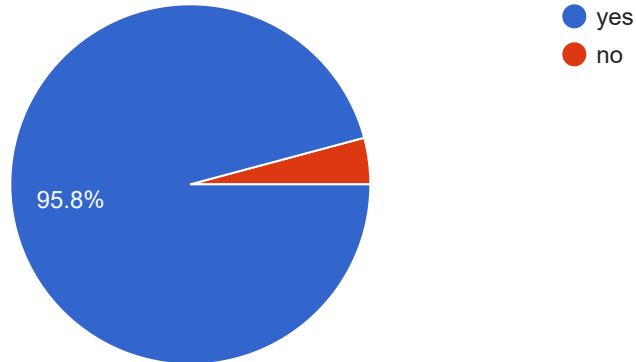
20 responses



Artistic Crosswalks - Does this improvement make you feel safer walking/biking?



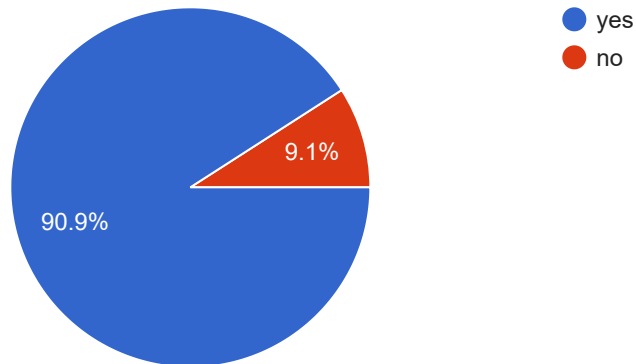
24 responses



Artistic Crosswalks - Do you want this improvement permanently installed?



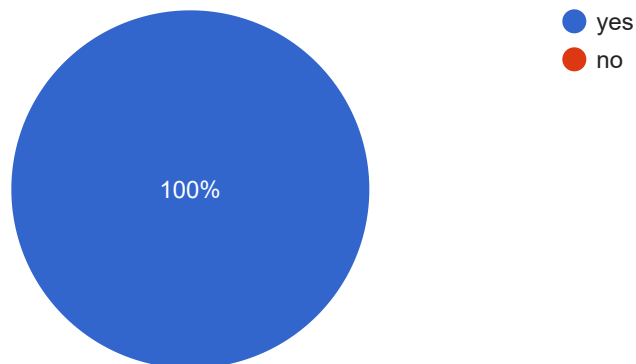
22 responses



Did this demonstration help you understand the value of safety infrastructure?



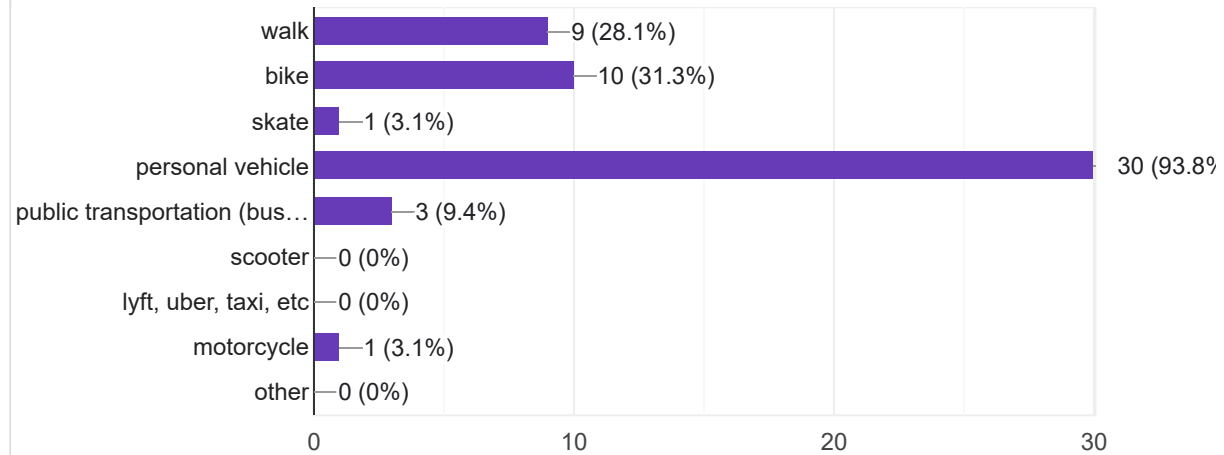
30 responses



On a typical day, how do you travel around your community? Check all that apply.



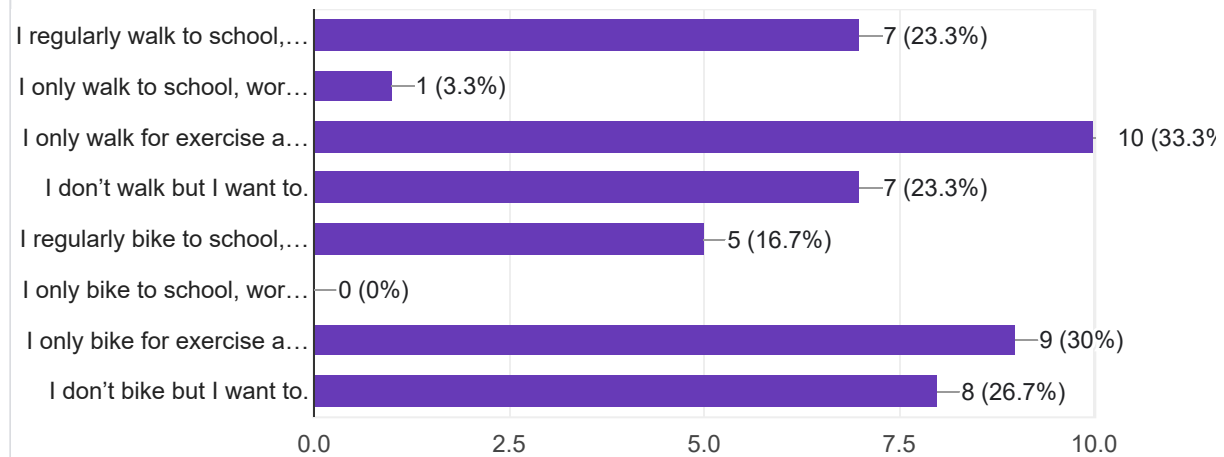
32 responses



What kind of pedestrian or cyclist are you? Check all that apply.



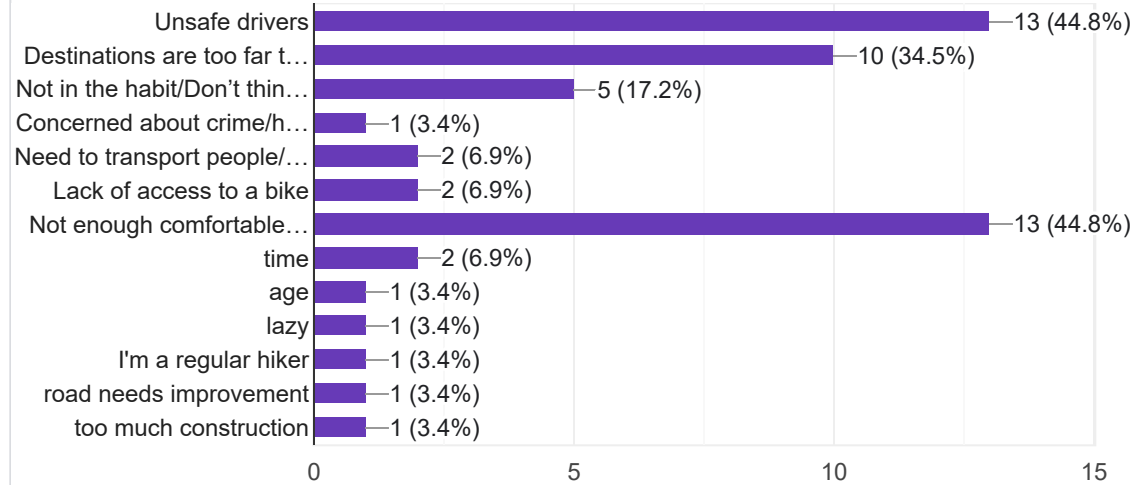
30 responses



What keeps you from walking or biking more in your community or neighborhood? Check all that apply.



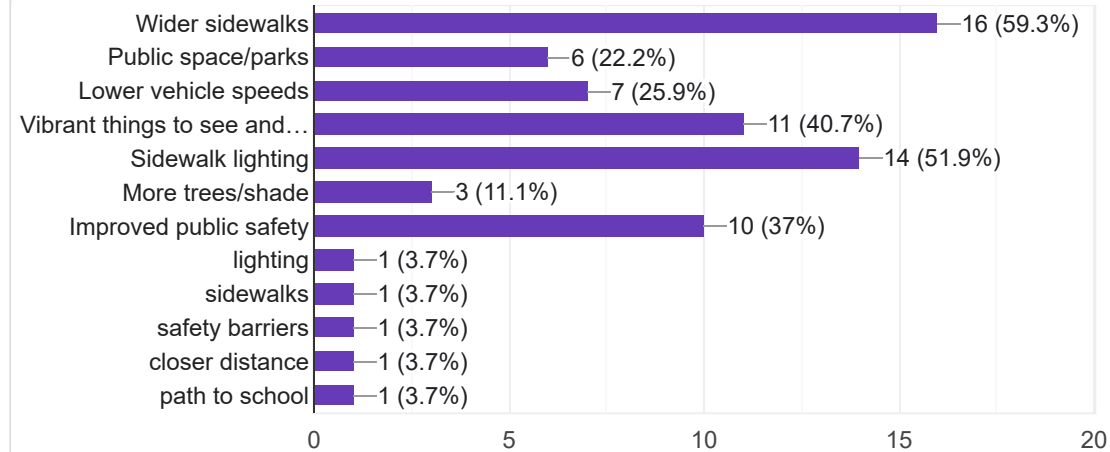
29 responses



Check the top 3 things that would enhance Paradise for people walking:



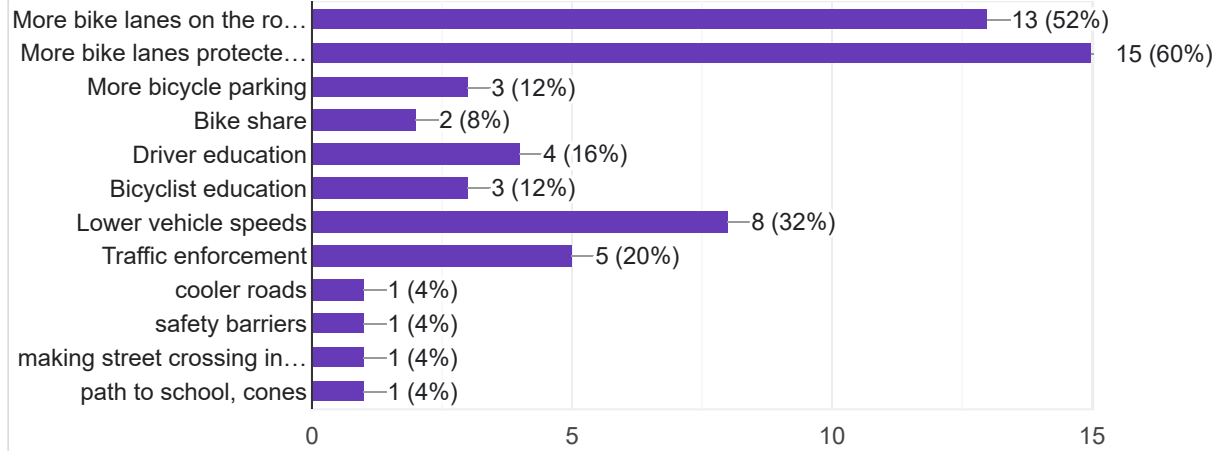
27 responses





Check the top 3 things from the list below that would improve the experience for people biking in Paradise:

25 responses



Is there anything else you'd like to share with us?

9 responses

we have the opportunity to make our town better, I think if we waste time talking about it, we will spend more money later, let's do this now

I saw an "e" bike today with maybe a 13 yer old going the wrong side of the road with no helmet. Need instruction in schools on bike safety

i hope this truely happens! It's beautiful, cheery and definitely catches the eye. Fingers crossed, thank you

slow the speed of cars down

we need safe bike lanes

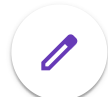
Thank you for considering us. I am visually impaired and I need safe sidewalks to be independent.

Great project but only a limited area. Need more connected bike/ped infrastructure/paths

this has been a great experience/lesson for our family! Thank you for your time!

no concerns, waiting for construction to be over

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APPENDIX D



California State University Chico
College of Behavioral
and Social Sciences



DEPARTMENT OF
**GEOGRAPHY
& PLANNING**
CALIFORNIA STATE UNIVERSITY, CHICO
425: PLANNING FOR SUSTAINABLE COMMUNITIES & REGIONS

Addendum to:

Active Transportation Resource Center
Go Human Kit of Parts Pilot Temporary
Demonstration Project Post-Deployment
Analysis

Butte County, Paradise

Fall 2022 GEOG 425 Planning for Sustainable
Communities and Regions course in collaboration with
Butte County Public Health (BCPH), Active
Transportation Resource Center (ATRC), Go Human,
Southern California Association of Government (SCAG),
and California Walks



Department of Geography & Planning
GEOG 425: Planning for Sustainable Communities & Regions
Dr. LaDona Knigge, Laurent Beauregard, Matthew Collins, Jessica Frantz, Maya Fritz,
Giavanna Gianfermi, Lefferts Lefferts III, Anthony Lepori, Andrew Macias, Megan
Witte, and Terence Zegarra, GEOG 425 Fall 2022 Students
16th December 2022

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I. Introduction

GEOG 425 Planning for Sustainable Communities and Regions is an upper-division course in the Department of Geography & Planning at Chico State. This course examines economic, social, demographic and political bases for sustainable communities and seeks to integrate sustainable planning theory and practice with service learning projects such as this temporary pop-up street demonstration with Butte County Public Health.

