

SUMMER 2021

Community of Calipatria Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY
TRAINING PROGRAM

Creating Safer Streets for Walking and Biking



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Acknowledgments

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

Planning Committee

Ryan Fallica	Caltrans District 11
George Galvan	The Holt Group
Maria Hisel	Lions Club
Romualdo Medina	City of Calipatria
Jackie Riddell	Best S.T.E.P. Forward
Bonnie Zendejas	City Planning Commissioner

This report was prepared by:

California Walks

Areli Morales
Jacqueline Garcia
Marina Ramirez
<https://calwalks.org>

University of California Berkeley Safe Transportation & Education Center (SafeTREC)

Katherine Chen
<http://safetrec.berkeley.edu>

This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.

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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 Framework 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 & SafeTREC (the Project Team) works with the Local Planning Committee, a group of local stakeholders, over the course of 6-8 weeks to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The virtual 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 Calipatria CPBST workshop was held virtually and convened nine participants on July 14th, 2021, including residents, and representatives from the City of Calipatria and B.E.S.T Step Forward. The City of Calipatria requested that the Project Team conduct a CPBST in Calipatria with the goals to:

1. Improve walking and biking along Main Street and throughout Calipatria; and
2. Gather crash data and community and agency support to further funding for walking and biking infrastructure enhancements

Background

Local Policies and Plans

The City of Calipatria has three schools that share the same grounds: [Calipatria High School](#), [Bill E Young Middle School](#), and [Fremont Primary School](#). In 2015, Safe Routes to School Imperial Valley hosted a workshop for all three schools. As part of the larger network of schools, they developed the [Imperial Valley Safe Routes to School Regional Plan](#). Proposed plans included adding curb extensions to the north and south legs and pedestrian islands at the Main Street/International Boulevard intersection. On Main Street (SR-115) and Sorenson Avenue (SR-111), reduce both streets down to 2 traffic lanes, add bike lanes, replace stop signs with a roundabout, and add curb extensions.

[City of Calipatria Active Transportation Plan](#) updates the vision set forth in the [2002 Bicycle Master Plan](#). By focusing on vulnerable residents, Calipatria's vision is to be a community where every street promotes walking and biking in a safe and comfortable atmosphere for all ages and abilities. Some of the proposed plans include a buffered bike lane along Main Street (SR-111) and along International Road.

Calipatria is a city in Imperial County, located southeast of the Salton Sea in the El Centro Metropolitan Area. From the Disadvantaged Communities Active Transportation Planning Initiative, Calipatria falls under the 25% of the state considered to be the most disproportionately burdened by multiple sources of pollution. Per [OTS Crash Rankings](#), in 2018, Calipatria ranked 70th out of 75 similar-sized cities in California for people killed or injured in a traffic crash (with a ranking of "1" indicating the worst). It ranked 57th for pedestrian crashes and 56th for bicycle crashes.

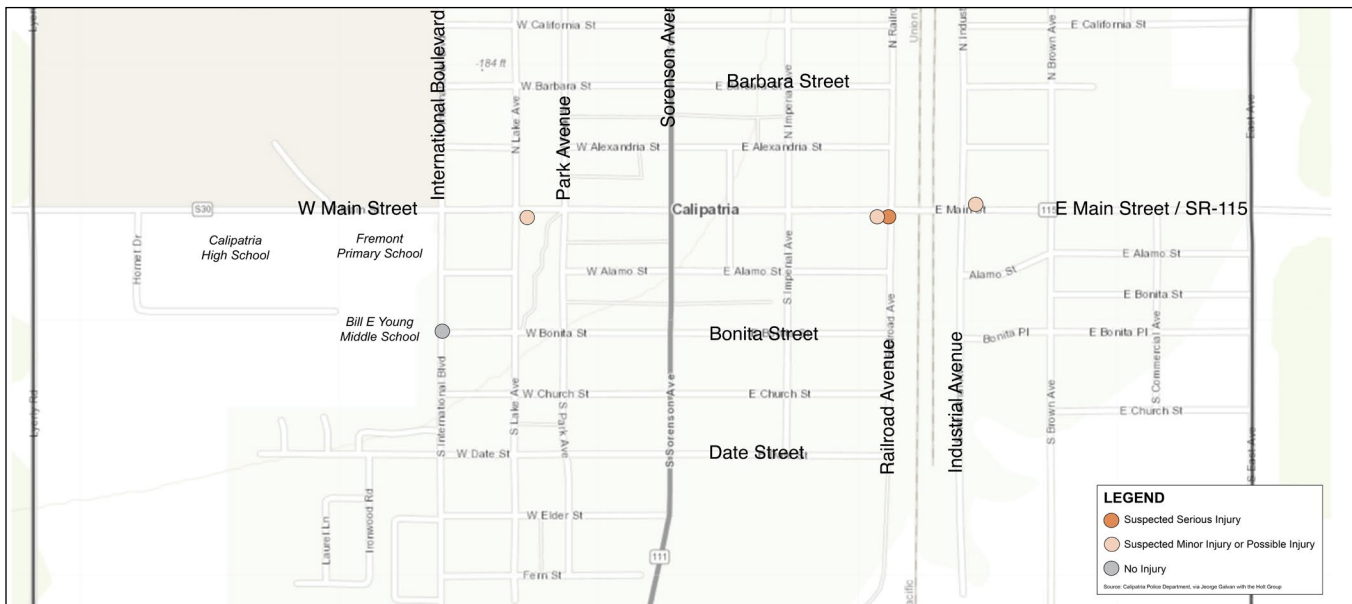
Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians¹ and bicyclists in Calipatria. Data reported in this section are the Calipatria Police Department via the Holt Group. No pedestrian or crash data was reported in the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2010 to 2019. A full discussion of the pedestrian and bicycle crash data can be found in the Appendix.

Community Workshop Boundaries

The boundaries for the focus area of this workshop were the city limits of Calipatria, three non-contiguous areas. Per discussions with the Planning Committee, the workshop focused on the main inhabited area where Sorenson Avenue [California State Route 111 (SR-111)] and Main Street [California State Route 115 (SR-115)] intersect. Businesses are concentrated around the main junction and residents live in the surrounding areas. The Union Pacific Railroad hauls freight on tracks east of Railroad Avenue and marks the edge of the more developed area.

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



Pedestrian and bicycle crashes in Calipatria from 2007 to 2019.

Pedestrian & Bicycle Crashes

From 2007 to 2019, there were four bicycle crashes reported along Main Street/SR-111 and one pedestrian crash reported on International Boulevard in front of Bill E. Young Middle School. The pedestrian crash occurred in the morning as a student was walking to school and resulted in no reported injuries. Of the four injury crashes, one was a serious injury and the other three were minor injuries. All bicycle crashes occurred in February and March on a weekday, with half on Tuesday morning between 6:00 and 9:00 a.m. A primary crash factor was not reported in 50% of the crashes.

There were four victims in the four bicycle crashes, with two males and two females. The uninjured pedestrian and three of the bicycle victims were school-aged, though one injured victim's age was unknown. This is consistent with the Planning Committee's assertion that students are the largest pedestrian demographic in the community.

