

RECOMMENDATIONS TO IMPROVE PEDESTRIAN & BICYCLIST SAFETY IN MODESTO'S AIRPORT NEIGHBORHOOD



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By Jaime Fearer, Caro Jauregui, Tony Dang, Wendy Alfsen,
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Berkeley SafeTREC

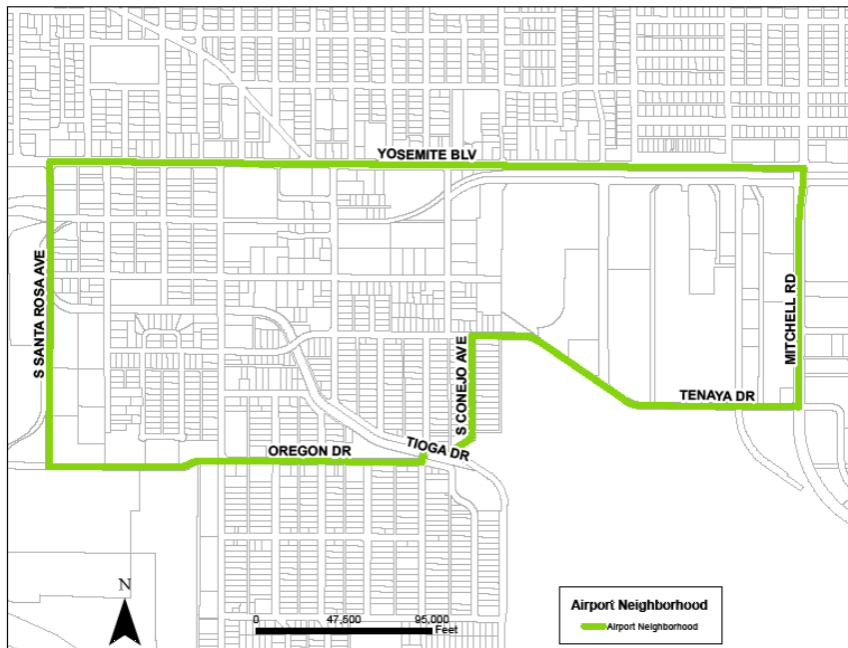
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

Recommendations to Improve Pedestrian & Bicyclist Safety in Modesto's Airport Neighborhood

BY JAIME FEARER, CARO JAUREGUI, TONY DANG, WENDY ALFSEN, CALIFORNIA WALKS;
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INTRODUCTION

In collaboration with the Catholic Charities Diocese of Stockton, the Stanislaus County Health Services Agency, and the Tuolumne River Trust, the Airport Neighborhood of Modesto was identified as a site for the Community Pedestrian and Bicyclist Safety Training program based on the residents' interest in and need for technical assistance and resources to improve pedestrian safety, bicyclist safety, walkability, and bikeability, particularly as it relates to safe routes to school for elementary and junior high school students. The Airport Neighborhood is geographically split between the jurisdictions of the City of Modesto and Stanislaus County.



AIRPORT NEIGHBORHOOD WITH COUNTY PORTION OUTLINED¹

Following planning conversations with the Catholic Charities Diocese of Stockton, Healthy Start Family Resource Center—Orville Wright Elementary School, Tuolumne River Trust, and the Stanislaus County Health Services Agency, the community invited the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks) to the Airport Neighborhood to facilitate a community-driven pedestrian and bicyclist safety action-planning workshop. Cal Walks facilitated the workshop on May 19, 2016, which consisted of: 1) an overview of

multidisciplinary approaches to improve pedestrian and bicyclist safety; 2) two walkability and bikeability assessments along two key routes where students walk and bike to/from school and community parks; and 3) small group action planning discussions to facilitate the development of community-prioritized recommendations to inform the City and County's active transportation efforts as well as the community's efforts ensure safe routes to/from schools and parks in and near the

Airport Neighborhood. This report summarizes the workshop proceedings, as well as ideas identified during the process and recommendations for pedestrian and bicyclist safety projects, policies, and programs.

BACKGROUND

Community Pedestrian & Bicyclist Safety Training Program

The Community Pedestrian and Bicyclist Safety Training (CPBST) program is a joint project of UC Berkeley SafeTREC and Cal Walks. Funding for this program is provided by a grant from the California Office of Traffic Safety (OTS) through the National Highway Traffic Safety Administration (NHTSA). The purpose of the CPBST is to train local neighborhood residents and safety advocates on how to improve pedestrian and bicyclist safety and to educate them on how to collaborate effectively with local officials and agency staff to make communities safer and more pleasant to walk and bike. The half-day training is designed to provide participants with both pedestrian and bicyclist safety best practices and a range of proven strategies (the 6 E's: Empowerment & Equity, Evaluation, Engineering, Enforcement, Education, and Encouragement) to address and improve pedestrian and bicyclist safety conditions and concerns. Participants are then guided on a walkability and bikeability assessment of nearby streets before setting pedestrian and bicyclist safety priorities and actionable next steps for their community.

For a summary of outcomes from past CPST workshops, please visit:

www.californiawalks.org/wp-content/uploads/2016/05/CPST-Annual-Report-2015.pdf

Selected Pedestrian & Bicyclist Safety Conditions in the Airport Neighborhood

In planning discussions and site visits, the following safety concerns were noted:



LACK OF SIDEWALKS, ESPECIALLY IN UNINCORPORATED COUNTY PORTION OF NEIGHBORHOOD

Lack of Sidewalks & Drainage

Within the Airport Neighborhood, sidewalks are generally present on streets within the City of Modesto's jurisdiction and are generally not present on streets within Stanislaus County's jurisdiction. In addition to the lack of sidewalks, the County portion of the neighborhood lacks storm drainage that creates additional hazards for people traveling by foot or bicycle due to flooded and muddy conditions along the street, resulting in residents walking further into the travel lane of the roadway. Storm water drainage also presents challenges where sidewalks do currently exist, with large puddles

forming at corners and in curb ramp areas where they exist. Many of the existing sidewalks on the streets in the City portion of the neighborhood are in disrepair with cracks, broken concrete, missing

curb ramps, and sections uplifted by tree roots. A rail line runs east/west through the neighborhood and crosses all of the north/south streets, though only the crossing at Santa Rosa Avenue has adequate sidewalks. None of the railroad crossings, including at Santa Rosa, has pedestrian-scale crossing gate arms.