Following the 2018 Camp Fire, the Town of Paradise has been rebuilding. This included the construction of the Paradise Ridge Elementary School, to replace the two elementary schools that burned. This has presented an opportunity for the community to try and improve connectedness and walkability. On Thursday, October 27th, 2022, from 6 A.M. to 4 P.M students from the Planning for Sustainable Communities and Regions course participated in the Active Transportation Resource Center Go Human Kit of Parts Pilot Temporary Demonstrations in collaboration with the various partners. This project which we will refer to as the Tactical Urbanism Pop Up event (TUPU) included two Walking School Buses to access Paradise Ridge Elementary School. There were two drop-off locations for the Walking School Bus: the first at the intersection of Wagstaff and Pentz Roads and the second at the intersection of Billie and Pentz Roads. The street treatments at the first location included barriers between the sidewalk and the road on the southside of Wagstaff Road, east of Pentz Road. The street treatments at the second location included a creative crosswalk at the western leg of the Billie Road and Pentz Road intersection with colorful driveways along the route. Students helped set up, take down, and clean the canopy tents, road barriers, the creative crosswalks, and signs that were part of the Go Human Kit and Halloween decorations at both locations. Students helped conduct surveys of the children and adults that participated in the demonstrations and were instructed to keep

detailed field notes of their activities and observations. After the demonstration project, students coded their field notes, discussed their observations, and made recommendations and suggestions for future demonstration projects which are detailed in this report.

II. Observations & Recommendations

A. Process and Organization

The TUPU demonstration project began with an early morning set up of the temporary street treatments from the Go Human Kit of Parts (KoP) at both locations. After the morning walking school bus, students were involved in cleaning the road surface and reaffixing the Go Humans Kit of Parts (KoP) in the middle of the demonstration and ended the day with a full clean-up of the KoP.

- The demonstration project was organized in two different locations, with strategic plans laid out for carrying out the demonstration. We found that the development of a Walking School Bus Program could provide a way for children as well as the parent supervisors who choose to walk with their children, and to connect with their peers and other community members.
- The colorful crosswalk and driveways help get drivers' attention, keeping them on the lookout for anyone who could be potentially crossing the street, creating a safer environment.
- Project was successful because children were able to give their input on issues that they would usually not have a say in.

B. Kit of Parts

The Kit of Parts (KoP) consisted of the shipping container that was delivered to the site containing all of the materials needed for each aspect of the project and included the temporary barriers, colorful sidewalk materials, colorful driveway photos, signage and all

things needed to run the walking school bus (SCAG KoP). We recommend for future temporary street projects such as this:

- The temporary barriers be more brightly colored or that they include the addition of reflective tape for increased visibility.
- The original tape used to attach the colorful crosswalk panels to the asphalt originally did not stick well enough to handle being driven over. The type of adhesive tape needs to be evaluated to be certain that it will adhere to the road surface.
- The KoP materials were lightweight and portable. No changes needed for the ease of portability of the materials.

C. Colorful Crosswalks:

We noted that the materials used for the colorful crosswalks were lightweight and portable. However, the tape used to affix the colorful crosswalks did not hold well. To alleviate this problem, we recommend:

- Road surface at location of colorful crosswalk to be cleaned before event with broom, street sweeper or leaf blower to remove debris.
- Since the installation is before sunrise, you might consider that this preparation be done the day before the event.
- Evaluate the type of adhesive, colorful tape that is used to affix the colorful crosswalks.

Some of the types of tape held better than others.

D. Survey

We noted that the survey was administered before the children participated in the walking school bus and the questions needed to have more child-friendly language. We suggest:

- Have the survey be administered after students have completed the walking school bus.
- Have the survey be read to the children by volunteers who record their responses.

- Use simple or child-friendly language to make future surveys easier for children to understand.
- We have prepared a sample survey in this report. See sample survey in Appendix A.

E. Interactions with People

Throughout the event there were many different organizations representing their interest in the project. There were also community members, and children attending the school with their parents or guardians. Our recommendations are:



Figure 2 Sample design for sandwich board with UPC code from another project.

- Include a large UPC code on sandwich board sign so that people passing by can access website and get information about the project and partners. This may also be used to elicit feedback from drivers.
- Take into account any recommendations directly from the public present at the event.
- Take advantage of the knowledge that the school employees can provide about background on the school.

- Everyone seemed to have an enjoyable experience.

F. Suggestions

After assisting with activities, we analyzed the field notes to determine what processes worked out well and what could be improved during the Tactical Urbanism Pop-Up event. In addition to this, we made suggestions about what improvements need to be made with infrastructure in the town of Paradise.

- More of the surrounding streets should have a crosswalk plan in addition to the proposed one on the intersection of Pentz Road and Billie Road.
- Future infrastructure plans should incorporate sustainable practices that are geared towards pedestrians who walk and bike. Due to the current lack of infrastructure, many people are relying on cars.
- We noticed that many of the drivers were speeding. Paradise needs more streetlights and speed limit signs.
- There were mixed opinions of holding a Tactical Urbanism Pop Up (TUPU) event in a small town like Paradise. Some suggest this event would be more practical in a larger, more urbanized area.
- Develop more training in order to follow guidelines of Go Human Activations Playbook https://scag.ca.gov/sites/main/files/file-attachments/kop_playbook_final.pdf?1661211228
- The TUPU event was effective in getting the public involved and bringing awareness to transportation infrastructure issues.

III. Large Scale and/or Big Picture View

A. Benefits of Temporary Projects or Tactical Urbanism Pop Up Events

Tactical Urbanism Projects are temporary street infrastructure projects that includes street treatments such as crosswalks, buffered bike lanes and parklets (Garcia and Lydon). They are a good approach to urban planning as they are quickly and easily set up and taken down, are low cost, scalable and they allow people to interact with urban developments (Thakkar). The benefits to communities are numerous and can take many forms. Tactical Urbanism popups are an opportunity for community members to see the potential in urban planning and illuminate the different ways that their communities can be altered to be more walkable,

bikeable, and liveable (Thakkar). When people are involved in tactical urbanism pop ups, they are able to provide feedback on the temporary street treatments and are more likely to play a more active role in advocating for and being involved in a long-term project. Tactical urbanism projects are a short-term commitment to a longer-term change with the potential of high reward with low risk.

A walking school bus is a group of children that walk to school with one or more adults. These walking school buses can take many forms, from being as unstructured as a group of families taking turns walking their kids to school to being a structured, planned route where kids can join the school bus at designated locations and times (Bryce). Walking school buses are a great option for getting kids to school. The benefits include improved child safety by walking in a supervised group, increased health, more time spent outdoors, reduced traffic congestion, and an increased sense of community.

B. Importance of Getting Early Buy-In or Commitment

It is important that the grant applicant have initial approval by the host city for the project at the time of the grant application to avoid denial of implementation of the project. The Go Human Kit of Parts Playbook suggests that smaller activations take approximately 1.5 months from conception to event (SCAG et al, 4). According to the Tactical Urbanism Permitting Process, Application, & Materials Guide, applicants should begin meeting with neighbors and begin the permit application to the host city engineering department approximately two months prior to desired installation date. The types of permits that may be required include an event permit to allow the event, which may take up to 45 days to approve, and a street closure permit that may take up to five days to approve. Some communities may require an insurance policy in connection with the event. The grant

application for this project initially identified the study site as Fair Street in the City of Chico for the temporary street treatment. After the grant was awarded, the City of Chico denied a permit for the event and the event had to be relocated. In order to prevent such obstacles to implementation, it is recommended that the grant application include preliminary approval by the host community and the host organization obtain a permit a minimum of 45 days before event.

C. Benefits in Terms of Community Building and Off-Street Path for Evacuation

The Paradise community is recovering from the tragedy of the wildfire. The implementation of a walking school bus provides an opportunity for children and parents to connect with their peers, and to interact with other community members. This process can help to build community.

The off-street walking school bus trail could be utilized as an alternate evacuation route or as access for emergency vehicles in the event of another evacuation. The foothills surrounding the Town of Paradise area fire-prone landscape and so Paradise is still under threat of wildfire. With limited ways to get around Paradise, this path provides an alternate route to allow travel in case of an emergency.

IV. Summary and Conclusion

The Active Transportation Resource Center Go Human Kit of Parts Temporary Demonstration Project that took place in Paradise, California, was an opportunity for a town that is rebuilding following the devastating 2018 Camp Fire to explore new transportation alternatives beyond cars. With the town wanting to make a more walkable and bikeable town, this project allows Paradise to have more safe options for children to get to school and other places. However, this project needs some improvements such as revising the survey that was

distributed and changing how some of the KoP were used. Regardless, this project was an opportunity for the town of Paradise to see how building a permanent bike and pedestrian path away from traffic could encourage more people to use active transportation, and it is an opportunity for community involvement.

An interesting benefit of an off-street path such as the one built along Pentz Road near Paradise Ridge Elementary School is that this path could be used as an alternate escape route or for access for emergency vehicles in the event of an emergency evacuation, and it could help more people to get out of harm's way in a more efficient manner.

Temporary street projects such as this promote active community engagement and allow feedback from the community on the proposed infrastructure, increasing community support. This project not only promotes safe active transportation, but it promotes sustainability for towns and cities that are looking to improve their town for future generations.

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Appendix A. Child Appropriate Survey

The goal of this survey is to gain a better understanding of community mobility within the K-12 demographic. Questions are meant to be administered by an adult. Questions should be supplemented with any additional answers along the blank lines. There is space at the end of the survey to record any questions or thoughts that arise while conducting the survey.

1) How Long Does it take you to get to school?

- 0 – 5 Minutes 5 – 10 Minutes 10 – 15 Minutes 15 – 20 Minutes 20 – 25 Minutes
-

2) How do you get to school?

- Walking Bicycling Car Bus
-

3) How do you travel to meet up with your friends?

- Walking Biking Bus Car Ride
-

4) Do you feel safe walking in your neighborhood?

- Always Usually Sometimes Rarely Never
-

5) Do you feel safe riding your bike in your neighborhood?

- Always Usually Sometimes Rarely Never
-

6) Do any of these factors keep you from walking or biking in your neighborhood?

- I do not want to
 - Is unsafe
 - Guardian will not let me
 - Destination is too far
 - Unsafe Drivers
 - No Bike
 - Would take too long
 - Nothing, I feel safe
-

7) Do you think adding colors to crosswalks makes them more noticeable?

- A great deal
 - A lot
 - A moderate amount
 - A little
 - Not at all
-

8) Would it be fun walking with your friends to school?

- YES
 - NO
-

9) Is a bike lane safer on or off the road?

- On road
 - Separate from road
 - On road with car if they had a slower speed limit
 - On road but with divider
-

10) If your school rented out bikes like books, would you rent one?

- Yes
 - No
-

11) Are there parks nearby that you could walk or bike to?

- Yes
 - No
 - Only from my house
 - Only from my school
-

Appendix B. GEOG 425 – Fall 2022 Students



B-1: Photo of Authors: Back row: Megan Witte, Jessica Frantz, Giavanna Gianfermi, Andrew Macias, Maya Fritz, Professor LaDona Knigge, Matt Collins, Leffert Lefferts. Front row: Terence Zerarra, Laurent Beauregard, and Anthony Lepori



Appendix B Don'ts Post Deployment Analysis



Active Transportation Resource Center Go Human Kit of Parts Pilot Project

POST-DEPLOYMENT ANALYSIS

DOWNTOWN LOS BANOS

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- 01 — Program Overview**
- 04 — Community Outreach & Engagement**
- 09 — Survey Results**
- 14 — Conclusion**
- 15 — Acknowledgment**
- 16 — Appendices**

PROGRAM OVERVIEW

The Active Transportation Resource Center (ATRC) hired California Walks to implement its Go Human Kit of Parts Pilot Program. California Walks worked with the City of Los Banos to develop and facilitate temporary safety demonstrations of a parklet and a curb extension in Downtown Los Banos.

The project created opportunities for residents to experience the proposed safety improvements in live traffic settings and provide feedback to inform the potential implementation of improvements.

The City of Los Banos is developing a Downtown Master Plan that includes expanded sidewalk improvements, such as parklets and curb extensions. In this plan, the City wants to prioritize pedestrian and bicyclist safety while promoting economic development.

The goals of the temporary demonstration were to:

- Prioritize pedestrian and bicyclist safety throughout Downtown and as a safe route to adjacent schools;
- Improve the mobility, access, and safety of pedestrians;
- Demonstrate how safety infrastructure can coexist and promote economic development for local businesses and the entire community;
- Showcase concept options illustrating the proposed improvements and gather the communities feedback; and
- Use the community's feedback to inform the Downtown Master Plan and apply for Active Transportation Program funding.

PROGRAM OVERVIEW



On Wednesday, November 30, 2022, two temporary demonstrations were hosted on 6th Street in Downtown Los Banos:

- A parklet on the westside of 6th Street, between I Street and J Street; and
- A curb extension at the northwest leg of the 6th Street/I Street intersection.

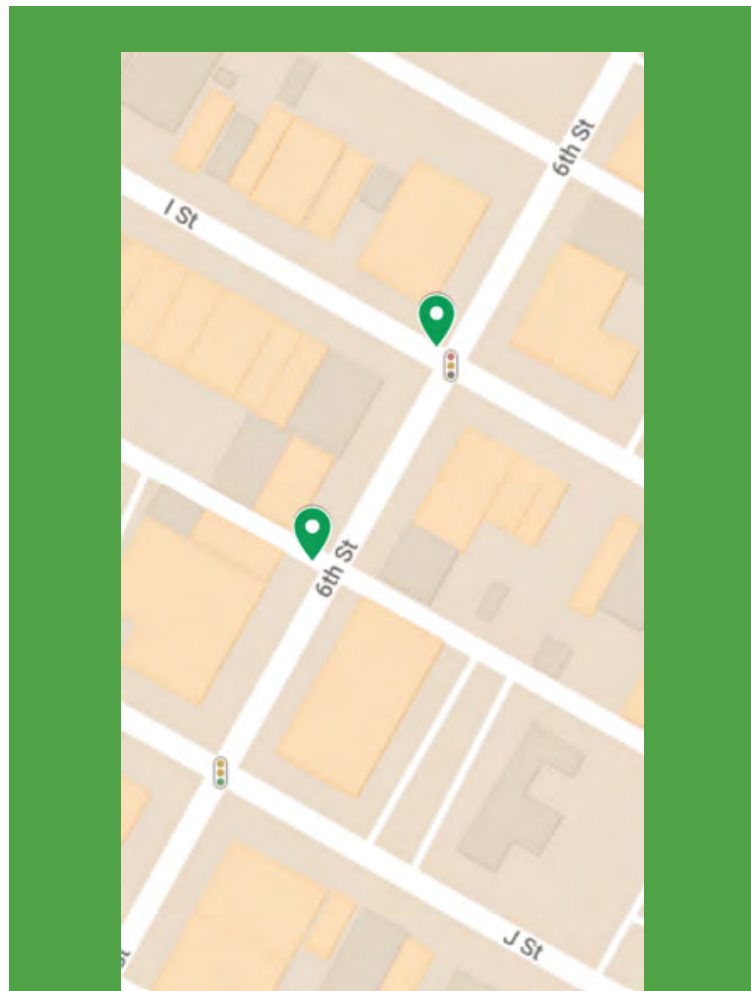


IMAGE: DOWNTOWN LOS BANOS KIT OF PARTS TEMPORARY DEMONSTRATIONS MAP

PROGRAM OVERVIEW



In total, 103 community members, business owners, and stakeholders completed the survey, and over 80 individuals participated in the demonstrations. A majority of respondents supported the demonstration projects. This report describes the community engagement activities, findings, and event outcomes for the Downtown Los Banos Kit of Parts Temporary Demonstration Event.



