

# Fort Jones Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report

Community Pedestrian and Bicycle Safety Training Program



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# Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Fort Jones a safer place to walk and bike. Their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes.

We want to acknowledge the Quartz Valley Indian Reservation, Shasta, Modoc, and Confederated Tribes of Siletz Indians peoples as the traditional land caretakers of the greater Fort Jones area.

## Planning Committee

Amber Waldon	Five Marys
Alexander LaRiviere	Attorney
Brandon Buell	Etna / Fort Jones Police Department
Chrissy Thomure	Caltrans District 2, Office of Complete Streets & Livable Communities
Joseph Hess	Fort Jones Fire Department
Joshua Short	Etna / Fort Jones Police Department
Karl Drexel	City Administrator
Kathye Banks	Town Council Member
Marcelino Gonzalez	Caltrans District 2, Office of Complete Streets & Livable Communities
Michelle DeCausmaker	Mayor of Fort Jones
Rachel Argon	Deputy City Clerk
Tamy Quigley	Caltrans District 2, Office of Complete Streets & Livable Communities
Tana Piersall	Scotty Valley Jr. High School
Teri Arwood	Etna Ambulance
Vincent Ray	Caltrans District 2, Office of Complete Streets & Livable Communities

This report was prepared by:

### California Walks

Marina Ramirez

Wendy Ortiz

<https://calwalks.org>

### UC Berkeley Safe Transportation Research & Education Center (SafeTREC)

Jill Cooper

Kristen Leckie

<https://safetrec.berkeley.edu>

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# Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks and SafeTREC (Project Team) work with the local Planning Committee, a group of community stakeholders, over the course of two to three months to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns, and develop preliminary action plans for priority infrastructure and community programs.

The Fort Jones CPBST workshop was held in a hybrid format, both virtually and in-person at Fort Jones City Hall. It convened approximately 31 participants on August 29, 2022, which included residents, Scott Valley Family Resource Center, Caltrans District 2, Etna and Fort Jones Police Department, Fort Jones Fire Department, Etna Ambulance, California Department of Forestry and Fire Protection, Scott Valley Jr. High School, local businesses, and staff and elected representatives from the Town of Fort Jones. The Town of Fort Jones requested the CPBST workshop to:

1. Identify walking and biking safety improvements to support community access to essential services in Fort Jones; and
2. Create a shared community vision for walking and biking safety with neighbors to be incorporated into the Complete Streets 2026 update.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project implementation.



# Safe System Framework

The Project Team adapted the Federal Highway Administration's Safe System framework to make them more impactful for grassroots community engagement. The Safe System approach aims to eliminate all fatal and serious injuries. We emphasize equity as a central component and acknowledge the critical need to strengthen partnerships between transportation professionals and the communities they serve in order to create safe streets for everyone. Our Safe System approach improves safety for all road users through the principles and the multiple layers of protection seen in the graphic below.

For more information about the Safe System Approach, please review our policy brief available at: [bit.ly/SafeSystemApproach](https://bit.ly/SafeSystemApproach). To learn more about Safe System strategies, please review our toolkit available at: [bit.ly/CPBSTToolkit](https://bit.ly/CPBSTToolkit).



# Background

Fort Jones is a small town in Siskiyou County, surrounded by the Marble Mountain wilderness. Per the 2022 [Esri Community Analyst](#) data, most Fort Jones residents (56%) are between the ages of 18 and 65. Over one-quarter (26%) of Fort Jones is 65 and older, while 17% are under age 18. Demographic data reports that 45% of households in Fort Jones have at least one person with a disability. The full demographic report from 2022 Esri Community Analyst data can be found in the appendix.

## Pedestrian and Bicycle Crash History

The following data is based on police-reported crashes resulting in injuries to pedestrians<sup>1</sup> and bicyclists in Fort Jones. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2012 to 2021. Crash data for 2021 is provisional as of June 2022.

There were only four reported injury crashes in SWITRS for the 10-year period 2012-2021 (see Figure 1); however, the Fort Jones Police Department has identified many additional (over 50) crashes that occurred in Fort Jones during the same period. The Police Department (PD) is following up on this discrepancy. This section will only include the crashes that appeared in SWITRS. Seven people were injured in the four reported crashes from 2012-2021.

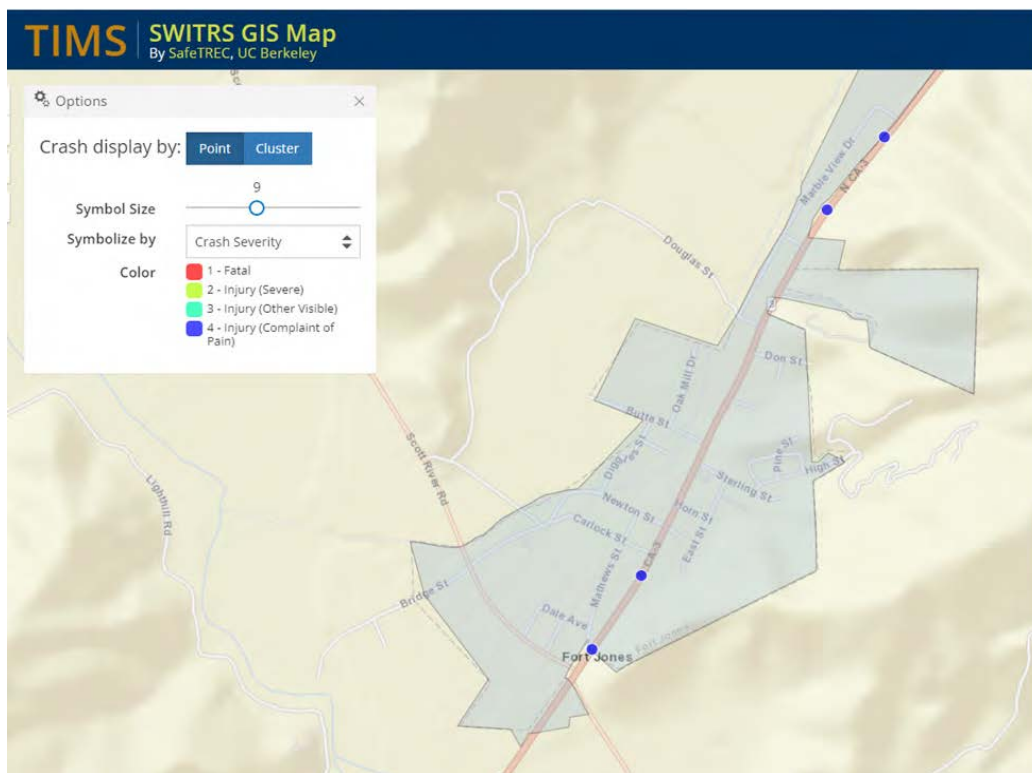


Figure 1. Injury crashes, Fort Jones, 2012-2021 (SWITRS)

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

# Local Policies and Plans

The Siskiyou County Local Transportation Commission [Siskiyou County Regional Transportation Plan 2021](#) calls to use [State Transportation Improvement Program](#) (STIP) funding to rehabilitate CA Route 3, Newton Street, Carlock Street, Bridget Street, and Butte Street by 2037. The plan calls for a Complete Roads Project on CA Route 3, addressing walking and biking safety.

The [Town of Fort Jones General Plan 2006](#) includes a Circulation Element with right-of-way dedication requirements and general walking and biking safety goals. Goal CE-2 requires new development to include sidewalks, trails, and paths to connect existing or proposed improvements. It also may require development projects to dedicate the right of way or construct pedestrian and bicycle facilities when it is consistent with an adopted trail or bike plan. The plan calls for the town to prioritize safe routes to school improvements and improvements that remove barriers for people with disabilities when seeking funding opportunities.

## Free SafeTREC Data Resources

The Transportation Injury Mapping System (TIMS) is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data. Visit: <https://tims.berkeley.edu>

Street Story is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical assistance to communities and organizations interested in using Street Story. The platform and the information collected is free to use and publically available in English and Spanish. Visit: <https://streetstory.berkeley.edu>

To supplement the SWITRS data, the Fort Jones planning committee used the crowdsourcing tool [Street Story](#) to shed light on traffic safety concerns in the community (See Figure 2 ). They distributed a link prior to the workshop to collect information, and at the workshop, participants completed the Street Story survey. As of September 14, 2022, there were 75 entries. Fifty-one (51) of these entries reported that a crash occurred; six (6) indicated a near miss; and thirteen (13) entries reported a hazardous place to travel.

Along with the data points, Street Story allows users to submit a narrative explaining their entry. A sample narrative entry reads: “The bridge crossing out of town on Scott River Rd should be wider. I feel that it needs to be wider due to the farm equipment traffic. The bridge is too narrow for farm equipment to cross without coming into your lane. It is safer for me to stop and wait on the other side of the bridge for farm equipment to pass before I continue onto the bridge.”