High Traffic Speeds & Wide Streets

Many of the neighborhood streets have very wide right-of-ways for traditional two-lane residential roads. Research has demonstrated that wide streets and wide travel lanes are associated with higher vehicle speeds,¹ which affect safety for people walking and bicycling. In addition to encouraging higher vehicle travel speeds, wide streets create longer crossing distances for pedestrians. The major thoroughfare at the north end of the neighborhood, Yosemite Boulevard, is State Route 132. The segment that runs along the Airport Neighborhood is classified as a



POOR DRAINAGE SYSTEMS LEADING TO LARGE PUDDLES

four-lane principal arterial with a posted speed limit of 45 MPH.² Limited signalized, marked crossings along Yosemite Boulevard exist at Santa Rosa Avenue, Santa Cruz Avenue, La Loma Avenue, and Empire Avenue (though the east leg of the crosswalk is not open). The crossing at Wilson Avenue is marked and accompanied by an older style pedestrian beacon. The crossings at Las Palmas Avenue and Santa Ana Avenue are both marked as school crossings and have no accompanying beacons or signalization.

Lack of Bicycle Facilities

Marked bicycle facilities do not exist on the neighborhood streets or along Yosemite Boulevard. On the south end of the neighborhood, both Legion Park and Tuolumne River Regional Park (TRRP) have multi-use paths (or “Class I” bicycle facilities), though there are no bicycle facilities or wayfinding to connect the community to the park paths.

Early Progress to Improve Pedestrian Safety

In January 2016, the City of Modesto began work on the installation of high-visibility, 4-way crosswalk markings at the corner of Monterey and Empire Avenues, adjacent to Orville Wright Elementary School. While on the walkability assessments during the workshop, participants noted and voiced support for the effective corner parking restrictions/daylighting safe and ADA-compliant curb ramps that were also installed at this location.

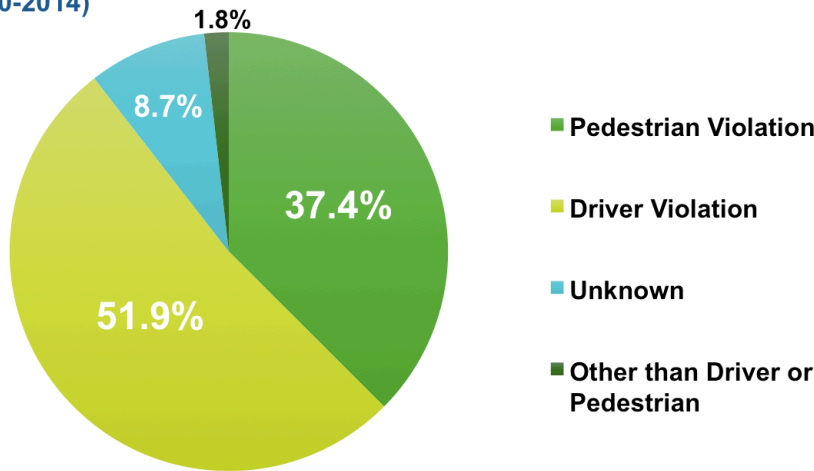
¹ See Kay Fitzpatrick, Paul Carlson, Marcus Brewer, and Mark Wooldridge, “Design Factors That Affect Driver Speed on Suburban Arterials”: Transportation Research Record 1751 (2000):18–25.

² See Caltrans District 10, “State Route 132 Transportation Concept Report,” October 2014. Available at http://www.dot.ca.gov/dist10/divisions/Planning/advancedplanning/docs/TCR's/SR-132TCRfinal10_10_2014.pdf

The Airport Neighborhood’s Pedestrian and Bicyclist Collision History

Between 2010-2014³, there were 396 pedestrian collisions, including 16 fatalities and 52 severe injuries, and 406 bicyclist collisions, including 6 fatalities and 29 severe injuries, in Modesto. In relation to the Airport Neighborhood, pedestrian and bicyclist collisions are concentrated near and along Yosemite Boulevard. Nearly two-thirds (65%) of pedestrian collisions in Modesto can be attributed to a driver violation, while roughly a third (35%) can be attributed to a pedestrian violations.

Pedestrian Collisions by Primary Collision Factor (PCF) (2010-2014)



Data Source: SWITRS.
Collision data for 2014 is provisional and not final.

The top two Primary Collision Factors (PCFs) in pedestrian collisions in terms of driver violations were: Pedestrian Right-of-Way Violations⁴ (37.9%) and Unsafe Speed (4.4%)—accounting for over 42% of driver violations. While a majority of collisions involved pedestrians crossing in a crosswalk at an intersection (47.2%), 28.1% of pedestrian collisions involved a pedestrian crossing not in a crosswalk,⁵ and 14.3% involved a pedestrian walking on the roadway.

For bicyclist collisions in Modesto, bicycling on the wrong side of the road (against traffic) constituted the largest percentage (32.5%), followed by failure to yield to vehicle traffic with the right-of-way (23.8%).

MAY 19 WORKSHOP

Community-based organizations requested a workshop to 1) provide City/County staff, community organizations, and residents with a toolkit for promoting pedestrian and bicyclist safety to inform future comprehensive active transportation planning and improvement efforts, including the planning for the Airport Neighborhood Urban Greening Master Plan and the creation of a Walking School Bus program for Orville Wright Elementary School; 2) strengthen the open and collaborative relationship between community-based organizations, residents, and City/County agencies; and 3) develop consensus regarding pedestrian and bicyclist safety priorities and actionable next steps for the Airport Neighborhood.

³ Please note that 2014 collision data is provisional and not yet final.

⁴ Pedestrian Right-of-Way Violations are defined as instances where a driver fails to yield to a pedestrian in a marked or unmarked crosswalk when the pedestrian has the right of way (e.g., when the pedestrian has a “Walk” signal at a signalized intersection).