IMAGE: CURB EXTENSION ON 6TH STREET AND I STREET INTERSECTION

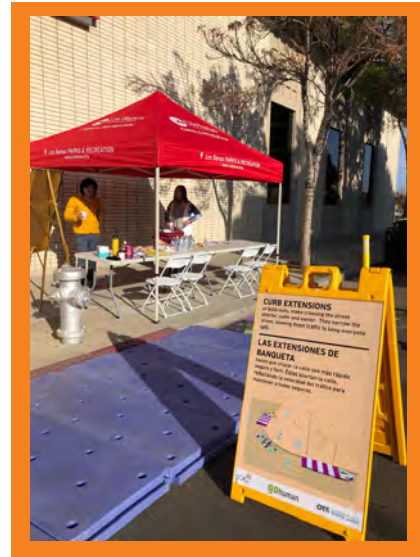


IMAGE: SURVEY BOOTH NEXT TO CURB EXTENSION



IMAGE: PARKLET ON 6TH STREET

COMMUNITY OUTREACH & ENGAGEMENT

Community outreach efforts targeted the local community around Downtown Los Banos, including those who:

- Reside in an area identified as among the most disadvantaged 25% in the state according to CalEnviroScreen 3.0;
- Have a median household income less than 80% of the statewide median based on the 2012-2016 American Community Survey; and/or
- Score within the 25th percentile in the Healthy Places Index (HPI), a census tract must be in the 25th percentile or less to qualify as a disadvantaged community.



IMAGE: COMMUNITY MEMBERS BEING ENGAGED



IMAGE: CYCLIST ALONG TEMPORARY DEMONSTRATION

COMMUNITY OUTREACH & ENGAGEMENT

The following materials were co-developed between California Walks and the City of Los Banos:

FLIER

Two fliers were developed and distributed virtually and in-person to local businesses, schools, and community members; A full list of event invitees and attendees can be found in the Appendix.



IMAGE: DEMONSTRATION FLIER



IMAGE: LOS BANOS DOWNTOWN MASTER PLAN FLIER

COMMUNITY OUTREACH & ENGAGEMENT

ENGAGEMENT SURVEY

A community engagement survey was completed to gather feedback on the temporary demonstrations. See the Appendix for the complete survey.



IMAGE: FATHER AND DAUGHTER
COMPLETING SURVEY AT ENGAGEMENT
BOOTH



IMAGE: RESIDENT COMPLETING A
SURVEY

SURVEY ADMINISTRATOR TALKING POINTS

Survey talking points were created to ensure consistent messaging about the purpose of the event, how the communities feedback is being collected, and how the survey results will be used. These talking points can be found in the Appendix.

COMMUNITY OUTREACH & ENGAGEMENT

DOWNTOWN MASTER PLAN DRAFT CONCEPT ILLUSTRATIONS

The City of Los Banos is developing a Downtown Master Plan with Mark Thomas and Placeworks to improve the safety and comfort of pedestrians and bicyclists. The proposed safety improvements include curb extensions, midblock extension, parklets and more. Large format boards illustrated what these improvements could look like in Downtown.



IMAGE: IMPROVEMENT CONCEPTS
PRESENTED ON LARGE FORMAT BOARDS



IMAGE: RESIDENTS REVIEWING
LOS BANOS DOWNTOWN
MASTER PLAN DRAFT CONCEPTS
AND COMPLETING SURVEYS

COMMUNITY OUTREACH & ENGAGEMENT

SOCIAL MEDIA

The demonstration activities, partners, participants and impact was highlighted through California Walks Instagram page. Partner organizations also highlighted the event through their media accounts.



SLIDE 1 OF 5



SLIDE 2 OF 5



SLIDE 3 OF 5



SLIDE 4 OF 5



SLIDE 5 OF 5

IMAGE: CALIFORNIA WALKS SOCIAL MEDIA POST SLIDE 1 - 5

SURVEY RESULTS

HIGHLIGHTS

103 community members, business owners, and stakeholders completed the survey, and over 80 individuals participated in the demonstrations. The Los Banos Downtown Business Association, City of Los Banos, Mark Thomas, and Placeworks helped administer the survey. The full survey results can be found in the Appendix.

OVER
85%

FELT SAFER WALKING BECAUSE OF THE CURB EXTENSION AND WOULD LIKE TO SEE IT PERMANENTLY INSTALLED

OVER
74%

FELT SAFER WALKING BECAUSE OF THE PARKLET, AND WOULD LIKE TO SEE IT PERMANENTLY INSTALLED.

SURVEY RESULTS

HIGHLIGHTS

OVER
55%

**WALK AROUND THEIR
COMMUNITY ON A TYPICAL
DAY**

OVER
78%

**USE A PERSONAL VEHICLE TO
TRAVEL AROUND THEIR
COMMUNITY ON A TYPICAL
DAY**

IMAGE: LOCALS
ENJOYING
THE PARKLET



SURVEY RESULTS

HIGHLIGHTS

OVER
55%

DO NOT WALK OR BIKE MORE IN THE COMMUNITY BECAUSE OF UNSAFE DRIVER BEHAVIORS

OVER
34%

DO NOT WALK OR BIKE MORE IN THE COMMUNITY BECAUSE THEY ARE CONCERNED ABOUT CRIME/HARASSMENT

Common write in responses to why people don't walk or bike more include:

EXTREME WEATHER CONDITIONS (HOT SUMMERS)

HOUSELESS RESIDENTS

LACK OF SHOULDER/SPACE FOR BICYCLISTS ON CALIFORNIA STATE ROUTE 165

SURVEY RESULTS

HIGHLIGHTS

The top 3 things that would improve the walking experience in Downtown Los Banos:

SIDEWALK LIGHTING

VIBRANT THINGS TO SEE AND DO

IMPROVED PUBLIC SAFETY

The top 3 things that would improve the biking experience in Downtown Los Banos:

MORE BIKE LANES ON THE ROAD

LOWER VEHICLE SPEEDS

MORE BIKE LANES PROTECTED FROM VEHICLES

SURVEY RESULTS

COMMENT HIGHLIGHTS

“I WOULD LIKE TO WALK WITH MY KIDS IN DOWNTOWN SAFELY AND COMFORTABLY.”

“I’M LOOKING FORWARD TO IMPROVEMENTS LIKE THESE SHOWCASED TODAY.”

“[I] WOULD LIKE MORE PARKING, STREET LIGHTING, MORE BUSINESS FRIENDLY [ENVIRONMENT]”

CONCLUSION

The City of Los Banos is committed to creating a safe, accessible, comfortable, and enjoyable Downtown for people walking and rolling. This report will be distributed with all event attendees and invited partners. The City will use this report to inform their Downtown Master Plan, future Active Transportation Program (ATP) applications, and other funding opportunities.

For the full ATRC Kit of Parts Recommendations Report and other Post-Deployment Analysis, visit Cal Walks' websites at calwalks.org/atrc-kit-of-parts



IMAGE: RESIDENT ENJOYING PARKLET ON 6TH STREET

ACKNOWLEDGMENT

Thank you to the City of Los Banos for inviting and partnering with us to host these temporary demonstrations in Downtown Los Banos. Thank you to the Los Banos Downtown Business Association, Mark Thomas, and Placeworks for administering the surveys. Thank you to Little Diamonds Pizza for allowing us to host the temporary parklet at their storefront. Thank you to the City of Los Banos Public Works for setting up and tearing down the parklet and curb extension.

We want to acknowledge the Yokuts peoples as the traditional land caretakers of the greater Los Banos area.

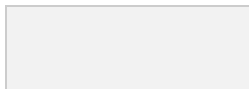


APPENDIX A

Invited and Attended Guests

INVITED	ATTENDED
Los Banos City Council	Council Member Brett Jones
Downtown Merchants	Gladys Barber Shop, Little Diamonds Pizza, Johnnie's Cleaners
Elementary School Families and Students	
Los Banos community	Corky Sherwood
Downtown Association Board	President David Sousa, Tom Kaljian, Sandra Benetti, Taylor Wolfsen
City staff	Carlos Granillo, Tommy Flynn, Justin Caruthers, Joe Knoester, Eric Jacobo, Rudy Luquin, Haley Leonard, Ozzy Lara
Mark Thomas	Jae Riddle
PlaceWorks	Cliff Lao, Raul

APPENDIX B



Downtown Los Banos Community Survey

1. Does the Curb Extension make you feel safer walking/biking?

Yes / No

2. Do you want the Curb Extension permanently installed?

Yes / No



3. Does the Parklet make you feel safer walking/biking?

Yes / No

4. Do you want the Parklet permanently installed?

Yes / No



5. On a typical day, how do you travel around your community? Check all that apply.

Walk Bike Skate Personal Vehicle Public Transportation (bus, train,..) Scooter
 Lyft, Uber, taxi, etc. Motorcycle Other _____

6. What keeps you from walking or biking more in your community or neighborhood? Check all that apply.

Unsafe driver behaviors Destinations are too far to walk/bike Not in the habit/Don't think about it
 Concerned about crime/harassment Need to transport people/bags Lack of access to a bike
 Not enough comfortable places to walk or bike (sidewalks, bike lanes) Other _____

7. Check the top 3 treatments that would improve the walking experience in Downtown Los Banos:

Wider sidewalks Public space/parks Lower vehicle speeds Vibrant things to see and do
 Sidewalk lighting More trees/shade Improved public safety Other _____

8. Check the top 3 treatments that would improve the biking experience in Downtown Los Banos:

Bike lanes Protected bike lanes Bike parking Bike share programs Driver education
 Bicyclist education Lower driver speeds Traffic enforcement Other _____

9. Is there anything else you'd like to share with us?



Encuesta Comunitaria del Centro de Los Banos

1. ¿La Extensiones de Banqueta te hace sentir más seguro al caminar o andar en bicicleta?

Si / No

2. ¿Quieres la Extensiones de Banqueta instalada permanentemente?

Si / No



3. ¿La Miniparques te hace sentir más seguro al caminar o andar en bicicleta?

Si / No

4. ¿Quieres la Miniparques instalada permanentemente?

Si / No



5. ¿Cómo se mueve usted por su comunidad en un día típico? Marque todo lo que aplique.

- A pie En Bicicleta En Patines En coche personal En Transporte Público (autobús, tren,.)
 En un Lyft, Uber, taxi, etc. Por Motocicleta Por un Scooter De Otra Manera _____

6. ¿Qué le impide andar en bicicleta o a pie en su comunidad más a menudo? Marque todo los que aplique.

- Conductores peligrosos Las distancias son muy largas para caminar o andar en bicicleta
 No es un hábito/No pienso mucho en esto Preocupación por el crimen o el acoso
 Necesidad de transportar personas/bolsas No tengo acceso a una bicicleta
 No hay suficientes lugares cómodos para caminar o andar en bicicleta (banquetas o carriles para bicicletas)
 Otra Razón _____

7. Marque 3 cosas de la lista que mejorarían la experiencia para personas que caminan en el Centro:

- Banquetas más anchas Espacios públicos/parques Límite de velocidad reducido
 Cosas vibrantes para ver y hacer en la comunidad Banquetas con luces Más árboles/sombra
 Mejoras a la seguridad pública Otra cosa: _____

8. Marque 3 cosas de la lista que mejorarían la experiencia para personas que andan en bicicleta en el Centro:

- Más carriles bici en las calles Más carriles bici protegidos de vehículos Más bicicleta estacionamiento
 Programa de Bicicletas compartidas Educación para los conductores Educación para los ciclistas
 Límite de velocidad reducido Aplicación del Reglamento de Tráfico Otra cosa: _____

9. ¿Hay algo más que quiera compartir?

APPENDIX C

Survey Administrator Talking Points

What is going on here today?

- The City of Los Banos is hosting this 1-day temporary infrastructure demonstration for the community to test out, give us your feedback, let us know if you would like to see them permanently installed, & if you have any other suggestions on how to improve walking and biking safety in Downtown Los Banos.
- We are collecting your feedback on these surveys.
- The result of the surveys will be put in a report that the City will use to apply for funding to improve walking and biking safety in Los Banos
- The surveys are anonymous, there is space for you to write in any additional comments you want to share at the end of the survey
- There are questions on the front and back of the page
- Make sure your writing is legible so we accurately capture your feedback

Puntos de conversación del administrador de la encuesta

¿Qué está pasando aquí hoy?

- La Ciudad de Los Baños está organizando esta demostración de infraestructura temporal por un día para que la comunidad pruebe, dénos sus comentarios, háganos saber si le gustaría verlos instalados permanentemente, y si tiene alguna otra sugerencia sobre cómo mejorar seguridad para peatones y ciclistas en el Centro de Los Baños.
- Estamos recopilando sus comentarios sobre estas encuestas.
- El resultado de las encuestas se incluirá en un reporte que la Ciudad utilizará para solicitar fondos para mejorar la seguridad para caminar y andar en bicicleta en Los Baños.
- Las encuestas son anónimas, hay espacio para que escriba cualquier comentario adicional que desee compartir al final de la encuesta.
- Hay preguntas en la parte de atrás de la página.
- Asegúrese de que su escritura sea legible para que capturemos sus comentarios correctamente

APPENDIX D

Downtown Los Banos Community Survey

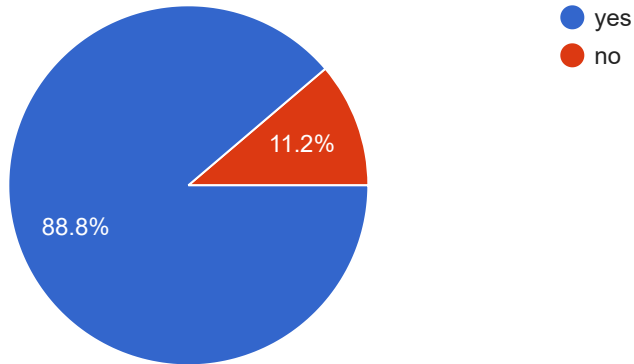
103 responses

[Publish analytics](#)

Does the Curb Extension make you feel safer walking/biking?