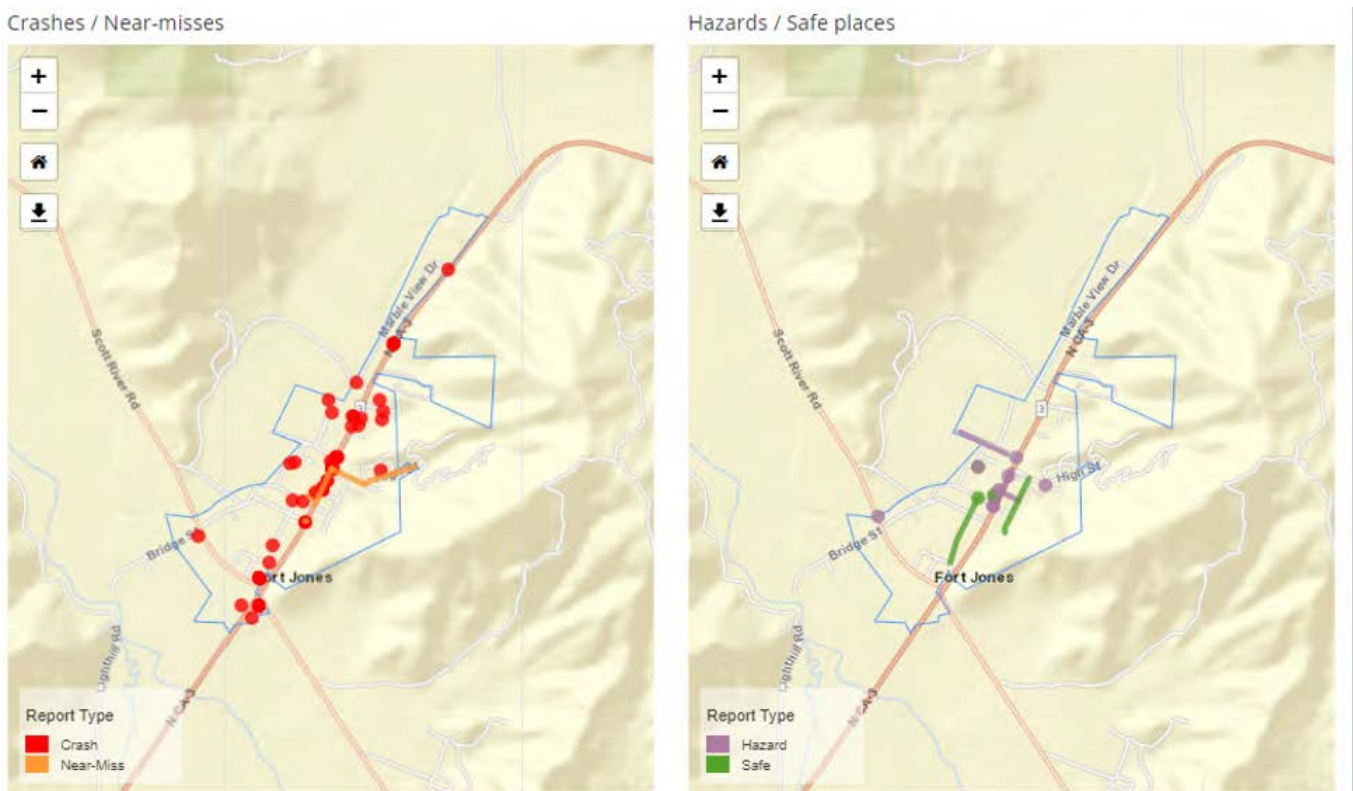
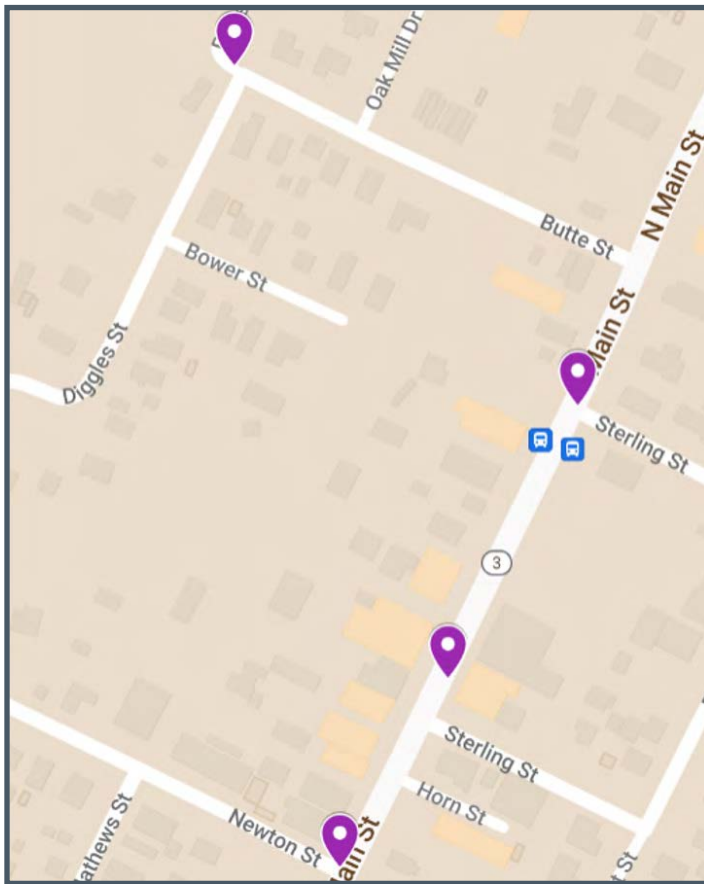


Figure 2. Entries in Street Story for Fort Jones (September 2022)



# Walking and Biking Assessment



During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along Main Street (SR-3), which is managed by Caltrans. There is heavy driver and pedestrian traffic on Main Street (SR-3) in downtown Fort Jones, including students, commuters, cargo trucks, farming equipment, and maintenance vehicles. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessment.

## Route One: North Main Street (SR-3)

### Strengths

1. Downtown is the bustling part of the town with local businesses and essential services such as the Scott Valley Family Resource Center, Scott Valley School District Office, and U.S. Post Office. Fort Jones residents walk and drive to the Scott Valley Family Resource Center which is a cooling center and provides free wifi, parenting classes, child development activities, mental health wellness classes, and other resources for the Scott Valley community.
2. Siskiyou Transit and General Express (STAGE) is Siskiyou County's free to low-cost public transportation. Fort Jones residents use it to connect to neighboring Scott Valley communities including Etna and Yreka.
3. Residents enjoy the benches at the "Christmas Tree" pocket park adjacent to the Scott Valley Family Resource Center. Residents walk to the annual Fort Jones Christmas tree lighting ceremony held at the park.
4. The Fort Jones Branch Library and the adjacent Tot Lot provide a safe space for children to play and learn. Residents travel to the City Hall building to utilize these and other resources.



*The entrance and community bulletin board at the Scott Valley Family Resource Center.*



*A shaded bus shelter with benches and a trash can in front of the U.S. Post Office in downtown Fort Jones.*



*The "Christmas Tree" pocket park with benches, planters and a trash can.*



*The Fort Jones Branch Library is located in the City Hall building with the adjacent Tot Lot.*

## Route One: North Main Street (SR-3) continued

### Concerns

1. Drivers speed through downtown Fort Jones and make illegal U-turns at the marked crosswalk in front of Five Marys and Mechanics Bank. Drivers cross double yellow lines to complete the U-turns, causing near misses with oncoming driver traffic and pedestrians entering the crosswalk.
2. Pedestrians cross mid-block on Main Street (SR-3) instead of at the marked, because crosswalks are too far apart. The crosswalks at Sterling Street, Newton Street, and in front of Five Marys and Mechanics Bank all have faded crosswalk markings. Drivers fail to yield to pedestrians crossing Main Street (SR-3) because of visibility issues related to faded crosswalk markings, parked and double-parked cars by the crosswalk entrances, and because pedestrians are at the lowest point of the road due to Main Street's (SR-3) high stormwater drainage slope from the center of the road to the curb.
3. The sidewalk curb height is too steep on both sides of Main Street (SR-3) in front of Five Marys and the Scott Valley Unified School district building, presenting a tripping hazard for pedestrians.
4. The downtown sidewalk network is disconnected on Main Street (SR-3), just northeast of the post office. The path becomes muddy and difficult to walk on during the rainy season. The sidewalk in front of the Creamery building is cracked and uneven. Both paths present a tripping hazard for people walking or rolling.
5. Residents are often confused about where to enter and exit the post office because of the lack of painted arrows and signage at both entrances indicating the flow of traffic. This is further complicated by the diagonal parking spaces at the post office which have a clear direction and flow. The lack of proper signage and road markings contributes to near misses and traffic congestion at the post office.
6. Drivers traveling north on Main Street (SR-3), and turning left onto Butte Street, encroach on pedestrians crossing and drivers waiting at the Butte Street/Main Street (SR-3) stop sign. Participants reported that this caused several near misses between drivers and pedestrians.
7. The sidewalk network on Butte Street near Scott Valley Junior High School is disconnected, which confuses drivers and students walking to and from school. The sidewalk in front of the school, on the north side of Butte Street, ends at the Oakmill Drive T-intersection and starts again on the south side of the Butte Street bridge. Students are forced to walk in the roadway to follow this disconnected sidewalk network.
8. Drivers traveling north on Diggles Street do not make a complete stop at the Butte Street T-intersection before turning right or slightly left into Scott Valley Junior High School. This causes students and parents to feel unsafe walking to school.