⁵ Pedestrians have the right-of-way in marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of marked or unmarked crossings, pedestrians must yield the right-of-way to drivers. This is not the same as the term “jaywalking,” which refers to crossing outside of a marked or unmarked crossing between two signalized intersections. A pedestrian is legally able to cross outside of a marked or unmarked crossing between two intersections where one or none of the intersections is signalized but only if the pedestrian yields the right-of-way to oncoming drivers.

Preceding the May 19 workshop, the planning committee conducted a preliminary walkability assessment in order to better understand how safe the routes are to and from Orville Wright Elementary School. In early November 2015, Cal Walks shared the Microscale Audit of Pedestrian Streetscapes (MAPS) audit tools with the planning committee⁶ and provided a Spanish translation of the MAPS-Mini assessment. Appendix A contains the results of the assessment conducted by 36 volunteers from the neighborhood, community-based organizations, and members of the Stanislaus County Sheriff's Department. These results were shared at the January 29, 2016, meeting of the Airport Neighborhood Collaborative, and both County Supervisor Dick Monteith and City Councilmember Bill Zoslocki were in attendance alongside City/County agency staff and residents.



PARENTS AND RESIDENTS LEARNING ABOUT THE 6 E'S APPROACH TO PEDESTRIAN & BICYCLIST SAFETY

The May 19 workshop was hosted from 9:00 am-2:00 pm at the Airport Neighborhood Community Center with breakfast, lunch, and childcare provided to encourage community resident participation; residents were encouraged to join at any point during the workshop. The workshop was facilitated in Spanish, while staff simultaneously presented in English via interpretation headsets. Thirty-six (36)

⁶ "Auditing the Pedestrian Environment: A Brief Tool for Practitioners & Community Members": <http://activelivingresearch.org/blog/2015/09/auditing-pedestrian-environment-brief-tool-practitioners-community-members>

individuals attended the workshop, representing a wide variety of organizations, City/County agencies, and the community-at-large, including:

- City of Modesto;
- Stanislaus County;
- Caltrans District 10;
- California Office of Traffic Safety;
- Modesto Police Department;
- Catholic Charities Diocese of Stockton;
- Healthy Start Family Resource Center– Orville Wright Elementary School;
- Tuolumne River Trust;
- Stanislaus County Health Services Agency Healthy Start;
- Stanislaus County Animal Services;
- Center for Human Services ;
- Stanislaus County Council of Governments;
- Community Chats/Charlas Comunitarias y Promotoras; and
- Local Residents.

Reflections from Walkability & Bikeability Assessment



PARTICIPANTS DISCUSSING CONDITIONS DURING WALKABILITY ASSESSMENT

Walkability assessments were conducted along two key routes where students walk and bike to/from school and where residents travel to/from community parks. Participants were asked to 1) observe infrastructure conditions and the behavior of all road users; 2) apply strategies learned from the 6 E's presentation that could help overcome infrastructure deficiencies and unsafe driver, pedestrian, and bicyclist behavior in and around the Airport Neighborhood; and 3) identify positive community assets and strategies which can build upon these assets. Following the walkability assessment, the participants shared the following reflections:

- **The Diversity of Workshop Participants:** Workshop participants noted that both on May 19 and at the January 2016 Airport Neighborhood Collaborative meeting, attendees came from many different backgrounds. Not only were residents and community-based organizations represented, but also agency staff from the City, County, and State. This showed neighborhood leaders that they were not alone in working to improve safety, and that their voices and concerns are being heard by government officials.
- **New and Effective Infrastructure:** One month after the January 2016 Collaborative meeting, the City of Modesto began work on the installation of high-visibility, 4-way crosswalk markings at the corner of Monterey and Empire Avenues, adjacent to Orville Wright Elementary School. While on the walkability assessments during the workshop, participants noted and voiced



EXAMPLE OF PHYSICALLY SEPARATED BICYCLE FACILITIES RECENTLY INSTALLED BY THE CITY OF MODESTO

support for the effective corner parking restrictions/daylighting safe and ADA-compliant curb ramps that were also installed at this location.

- **Abundant Parks & Open Space:** Participants highlighted the numerous parks and open space preserves located in and around the neighborhood, including Mono Park, Oregon Park, Legion Park, and Tuolumne River Regional Park (TRRP). Unfortunately, wayfinding and complete walking and biking infrastructure is lacking at the neighborhood level to direct residents and visitors to access these wonderful recreational facilities.

- **Abundant Right-of-Way:** Participants pointed out the wide streets in their neighborhood as both a challenge and opportunity. While the current automobile right-of-way encourages speeding and other dangerous behaviors, it also means that the space needed to create safer infrastructure for people walking and biking is available, including the possible addition of Class II bicycle lanes and conflict zone markings.

- **Challenges Crossing Major Thoroughfare:** Participants noted several challenges with crossing Yosemite Boulevard, including limited signalized and marked crossings, long crossing distances, faded

crosswalk markings, and lack of daylighting at corners.

- **Missing and/or Poorly Maintained Sidewalks:** Participants echoed the challenges Cal Walks observed during the January 2016 site visit, including the disrepair of City sidewalks (cracks, broken concrete, missing curb ramps, and sections uplifted by tree roots) and the lack of sidewalks and storm drainage in the unincorporated County portion of the neighborhood.
- **Insufficient Crosswalks:** Throughout the neighborhood and at intersections at Yosemite Boulevard, participants pointed out missing corner curb ramps, lack of ADA compliance, missing or blocked crosswalks, lack of marked crosswalks or faded markings, and a general lack of corner parking restrictions or daylighting.
- **Blight, Loose Dogs, and Overgrown Vegetation:** In addition to the “hard” barriers to safe walking and biking in the neighborhood, participants also pointed out some of the “soft” barriers, including excessive trash and graffiti in some areas; an abundance of loose dogs that affect residents’ feelings of safety while walking or biking; and overgrown vegetation that may block sight lines, sidewalks, or even overhead streetlights.