 Copy

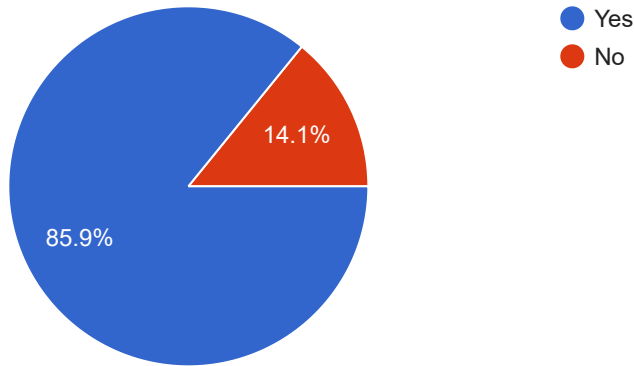
98 responses



Do you want the Curb Extension permanently installed?

 Copy

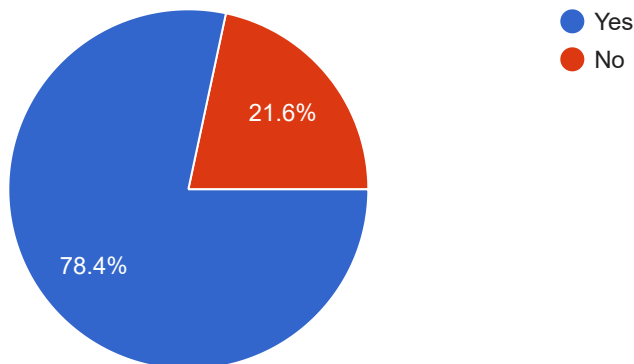
99 responses



Does the Parklet make you feel safer walking/biking?

 Copy

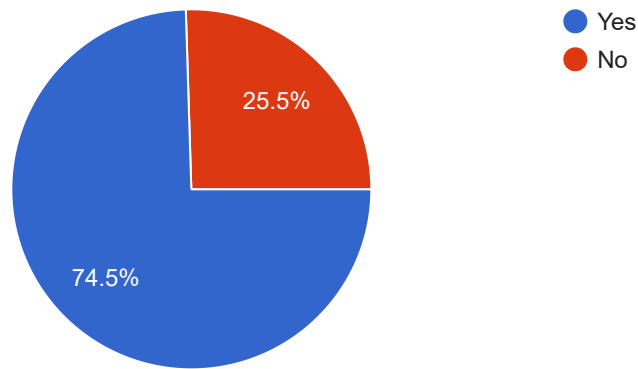
97 responses



Do you want the Parklet permanently installed?



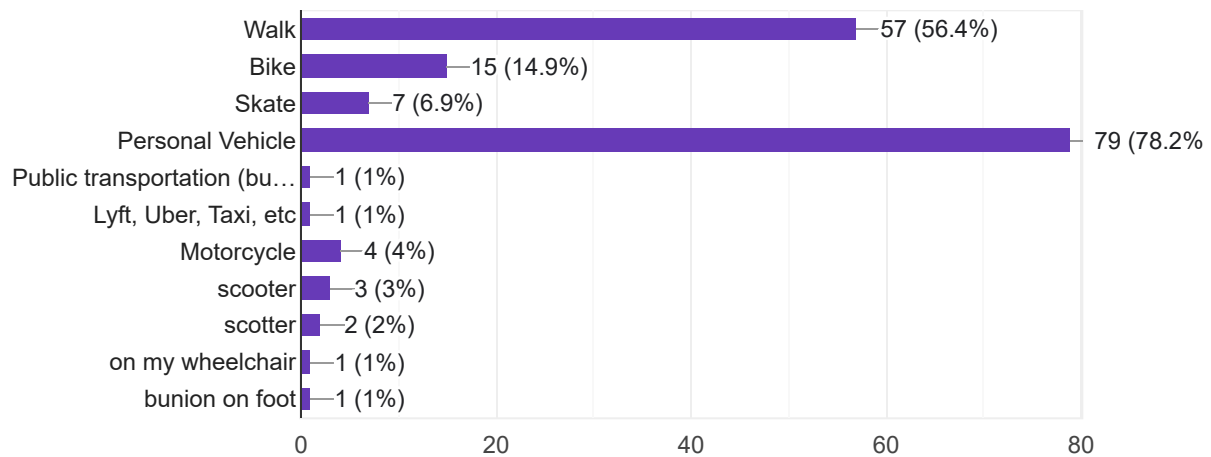
102 responses



On a typical day, how do you travel around your community? Check all that apply.



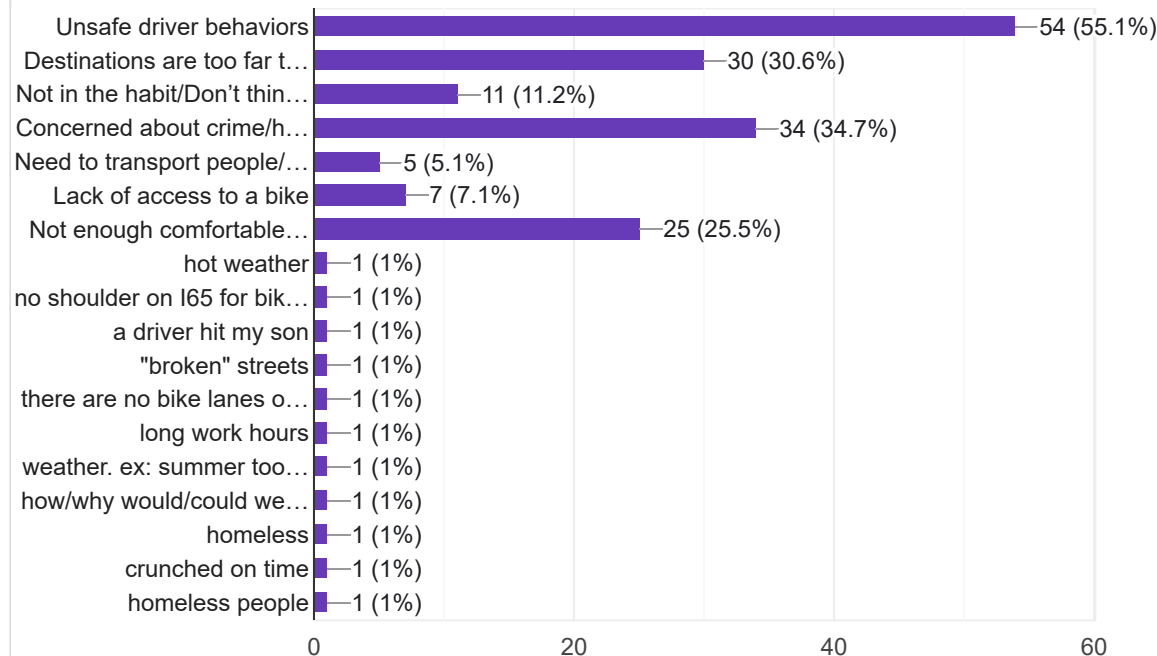
101 responses





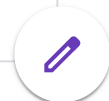
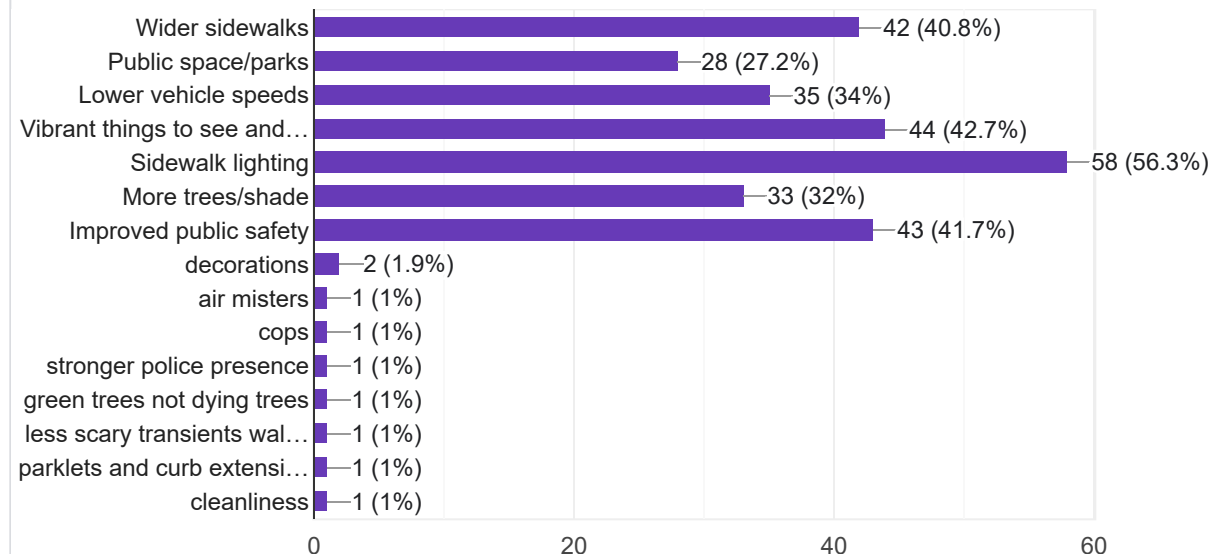
What keeps you from walking or biking more in your community or neighborhood? Check all that apply.

98 responses



Check the top 3 treatments that would improve the walking experience in Downtown Los Banos:

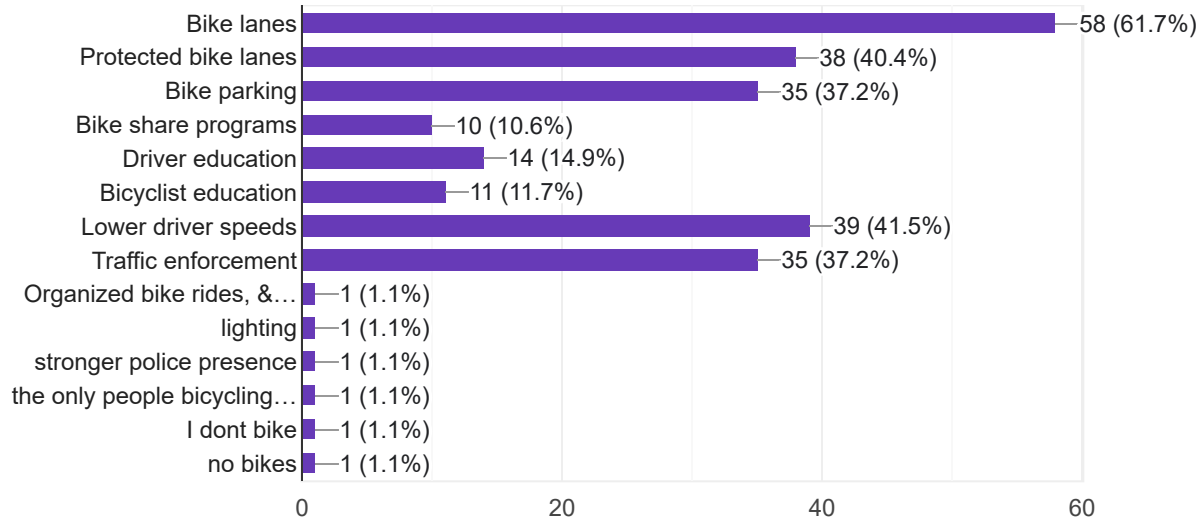
103 responses



Check the top 3 treatments that would improve the biking experience in Downtown Los Banos:



94 responses



Is there anything else you'd like to share with us?

32 responses

I would like to see more parks for kids and dog park

I would like to walk with my kids in downtown safely and comfortably

personal safety

extreme weather conditions deter people from walking and biking.

i think the parklet and curb extensions are a great idea that is needed downtown

in favor of the concepts provided

thank you for helping improve my community

Diagonal parking is nice but very dangerous when pulling out, I had very many close encounters with drivers not stopping to let me pull out of parking spot in downtown

I would like to see more streetlights and planters

there is a need for more family recreation spaces and activities

would like to see more lighting, coffee shops, parking

would like more parking, street lighting, more business friendly

electric bike station would be awesome. How does this affect the merchants as far as cost? (i.e. increase rent)

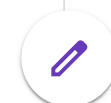
more things for kids such as bigger library and a lego store

I am planning to move to Winters CA because of their walkable Downtown. Check out the downtowns in Hollister, Turlock, and Morgan Hill CA

Speed bumps in known unsafe traffic and lighting in dark streets

more parking

more trees in parks (city needs shade)



bypass trucks on 152 (semi-) commercial

my concern with parklet would be taking away parking to go shop and restaurants downtown

more flowers

I'm looking forward to bring our community + downtown businesses benefit from improvements like these showcased today

I'm sorry, but bicycling around downtown Los Banos should be the least of our cities problems. The homeless situation and crime should be top priority. Drive through some of our cities downtown parking lots... Look at the litter left by homeless/transients. Look at tll the feces in the flowr beds around the downtown trees. This is ALL a huge waste of time and money. Typical of government though... throw more money at the things that don't matter

keep festival and community events

exciting to think this might happen

good to have bike lanes. sidewalks need to be updated

If this eliminates any parking I am totally against this. Parking downtown is bad already. I have a business downtown and my customers already have a problem finding parking

Create design standards to ensure cohesion and make them semi-permanent/flexible to put up and take down, depending on the tenant (for example: in front of restaurants and not stores)

I believe the curb extension would be very beneficial for the community

Even sidewalks. Eliminate holes, cracks, high low spots trip and fall hazard. extend time on stop lights to cross

more stores to shop and activities to do

I love the Turlock Downtown and I would like to see Los Banos looking similar. L.B. Downtown Buildings look old and unattractive. They all need to be refaced

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Google Forms



Appendix C: Support Post-Deployment Analysis



Active Transportation Resource Center Go Human Kit of Parts Pilot Project

POST-DEPLOYMENT ANALYSIS

SOUTHWEST FRESNO

Table of Contents

- 01 — Program Overview**
- 04 — Community Outreach & Engagement**
- 08 — Survey Results**
- 13 — Conclusion**
- 14 — Acknowledgment**
- 15 — Appendices**

PROGRAM OVERVIEW

The Active Transportation Resource Center (ATRC) hired California Walks to implement its Go Human Kit of Parts Pilot Program. California Walks worked with the Fresno County Department of Public Health and Every Neighborhood Partnership to develop and facilitate temporary safety demonstrations of a protected bike lane and a creative crosswalk in Southwest Fresno.