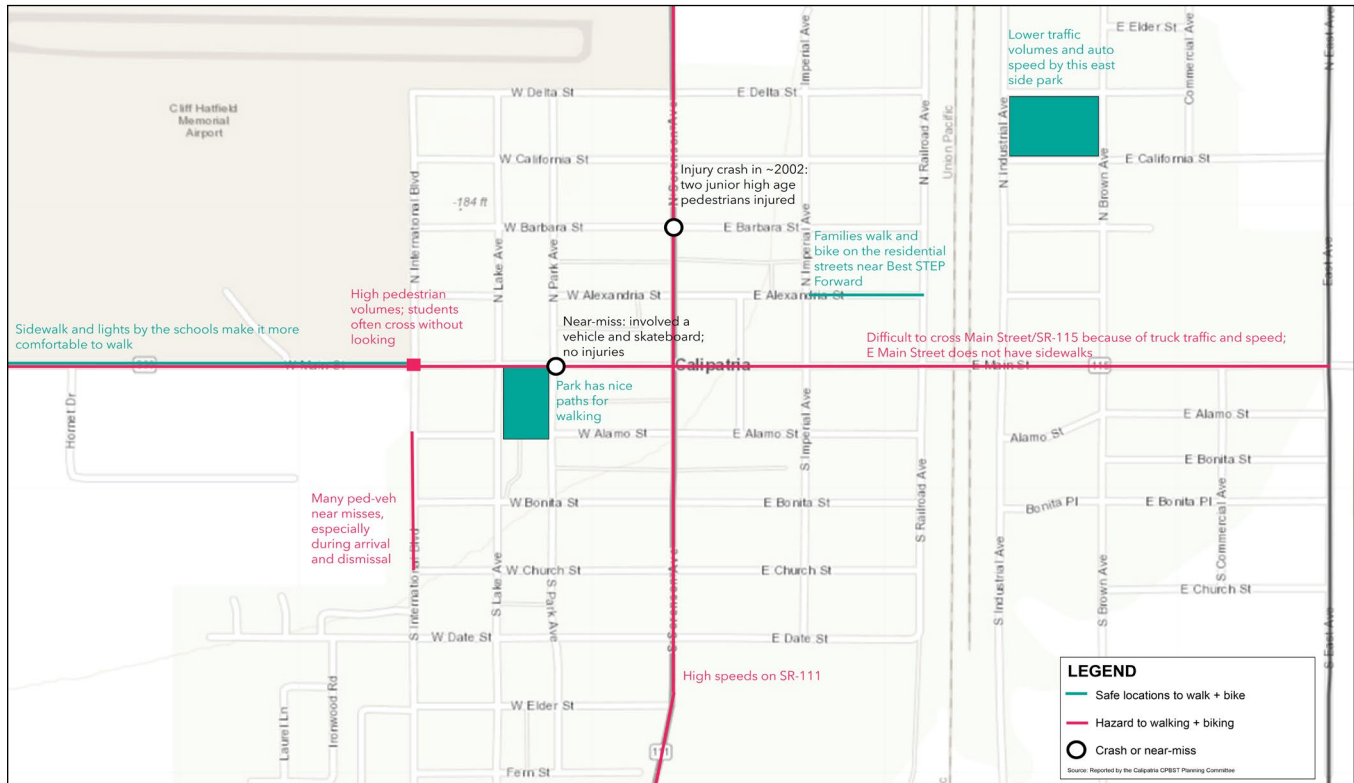
Free SafeTREC Data Resources

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. TIMS is available at: <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 publicly available. Street Story is available at:

<https://streetstory.berkeley.edu>

While Calipatria has a relatively low number of reported pedestrian and bicycle crashes, the low number does not mean there are no walking and biking concerns. The Project Team facilitated a discussion with the Planning Committee on their experiences with crashes, near-misses, unsafe and safe areas to travel. Their stories can be seen in the map below.



A map summarizing the Planning Committee's shared experiences walking and biking in Calipatria.

Asset Map

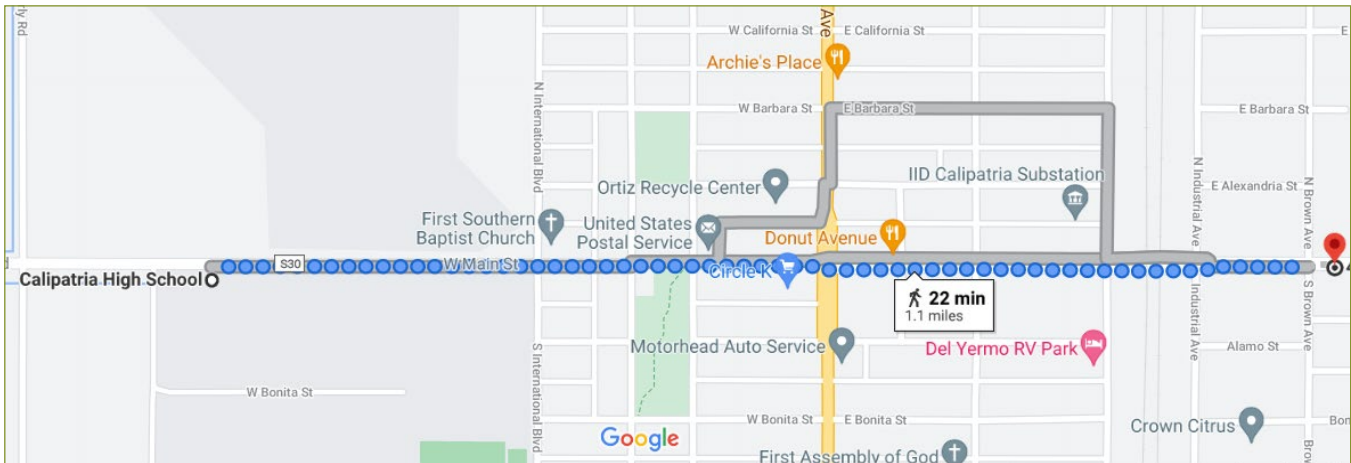
During the site visit, the Planning Committee identified strengths and resources that could help the community achieve their walking and biking safety goals. Assets are a broad category, ranging from money and economic resources to knowledge and skills to physical assets to political connections and legitimacy within the community. The CPBST workshop seeks to mobilize and empower community members in Calipatria to advocate for pedestrian and bicycle safety improvements that foster healthy, equitable and sustainable development. The Asset Map below is a visual aid to highlight the resources available, service overlaps, and unmet community needs.



Walking & Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along two routes frequently used by community members. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The assessment was an informal snapshot of pedestrian and bicycle travel conditions. The next few pages provide a brief summary of the walking and biking assessment.

Route 1: Main Street (SR-115)



Focus

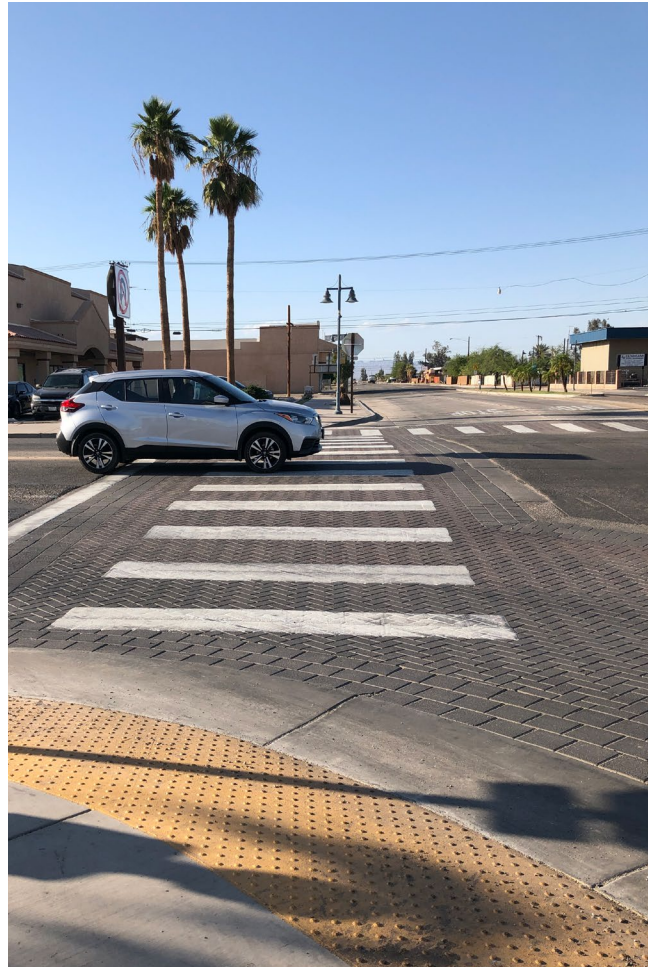
Calipatria is a small border town in Imperial County near the US and Mexico border. The City is traversed by two major Highways State Route-111 and State Route-115, both of which are managed by Caltrans. There is heavy driver traffic, cargo trucks, commuters, and pedestrians all traveling along Main Street (State Route-115). Main Street is also the town's major business sector and provides quick access to most community amenities such as Calipatria Park, US Post Office, and Calipatria High School.