EXAMPLE AGGRESSIVE DOGS OBSERVED DURING WALKABILITY ASSESSMENT



EXAMPLE OF ILLEGAL DUMPING OBSERVED DURING WALKABILITY ASSESSMENT



UNSAFE CROSSING BEHAVIOR OBSERVED ON YOSEMITE AVENUE DURING WALKABILITY ASSESSMENT

Community Resident Recommendations

Following the walkability assessment, Cal Walks facilitated small-group action planning discussions in both English and Spanish. Workshop participants were tasked with discussing two sets of questions: The first focused on identifying and prioritizing infrastructure improvements for students and residents walking and biking in the Airport Neighborhood, and the second focused on identifying and prioritizing non-infrastructure activities that could be implemented to educate and encourage students to walk and bike to school safely.

Workshop participants provided the following recommendations for infrastructure improvements:

- **Sidewalk Installation & Maintenance:** Participants highlighted the need to prioritize sidewalk maintenance within the City of Modesto and sidewalk installation within the County side. Additionally, residents raised the need to address drainage and overgrown vegetation issues. City staff recommended real-time issue reporting via 311 and the new, multi-lingual GoModesto! app.⁷

⁷ For more information on the GoModesto! app, please visit <http://www.modestogov.com/326/GoModesto>.



PARTICIPANTS ENGAGED IN SMALL GROUP ACTION PLANNING FOLLOWING THE WALKABILITY ASSESSMENT

- **Improved Crossings:**

Throughout the neighborhood and at intersections at Yosemite Boulevard, participants highlighted missing corner curb ramps, lack of ADA compliance, missing or blocked crosswalks, lack of marked crosswalks or faded markings, and a general lack of corner parking restrictions or daylighting. Residents were particularly interested in seeing more high-visibility crosswalk markings like those recently installed at Monterey and Empire Avenues and for the installation of pedestrian-scale crossing arms at all of the neighborhood's

railroad crossings.

- **Street- and Pedestrian-Scale Lighting:** Participants recommended improved and increased street- and pedestrian-scale lighting throughout the neighborhood. For some of the current street lighting, a quick and relatively low-cost fix would be to clear surrounding vegetation to improve the range of the light shining.
- **Speed Bumps and Stop Signs on Monterey Avenue:** Several participants called for the installation of speed bumps and stop signs along Monterey Avenue to facilitate safer travel around Orville Wright Elementary School. Now that the Monterey and Empire Avenue intersection is a four-way stop, residents would like to see similar treatments along Monterey at both Thrasher and Kerr Avenues.
- **Improved Bus Stops:** The bus stops in the Airport Neighborhood primarily consist of transit sign poles and nothing more. Participants would like to see benches and protection from the sun via bus shelters at each of the bus stops as a longer-term improvement.
- **Maintenance of Local Parks and Trails:** Participants noted a lot of blight and vegetation in various spots around the community including parks. The mothers in the group noted that they would be more willing to take their families, including small children, to local parks and along the Tuolumne River if they were well maintained, specifically, if some of the vegetation was removed to maintain open space. Overgrown



EXAMPLE OF EXISTING BUS STOP THAT HAS NO SHELTER AND DOES NOT CONNECT TO SIDEWALKS

vegetation and lack of maintenance has attracted illegal behavior, which has discouraged the community from enjoying their parks.

Workshop participants provided the following recommendations for non-infrastructure activities:

- **Walking School Bus/Safe Routes to School:** The concept of a Walking School Bus program was popular among participants, and residents added that they would like to partner with the Modesto Police Department and the Stanislaus County Sheriff's Department to lead the Walking School Bus routes as they kick off and to remain engaged as participants throughout the school year. Additionally, participants recommended the establishment of designated drop-off zones at Orville Wright Elementary for parents and caretakers driving their children to/from school, as well as replacing the bike rack(s) to encourage more students to ride their bikes to school.
- **Pedestrian/Bicyclist Safety Education Programming:** Participants expressed the need for ongoing pedestrian and bicyclist safety education training and encouragement through workshops, a dedicated Pedestrian & Bicyclist Awareness Week, outreach at community events and the local food festival, ongoing communication with parent leaders/parent café, and prizes and recognition for good behavior and milestones.
- **Si Se Puede!/We Can Do It!:** Throughout the workshop the message was clear that participants want to be consistent in prioritizing their own needs. There was an overarching call to stay united and empowered, to not give up on children's safety and their future, and to continue to work on unity and communication among residents.

California Walks/SafeTREC Recommendations

California Walks and SafeTREC also submit the following recommendations for consideration by community advocates, the City of Modesto, Stanislaus County, and Caltrans:

- **Engage Community Partners on the Finalization and Implementation of the Airport Neighborhood Urban Greening Master Plan:** Cal Walks and SafeTREC encourage the Stanislaus County Department of Planning & Community Development staff to meaningfully engage residents and community-based organization partners in the creation of a final draft of the Airport Neighborhood Urban Greening Master Plan and in its implementation once adopted.⁸ As this workshop has shown, there is considerable community support and momentum behind the elements of the plan, including active transportation circulation through the neighborhood, Safe Routes to School, connecting residents to their parks and open space, and improving stormwater run-off options.
- **Engage Community Partners, the City of Modesto, and Stanislaus County on Planning and Implementation to and along Yosemite Boulevard/SR 132:** Cal Walks and SafeTREC recommend Caltrans District 10 Traffic Operations and Community Planning engage residents, community-based organization partners, and agency staff at both the City and County on issues of safe pedestrian and bicyclist access along and across Yosemite Boulevard. Specifically, existing marked crossings on Yosemite Boulevard are eligible to receive safety improvements pursuant to Caltrans' Crosswalk Enhancement Policy.⁹ Additionally, in the next update to the Transportation Concept

⁸ For more information on the background behind the development of the Airport Neighborhood Urban Greening Master Plan: <http://www.stancounty.com/bos/agenda/2011/20110712/d02.pdf>.

⁹ Caltrans Traffic Operations Policy Directive, 12-03 "Crosswalk Enhancements Policy," Available at www.dot.ca.gov/trafficops/policy/12-03.pdf

Report for the corridor, we strongly recommend that community residents be engaged in the process. In the interim, we encourage Caltrans to proactively engage community-based organizations and residents to share information about current and ongoing Caltrans projects that will impact the residents.