The project created opportunities for residents to experience the proposed safety improvements in live traffic settings and provide feedback to support the potential implementation of improvements.

The City of Fresno is currently identifying walking and biking safety improvements for California Avenue and the California Avenue/M.L.K. Jr Boulevard intersection, as part of the California Complete Streets project funded by the 2021 Congestion Mitigation and Air Quality (CMAQ) grant program. Proposed improvements include a protected bike lane and completing the sidewalk network. This temporary demonstration overlaps with the proposed improvements of the California Complete Streets project and the communities goals outlined in the 2021 Community Pedestrian and Bicycle Safety Training (CPBST) report.

The goals of the temporary demonstration were to:

- Improve pedestrian and bicyclist safety along California Avenue and the California Avenue/M.L.K. Jr Boulevard intersection;
- Establish California Avenue as a safe route to five adjacent schools;
- Gather community feedback on the temporary demonstrations; and
- Use the community's feedback to inform current and future project renderings and apply for Active Transportation Program funding.

PROGRAM OVERVIEW



On Thursday, December 8, 2022, two temporary demonstrations were hosted on California Avenue:

- A protected bike lane at the northside of East California Avenue, between Waterman Avenue and Kern Street; and
- A creative crosswalk at the west leg of the East California Avenue/South M.L.K. Boulevard intersection.

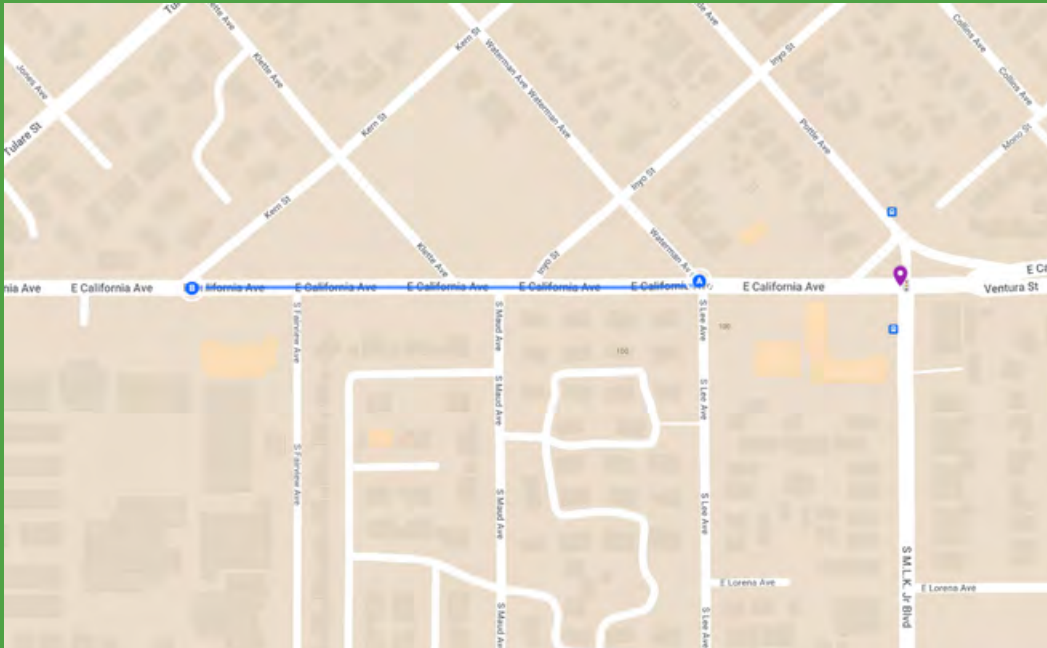


IMAGE: SOUTHWEST FRESNO KIT OF PARTS TEMPORARY DEMONSTRATIONS LOCATIONS

PROGRAM OVERVIEW



80 community members, students, parents, business owners and stakeholders completed the survey, and over 100 individuals participated in the demonstrations. A majority of respondents supported the demonstration projects. This report describes the community engagement activities, findings, and event outcomes for the Southwest Fresno Kit of Parts Temporary Demonstration Event.

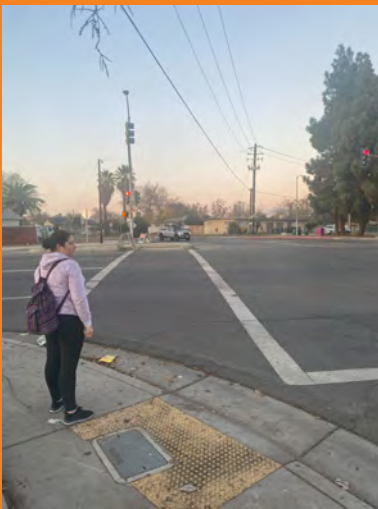


IMAGE: EXISTING MARKED CROSSWALK AT THE WEST LEG OF THE EAST CALIFORNIA AVENUE/SOUTH M.L.K. BOULEVARD INTERSECTION



IMAGE: INSTALLED TEMPORARY CREATIVE CROSSWALK



IMAGE: CREATIVE CROSSWALK INSTALLED OVER AN EXISTING MARKED CROSSWALK IN A RIGHT-TURN SLIP (SEPARATED) LANE

COMMUNITY OUTREACH & ENGAGEMENT

Community outreach efforts targeted the local community around Southwest Fresno, including those who:

- Reside in an area identified as among the most disadvantaged 25% in the state according to CalEnviroScreen 3.0;
- Have a median household income less than 80% of the statewide median based on the 2012-2016 American Community Survey;
- Receive free or reduced-price meals under the National School Lunch Program; and/or
- Score within the 25th percentile in the Healthy Places Index (HPI), a census tract must be in the 25th percentile or less to qualify as a disadvantaged community.



IMAGE: EXISTING BIKE LANE AT THE NORTHSIDE OF EAST CALIFORNIA AVENUE, BETWEEN WATERMAN AVENUE AND KERN STREET



IMAGE: INSTALLED PROTECTED BIKE LANE TEMPORARY DEMONSTRATION



IMAGE: SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS GO HUMAN KIT OF PARTS PROTECTED BIKE LANE MATERIALS

COMMUNITY OUTREACH & ENGAGEMENT

The following materials were co-developed between California Walks, the Fresno County Department of Public Health, and Every Neighborhood Partnership:

FLIER

A flier was developed and distributed virtually and in-person to local businesses, schools, and community members. A full list of event invitees and attendees can be found in the Appendix.



IMAGE: ENGLISH & SPANISH DEMONSTRATION FLIERS SHARED WITH COMMUNITY

COMMUNITY OUTREACH & ENGAGEMENT

ENGAGEMENT SURVEY

A community engagement survey was completed to gather feedback on the temporary demonstrations. See the Appendix for the complete survey.



IMAGE: CITY OF FRESNO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AND OUR VOICE PROJECT SURVEYING A BICYCLIST



IMAGE: OUR VOICE PROJECT AND CALIFORNIA WALKS SURVEYING A RESIDENT (PHOTO CREDIT, EVERY NEIGHBORHOOD PARTNERSHIP)

SURVEY ADMINISTRATOR TALKING POINTS:

Survey talking points were created to ensure consistent messaging about the purpose of the event, how the communities feedback is being collected, and how the survey results will be used. These talking points can be found in the Appendix.

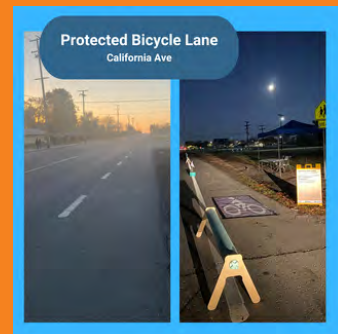
COMMUNITY OUTREACH & ENGAGEMENT

SOCIAL MEDIA

The demonstration activities, partners, participants and impact was highlighted through California Walks Instagram page. Partner organizations also highlighted the event through their media accounts, including the City of Fresno Bicycle and Pedestrian Advisory Committee's Facebook page.



SLIDE 1 OF 4



SLIDE 2 OF 4



SLIDE 3 OF 4



SLIDE 4 OF 4

IMAGE: CALIFORNIA WALKS SOCIAL MEDIA POST SLIDE 1 - 4

SURVEY RESULTS

80 community members, students, parents, business owners and stakeholders completed the survey, and over 100 individuals participated in the demonstrations.

Our Voice Project, Every Neighborhood Partnership, the City of Fresno Bicycle and Pedestrian Advisory Committee, the California Department of Public Health, Caltrans and other community members helped administer the survey. The full survey results can be found in the Appendix.



HIGHLIGHTS



OVER
93%

FELT SAFER WALKING BECAUSE OF THE PROTECTED BIKE LANE & WOULD LIKE TO SEE IT PERMANENTLY INSTALLED



OVER
91%

FELT SAFER WALKING BECAUSE OF THE CREATIVE CROSSWALK & WOULD LIKE TO SEE IT PERMANENTLY INSTALLED

SURVEY RESULTS

HIGHLIGHTS

HOW SURVEY RESPONDENTS TRAVEL AROUND THEIR COMMUNITY ON A TYPICAL DAY

OVER
72%
WALK

OVER
33%
BIKE

OVER
32%
USE A
PERSONAL
VEHICLE

SURVEY RESULTS

HIGHLIGHTS

OVER
59%

Do not walk or bike more because they are concerned about crime/harassment

OVER
37%

Do not walk or bike more because of unsafe driver behaviors



IMAGE: PEDESTRIANS USING THE PROTECTED BIKE LANE TEMPORARY DEMONSTRATION AS A SIDEWALK

SURVEY RESULTS

HIGHLIGHTS

The top 3 things that would improve the walking experience in Southwest Fresno:

SIDEWALK LIGHTING

WIDER SIDEWALKS

LOWER VEHICLE SPEEDS

The top 3 things that would improve the biking experience in Southwest Fresno:

MORE BIKE LANES PROTECTED FROM VEHICLES

LOWER VEHICLE SPEEDS

MORE BIKE LANES ON THE ROAD

SURVEY RESULTS

COMMENT HIGHLIGHTS

“I DON’T USE THE CROSSWALK [CA AVE/M.L.K. JR BLVD] BECAUSE IT’S SAFER TO GO A DIFFERENT WAY.”

“MORE PROTECTED BIKE LANES AND [BIKE] EDUCATION ALL AROUND THE LANE IN [THE] TOWER’S [DISTRICT] IS A GOOD EXAMPLE.”

“PLEASE IMPLEMENT ALL OF THE OPTIONS LISTED. GIVE THE PEOPLE IN THE COMMUNITY [THE OPPORTUNITY] TO BE A PART OF MAKING THE CHANGE.”

CONCLUSION

This event demonstrates Fresno's continued commitment to being a safe, comfortable community to walk and bike while prioritizing emergency vehicle response. However, the Fresno County Department of Public Health experienced liability and risk challenges which allowed the local Department staff to participate as volunteers during the day of the event. The Fresno County Department of Public Health is interested in connecting with other local county Health Departments to learn how to partner and/or host temporary demonstrations, build best practices, and host more temporary demonstrations across the county.

Additionally, the local Health Department would like to begin collaboration with the City of Fresno and Fresno Council of Governments to develop long term resolutions, policy and procedures that address community temporary demonstration projects. The local Health Department would like to collaborate with the City of Fresno and Fresno Council of Government to inquire about purchasing and housing their own Kit of Parts. The local Health Department, community based agencies, and residents would like to utilize the Kit of Parts to gather community feedback to inform current and future projects and apply for Active Transportation Program funding.

The project team will share this report with all event attendees and community partners. This report will be included in their future Active Transportation Program (ATP) applications and other funding opportunities.

For the full ATRC Kit of Parts Recommendations Report and other Post-Deployment Analysis, visit Cal Walks' websites at calwalks.org/atrc-kit-of-parts.

ACKNOWLEDGMENT

Thank you to the Fresno County Department of Public Health, Every Neighborhood Partnership, Our Voice Project, and the City of Fresno for partnering with us to host this temporary demonstration in Southwest Fresno. Thank you to the City of Fresno Bicycle and Pedestrian Advisory Committee for helping administer the surveys. Thank you to Neighborhood Industries for storing the Kit of Parts material. Thank you to the City of Fresno, Public Works, Planning, and Special Permits Departments for expediting the review of our proposed project. Thank you to Alert-o-Lite for coordinating a safe street closure for the demonstration set up and clean up.

We also want to acknowledge the Yokuts peoples as the traditional land caretakers of the greater Fresno area.