*Faded crosswalk markings on Main Street (SR-3) at Sterling Street*



*Uneven gravel by the U.S. Post Office*



*Cracked and uneven sidewalk in front of The Creamery*

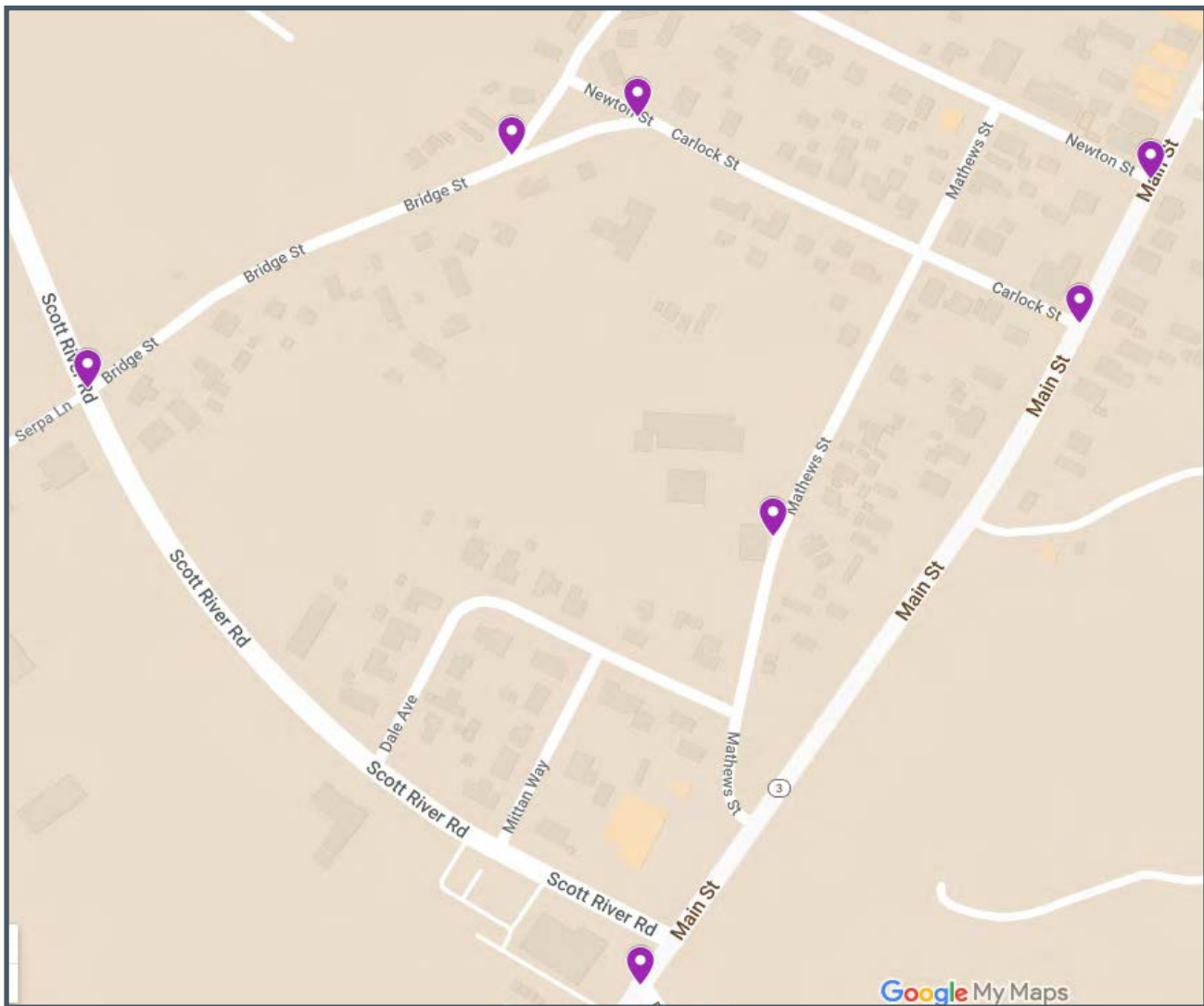


*The sidewalk on the north side of Butte Street in front of Scott Valley Jr High School abruptly ends at Oak Mill Drive and continues on the south side of the Butte Street bridge.*



*Faded crosswalk markings in front of Five Marys Restaurant and Mechanics Bank*

## Route Two: South side of Main Street (SR-3)



### Strengths

1. Ray's Food Place (Ray's), a cooperative business owned by its employees, is located on Main Street (SR-3) and is the only grocery store in Fort Jones. There is a lot of pedestrian and driver traffic going to and from Ray's, creating a busy area.



*The storefront of Ray's Food Place.*

## Route Two: South side of Main Street (SR-3) continued

### Concerns

1. Drivers often exceed the posted speed limit of 50 m.p.h at the Scott River Road/Main Street (SR-3) intersection. Residents like to walk to the Chevron station across the street from Ray's, but high driver speeds make it difficult to cross Main Street (SR-3).
2. There are no marked crosswalks for pedestrian to access to Ray's Food Place, given pedestrian demand. Participants shared that residents prefer to walk between Ray's and the Chevron station, but there are no marked crosswalks. Eastside Road meets Main Street (SR-3) at an angle, making it difficult for firefighters and people operating farm equipment to navigate the intersection. This difficulty is exacerbated by speeding drivers on Main Street (SR-3). Farm equipment may also make it difficult to navigate turns. This area also does not have sidewalks; therefore, pedestrians must walk on the graveled shoulder and share the road with fast-moving drivers.
3. The roadway just west of the crosswalk on Main Street (SR-3), at Carlock Street, has a large dip that participants said may damage vehicles as they turn onto Carlock Street. There is also limited sidewalk connectivity on Carlock Street.
4. Both sides of Main Street (SR-3), near Carlock Street, are missing sidewalks and have gravel and dirt unpaved shoulders. People in wheelchairs must travel in the street, alongside drivers in order to be able to travel in this area.
5. The crosswalk at Fort Jones Elementary School is north of the main school building. Participants reported that it is not a highly used crosswalk and that it is more accessible to those going to the ballpark than the classrooms. Many students cross midblock further south along Mathews Street. Also, the crosswalk across the Main Street (SR-3)/Carlock Street intersection ends at a residential property, which has created complaints among residents.



*The 50 m.p.h. speed limit signage near Ray's.*

# Community Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' preferences and priorities. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community. Workshop participants were assigned into two groups to identify Safe System infrastructure projects and community programs to create a safer environment for walking and biking. Participants offered the following recommendations for their community. The tables below were developed by workshop participants and identified as the highest priority.

- Repaint the enter and exit arrows at the Post Office driveway to safely direct driver traffic;
- Install and maintain pedestrian scale lighting throughout downtown;
- Trim trees around existing street lighting and pedestrian signage on Main Street (SR-3);
- Preserve the historical look and feel of Fort Jones. Participants do not want roads to become too cluttered and colorful like streets in large cities;
- Paint high-visibility crosswalks, preferably not white, to catch drivers attention;
- Maintain the existing sidewalks throughout downtown, including litter, cracks, and uneven pavement;
- Complete sidewalk networks in downtown;
- Install Rectangular Rapid Flashing Beacons at key unsignalized intersections along Main Street (SR-3);
- Install traffic calming along Main Street (SR-3) and create a safety messaging campaign to slow drivers;
- Implement outcomes of the 2022 Fort Jones Road User Survey collected to gauge residents' interests in road safety improvement infrastructure. Respondents support extending the 30 m.p.h. posted speed limit and sidewalks from downtown to Ray's Food Place, Rectangular Rapid Flashing Beacons at the marked crosswalks along Main Street (SR-3), and traffic-calming elements on the north and south ends of Main Street (SR-3) to slow driving speeds;
- Plan for the need to plow the streets in winter when developing infrastructure improvements in the town;
- Install deer warning signage for drivers along Main Street (SR-3);
- Install rumble strips or other traffic calming improvements to slow drivers as they travel north on Main Street (SR-3) and into the downtown area;
- Install a painted crosswalk at the Butte Street/Main Street (SR-3) intersection.
- Install a yield for school zone flashing sign at the Butte Street / Diggles Street intersection;
- Continue sidewalk from Newton Street to Scott River Road on the west side of Main Street (SR-3); and
- Install sidewalks around the Main Street/Carlock Street intersection to provide a safe place for pedestrians to walk.

## Reduce Driver Speeds in Downtown and Near Schools

### Project Goals:

1. Reduce driver speeds along Main Street (SR-3) and near Fort Jones Elementary School and Scott Valley Junior High School by installing speed calming infrastructure.