Strengths

1. The well-lit and evenly paved Calipatria High School parking lot and track field are used as ad-hoc recreational sites for roller skating, skateboarding, and walking by Calipatria residents. Participants shared they feel safe using these spaces
2. Families and youth walk from across the City, especially the neighborhood east of the railroad tracks on Main Street (SR-115), to [Best S.T.E.P. Forward](#), a nonprofit focused on uplifting kids who are differently-abled. Best S.T.E.P. Forward hosts bicycle and pedestrian safety classes geared towards youth, a community garden, music classes, sports leagues, parent support groups, and other vital community services. The Executive Director puts "kids at play" signs on Railroad Avenue to reduce drivers' speed.
3. The Market Square grocery store on the Main Street (SR-115)/Sorensen Avenue (SR-111) intersection is the only store in town that sells fresh produce. Many residents walk to Market Square.
4. Children play and ride their bikes in the residential area north of Main Street (SR-115) on Brown Avenue, creating a safe family-oriented neighborhood.

Route 1: Main Street (SR-115) (continued)

Strengths *(continued)*



TOP LEFT: An eastbound view of West Main Street, the Calipatria High School parking lot on the left. BOTTOM LEFT: Main Street (SR-115)/Lake Avenue crosswalk, the local post office is on the northeast corner. RIGHT: The Northbound Main Street (SR-115)/Sorensen Avenue (SR-111) crosswalk headed toward the Market Square grocery store.

Concerns

1. Drivers, especially drivers of large commercial trucks and farming equipment, seem to drive well above the 25 miles per hour posted speed limit in front of Calipatria High School and Fremont Primary School. This discourages parents from letting their children walk to school.
2. Participants shared that the Main Street (SR-115)/Lake Avenue intersection is one of the most highly trafficked intersections in Calipatria by drivers and pedestrians walking to school. The intersection has cracked, crumbling, uneven pavement that makes travel difficult for pedestrians, especially those using a wheelchair or other mobility assistance devices. This intersection also has faded crosswalk markings that are difficult to see, and drivers stop within or over the crosswalk.
3. Participants shared that the light post located on the northeast corner of the Main Street (SR-115)/Sorensen Avenue (SR-111) intersection seems to be the only working light post during low-light periods of the day.

Concerns *(continued)*

4. Crossing West Main Street is a particular concern due to the high traffic volume and heavy truck traffic on Main Street because it connects to (SR-111) and becomes (SR-115) at Sorenson Avenue. Student drivers park and cross directly in front of the Calipatria High School entrance, outside of the four-way stop sign-controlled International Avenue/West Main Street crosswalk.
5. Drivers traveling east on Main Street (SR-115) make quick left turns in the Circle K gas station, passing Sorensen Avenue (SR-111). Drivers block traffic behind them because there is no turning median, causing them to aggressively cross over double solid yellow lines, creating many near misses with people walking in the driveway. A participant shared that she and her daughter, who uses a wheelchair, have encountered near misses at this driveway.
6. Drivers appear to be driving above the posted speed limit of 25 miles per hour on Railroad Avenue, where Best S.T.E.P. Forward's main office is located.
7. The sidewalk network abruptly ends east of Brown Avenue, where the curb ramp discontinues into a dirt path. This forces pedestrians to compete for space with drivers and decreases their visibility on the road.



Marked but faded uncontrolled crosswalk on Main Street in front of the Calipatria High School and Fremont Primary School access lot.



The Circle K gas station on Main Street, east of the Main Street (SR-115)/Sorensen Avenue (SR-111) intersection.

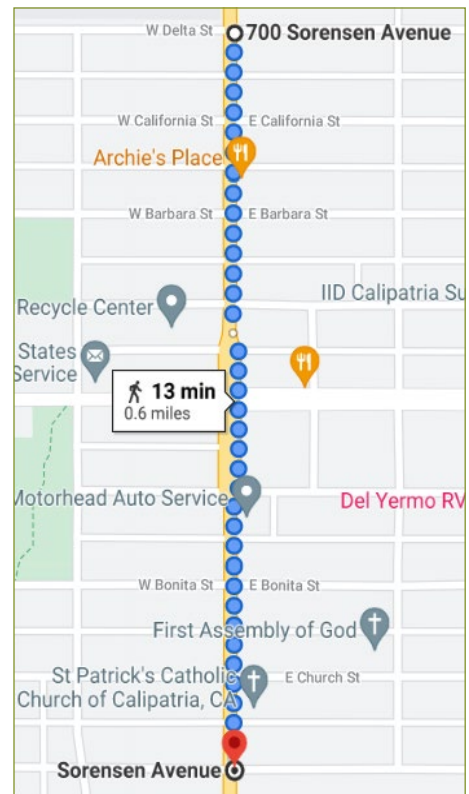


A bicyclist crossing the Railroad Avenue/Main Street intersection.

Route 2: Sorensen Avenue (SR-111)

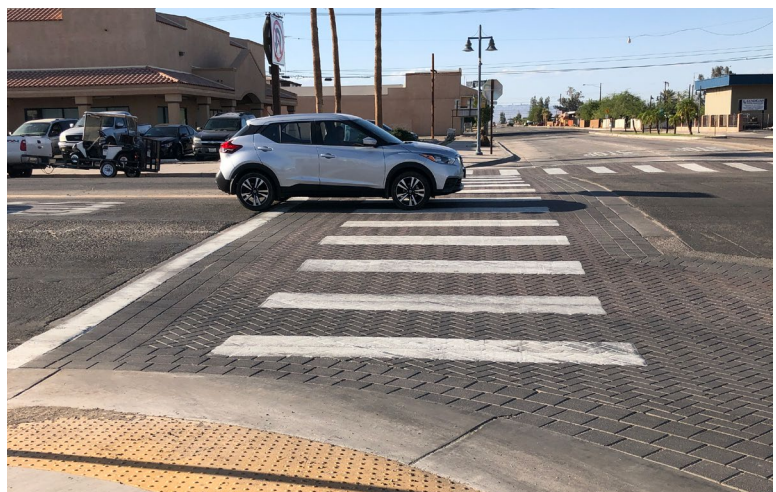
Focus

Sorensen Avenue (SR-111) is the main north-south corridor through Calipatria. It is a two-lane road with a posted speed limit of 40 miles per hour. It is maintained by Caltrans, limiting the city's ability to make changes. Many students and their families live in the southern half of Calipatria, specifically the southeast quadrant, and must cross Sorensen Avenue to get to the city's school campuses located on the western side.



Strengths

1. The eastern side of Sorensen Avenue (SR-111) between Delta Street and Date Street has sidewalks and single diagonal approach curb ramps. The paved surface of the sidewalks separates pedestrians from the vehicles on the roadway, makes residents feel more comfortable walking, and improves accessibility for people with mobility disabilities. Curb ramps further provide pedestrian access for parents with strollers and people using mobility devices.
2. The crosswalk at the Sorensen Avenue (SR-111)/Main Street (SR-115) intersection was recently upgraded to the continental pattern, which better alerts drivers to the potential presence of pedestrians crossing and aims to discourage them from encroaching into the crosswalk.
3. Participants report that drivers typically slow as they approach the four-way stop at the Sorensen Avenue (SR-111)/Main Street (SR-115) intersection. This is especially important because this is the main intersection in town and has relatively high pedestrian traffic. Slower speeds give drivers more time to react to road conditions (including the presence of pedestrians and bicyclists), and reduce the average risk of serious injury when a crash occurs.



Truncated domes at the curb ramp, continental crosswalk markings, and pedestrian scale lighting at the Sorensen Avenue (SR-111)/Main Street (SR-115) intersection

Route 2: Sorensen Avenue (SR-111) (continued)

Concerns

1. There is a lot of driver traffic along Sorensen Avenue (SR-111), including semi-trailers. Participants report that drivers treat Sorensen Avenue (SR-111) as an extension of the highway. When traveling through the town, they appear to be traveling above the posted speed limit of 40 miles per hour. There are few highly visible marked crosswalks across Sorensen Avenue (SR-111) within the city limits. Without these features that aim to alert drivers that pedestrians may be present, drivers are less likely to slow down or yield to pedestrians. Workshop participants reported that many people cross at the unmarked crosswalks at the Sorensen Avenue (SR-111)/Church Street intersection to attend church, so this area experiences especially high foot traffic volume when services end.
2. The western side of Sorensen Avenue (SR-111) has discontinuous sidewalks where pedestrians must either walk on the shoulder or cross the road. Because the sidewalk ends, pedestrians who choose to cross the street rather than use the dirt path face added risk of crossing in an area not designated for pedestrians to cross. Participants report that the dirt paths are tripping hazards and muddy during the rainy season.
3. There is some pedestrian scale lighting at the Sorensen Avenue (SR-111)/Main Street (SR-115) intersection, but participants report that it is not illuminated well enough to feel safe. Street lights need to be placed lower and more frequently along the roadway to illuminate the walking area to increase pedestrian visibility of pedestrians in low light.