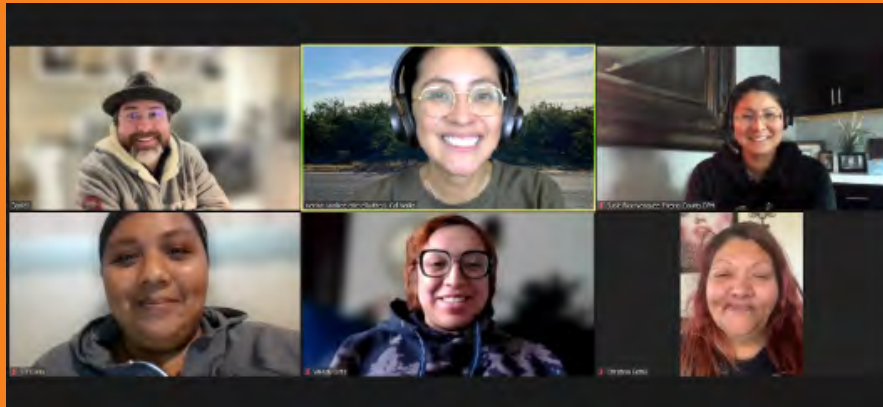


IMAGE: PLANNING TEAM DEBRIEF MEETING



IMAGE: VOLUNTEERS, EVERY NEIGHBORHOOD PARTNERSHIP, CALIFORNIA WALKS



IMAGE: OUR VOICE PROJECT, CITY OF FRESNO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE, CALIFORNIA DEPARTMENT OF PUBLIC HEALTH, CALTRANS, AND CALIFORNIA WALKS

APPENDIX A

Invited and Attended Guests

INVITED	ATTENDED
Fresno BPAC	yes
Fresno Long Range Planning	no
Fresno Housing	yes
Our Voice Project	yes
ENP	yes
Channel 26 News	yes
Channel 30 News	no
Channel 47 News	no
Fresno Bee	no
City Council District 3	yes

APPENDIX B

West Fresno Community Survey

1. Does the **Protected Bike Lane** make you feel safer walking/biking?

Yes / No

2. Do you want the **Protected Bike Lane** permanently installed?

Yes / No



3. Does the **Creative Crosswalk** make you feel safer walking/biking?

Yes / No

4. Do you want the **Creative Crosswalk** permanently installed?

Yes / No



5. Does the **Mini-Park** make you feel safer walking/biking?

Yes / No

6. Do you want the **Mini-Park** permanently installed?

Yes / No



7. On a typical day, how do you travel around your community? Check all that apply.

- Walk Bike Skate Personal Vehicle Public Transportation (bus, train, etc.) Scooter
 Lyft, Uber, taxi, etc. Motorcycle Other _____

8. What keeps you from walking or biking more in your community or neighborhood? Check all that apply.

- Unsafe drivers Destinations are too far to walk/bike Not in the habit/Don't think about it
 Concerned about crime/harassment Need to transport people/bags Lack of access to a bike
 Lack of safe walking and biking street infrastructure (specify in Other)
 Other _____

9. Check the top 3 things that would enhance Fresno for people walking:

- Wider sidewalks Public space/parks Lower vehicle speeds Vibrant things to see and do
 Sidewalk lighting More trees/shade Improved public safety Other _____

10. Check the top 3 things from the list below that would improve the experience for people biking in Fresno:

- More bike lanes on the road More bike lanes protected from vehicles More bicycle parking
 Bike share Driver education Bicyclist education Lower vehicle speeds Traffic enforcement
 Other _____

11. Is there anything else you'd like to share with us?

Encuesta Comunitaria del Oeste de Fresno

1. ¿La carril para bicicletas protegido te hace sentir más seguro al caminar o andar en bicicleta?

Si / No

2. ¿Quieres la carril para bicicletas protegido instalada permanentemente?

Si / No



3. ¿La cruce de peatones creativo te hace sentir más seguro al caminar o andar en bicicleta?

Si / No

4. ¿Quieres la cruce de peatones creativo instalada permanentemente?

Si / No



5. ¿El Parque Pequeno te hace sentir más seguro al caminar o andar en bicicleta?

Si / No

6. ¿Quieres la Parque Pequeno instalada permanentemente?

Si / No



7. ¿Cómo se mueve usted por su comunidad en un día típico? Marque todo lo que aplique.

- A pie En Bicicleta En Patines En coche personal En Transporte Público (autobús, tren,.)
 En un Lyft, Uber, taxi, etc. Por Motocicleta Por un Scooter De Otra Manera _____

8. ¿Qué le impide andar en bicicleta o a pie en su comunidad más a menudo? Marque todo los que aplique.

- Conductores peligrosos Las distancias son muy largas para caminar o andar en bicicleta
 No es un hábito/No pienso mucho en esto Preocupación por el crimen o el acoso
 Necesidad de transportar personas/bolsas No tengo acceso a una bicicleta
 No hay suficientes lugares cómodos para caminar o andar en bicicleta (banquetas o carriles para bicicletas)
 Otra Razón _____

9. Marque 3 cosas de la lista que mejorarían la experiencia para personas que caminan en el Centro:

- Banquetas más anchas Espacios públicos/parques Límite de velocidad reducido
 Cosas vibrantes para ver y hacer en la comunidad Banquetas con luces Más árboles/sombra
 Mejoras a la seguridad pública Otra cosa: _____

10. Marque 3 cosas de la lista que mejorarían la experiencia para personas que andan en bicicleta en el Centro:

- | | | |
|--|--|--|
| <input type="checkbox"/> Más carriles bici en las calles | <input type="checkbox"/> Más carriles bici protegidos de vehículos | <input type="checkbox"/> Más bicicleta estacionamiento |
| <input type="checkbox"/> Programa de Bicicletas compartida | <input type="checkbox"/> Educación para los conductores | <input type="checkbox"/> Educación para los ciclistas |
| <input type="checkbox"/> Límite de velocidad reducido | <input type="checkbox"/> Aplicación del Reglamento de Tráfico | <input type="checkbox"/> Otra cosa: |

11. ¿Hay algo más que quiera compartir?

APPENDIX C

Survey Administrator Talking Points

What is going on here today?

- The community of West Fresno is hosting this 1-day temporary infrastructure demonstration for the community to test out, give us your feedback, let us know if you would like to see them permanently installed, & if you have any other suggestions on how to improve walking and biking safety.
- We are collecting your feedback on these surveys.
- The result of the surveys will be put in a report that the community will use to apply for funding to improve walking and biking safety in West Fresno
- The surveys are anonymous, there is space for you to write in any additional comments you want to share at the end of the survey
- There are questions on the front and back of the page
- Make sure your writing is legible so we accurately capture your feedback

Puntos de conversación del administrador de la encuesta

¿Qué está pasando aquí hoy?

- La comunidad del Oeste de Fresno está organizando esta demostración de infraestructura temporal por un día para que la comunidad pruebe, dénos sus comentarios, háganos saber si le gustaría verlos instalados permanentemente, y si tiene alguna otra sugerencia sobre cómo mejorar seguridad para peatones y ciclistas.
- Estamos recopilando sus comentarios sobre estas encuestas.
- El resultado de las encuestas se incluirá en un reporte que la comunidad utilizará para solicitar fondos para mejorar la seguridad para caminar y andar en bicicleta.
- Las encuestas son anónimas, hay espacio para que escriba cualquier comentario adicional que desee compartir al final de la encuesta.
- Hay preguntas en la parte de atrás de la página.
- Asegúrese de que su escritura sea legible para que capturemos sus comentarios correctamente

APPENDIX D

West Fresno Community Survey

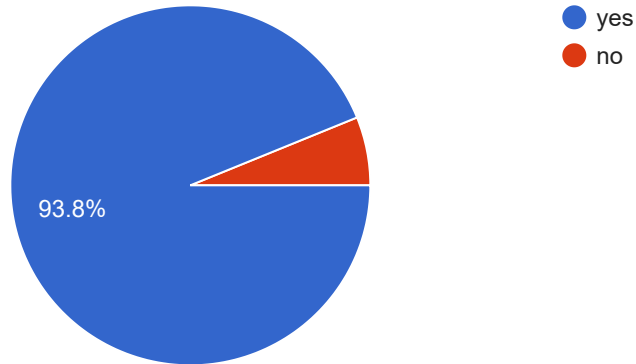
80 responses

[Publish analytics](#)

Does the Protected Bike Lane make you feel safer walking/biking?

 Copy

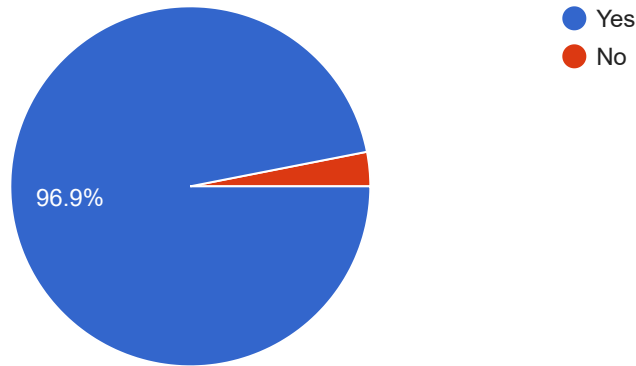
65 responses



Do you want the Protected Bike Lane permanently installed?

 Copy

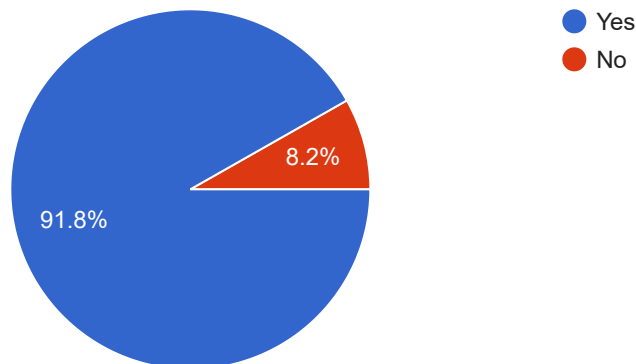
65 responses



Does the Creative Crosswalk make you feel safer walking/biking?

 Copy

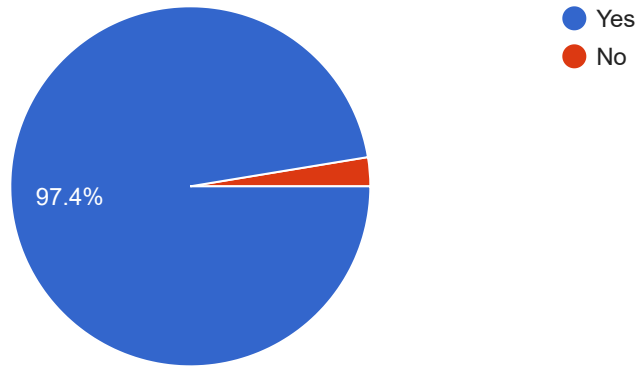
73 responses



Do you want the Creative Crosswalk permanently installed?



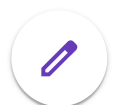
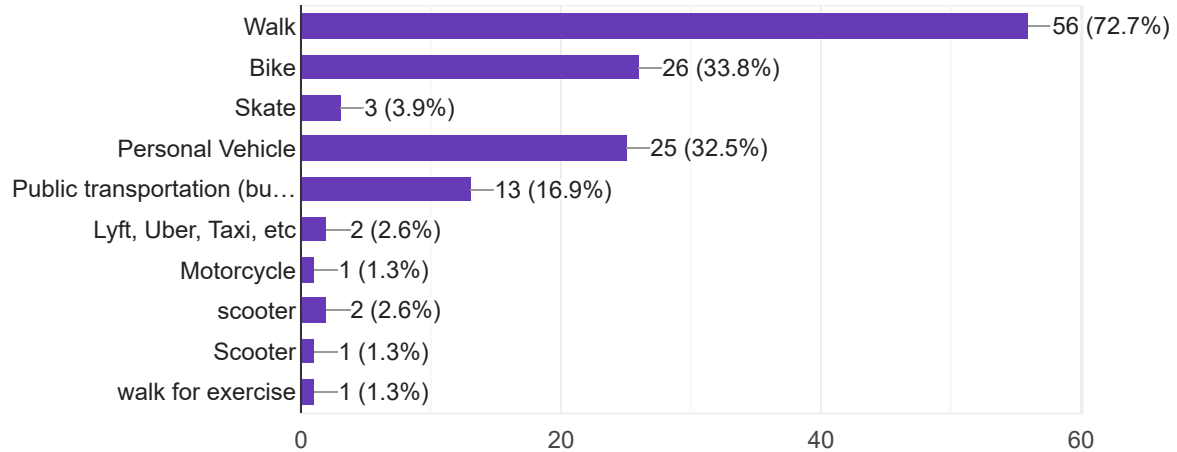
77 responses



On a typical day, how do you travel around your community? Check all that apply.



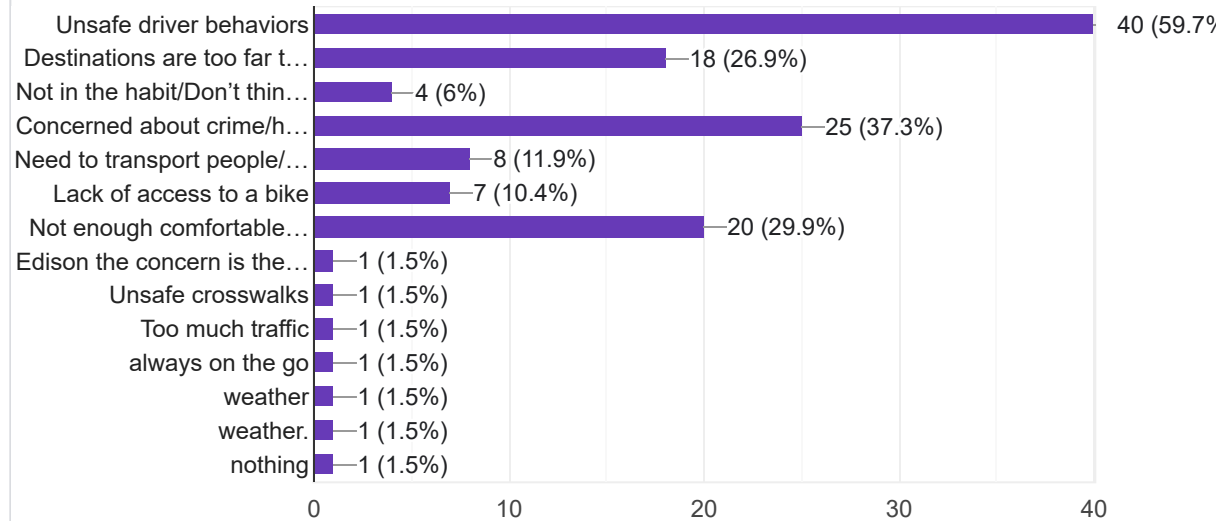
77 responses





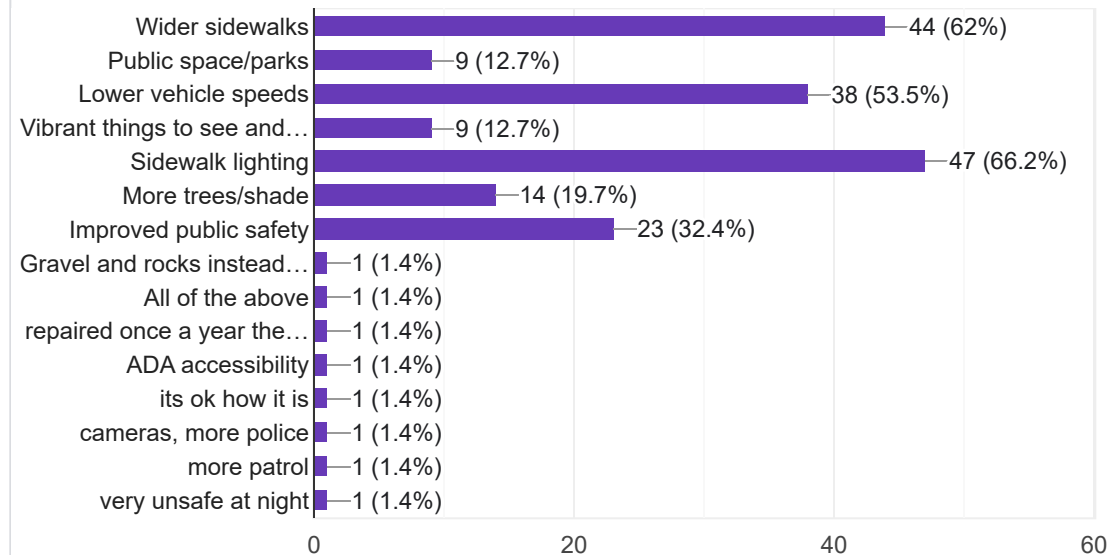
What keeps you from walking or biking more in your community or neighborhood? Check all that apply.