- **Collaborate with Community Partners to Strengthen Applications to Secure Additional Funding for Transportation Planning & Implementation:** Many new and existing sources of state and federal transportation funding for walking and biking projects are increasingly including priorities related to community engagement in the transportation planning and decision-making processes. The state’s Active Transportation Program, for example, rates proposals higher for conducting meaningful and effective community outreach for a walking or biking project; e.g., involving residents to participate early during the project conception phase and/or made the planning process open and accessible by hosting workshops or meetings during hours that suited the residents, provided translation and child care services, and were hosted in places that were easy to access by transit. Formally partnering with community-based organizations who have established relationships with residents—either by providing direct funding for outreach activities or by partnering with an organization to help scope or write an application—can lead to strengthened and successful funding applications.
- **Engage with Existing Community-Based Coalitions Focused on Pedestrian/Bicyclist Safety & Walkability:** The Airport Neighborhood Collaborative (“Collaborative”)—convened by Healthy Start Family Resource Center at Orville Wright Elementary School—is a very strong asset for the neighborhood and provides a strong foundation as a community-based coalition to advance efforts to improve walking and biking in the neighborhood and within the City of Modesto. The Collaborative’s members include Catholic Charities of Stockton, the Tuolumne River Trust, and the Stanislaus Health Services Agency in addition to the residents. The City, County, and Caltrans—particularly the planning, public works, planning, and other transportation departments/divisions—should leverage Collaborative’s forum to better educate, inform, and ultimately, partner with residents to develop and implement community-identified and prioritized transportation projects that address residents’ everyday transportation needs.
- **Organize an “Emerald Necklace”/“Cadena de Parques” Walking & Biking Tour:** Cal Walks and SafeTREC recommend community advocates work with the City and County to host a walking and biking tour from different points in the neighborhood to the parks and park trails. These tours could highlight pedestrian and bicyclist access and safety needs for City and County planners. Tuolumne River Trust may also be interested in co-hosting “pop-up” or “tactical urbanism”¹⁰ events with the County planners working on the Airport Neighborhood Urban Greening Master Plan to demonstrate what potential pedestrian and bicycling infrastructure projects may look like and generate familiarity and excitement with the parks and planned improvements across the neighborhood.
- **Walking/Bicycle Infrastructure & Wayfinding to Connect Parks:** One result of an ongoing “Emerald Necklace”/“Cadena de Parques” Walking & Biking Tour would potentially be implementation of improved walking and bicycle infrastructure—this can range from sidewalks and physically-separated bikeways to multi-use paths and trails—and wayfinding to connect residents and visitors to Mono Park, Oregon Park, George A. Rogers Park, Legion Park, and Tuolumne River Regional Park (TRRP). Cal Walks and SafeTREC recommend that during both planning and implementation of these park connections, that safe routes to school be taken into account because routes used by

¹⁰ For examples of tactical urbanism and how it relates to active transportation planning, please visit <http://www.street-plans.com/>.

students may mirror some of the Emerald Necklace routes and possibly be included in the wayfinding as well.



ACKNOWLEDGMENTS

We would like to thank the Airport Neighborhood for inviting us into their community and for hosting the Community Pedestrian and Bicyclist Safety Training. Thank you to Edward Aguilar, Edgar Garibay, Esmeralda Gonzalez, and Armando Nunez for their full commitment to and leadership of community-driven transportation planning and meaningful engagement with community residents. We would also like to thank Healthy Start Family Resource Center–Orville Wright Elementary School for generously donating the meeting space and childcare for the workshop, as well as Tuolumne River Trust for generously donating breakfast and lunch for workshop participants.

We would like to acknowledge the community members and City, County, and State agency staff whose attendance at and participation in the workshop and dedication to pedestrian and bicyclist safety meaningfully informed and strengthened the workshop's outcomes.

Funding for the Community Pedestrian and Bicyclist Safety Training program was provided by a grant to University of California at Berkeley Safe Transportation Research & Education Center (SafeTREC) from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

APPENDIX A

Airport Neighborhood Walkability Survey Results November 2015

Airport Neighborhood Walkability Survey Results

November 2015

1

Purpose

- Community residents identified and prioritized several neighborhood improvement projects
- Pedestrian and bicycling safety around neighborhood school was first priority

2

Partners

- Community Chats/Charlas Comunitarias
- Healthy Start
- Tuolumne River Trust
- Catholic Charities
- Stanislaus County Public Health
- Stanislaus County Council of Governments
- Stanislaus County Sherriff's Department
- Parent Resource Center – Airport Location

3

Partners in Action!



Methodology

- Utilized the Microscale Audit of Pedestrian Streetscapes – Mini Version Survey tool (MAPS-mini)
- 36 Volunteers
 - 20 Residents
 - 6 CBO Staff
 - 10 Sherriff's Dept. (2 Patrol Cars, 2 Walking, 6 Cadets)
- 7 Groups with a Lead Surveyor