TOP LEFT: Despite the 40 miles per hour speed limit sign posted on Sorensen Avenue (SR-111), at the northern entrance to Calipatria city limits, participants report that drivers often speed when driving through town. TOP RIGHT: The western side of Sorensen (SR-111) south of Bonita Street is a dirt road with trees that impede pedestrian access without providing shade. BOTTOM: Standard transverse crosswalk markings are faded at the Church Street/Park Avenue intersection adjacent to the many churches in this area.

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 knowledge and may need to be further adjusted by the community.

Community Recommendations

Workshop participants were assigned into two groups to share their ideas for creating a safer environment for walking and biking. Participants then ranked these ideas and outlined preliminary plans for implementing the highest priority project. Participants considered the following community programs and infrastructure projects:

- Install fluorescent pedestrian crossing signs, speed humps, and continental crosswalks at all four legs of the Main Street (SR-115)/Lake Avenue intersection to improve pedestrian visibility and reduce drivers' speed.
- Enhance the Main Street (SR-115)/Sorensen Avenue (SR-111) intersection by fixing the light poles on all four corners and in the center medians and installing fluorescent crosswalk paint at all four legs.
- Install yield signs on the east and west end of Main Street (SR-115), directing drivers entering the town to slow down.
- Enhance crosswalks by installing raised crosswalks with continental markings on Sorensen Avenue (SR-111), between Delta Street and Date Street, to serve the dual purpose of improving pedestrian visibility and slowing driver traffic;
- Install paved sidewalks on the western side of Sorensen Avenue (SR-111);
- Establish a walking school bus or bike train program to improve students' safety and create more awareness of pedestrians and bicyclists in the community;
- Establish a Student Safety Ambassador Program at the school campus where older students provide assistance during arrival and dismissal;
- Create an education campaign using informal signage along Sorensen Avenue (SR-111), Main Street (SR-115), and Barbara Street to increase awareness about pedestrians and bicyclists in the area;
- Install stop signs at unmarked crosswalks; and
- Develop an Earn-a-Bike program to teach youth about bicycle and pedestrian safety.

Workshop participants developed preliminary action plans for community programs and infrastructure projects they identified as the highest priority. The following tables are a summary of their efforts.

Project Name: Temporary Crosswalk Demonstrations and Community Block Party on the Main Street (SR-115)/Industrial Avenue intersection and Main Street (SR-115)/Railroad Avenue intersection

Project Description:

Calipatria residents will connect with the City of Calipatria and Caltrans District 11 to advocate for a temporary crosswalk demonstration on the Main Street (SR-115)/Industrial Avenue intersection and Main Street (SR-115)/Railroad Avenue intersection. These intersections are adjacent to each other, separated by the railroad tracks. Residents will advocate for a Block Party on North Railroad Avenue in front of the building hosting Best S.T.E.P. Forward, a youth-focused nonprofit. The block party will be used to promote the temporary crosswalk demonstrations, collect community feedback, strengthen community pride, and highlight the need for safer streets, especially for Calipatria youth.

Project Goals:

1. Demonstrate the safety benefits of high-visibility crosswalk markings to residents;
2. Increase pedestrian visibility, confidence, and safety;
3. Encourage Calipatria youth, elderly, and disabled residents to walk more; and
4. Gather community feedback via data collection and present findings to elected officials.

Action Steps	Timeline	Responsible Party	Resources
Create a Task Force to advocate to the City of Calipatria and Caltrans District 11 to identify funding opportunities and necessary demonstration permits and insurance to host these crosswalk demonstrations.	Fall 2021	CPBST Planning Committee Workshop Participants Community Residents	Romualdo Medina, City of Calipatria Seth Cutter or Vanessa de la Rosa, Caltrans District 11
Identify Temporary Demonstration Tools. Suggest the City of Calipatria & Caltrans District 11 connect with the Southern California Association of Governments (SCAG) to use the Go Human Campaign Temporary Safety Demonstration Kit of Parts	Fall 2021	The City of Calipatria Caltrans District 11	Southern California Association of Governments (SCAG) Temporary Safety Demonstration Kit of Parts AARP Pop-Up Placemaking Tool Kit

Project Name: Temporary Crosswalk Demonstrations and Community Block Party on the Main Street (SR-115)/Industrial Avenue intersection and Main Street (SR-115)/Railroad Avenue intersection (*continued*)

Action Steps	Timeline	Responsible Party	Resources
<p>Engage community partners in the demonstration and block party planning process to build support, identify their role, and gather resources, including:</p> <ul style="list-style-type: none"> • CPBST Planning Committee • City of Calipatria Active Transportation Plan's Community Advisory Committee • California Highway Patrol 	Fall 2021	Demonstration Task Force	<p>City of Calipatria Active Transportation Plan 2020, Community Advisory Committee</p>
<p>Host temporary crosswalk demonstration and Block Party during Calipatria Unified School Districts spring break.</p> <ul style="list-style-type: none"> • Collect community feedback from residents about potential crosswalk infrastructure improvements they would like to see throughout Calipatria 	Spring Break 2022	The City of Calipatria Caltrans District 11	<p>Tactical Urbanist's Guide to Materials and Design v.1.0</p> <p>Creating safer streets with demonstration projects</p> <p>Public Matters – How Investing in Human Infrastructure Can Lead to Safer Streets</p>

Project Name: High-Visibility Crosswalk Markings along Sorensen Avenue

Project Description:

Community residents are interested in developing a grassroots advocacy campaign to advocate for installing high-visibility crosswalks at several intersections across Sorensen Avenue (SR-111), at Church Street, Bonita Street, and California Street. Because safety improvements on Sorensen Avenue (SR-111) require Caltrans' commitment, participants understand that this change may take years. As an interim safety improvement, participants would like to implement a community program to post informal signs along the road to bring awareness to pedestrians and bicyclists in the community.

Project Goals:

1. Encourage drivers to reduce speeds on Sorensen Avenue (SR-111) when traveling through Calipatria; and
2. Create safer street crossings for pedestrians and bicyclists across Sorensen Avenue (SR-111).

Action Steps	Timeline	Responsible Party	Resources
Convene a multi-disciplinary community action group to develop a strong grassroots effort to bring crosswalks to Sorensen Avenue (SR-111).	Fall 2021	William Cooper, resident	CPBST Workshop Asset Map SCAG Go Human Resilient Streets Toolkit FHWA Small Town and Rural Multimodal Networks Guide
Improve understanding about the process of installing crosswalks on Sorensen Avenue (SR-111). <ul style="list-style-type: none"> ● Contact Caltrans to understand the warrants for installing a marked crosswalk on the state highway ● Collaborate with other communities along SR-111 to compare their crash history and if the intersections share similar features and crash risk as Calipatria. 	Fall 2021	George Galvan, Traffic Engineer, Holt Group Community Action Group	Sgt. Javier Amezcua Transportation Injury Mapping System (TIMS)

Project Name: High-visibility crosswalk markings along Sorensen Avenue (continued)

Action Steps	Timeline	Responsible Party	Resources
<p>Develop and implement a campaign to create more driver awareness of pedestrians and bicyclists in the community while working towards having marked crosswalks. This may include informal signage along Sorensen Avenue (SR-111) or connecting with the Imperial County Public Health Department's Safe Routes to School program.</p>	<p>Fall 2021 - Spring 2022</p>	<p>Community Action Group</p>	<p>SCAG Kit of Parts</p> <p>Imperial County Public Health Department Safe Routes to School</p> <p>California Office of Traffic Safety Go Safely campaign has pedestrian & bicycle and speeding materials</p>
<p>Develop a strong, consistent message to advocate for marked crosswalks.</p> <ul style="list-style-type: none"> ● Collect and understand crash history/trends. ● Ask residents, businesses, and other community stakeholders to write letters of support, including highlighting personal experiences. ● Actively participate at Caltrans meetings. ● Use consistent messaging <p>Propose the City of Calipatria to explore if it makes sense for Calipatria to take possession of SR-111. Changes could potentially be implemented more quickly, but maintenance could be costly.</p>	<p>Spring 2022 and beyond</p>	<p>Project Team</p>	<p>Muscoy Community Pedestrian and Bicycle Safety Training Report</p> <p>“¡Precaución! Tu familia también usa la bicicleta” safety campaign</p> <p>Los Angeles Temple Street Slow Jams safety campaign</p> <p>City of Eureka - Heads Up Pedestrian Safety Campaign</p> <p>Best Foot Forward pedestrian safety initiative (Florida)</p> <p>SafeTREC's Street Story</p>

Project Team Recommendations

The Project Team submits the following recommendations for consideration based on our observations. The suggested timelines are included for reference, but implementation may take more or less time depending on specific community factors. Ultimately, 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.