67 responses



Check the top 3 treatments that would improve the walking experience in West Fresno:

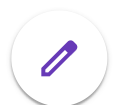
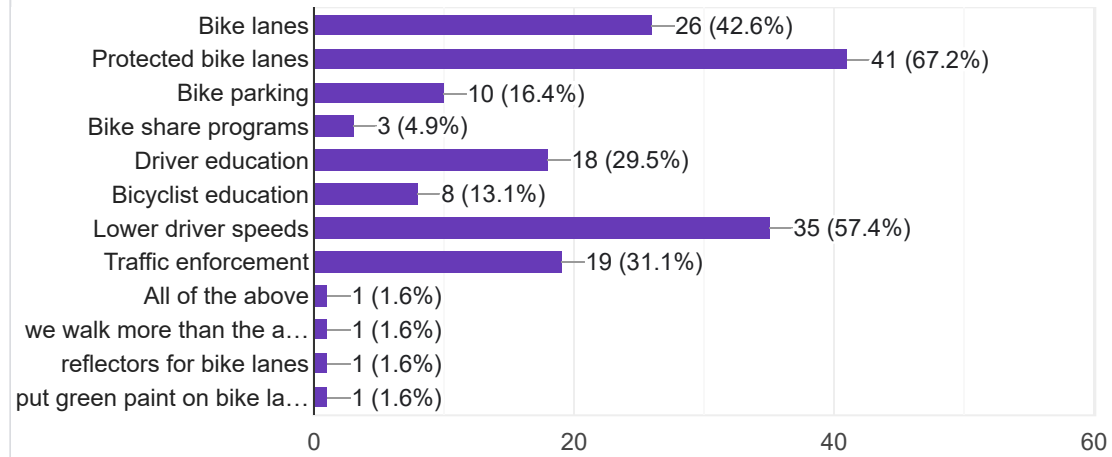
71 responses



Check the top 3 treatments that would improve the biking experience in West Fresno:



61 responses



Is there anything else you'd like to share with us?

33 responses

Awesome what you all are doing out here

I don't use the crosswalk because it's safer to go a different way

Complete sidewalk network on California avenue

Over a year riding my bike and ride against traffic to be able to see where cars are going.

Improve wider crosswalks on California Ave.

Wants to see lights on xwalk

There is a lot of robberies against elderly and handicapped people. There are men drinking at shopping centers harassing women. There is a lot of drug dealing.

Doesn't matter. People don't care and drive too fast.

Wants more creative xwalks everywhere

Less vagrants. Slower speeds.

Drivers ignore posted stop signs and traffic lights

Really great project. Thanks for the demonstration.

Repave California Ave

the intersection at MLK jr blvd/California ave has been an issue for 50+ years. Its need to be fixed asap. Thanks

we need more things to walk to in our neighborhood. I would walk more if there were more things to do in SW

please implement all of the options listed. Give the people in the community to be a part of making the change

more protected bike lanes and education all around (the lane in towers is a good example)



repaint the roads every once a month/two months

mejore esta area en la calle de California y MLK

friend was killed by a hit + run driver in the crosswalk of the CA Ave/MLK intersection. People will speed no matter what and traffic cameras do not work. Nothing will make the road safer

the event is really cool. event is good for drivers too. makes drivers aware of the ped/bike facilities. honestly, shade is important for pedestrians. increase accessibility by improving sidewalks. streets with speeds faster than 35 mph need protected bike lanes. brainstorm how to make bike paths + accessible ADA parking work together. Bike lanes can limit parking for disabled people. Add skate parks, community centers

loves biking but doesn't think there could be improvements

worries pedestrian improvements would be too expensive. has bikes at home, rides his bike often. feels comfortable riding his bike

better lighting to see bikes/peds/kids when driving

creative crosswalk needs to be brighter, lights and reflectors for the night. almost got hit by driver, car came straight at her at a high speed. it really scared her

Bicycle education at the high school, especially for biking at dusk (carry lights for visibility, reflective vest). they ignore signage, stop lights and lights

quiero que los cfalles mejoren

dont let [my] kids cross the street at CA/MLK intersection because of cars. I live on the corner and would love a speed bump on waterman

more police because of theft + violence. Many vagabonds

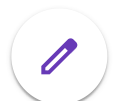
Cars drive to fast. I've been hit by a car while riding my bike. The challenge is that drivers are not paying attention I.e. texting

Querien mas espacio para los bicicletas

Cleaner streets and less crime

Drivers don't respect pedestrians in crosswalks

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Appen D Post Deployment Complete Survey Results

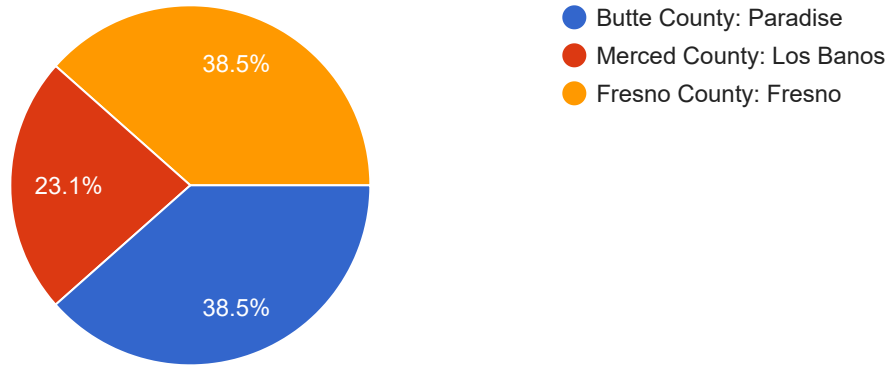
ATRC Post-Pilot Program Survey and Analysis

13 responses

Community



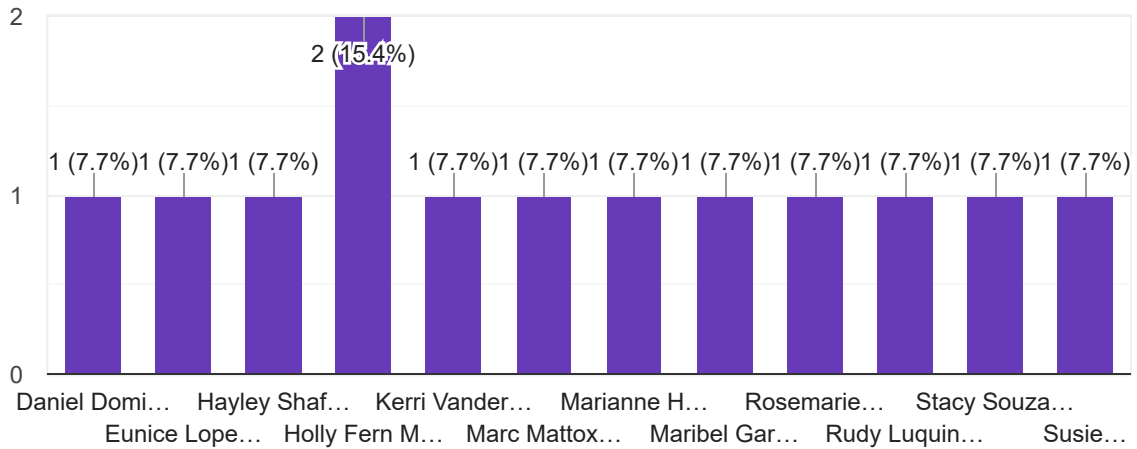
13 responses



Name and Title



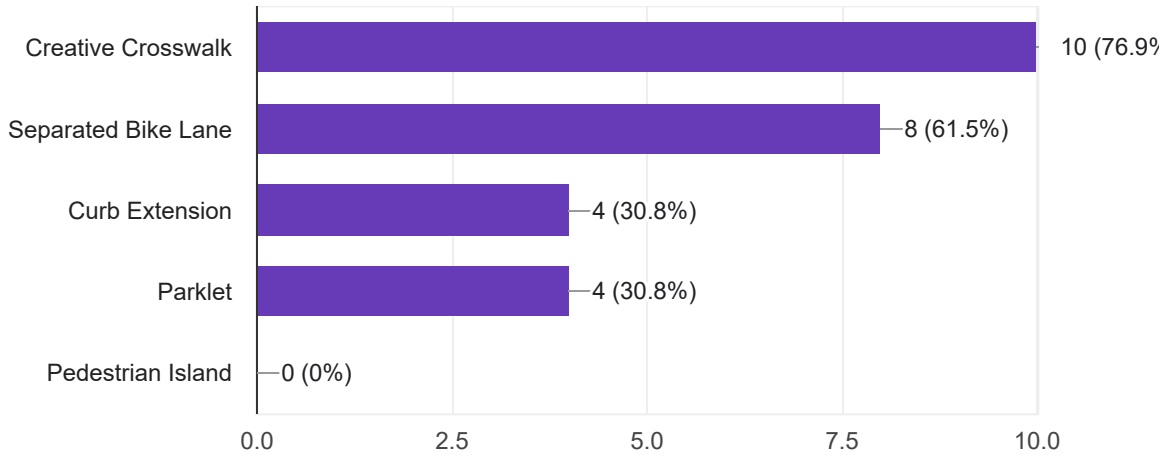
13 responses





What treatment(s) did you use for the temporary demonstration?

13 responses

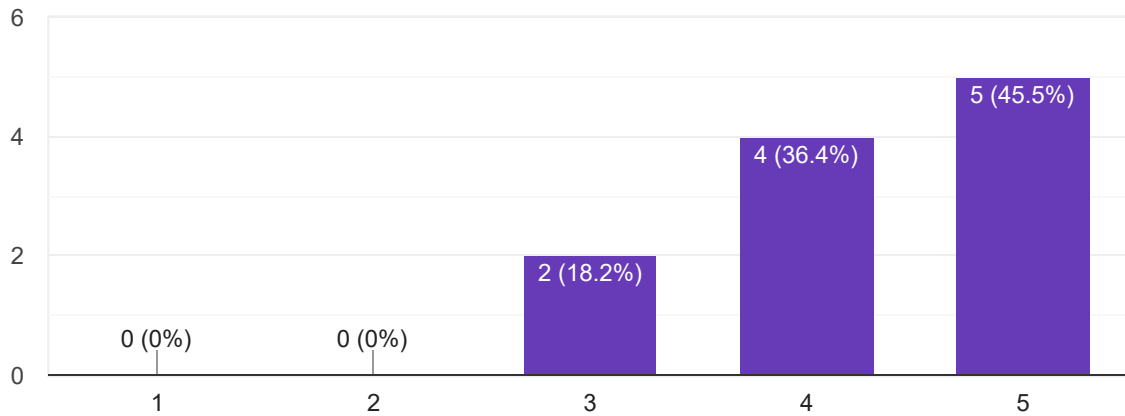


Pre-Deployment Planning & Technical Assistance

Rate your overall experience planning this temporary demonstration event.



11 responses



Which aspects of the planning of this event did you find most challenging?

11 responses

None! It was a great experience, start to finish - thank you!

Working with the moving parts of logistics to finalize a date for the event. Otherwise, everything else ran smoothly.

Having to re-schedule the date due to a lag in the contractual agreement was challenging. We were committed to working with a handful of community partners and had to make sure the change in date worked for them and that our staff had the capacity to support the event the day of.

Anticipation of pedestrian traffic.

The risk department, ability for FCDPH staff unable to work the event, paying the traffic safety bill if it is over 5K, the lack of City of Fresno policy or resolutions in place to support AT demonstration sites.

None

Weather, permits

(1) Challenges with working with one city and having to change the location to a different city [our end] (2) Having to change the date and delay the project for so long due to the shipping container contract [ATRC end]

The City of Fresno and the lack of a collaborative spirit.

going through the process with County to determine what was allowed and what wasn't

finding a date for the event, we did not know the date until two weeks before the event.

Is there anything we could have done to make the planning of your temporary demonstration event easier or smoother?

11 responses

No - we are so thankful for all of the coordination and time given to our community

It was well planned and executed. We had great communication planning for the event and it should in the success on the day of the demonstrations.

Marina and Wendy from CalWalks were wonderful to work with. They were patient, organized, and communicative. It would have been helpful to receive a more detailed document on what the kit of parts included (beforehand) so we could better plan for items needed to use and clean the parts for example, tape and cleaning supplies.

Have the demonstrations available during a street faire event to have more of the community take part in the demonstration.

Confirming and sharing the number of volunteers/duties and where to meet before the event to provide full service communication

It was great

Alternate days permitted

It was mainly the delay of the event that was a problem- us building up momentum, but then having to put it off and losing interest from people, and then a short timeline to invite people to the event.

A much better organized container. Getting the materials needed out of the container was a burden.

Assure, in advance, that carrier/transporter of container is able to deliver to final destination.