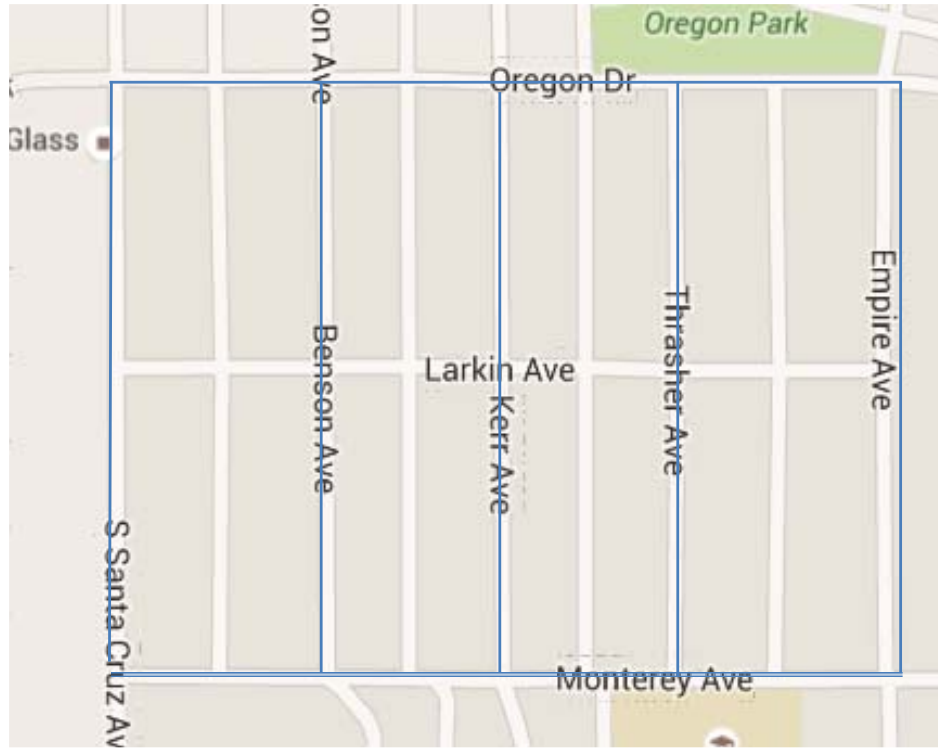
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Charlas in Action!



6

Route-Level Data Collection



7

Monterey, Empire, Oregon, Santa Cruz, Kerr, Benson, and Thrasher



Surveys

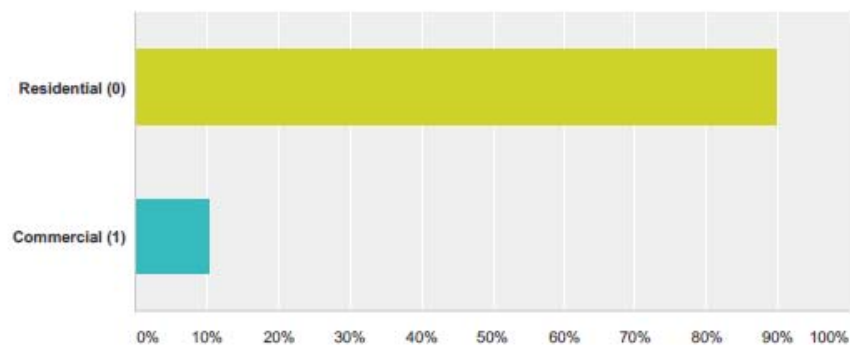
- Surveys were completed per block and for each side of the road
- A total of 39 Surveys were completed

9

Survey Results

Q5 Type:

Answered: 39 Skipped: 0



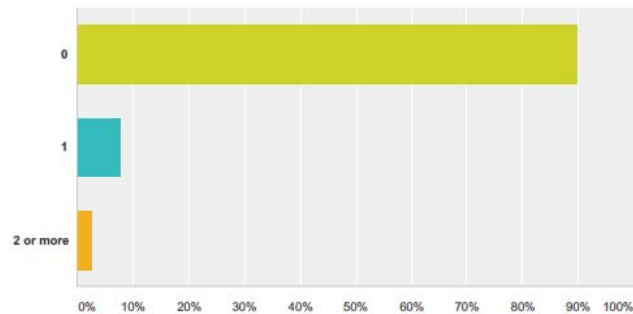
| Answer Choices | Responses | |
|-----------------|-----------|-----------|
| Residential (0) | 89.74% | 35 |
| Commercial (1) | 10.26% | 4 |
| Total | | 39 |

10

Survey Results

Q7 How many public transit stops are present?

Answered: 39 Skipped: 0



| Answer Choices | Responses |
|----------------|-----------|
| 0 | 89.74% 35 |
| 1 | 7.69% 3 |
| 2 or more | 2.56% 1 |
| Total | 39 |

*Only one bench or places to sit.

11

Transit Stops

- There are 4 transit stops in the Airport community
- Along the streets for the Walkability Assessment there are 4 transit stops
- Only one stop has a bench with no cover
- None of the other transit stops have either a bench or cover

12

Transit Stop: Oregon Dr. at the Park

Looking East on Oregon Dr.

Facing Transit Stop on Oregon Dr.

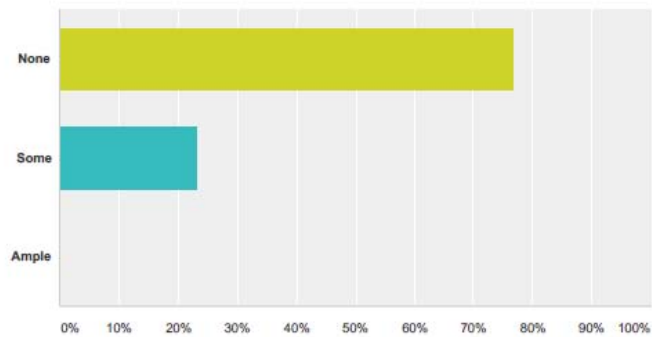


13

Survey Results

Q9 Are street lights installed?

Answered: 39 Skipped: 0



| Answer Choices | Responses |
|----------------|-----------|
| None | 76.92% 30 |
| Some | 23.08% 9 |
| Ample | 0.00% 0 |
| Total | 39 |

14

Survey Results

- Street lights are present on Empire, Oregon, Santa Cruz, and Monterey
- Some street lights are partially blocked by overgrown trees
- No street lights exist on connector streets: Benson (CONFIRM Kerr and Thrasher)

15

Street Lights

No street lights: Benson Ave.



Partially blocked street light

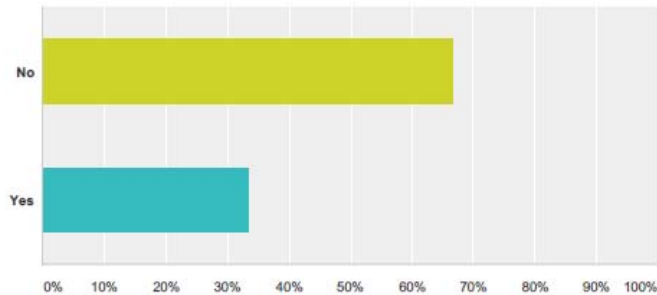


16

Survey Results

Q11 Is graffiti/tagging present?