Short-Term Recommendations

Street Story

The Project Team recommends that Calipatria partner with UC Berkeley SafeTREC to use [Street Story](#) to engage residents, community groups, and agencies to collect information about transportation crashes, near-misses, general hazards, and safe locations to travel. These recorded experiences can then be used as qualitative data to support transportation safety initiatives. SafeTREC works directly with community organizations across California to incorporate the Street Story tool into their existing projects and programs. They also provide in-person workshops, webinars, and one-on-one assistance.

Community Shade Tree and Landscaping Assessment

The Project Team recommends the City of Calipatria conduct a community tree and landscaping assessment to assess where shade trees and greenery can be planted to provide shade for pedestrians along Main Street (SR-115) and Sorensen Avenue (SR-111). Trees provide canopy coverage and green space in an effort to alleviate the effects of heat when walking and biking along or adjacent to these two major corridors. Shade trees can help improve the air quality and offset carbon emissions from the commercial trucks that frequent these state routes. Trees may also have the advantage of visually narrowing streets, thereby slowing driver speeds. The City can use the assessment results to identify key areas where to plant trees. The City may make use of existing empty landscaping strips to plant shade trees. We recommend that the City and residents collaborate with the [Imperial County UC Cooperative Extensions](#) to develop community education, volunteer planning, and public shade tree donations.

Speed Reduction Safety Messaging Campaign

The Project Team recommends the City of Calipatria apply for funding to design and implement a road safety campaign that provides safety messaging to reduce unsafe driver speeds. The Planning Committee recommends focusing on drivers entering the city from the east, west, north, and south entrances on Main Street (SR-115) and Sorensen Avenue (SR-111). Safety messaging can also include top primary crash factors found to address other common unsafe road user behaviors. Safety messaging should be developed with the community to reflect the community's culture and language needs. Once safety messaging has been developed, signs can be attached to street lights in the community and other prominent locations drivers are likely to see them. The City can explore the following funding opportunities to implement a safety messaging campaign:

- Caltrans manages the [Active Transportation Program](#). The ATP provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects, and Plans to further active modes of transportation like walking and biking.
- [The Office of Traffic Safety](#) provides grants for education and outreach. Public entities are eligible to submit applications for funding. Non-profit organizations need a public entity as a grant host.

*Short-Term Recommendations, continued***Crossing Guard Program**

The Project Team recommends the City of Calipatria apply for funding for a community crossing guard program. The Planning Team recommends the planning committee help [identify\[ing the\] locations where adult school crossing guards are needed](#) at key intersections at controlled intersections and marked crosswalks along West Main Street (SR-115) from Calipatria High School to Sorensen Avenue (SR-111). This community crosswalk assessment is considered qualitative data, which paired with this Calipatria Community Pedestrian and Bicycle report, can help strengthen the application for funding opportunities. The [California Department of Public Health](#) offers training materials and resources.

*Long-Term Recommendations***Develop a Local Roadway Safety Plan**

The Project Team recommends that the City of Calipatria explore the development of a [Local Roadway Safety Plan \(LSRP\) or Systemic Safety Analysis Report \(SSAR\)](#) to make the City eligible for future safety funding. Starting with Cycle 11 (estimated April 2022), agencies will be required to have an LSRP or equivalent to be eligible for Highway Safety Improvement Program (HSIP) funds. The LSRP establishes a framework and process to identify, analyze, and prioritize road safety improvements. Systemic analysis helps communities with lower traffic volumes and crash density be more competitive for safety funding by evaluating an entire roadway network using a defined set of criteria rather than crash history. The LSRP is a living document and will need to be updated regularly with the most current data and to reflect local priorities.

Calipatria Transportation Club/Committee

The Project Team recommends the City of Calipatria continue working with community-based organizations such as [Best S.T.E.P. Forward](#) and the CPBST planning committee continue educating and empowering the Calipatria community to engage in the process of building walkable, bikeable communities. The planning team encourages the planning committee to help establish a Calipatria Active Transportation club or committee in support of or in collaboration with Best S.T.E.P. forward to continue hosting more educational events and activations around mobility such as the [Best S.T.E.P. Forward Pedestrian-Bike Safety with CHP & GoHuman](#), an in-person four-part workshop in partnership with [Southern California Association of Governments \(SCAG\)](#).

Explore Safe Routes to School Opportunities

The Project Team recommends the planning committee connect with the Imperial County Safe Routes to School Program to reassess student and community safety in the post lockdown in-person school year. The project team suggests the planning committee reference and access the [Safe Routes to School 2015 Imperial County Report](#), infrastructure enhancements such as bike lanes along West Main Street and Curb extensions in front of the Calipatria School lot along West Main Street. This can help engage Calipatria school parents, faculty, and community.

Appendix

- CPBST Workshop Data Fact Sheet
- CPBST Site Visit Data Presentation

Calipatria Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)

Calipatria, CA | July 14, 2021

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

The local data seen below reflects police-reported pedestrian and bicycle crashes within the City of Calipatria from 2007 to 2019.

Pedestrian & Bicycle Collisions Over Time

The number of collisions appears to be to be stable.