### Project Description:

This project intends to reduce driver speeds along Main Street (SR-3) and around Fort Jones Elementary School and Scott Valley Junior High School through infrastructure improvements and community campaigns. This project includes capturing all crash data in the Statewide Integrated Traffic Records System (SWITRS) and reducing the posted speed limit to below 30 m.p.h. on Main Street (SR-3) and throughout downtown. Accurate crash data is crucial to garnering infrastructure funding and policy changes. Other safety improvements include:

- Install flashing speed radar feedback sign on Main Street (SR-3); and
- Speed bumps at the Sterling Street / High Street intersection.

### Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none"><li>1. The Etna / Fort Jones Police Department is working with Caltrans civil engineers to reduce speed limits on Main Street (SR-3). Engineering and traffic surveys to assess speed need to be conducted.</li><li>2. The Etna / Fort Jones Police Department continues to collaborate with the City of Etna to reference their experience with the newly installed speed radar feedback sign.</li><li>3. The Planning Committee will ask the Town of Fort Jones and Caltrans to respond to residents' requests for speed bumps and RRFB. Response should include an update on future plans and timelines.</li></ol>
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## Reduce Driver Speeds in Downtown and Near Schools, continued

Project Team Recommendations	<ol style="list-style-type: none"><li>1. Preserving the historical feel and look of Fort Jones is a top priority of the community. Community-led planning workshops should be hosted to develop and finalize traffic calming elements and road design.</li><li>2. Install speed cushions on Main Street (SR-3) north of Butte Street and south of Eastside Road and from the south approaching downtown from Ray's. The Fort Jones Road Survey Report found that residents were supportive of speed cushions at the north and south entrances of the town.<ol style="list-style-type: none"><li>a. Refer to the California Bicycle Coalition and Alta Planning's <a href="#">2020 Quick-Build Guide</a>, NACTO's <a href="#">Urban Street Design Guide</a>, and the Federal Highway Administration's <a href="#">Traffic Calming ePrimer</a> for Speed Cushion application</li></ol></li><li>3. Apply for funding from <a href="#">Caltrans' Active Transportation Program (ATP)</a> or the <a href="#">California Office of Traffic Safety (OTS)</a>. The ATP provides funding to communities throughout California to support infrastructure and non-infrastructure projects and plans to further active modes of transportation like walking and walking. OTS supports infrastructure educational and engagement efforts. These funds may be used for public messaging campaigns, including speed signs and messaging. Examples of such signs and messaging may be found on <a href="#">OTS's Go Safely</a> toolkit collection.</li><li>4. Work with Caltrans District 2 and the City of Fort Jones to determine if Main Street (SR-3) is eligible for a reduced speed of 15 mph and if the school zone can be extended to 1000 feet in each direction to provide a safer environment for students walking to and from school.</li></ol>
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## Project Name: Complete Sidewalk Network for Safe Routes to School

### Project Goals:

1. Provide a safe space for students to walk to and from Fort Jones Elementary School and Scott Valley Junior High School.

### Project Description:

This project aims to install a complete sidewalk network to provide safe access to school for students and families from Fort Jones Elementary School and Scott Valley Junior High School. Participants also wanted to install an effective drainage system in tandem with sidewalks to ensure proper water flow during the rain and snow season.

### Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none"><li>1. The Planning Committee can identify school district personnel and parents to reach out to involve in the advocacy process of this project.</li><li>2. The Planning Committee can conduct a sidewalk assessment to see where sidewalks are needed and reach out to Caltrans, City Engineers and Planners to understand if this sidewalk project is feasible.</li><li>3. Caltrans, City Engineers and Planners can assess the current water drainage system and develop a plan to implement effective water drainage and sidewalks by the schools. The storm drainage plan could include diverting storm water into Moffett Creek.</li></ol>
Project Team Recommendations	<ol style="list-style-type: none"><li>1. Review SafeTREC's California Active Transportation Safety Information Pages (CATSIP) for <a href="#">funding opportunities</a> to support educational, engagement, and infrastructural SRTS projects. Potential funding sources include the ATP program which funds infrastructure programs.</li><li>2. Work with the Scott Valley Unified School District to plan for a crossing guard program at Fort Jones Elementary School. Refer to <a href="#">resources</a> published by the Safe Routes Partnership for crossing guard programs.</li><li>3. Work with Caltrans District 2 and city/county Public Works to prepare for the next cycle of <a href="#">ATP</a> grants to apply for infrastructure projects.</li><li>4. Refer to the <a href="#">Small Town and Rural Design Guide</a> for recommendations appropriate to the rural community of Fort Jones.</li></ol>

## Project Name: Educational Safety Messaging Campaign

### Project Goals:

1. Educate drivers in Fort Jones about safe driving behaviors and how to share the roadway with pedestrians and bicyclists.
2. Create a community culture of safe driving and respect for those walking and biking
3. Involve the community in planning pedestrian and bike educational safety events.

### Project Description:

This project aims to create safety messaging campaigns for drivers, bicyclists, and pedestrians to create a safer environment for everyone. The community should be involved in creating the messages and hosting fun educational events, such as mural painting to inform the public of the importance of driving slowly and looking out for pedestrians, bicyclists, and people in wheelchairs.

### Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none"><li>1. The Planning Committee will reach out to stakeholders from the City, downtown businesses, and the schools to identify safety campaigns appropriate for the downtown region along Main Street (SR-3) and near the schools. These may include community events, public service announcements, pamphlets, billboards, commercials and art.</li></ol>
Project Team Recommendations	<ol style="list-style-type: none"><li>1. For educational materials, the City could look into applying for funding from <a href="#">Caltrans' Active Transportation Program (ATP)</a> or the <a href="#">California Office of Traffic Safety (OTS)</a>.</li><li>2. In the near term, the Planning Committee may review existing safety messaging campaigns through the following sources: OTS <a href="#">Go Safely</a> campaign and outreach and engagement strategies in <a href="#">CATSIP</a>.</li><li>3. Planning committee members may continue to post and promote <a href="#">Street Story</a> as a way to gather input and compile community experiences and ideas.</li></ol>

# Project Team Recommendations

The Project Team submits the following additional recommendations for consideration. Local stakeholders, such as city staff and the Planning Committee, may need to refine the recommendations to ensure they are appropriate for the current walking and biking environment.

## Develop a Fort Jones Active Transportation Plan

The Project Team recommends the Town of Fort Jones work with the Siskiyou County Transportation Commission and Caltrans District 2 to develop a Fort Jones Active Transportation Plan. The Circulation Element in the Town of Fort Jones General Plan 2006 provides general walking and biking safety goals, but an Active Transportation Plan will provide specific, measurable infrastructure, policy, and program recommendations for the short and long term.

- Reference the [Active Transportation Planning Toolkit for Small- and Mid-Sized Communities 2022](#) for a comprehensive guide on how to develop an Active Transportation Plan; and
- Reference the City of Mount Shasta's [Bicycle Pedestrian and Trails Master Plan 2009](#) for a local example.
- The Town of Fort Jones can apply to Caltrans' [Active Transportation Program \(ATP\)](#) or the [Sustainable Transportation Planning Grant](#) for funding to create the Plan.

## Crossing Guard Program at Scott Valley Junior High School

The Project Team recommends the Town of Fort Jones apply for funding for a community crossing guard program on Butte Street for Scott Valley Junior High School. Use the [Safe Routes to School Guide](#) to identify other locations where a crossing guard will have maximum impact on student safety. Many families do not feel safe allowing their students to walk and bike to school on their own because of the lack of safe crossings on their way to school. A crossing guard program could significantly increase pedestrian visibility, confidence, and safety. The [Active Transportation Resource Center](#) developed the [California School Crossing Guard Training Guidelines](#) to administer and implement the program. Funding ideas include exploring [district funding](#) opportunities.

## Crosswalks Improvements at Key Intersections

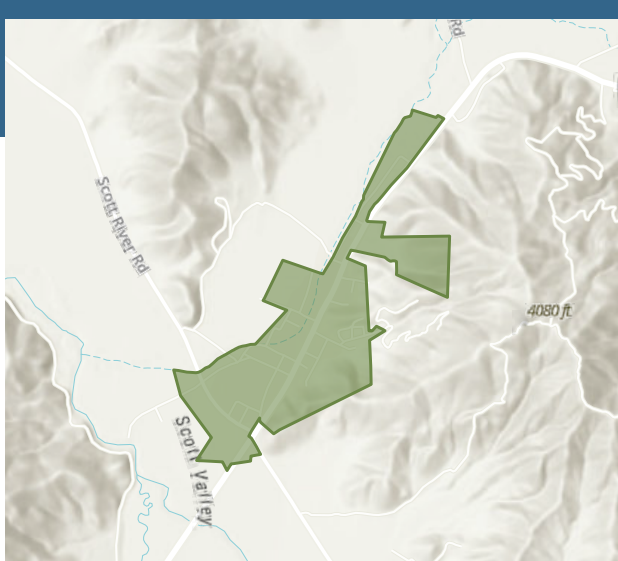
There are several destinations along Main Street (SR-3) that people drive, walk, bike, or roll to, but there are limited crosswalk markings headed into the downtown area. The Project Team recommends the Planning Committee work with the Town of Fort Jones, Caltrans District 2 representatives, and residents to identify which key intersections are eligible for high-visibility or artistic crosswalk markings. Workshop participants have already identified the following crosswalks to upgrade: along Sterling Street, in front of Five Marys; and the Newton Street / Main Street (SR-3) intersection. Participants were also interested in the installation of Rectangular Rapid Flashing Beacons at key unsignalized crossings to alert drivers that pedestrians are crossing.