Answered: 39 Skipped: 0



| Answer Choices | Responses | |
|----------------|-----------|-----------|
| No | 66.67% | 26 |
| Yes | 33.33% | 13 |
| Total | | 39 |

17

Graffiti/Tagging

- Some graffiti and tagging can be found throughout the community
- During the Walkability Assessment graffiti was found primarily on stop signs and vacant locations (business and/or residence)

18

Graffiti/Tagging

Corner of Oregon Dr./Kerr Ave. Kerr Ave at Oregon Dr.

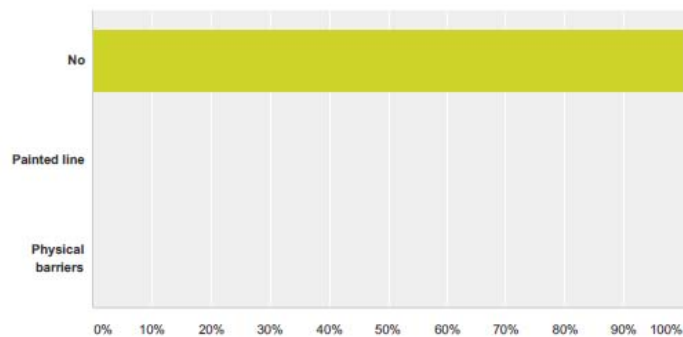


19

Survey Results

Q12 Is there a designated bike path?

Answered: 39 Skipped: 0



| Answer Choices | Responses |
|-------------------|------------|
| No | 100.00% 39 |
| Painted line | 0.00% 0 |
| Physical barriers | 0.00% 0 |
| Total | 39 |

20

Survey Results

- No bikes paths are on the target streets nor in the community at large
- Bike paths do exist in the local Legion Park and TRRP Park; however, there are no bike paths connecting the community to the parks

21

Bike Paths

North on Empire Ave. at Oregon Dr.

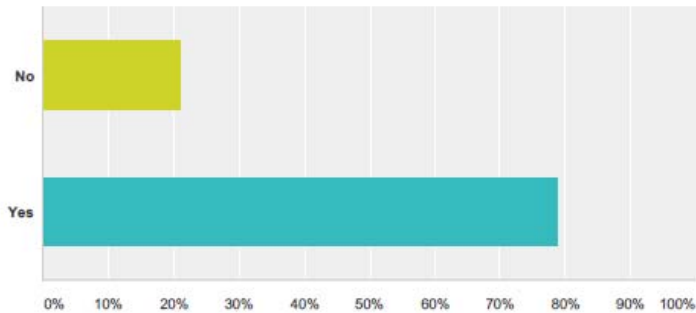


22

Survey Results

Q13 Is a sidewalk present?

Answered: 38 Skipped: 1



| Answer Choices | Responses | Count |
|----------------|-----------|-------|
| No | 21.05% | 8 |
| Yes | 78.95% | 30 |
| Total | | 38 |

23

Sidewalks Present

- Generally:
 - Sidewalks are present on streets in City of Modesto jurisdiction
 - Sidewalks are not present on streets in Stanislaus County jurisdiction
- On Oregon Drive there are sidewalks adjacent to the park, but not on the other side of the street
- There are several unsafe routes with sidewalks that have cracks, root swelling, or are in disrepair

24

No sidewalks on Oregon Drive

Between Santa Cruz and Empire

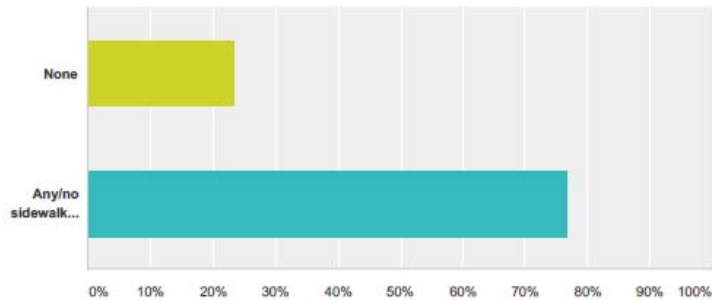


25

Survey Results

Q14 Are there poorly maintained sections of the sidewalk that constitute major trip hazards?

Answered: 30 Skipped: 9



| Answer Choices | Responses |
|-------------------------|-----------|
| None | 23.33% 7 |
| Any/no sidewalk present | 76.67% 23 |
| Total | 30 |

26

Poorly Maintained Sidewalks

- On every street walked there were poorly maintained sidewalks with cracks, holes, and broken concrete
- Some sidewalks were very unsafe for walking, bicycling, or strollers because of large roots forcing the sidewalks up

27

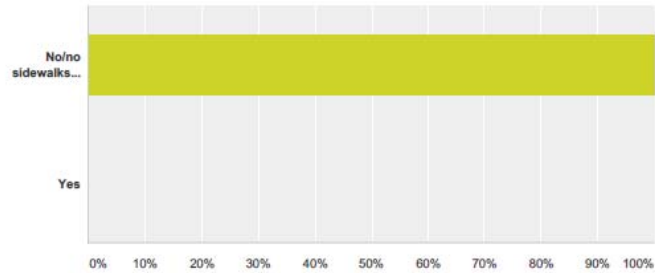


28

Survey Results

Q15 Is a buffer present?

Answered: 30 Skipped: 9

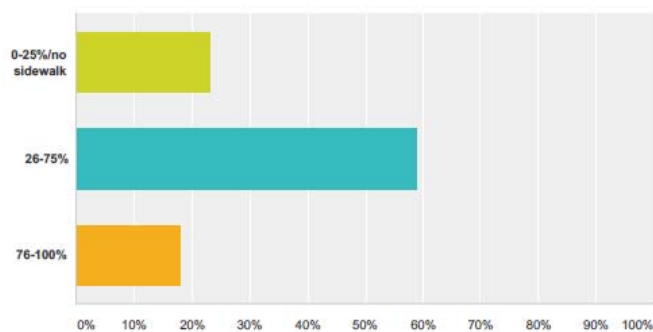


| Answer Choices | Responses | Count |
|-------------------------|-----------|-----------|
| No/no sidewalks present | 100.00% | 30 |
| Yes | 0.00% | 0 |
| Total | | 30 |

Survey Results

Q16 What percentage of the length of the sidewalk/walkway is covered by trees, awnings, or other overhead coverage?