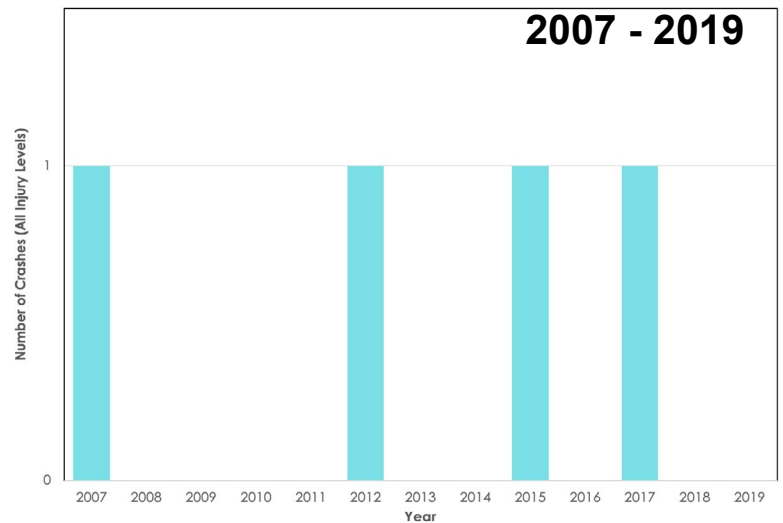
4 people injured



1 pedestrian collision

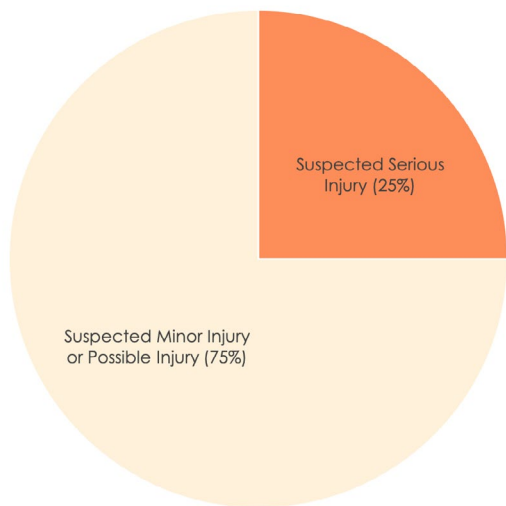


4 bicycle collisions

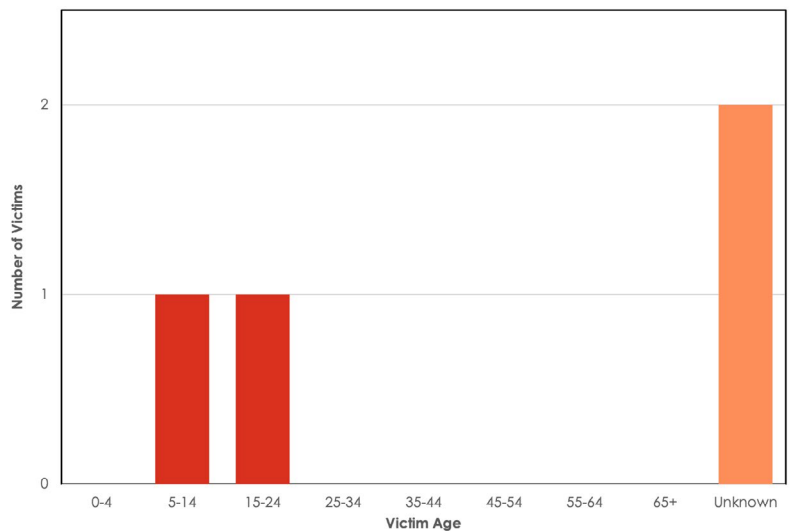


Victim Injury Severity

Victim Demographics

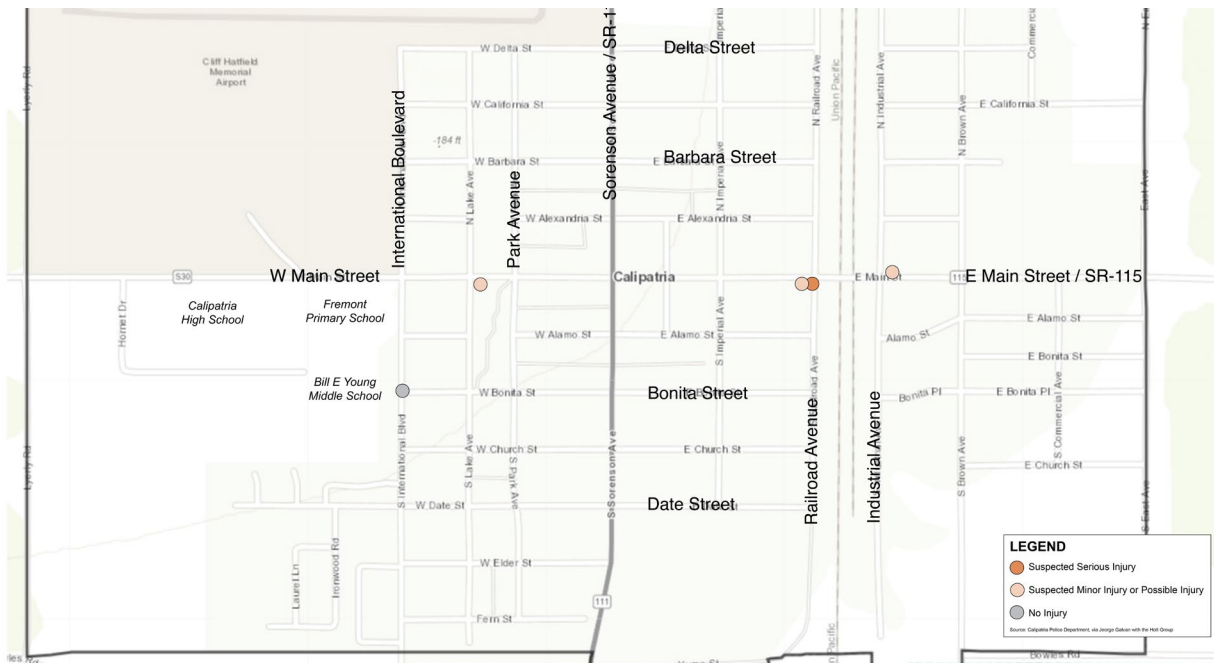
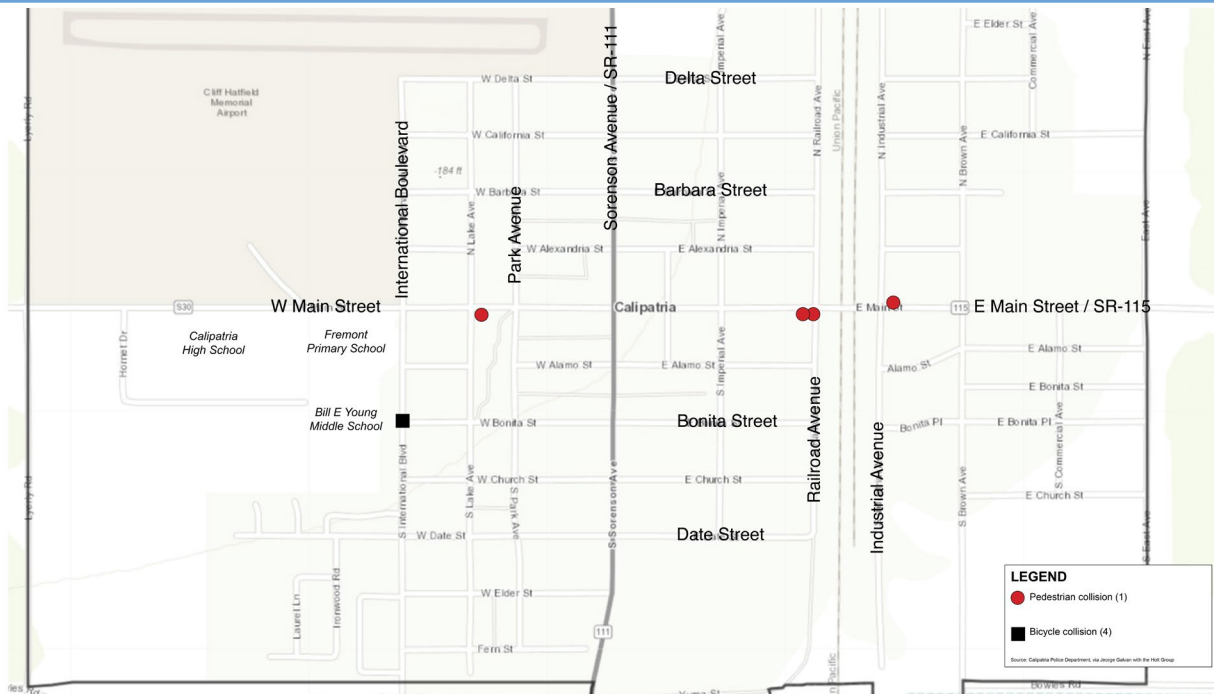


25% of victims suffered serious injuries



50% of victims were school-age (age 5-18).
Female victims were of unknown age

Calipatria Pedestrian & Bicycle Collision Map (2007 - 2019)



What other data could help inform decision-making?

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

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

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

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



Data Source: Calipatria Police Department, via the Holt Group. Note: There were no pedestrian or bicycle collisions reported in the California Statewide Integrated Traffic Records System (SWITRS) from 2010 to 2019. Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

Calipatria Crash History

CPBST Virtual Site Visit | June 28, 2021

Katherine Chen, kchen@berkeley.edu

NOTE: The site visit slides include 2 vehicle–vehicle crashes from SWITRS and 1 non–injury pedestrian–vehicle crash from the Calipatria Police Department. The fact sheet only includes the 4 bicycle–vehicle injury crashes.

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

What is a pedestrian crash?



- **Pedestrian–motor vehicle crash**
 - Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device
- One crash may result in multiple pedestrian victims

What is a bicycle crash?