NA

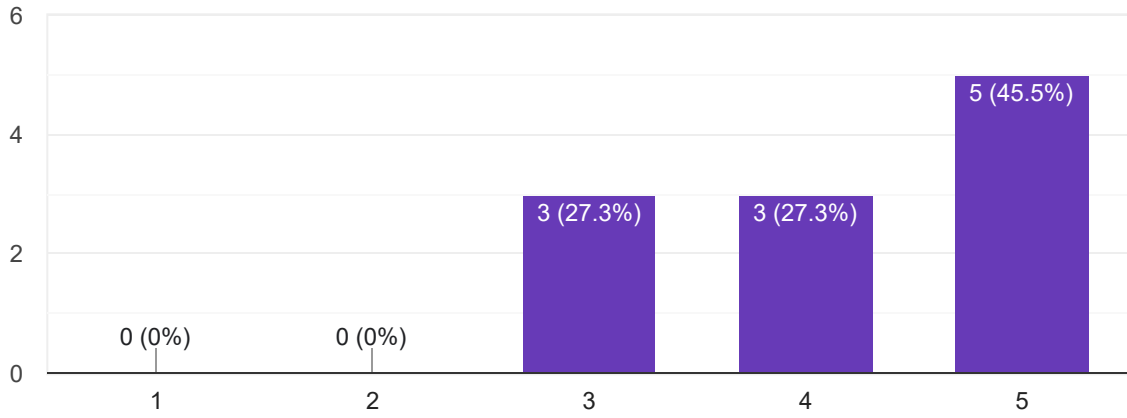
Make it easier to plan dates for the events

Community Outreach & Engagement



How would you rate the marketing materials for the event?

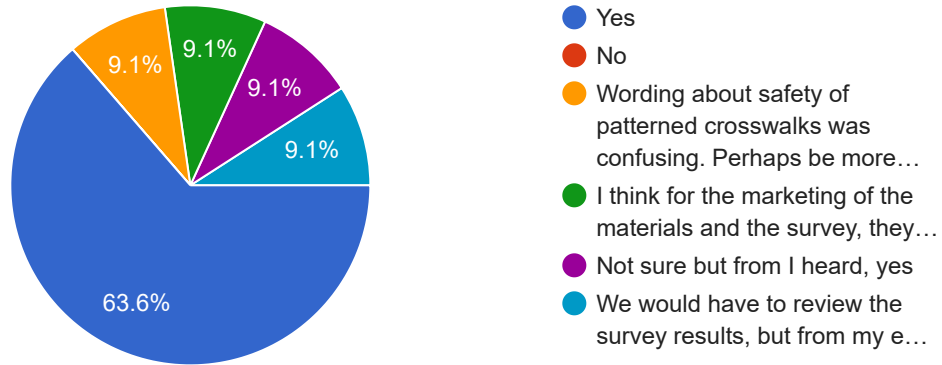
11 responses



Did the survey results provide you with the data you needed from your community?



11 responses



What changes would you make to the survey?

12 responses

NA

None.

none

none.

None

Have the question typed in Spanish.

Had a kid-related survey ready.

Add: does this implementation invite you to

It was very wordy, and because we used this for a Safe Routes to School program it would have been nice to have one catered towards children and their opinions.

I think the survey question about what improvements could be made to make someone feel safer walking or biking could be more of an open-ended question. I would leave the options there but provide a few lines under the question to describe other options and experiences. This might help the survey taker write down more accurate notes.

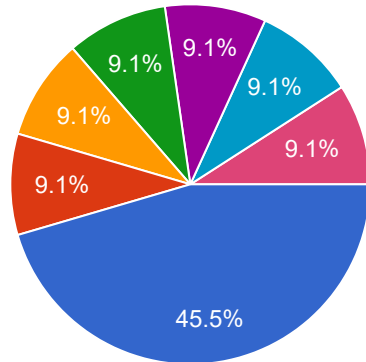
If the survey/KoP demo is going to be paired with a student-oriented event like the walking school bus, I think creating a survey geared towards children would be good. Having an activity in class where they can draw pictures about what they wish their community had, or got to pick from pictures what they would want to see in their community.

Kit of Parts (KoP)

Is the KoP shipment container layout easy to navigate and treatments well marked?



11 responses

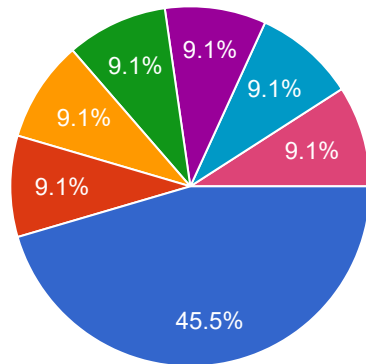


- Yes
- No
- N/A for me
- it would be nice to have a wall mounted description/design of the parts and tie downs to org...
- N/A
- We did not have a shipping container, but a U-Haul and li...
- I did not set up

Was the treatment easy to set up using the KoP Guide?



11 responses

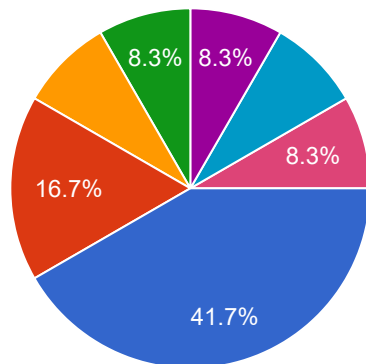


- Yes
- No
- N/A for me
- N/A
- Some was easy to set up. The crosswalk was not easy to set up or clean up.
- No, more detailed pictures need to be added to the guide as w...
- I did not set up

Was the treatment easy to clean up using the KoP User Guide?



12 responses

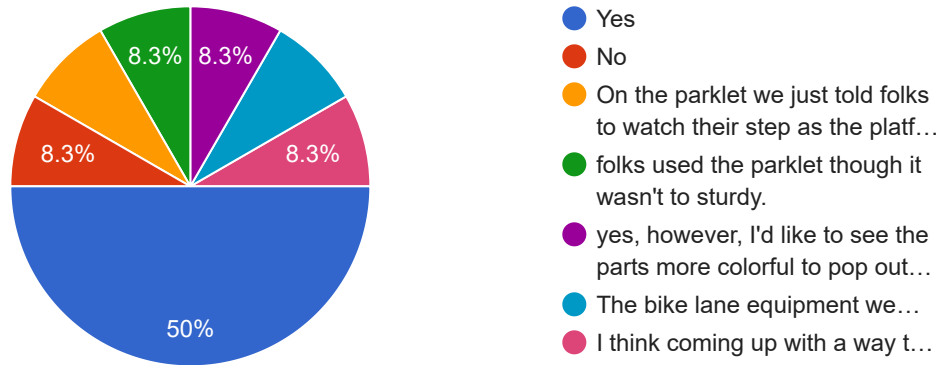


- Yes
- No
- N/A for me
- N/A
- The crosswalk was not easy to clean up.
- Didn't use the guide but the shipment container was very...
- Removing the colorful crosswalk wasn't too challeng...



If applicable, was the treatment sturdy enough to be used as intended without any serious issues (i.e. safety concerns, damage to the equipment)?

12 responses



Is there another treatment you think should be included in the Kit of Parts?

7 responses

Better cleaning supplies; brushes and buckets. A container to roll the creative crosswalk into (like a cardboard tube).

Maybe double parts for the protected bike lane and artistic crosswalk for wider streetst

No

pedestrian crosswalk beacon

Driveway art!

Perhaps more items for street closure tactics i.e. more synthetic grass to implement temporary street-park that would include games, futso, Listening stations etc. This would entail closing a street in an effort to advocate for more greenspace as well as to disrupt the flow of traffic in anticipation of more drivers that are aware of thier surrounding and the potential of a street being closed at any given moment.

more road tape for colorful crosswalk

Is there any other supplemental material you think should be included in the Kit of Parts to enhance your temporary demonstration event?

8 responses

Better tape! The yellow street tape did not hold well. It seems like heavy duty duct tape is the way to go. Colorful driveways would be great too.

2-3 frames that explain each Kit of parts in various segments of the demo site. For example the protected bike lane was long and it would be awesome to have posted a frames to share with peds or drivers the demo intent.

No

Flyer taped to the volunteer tables for citizens to read about possible upcoming infrastructure changes in their community.

ideas for communities to make their own KoP for cheap.

Please see above

none

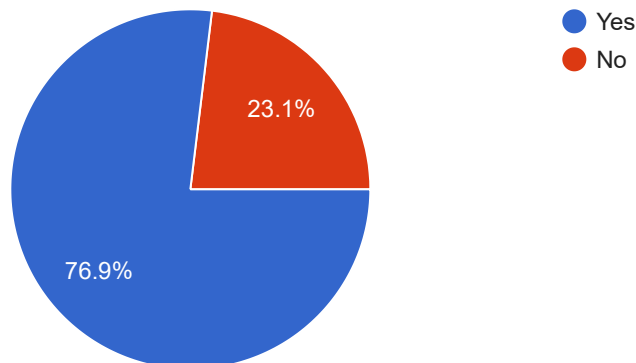
Maybe more signage at the event, maybe giving out snacks or prizes to incentivize people to take the survey.

Event Deployment

Did this temporary demonstration event exceed your expectations?



13 responses



What was the highlight of the event?

13 responses

Seeing all of the engagement and coordination with the school and local law enforcement

The positive feedback and interaction we received from the community.

Having organized leaders, engaged community members, and collaborative partners.

Folks using the parklet.

Resident engagement collecting survey's and their involvement in planning.

Everyone working together

Speaking to residents and seeing their excitement and hearing their concerns

There were a few! I think getting to make the event coincide with a walking school bus and a walking field trip for the B&G Club, as well as making it the capstone pedestrian event for the pedestrian lessons we had over the prior months with the Elementary school. Having great volunteers was critical!

Positive feedback from residents. Especially the feedback about seeing something positive being a tangible reality for Southwest Fresno.

the collaboration to get it done

seeing how excited the community was about the pop ups, they loved the demonstrations

Getting to talk to community members about their experiences/getting their feedback was really great.

Getting to talk to the community and meeting everyone involved in the event was really great.

What, if anything, did not go well on the day of the event?

8 responses

Taping of the crosswalk was a bit difficult and very time consuming.

Timing the event to end with the HS (Edision) release time and road closures. Next time the engagement team will work with the affected schools in advance to come up with a solution, engage students, organize students to use the treatments for the day.

Everything was well put together and organized

Ped traffic was in a hurry to get to school or work so if they stopped, it was only for short answers.

None.

Other than traffic not abiding closed road signage, nothing.

We were not able to do 2nd event due to rain.

with a team of 10 of us it took about an hour to lay out each individual colorful crosswalk. We were in the middle of a busy street doing this and it did not feel safe. We had to do this twice because it began to peel. We had to use twice as much tape as needed because there was not a tape that would stick to both the road and the canvas on the colorful crosswalk.

Post Deployment

What impact do you see this event having on your community's walking and biking safety goals?

12 responses

The feedback we receive is being incorporated into our Downtown Master Plan.

As the Town of Paradise continues to re-build, demonstrations like this will help excite community members and offer hope for better and safer infrastructure.

It will create safety for pedestrians in the downtown area.

The excitement that something like this is coming in the near future 2-3 years from now.

To receive feedback from the community to be able to apply for grants and make it safer for pedestrians.

More awareness that the city is thinking about their safety

It's difficult to tell. I think being able to show that this demonstration is doable and important is key for the future safety goals- being able to get the community involved.

An overarching goal is to get the City of Fresno on board, at the least to retain a collaborative spirit, so as to work with CBOs and residents towards positive efforts in their community. What we were able to accomplish with the KoP was a first for Fresno. Optimistically the first of many more activations i.e. policy change etc.

The community seeing the benefits to active transportation and hearing from them about their needs.

We are hoping this demonstration would bring more attention to the protected path on pentz road and encourage more walking and biking along this path to the school and other areas.

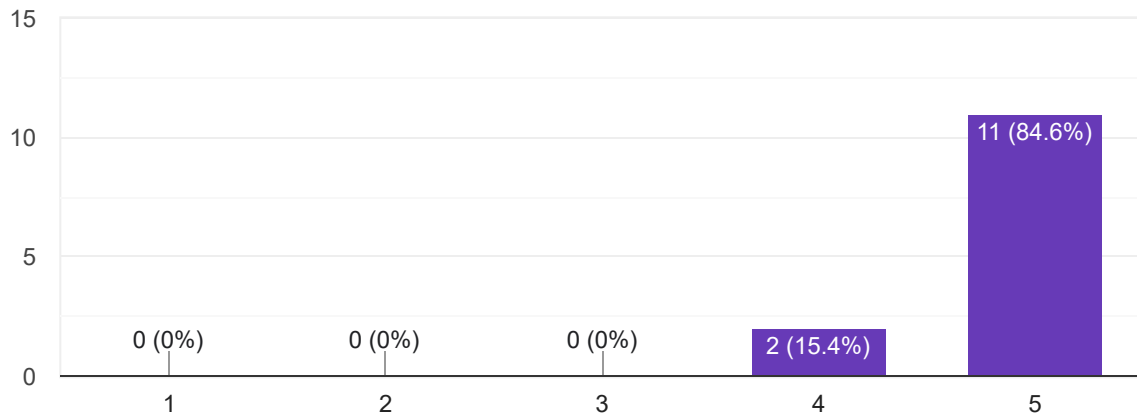
I think this event might increase community awareness about different options to increase pedestrian and bicycle safety and would open up a greater dialogue about what is possible in the community regarding infrastructure improvements and educational events.

Provides awareness about pedestrian and bike safety tactics for future infrastructure and improvements.

How likely are you to encourage a colleague to host a temporary demonstration project with us in the future?



13 responses



Do you have any other suggestions or comments to help us improve future temporary demonstration projects?

10 responses

Thank you, sincerely! We are better off for future funding opportunities having this experience completed!

NA

California Walks Staff was awesome along with all other staff involved in the demonstration.

Regional or KoP funded Debrief to discuss the challenges and come up with solutions that will work or worked well for others.

The demonstration project was well put together and organized.

English/Spanish printed materials. Secure alternate dates for permits in case weather or an unanticipated event is a factor.

I think this was a great project- It was a pilot, so learning what worked and what did not was a big reason to do this. We learned more about our communities in our county, have more confidence that we can do more demonstrations like this with other communities in the county, etc. I think the biggest suggestion for ATRC is to think about other ways to get the equipment to the different cities if contracts are a problem. OR ways to find and use equipment locally. The CalWalks team that we worked with were really wonderful and on top of details, communicating, etc. We enjoyed working with them!

Be aware of public transportation methods and how the demonstration can potentially disrupt the flow of public transportation. Be sure all are working together on a collective plan i.e. street closures etc.

I would like to have a debrief with other health departments. I feel we could learn from each other.

So glad this exists, I do wish we had a KoP in Norther California!

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