## Reconnecting Communities Programs

[Caltrans' Reconnecting Communities Program](#) works with communities across the state who are impacted and burdened by highways running through their cities and towns and to identify needs for community connectivity. The program centers on equitable community engagement to help mediate the impacts of highways. The Caltrans' call for project nominations is now closed, but the [U.S. Department of Transportation's Reconnecting Communities Pilot Program](#) is still accepting proposals until October 13, 2022. This first-ever Federal program is dedicated to reconnecting communities that have been cut off from economic opportunities by transportation infrastructure. Funding supports planning and capital construction grants, and technical assistance. The goal of the program is to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities.

# Appendix

- [Fort Jones infographic](#)
- [Fort Jones Site Visit presentation](#)
- [Fort Jones Street Story presentation](#)



# Fort Jones City, CA

## Community Pedestrian and Bicycle Safety Program

### Key Facts



**45%**

Households with 1+ Persons with a Disability



**28%**

Population 65+



**4%**

Households without a vehicle



**20%**

Households Below the Poverty Level

### Commute Profile



**0%**

Took Public Transportation



**18%**

Carpooled



**4%**

Walked to Work



**0%**

Bike to Work

### Race and Ethnicity

The largest group: White Alone (69.84)

The smallest group: Pacific Islander Alone (0.00)

Indicator ▲	Value	Diff
White Alone	69.84	-5.89
Black Alone	0.59	-0.53
American Indian/Alaska Native Alone	5.27	+0.66
Asian Alone	2.05	-0.08
Pacific Islander Alone	0.00	-0.09
Other Race	3.66	-0.95
Two or More Races	18.59	+6.87
Hispanic Origin (Any Race)	13.32	+0.70