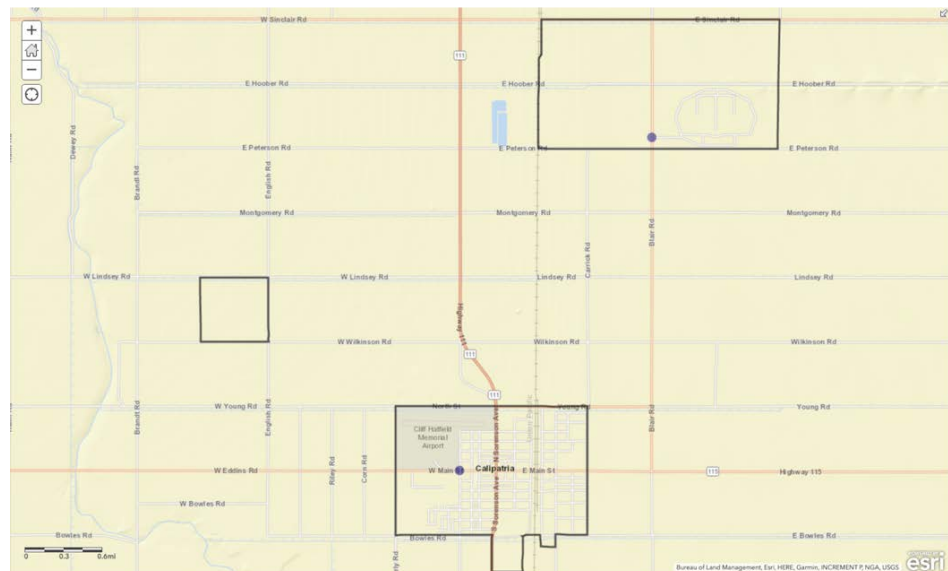


- Bicycle–motor vehicle crash
- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

Crashes Overview 2015-2019

2 vehicle–vehicle crashes reported in SWITRS

NO pedestrian or bicycle crashes reported in SWITRS



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Crashes Overview 2007-2019

2 vehicle-vehicle crashes reported in SWITRS

4 bicycle crashes reported to the Calipatria PD

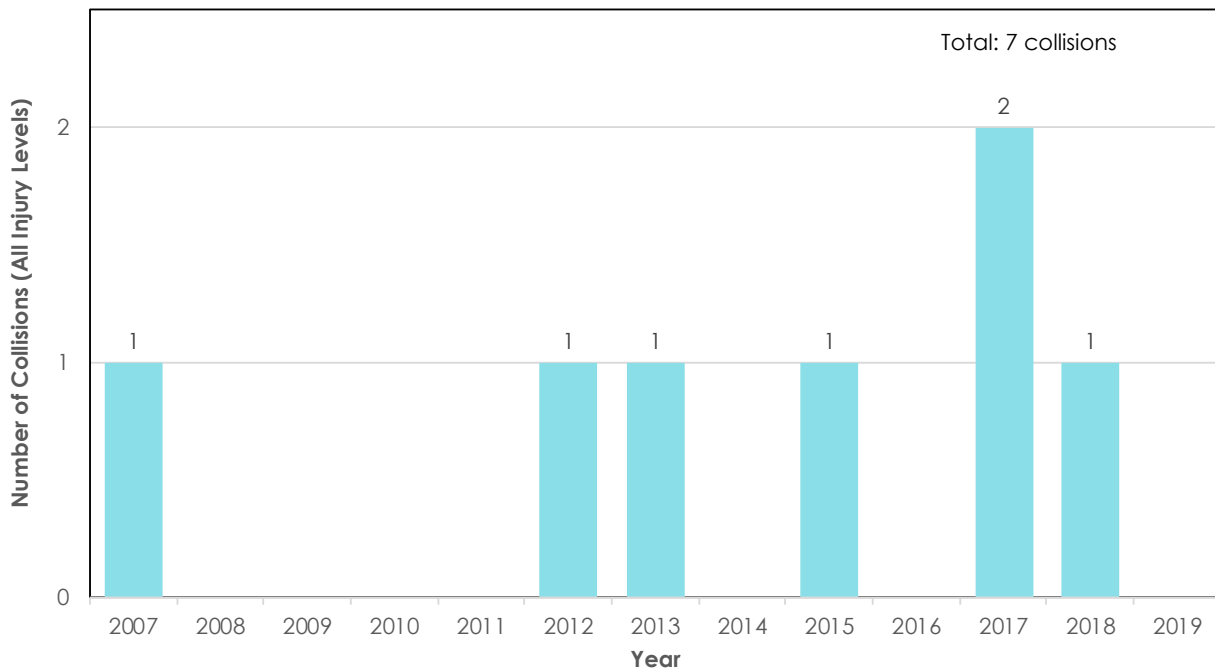
1 pedestrian crash reported to Calipatria PD



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Crashes 2007-2019

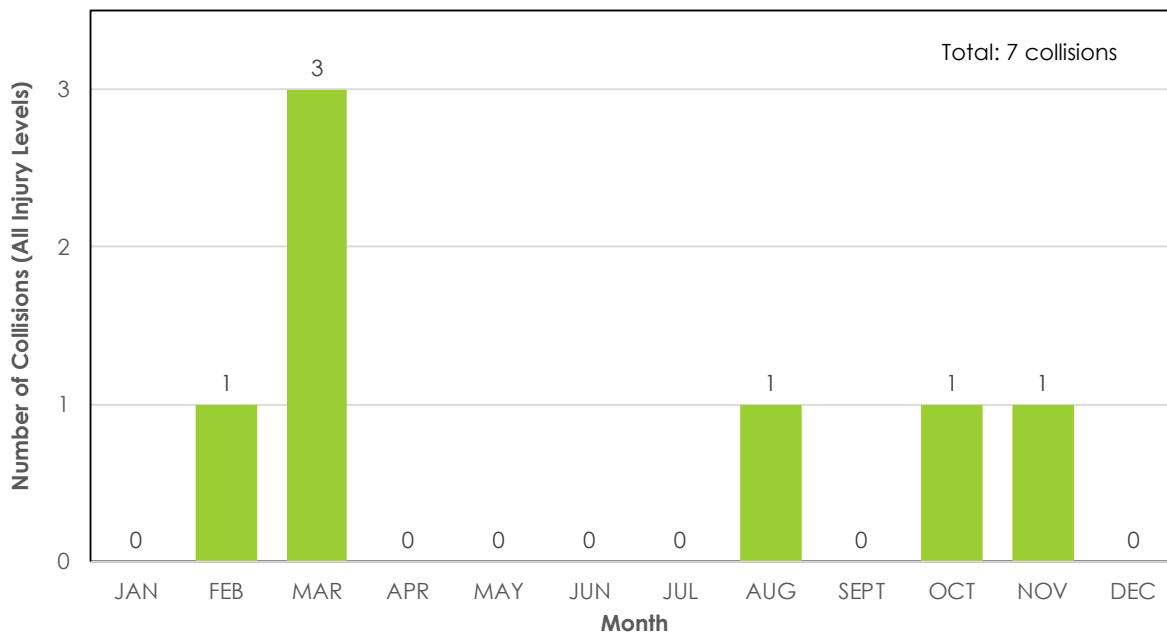
By year



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Crashes 2007-2019

By month



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Crashes 2007-2019

By time of day & Day of Week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	0	0	0	0	0	0	0
3-6AM	0	1	0	0	0	0	0	1
6-9AM	0	2	0	1	0	0	0	3
9AM-Noon	0	0	0	0	0	0	0	0
Noon-3PM	0	0	0	0	0	0	0	0
3-6PM	1	0	0	1	0	0	0	2
6-9PM	0	0	0	0	1	0	0	1
9PM-Midnight	0	0	0	0	0	0	0	0
TOTAL	1	3	0	2	1	0	0	7

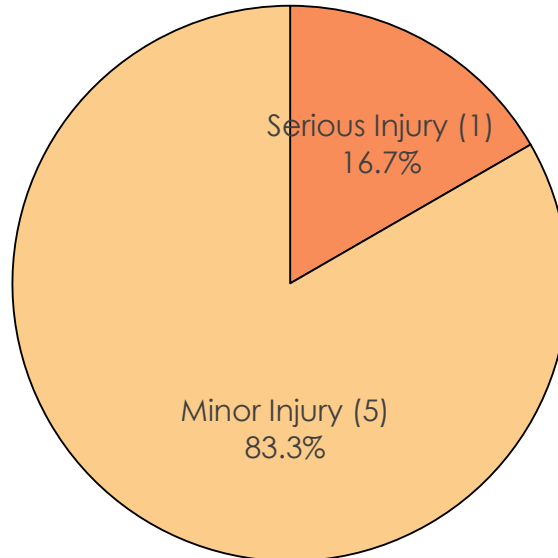
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Crashes 2007-2019

By injury severity

6 victims were injured in 7 crashes

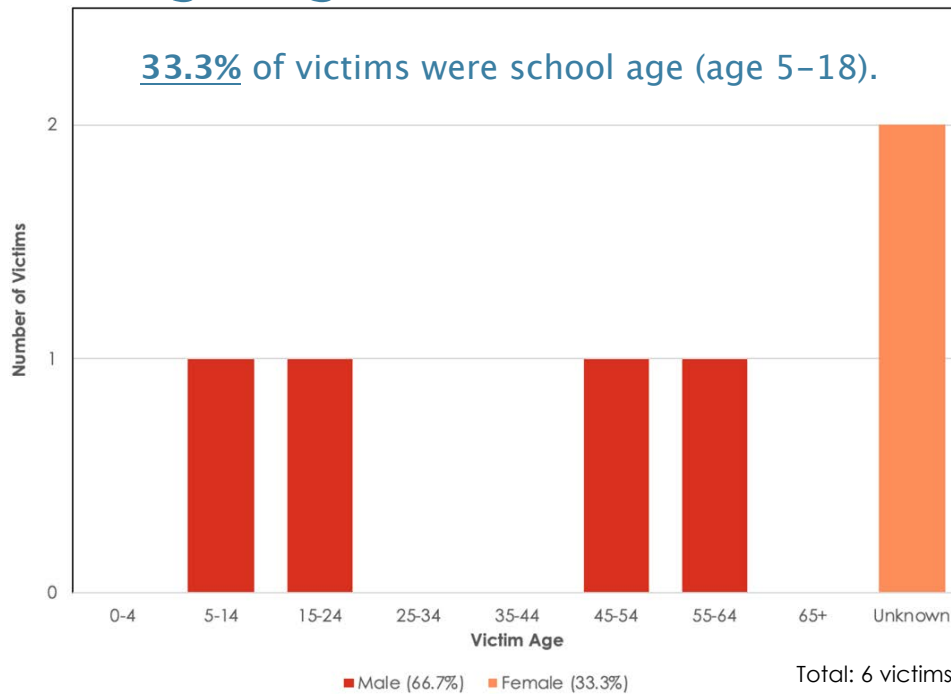
- 4 bicyclists were injured
- 2 drivers were injured



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

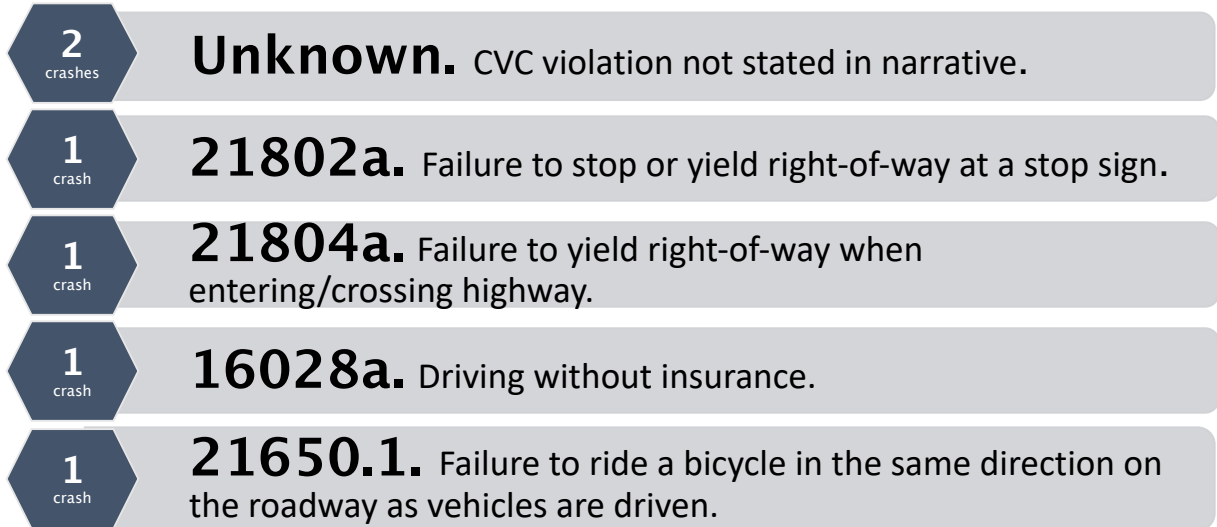
Crashes 2007-2019

By victim age & gender



Crashes 2007-2019

Most frequently cited violations in injury crashes



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Systemic Safety Analysis A Proactive Safety Approach

- Acknowledges that crash frequency and rates are not always sufficient to identify crash risk locations
- Implements safety improvements based on the high-risk roadway features
- Allows communities with low crash densities to be competitive for safety improvement dollars

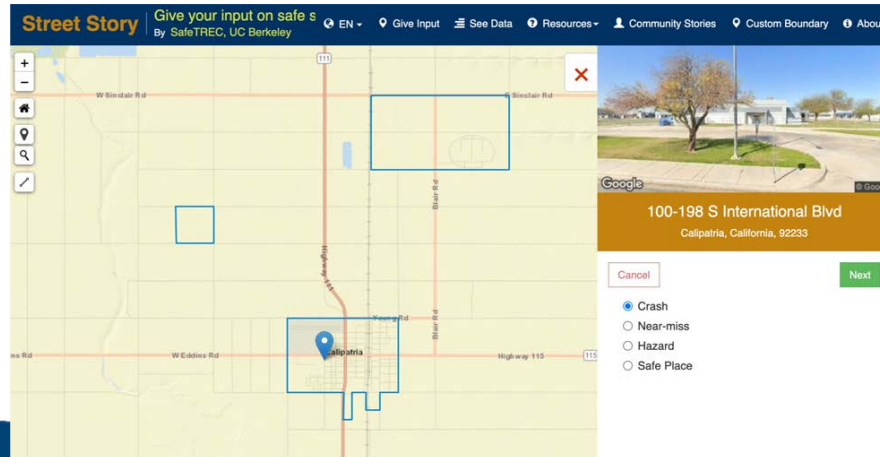
- SSARP

- <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>

Street Story / Historias de la Vía Pública

<https://streetstory.berkeley.edu/city/calipatria>

- Helps community groups and agencies collect and understand information that is important for transportation safety but is difficult to gather and analyze
- Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling
- Available in English and in Spanish



Additional Resources

Street Story

Tutorial video:

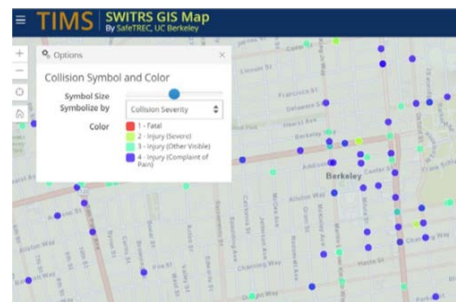
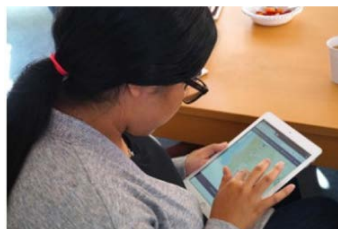
<https://www.youtube.com/watch?v=6ekhKOACub8&feature=youtu.be>

How communities are using the Tool:

<https://www.youtube.com/watch?v=XqIIzdDPYU>

New features:

<https://safetrec.berkeley.edu/news/new-features-added-street-story-tool>



Transportation Injury Mapping System (TIMS)

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

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

<https://tims.berkeley.edu>

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

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

safetrec@berkeley.edu or cpbst@calwalks.org