Bars show deviation from Siskiyou County

### Household Income (2021)

Median Household Income

Household Income less than \$15,000

Household Income \$15,000-\$24,999

Household Income \$25,000-\$34,999

Household Income \$35,000-\$49,999

Household Income \$50,000-\$74,999

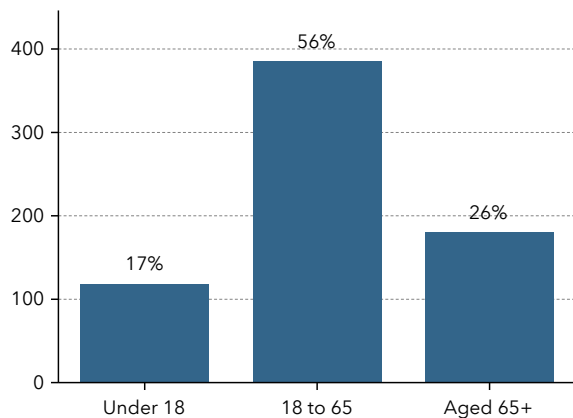
Household Income \$75,000-\$99,999

Household Income \$100,000-\$149,999

Household Income \$150,000-\$199,999

Household Income \$200,000 or greater

### Population by Age



# Injury Crashes in the Cities of Ft. Jones and Etna, and in Siskiyou County, 2012-2021

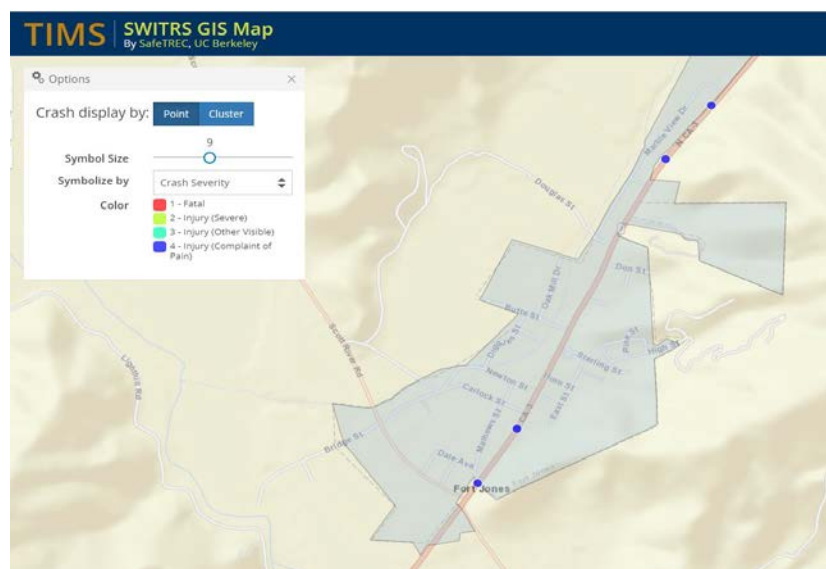
Prepared for the Ft. Jones CPBST

July 11, 2022

Jill Cooper  
UCB SafeTREC



## Injury Crash Severity, Ft. Jones, 2012-2021



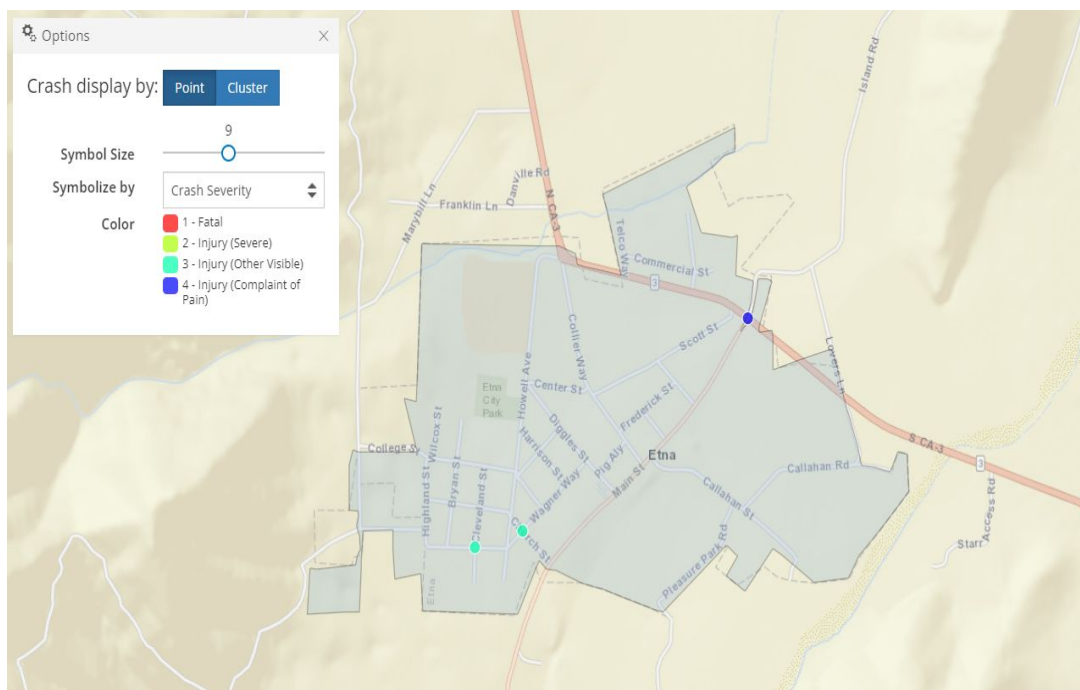


# Ft. Jones – Summary of Data, 2012-2021

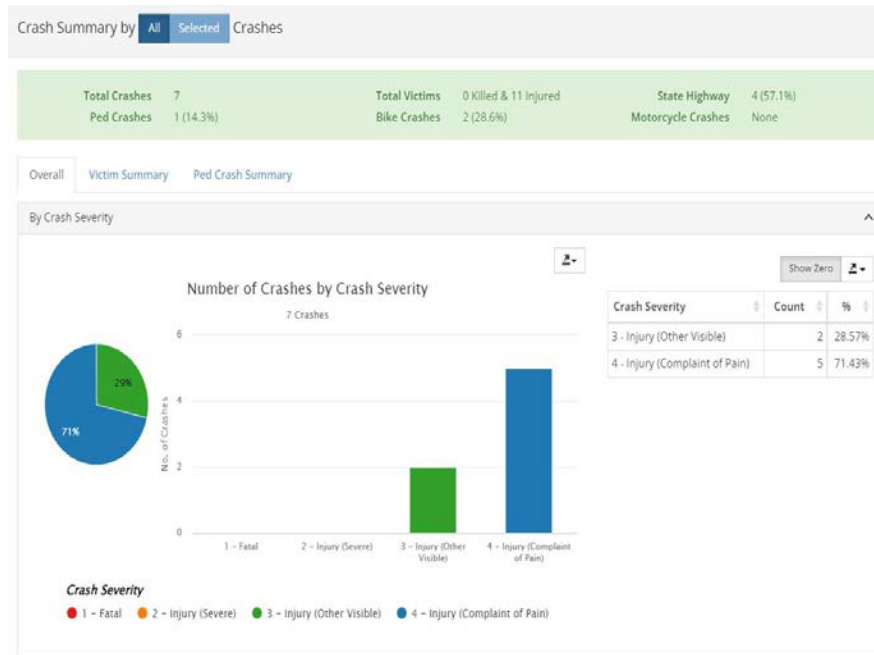
	Crash 1	Crash 2	Crash 3	Crash 4
Date/Time	9/18, ~1:15pm	6/15, ~1pm	11/12, ~8:30am	7/16, ~2pm
Location	Rt. 3	Rt. 3 (360' north of Hamilton)	Main St (282' south of Carlock)	Main & Mathews (at intx)
Crash Severity	Complaint of Pain	Complaint of Pain	Complaint of Pain	Complaint of Pain
Injuries	2 injured	2 injured	2 injured	1 injured
Type of Crash	Broadside	Rear end	Sideswipe	Rear end
Involved with?	Other MV	Other MV	Other MV	Other MV
Ped/Bike	No	No	No	No



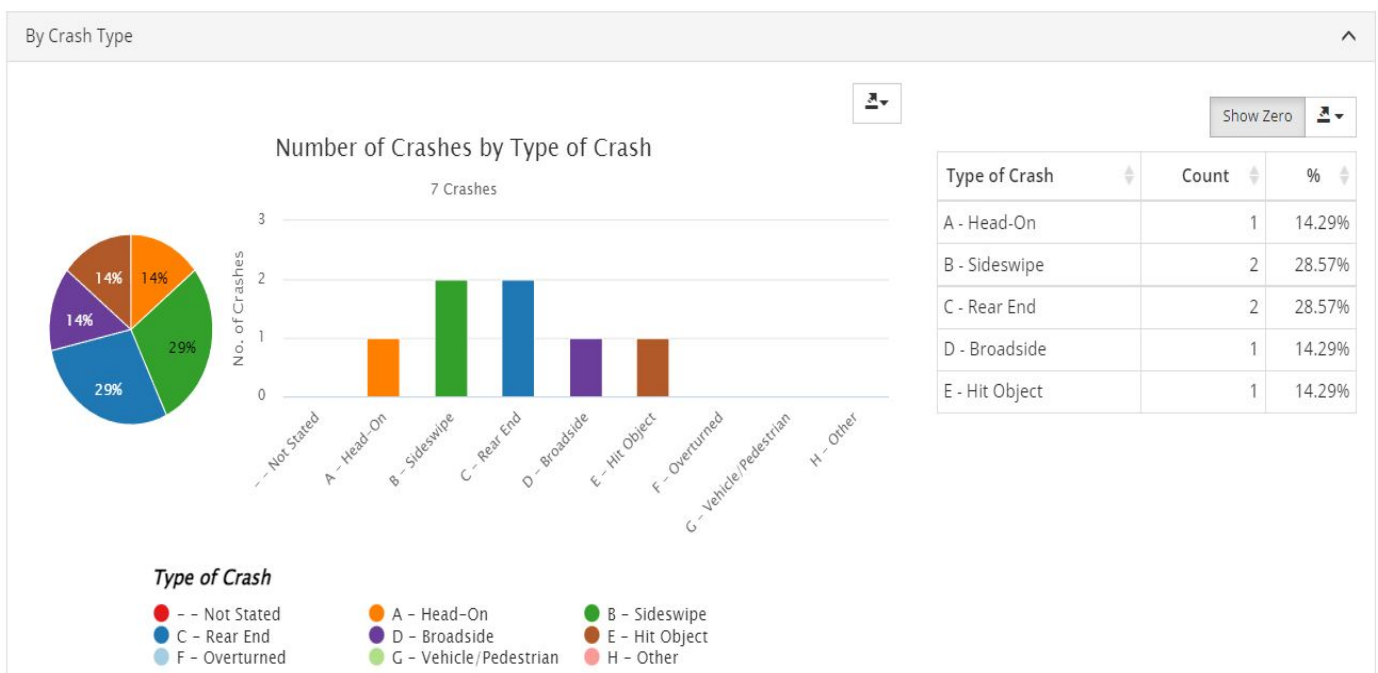
## Injury Crash Severity, Etna, 2012-2021



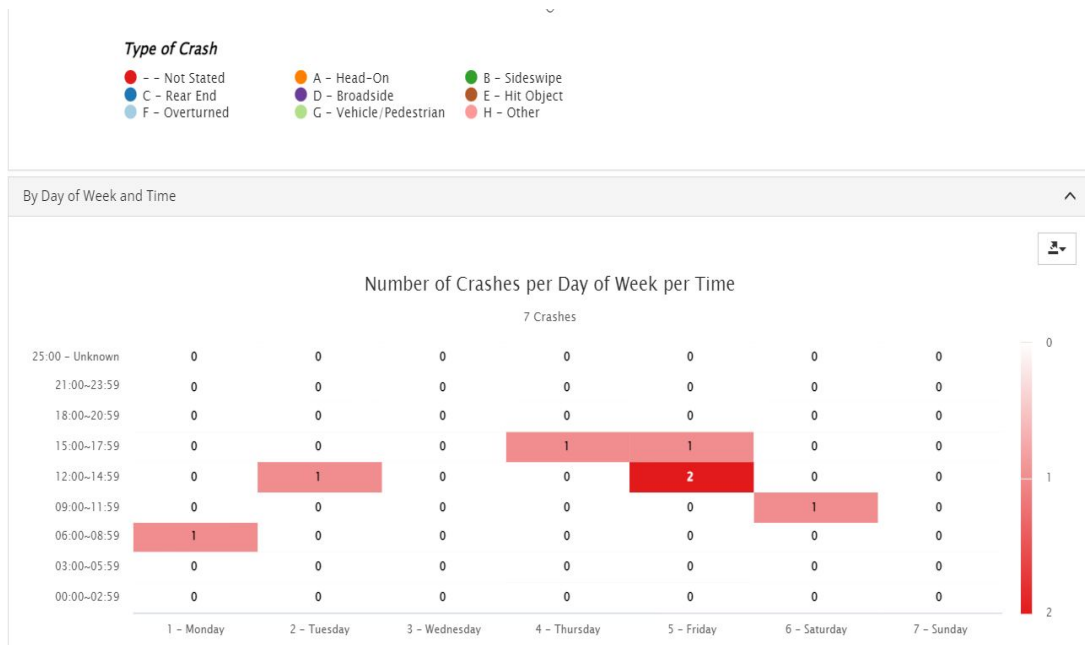
# Crash Severity Summary, Ft. Jones and Etna, 2012-2021



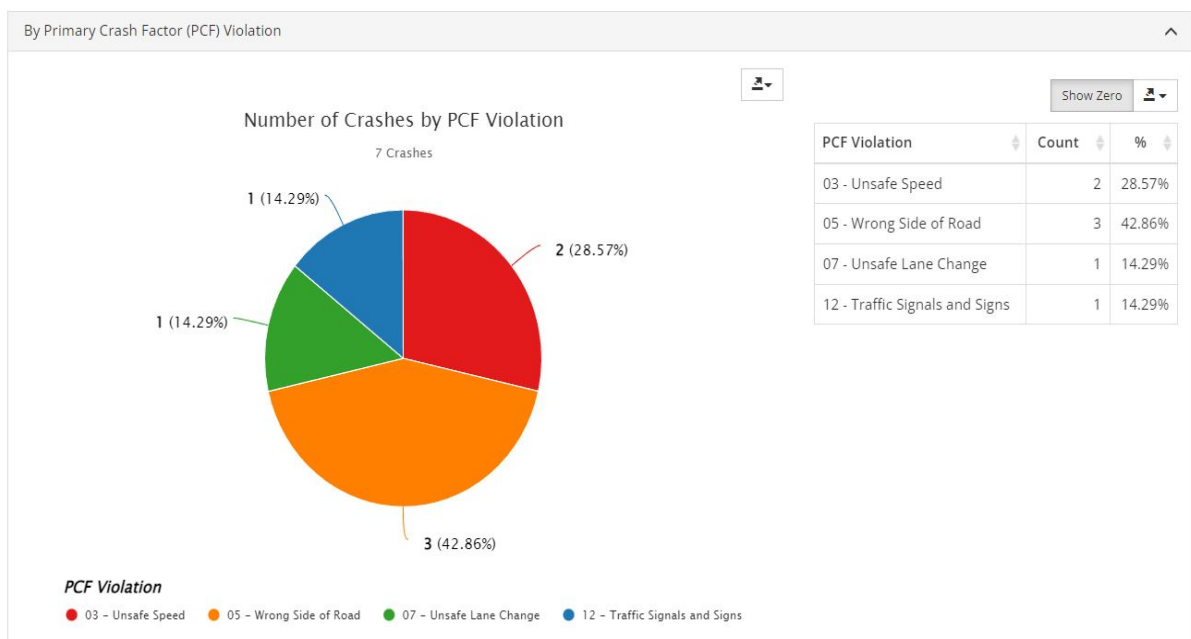
# Type of Crash, Ft. Jones and Etna, 2012-2021



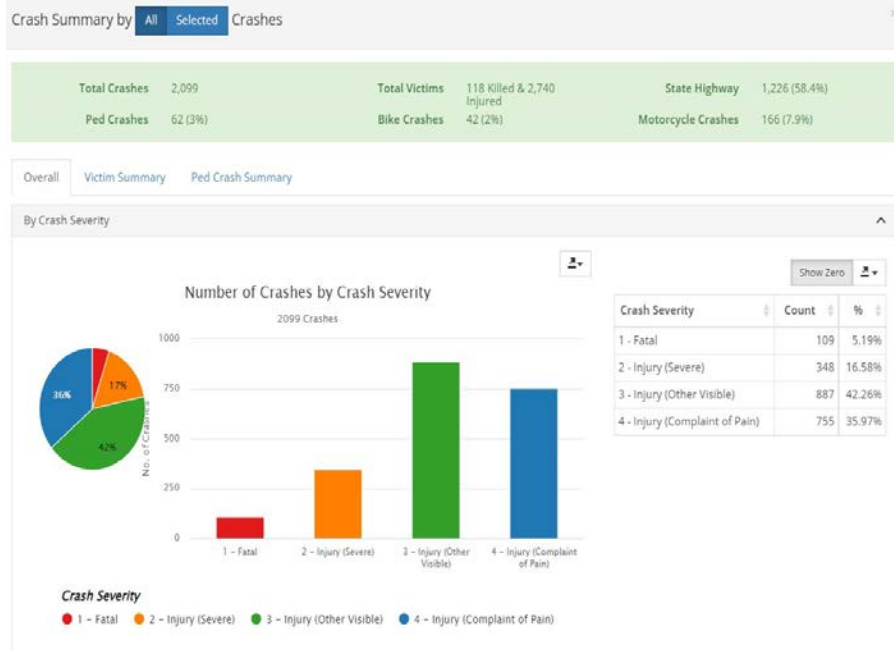
# Crash per Day of Week/Time of Day, Ft. Jones and Etna, 2012-2021



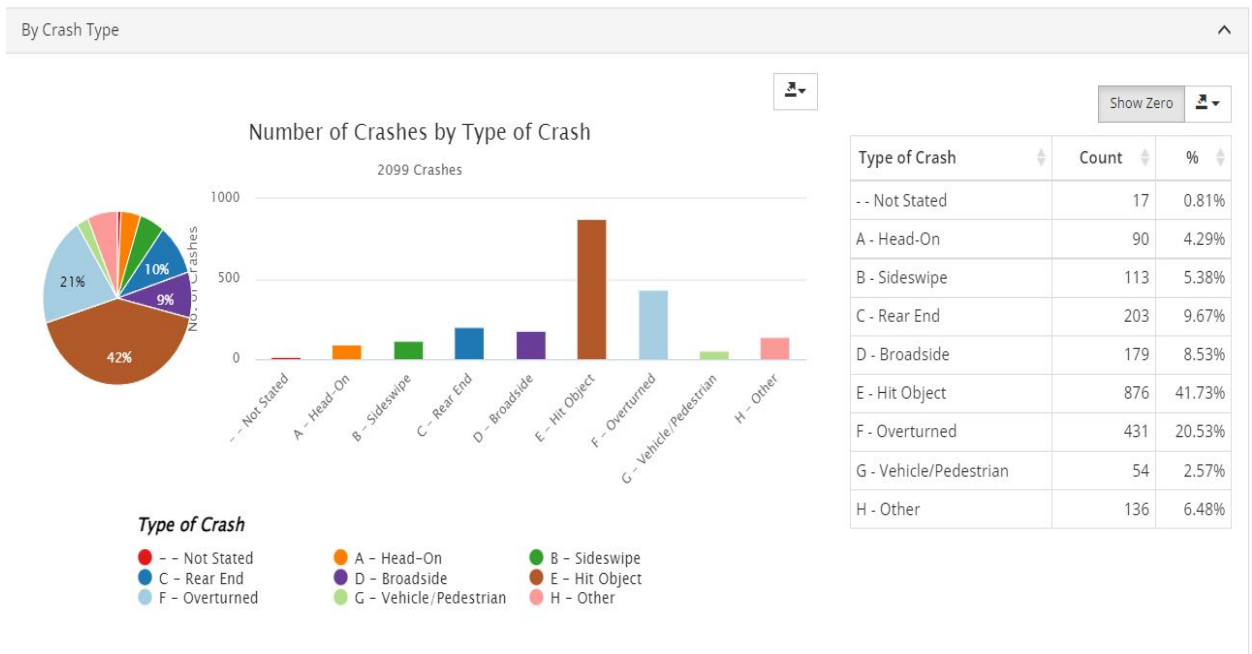
# Primary Crash Factor, Ft. Jones and Etna, 2012-2021



# All Injury Crashes, Siskiyou County, 2012-2021



# Crash Type, Siskiyou County, 2012-2021

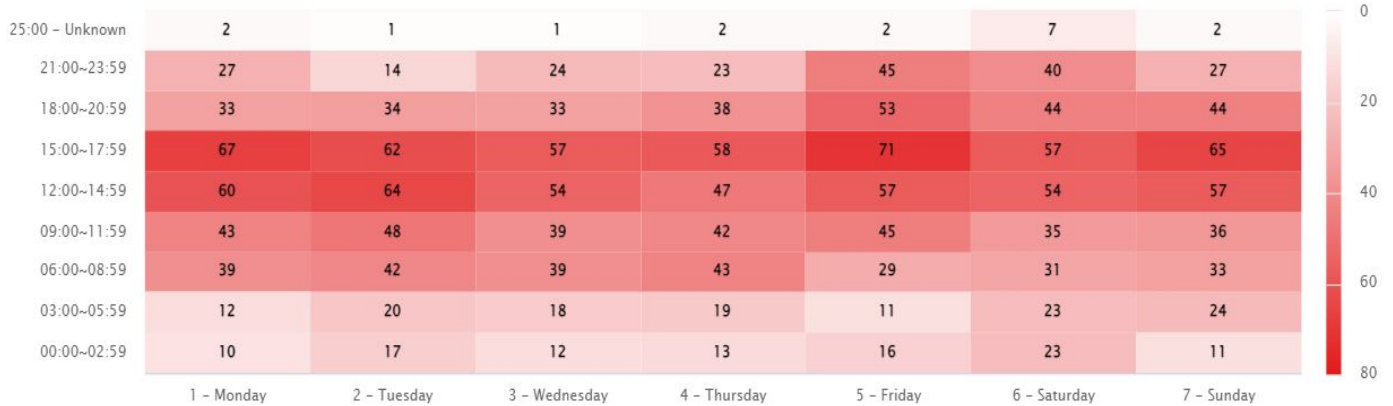


# Crashes by Day of Week and Time of Day, Siskiyou County, 2012-2021



Number of Crashes per Day of Week per Time

2099 Crashes



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# STREET STORY

## Transportation Safety Community Engagement Tool

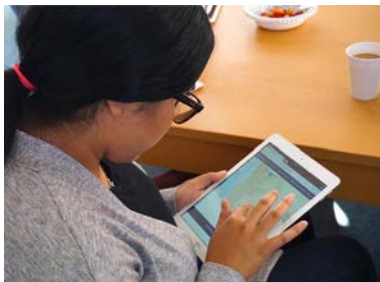
Ft. Jones  
June 29, 2022



## What is Street Story?

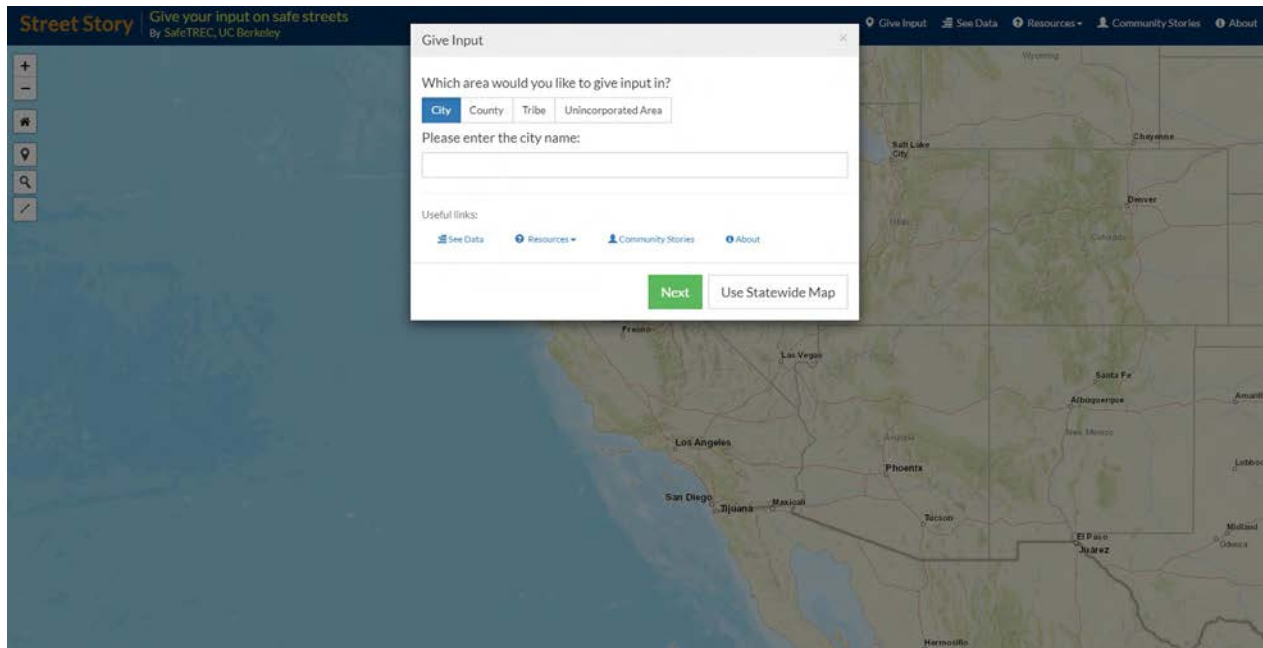
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- Street Story is an online community engagement tool.
- It helps community groups and agencies collect and understand information that is important for transportation safety but is difficult to gather and analyze.
- See [streetstory.berkeley.edu](https://streetstory.berkeley.edu) to enter roadway experiences.



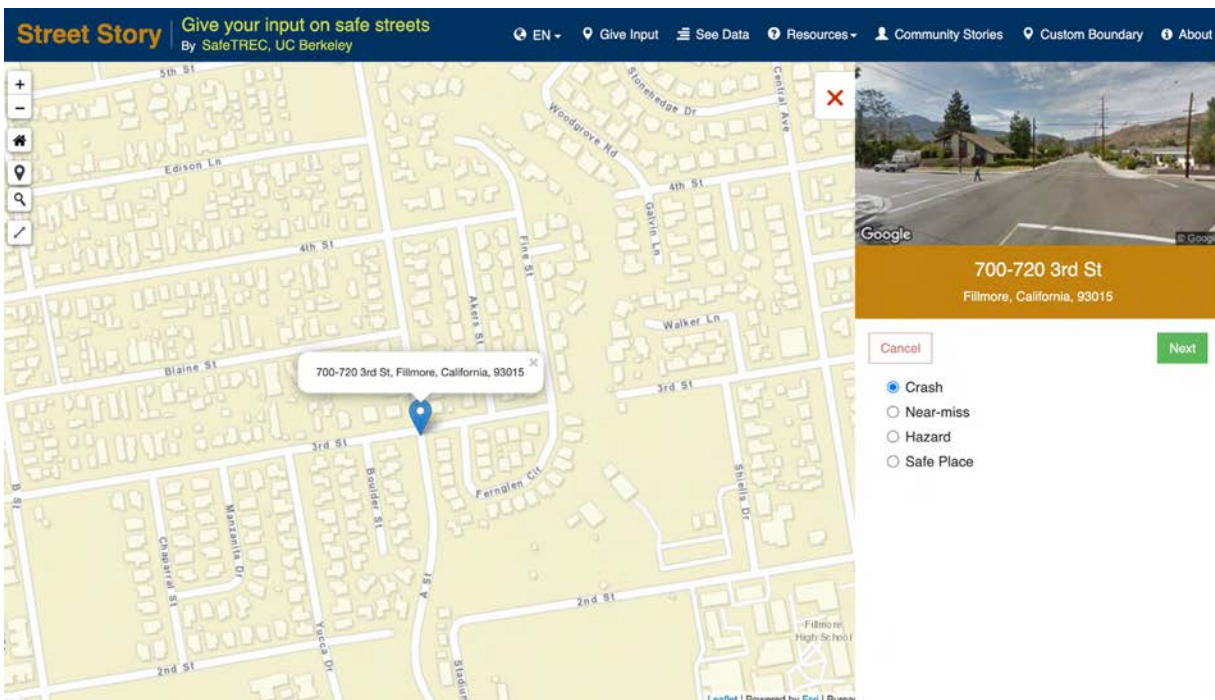
# How to Provide Information

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



# How to Provide Information

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



# How to Provide Information

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

700-720 3rd St  
Fillmore, California, 93015

Cancel Previous Next

1. I was  when this near-miss happened.

2. This near-miss happened on:  
Report month/year Report a date

3. When this near-miss happened, it was  
 Day  
 Night

4. Who else was involved?  
 Vehicle driver  
 Pedestrian  
 Bike rider  
 Scooter rider  
 Someone taking a bus or train  
 Someone using a mobility device (wheelchair, walker, etc)  
 Other  
 No one else

5. Were you or anyone else injured?  
 No  
 Someone had minor injuries  
 Someone had severe injuries  
 Someone died

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

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

Add Another Location

Submit

# Street Story Paper Version

**Crash**

Point/Line Number or Address:

1. I was \_\_\_\_\_ when this crash happened.  
 Walking  
 Biking  
 Scootering  
 Taking a bus or train  
 Using a mobility device  
 Riding in a vehicle  
 Other

1a) If you use a mobility device, what kind do you use?  
 Wheel chair  Guide dog  
 Walker or cane  Prosthetic  
 White cane  Other

2. The crash happened in:  
Day \_\_\_\_\_ Month \_\_\_\_\_ Year \_\_\_\_\_

3. When the crash happened, it was:  
 Day  
 Night

4. Who else was involved?  
 Vehicle driver  
 Pedestrian  
 Bike rider  
 Scooter rider  
 Someone taking a bus or train  
 Someone using a mobility device (wheelchair, walker, etc)  
 Other  
 No one else

5. Were you or anyone else injured in the crash?  
 No  
 Someone had minor injuries  
 Someone had severe injuries  
 Someone died

6. Was this crash reported to the police?  
 Yes  
 No

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

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

**Near-Miss**

Point/Line Number or Address:

1. I was \_\_\_\_\_ when this near-miss happened.  
 Walking  
 Biking  
 Scootering  
 Taking a bus or train  
 Using a mobility device  
 Riding in a vehicle  
 Other

1a) If you use a mobility device, what kind do you use?  
 Wheel chair  Guide dog  
 Walker or cane  Prosthetic  
 White cane  Other

2. The near-miss happened on:  
Day \_\_\_\_\_ Month \_\_\_\_\_

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

4. Who else was involved?  
 Vehicle driver  
 Pedestrian  
 Bike rider  
 Scooter rider  
 Someone taking a bus or train  
 Someone using a mobility device (walker, etc)  
 Other  
 No one else

5. Were you or anyone else injured?  
 No  
 Someone had minor injuries  
 Someone had severe injuries  
 Someone died

6. What do you think caused this near-miss?  
 Poor/missing sidewalk  
 Poor/missing bike lanes or paths  
 Cracked/uneven street

**Hazard**

Point/Line Number or Address:

1. I feel unsafe here when I'm:  
 Walking  
 Biking  
 Scootering  
 Taking a bus or train  
 Using a mobility device  
 Riding in a vehicle  
 Other

1a) If you use a mobility device, what kind do you use?  
 Wheel chair  Guide dog  
 Walker or cane  Prosthetic  
 White cane  Other

2. I feel unsafe because:  
 Safe speeds  
 Low car traffic  
 Safe sidewalks  
 Safe bike lanes or paths  
 Good lighting  
 Signs, signals or street markings work well  
 Well maintained vegetation  
 Other

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

**Safe Place Questions**

Point/Line Number or Address:

1. I feel safe here when I'm:  
 Walking  
 Biking  
 Scootering  
 Taking a bus or train  
 Using a mobility device  
 Riding in a vehicle  
 Other

1a) If you use a mobility device, what kind do you use?  
 Wheel chair  Guide dog  
 Walker or cane  Prosthetic  
 White cane  Other

2. I feel safe here because:  
 Safe speeds  
 Low car traffic  
 Safe sidewalks  
 Safe bike lanes or paths  
 Good lighting  
 Signs, signals or street markings work well  
 Well maintained vegetation  
 Other

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



# Using Street Story

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## Contact Information

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[streetstory@berkeley.edu](mailto:streetstory@berkeley.edu)

Jarah Crowner

[jcrowner@berkeley.edu](mailto:jcrowner@berkeley.edu)

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

***Thank you for your interest in the Community  
Pedestrian and Bicycle Safety Training  
Program.***

**For more information, please visit:**

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