Answered: 39 Skipped: 0

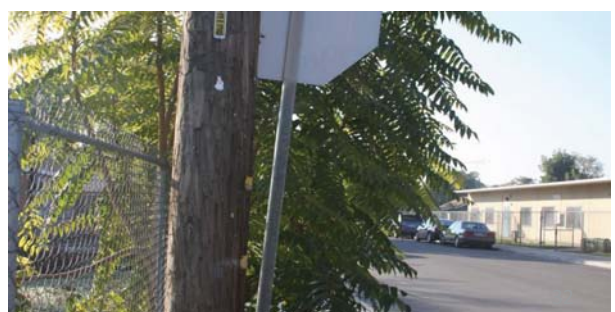
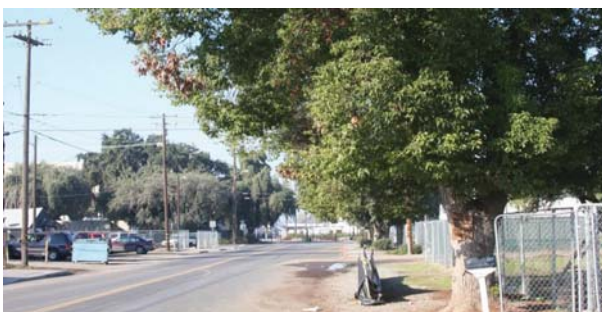


| Answer Choices | Responses | Count |
|-------------------|-----------|-----------|
| 0-25%/no sidewalk | 23.08% | 9 |
| 26-75% | 58.97% | 23 |
| 76-100% | 17.95% | 7 |
| Total | | 39 |

Trees, Awnings, Overhangs

- There are some areas that have tree overgrowth and fence hazards which impact a safe sidewalk commute
- Some trees are overhanging, impacting electrical lines and blocking stop sign views

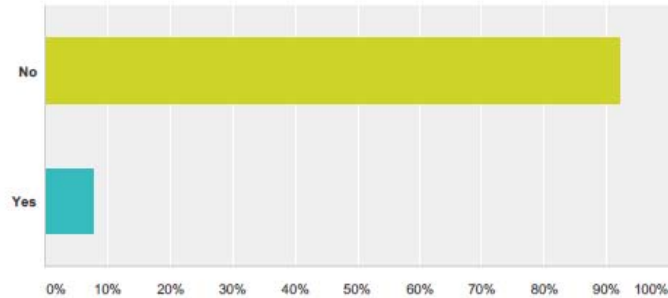
31



Survey Results

Q18 Is a pedestrian walk signal present?

Answered: 39 Skipped: 0



| Answer Choices | Responses | |
|----------------|-----------|----|
| No | 92.31% | 36 |
| Yes | 7.69% | 3 |
| Total | | 39 |

33

Pedestrian Walk Signal

- There are no pedestrian walk signals along the Walkability Assessment streets
- There are pedestrian walk signals at the intersections of Santa Cruz and Yosemite Blvd. and Empire and Yosemite Blvd.

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Pedestrian Crosswalks

At Orville Wright Elementary



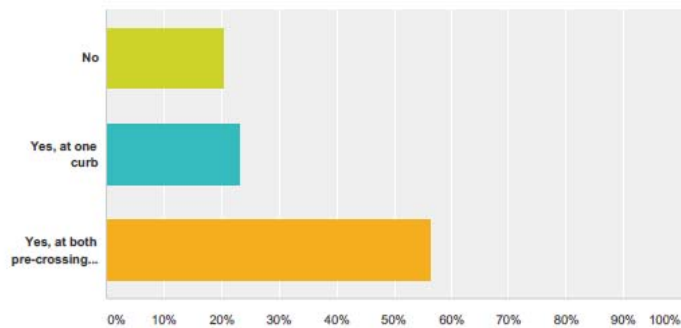
At Santa Cruz and Oregon Dr.



Survey Results

Q19 Is there a ramp at the curbs?

Answered: 39 Skipped: 0



| Answer Choices | Responses |
|---|-----------|
| No | 20.51% 8 |
| Yes, at one curb | 23.08% 9 |
| Yes, at both pre-crossing and post-crossing curbs | 56.41% 22 |
| Total | 39 |

Ramp at Curbs

- It appears all corner curbs had ramps
- However, many of the ramps were in need of maintenance or repair

37

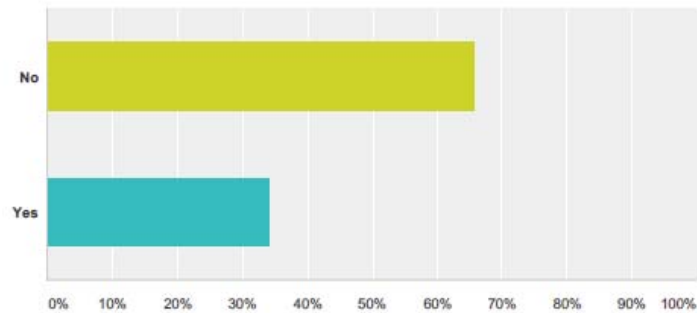
Ramps



Survey Results

Q20 Is there a marked crosswalk?

Answered: 38 Skipped: 1



| Answer Choices | Responses | |
|----------------|-----------|-----------|
| No | 65.79% | 25 |
| Yes | 34.21% | 13 |
| Total | | 38 |

39

Marked Crosswalks

- Many crosswalks in the community are marked, but not clearly
- Many, if not all, are in need of repainting
- Some have major cracks and are unsafe for walking
- New crosswalks at the corner of Empire and Monterey would increase safety for students walking to and from school

40

Crosswalks



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Observations Beyond the Survey

- Need more crosswalks for students to get to and from school
- Need more lighting; need to repair lighting
- Need flashing lights near school
- Need crosswalks near major intersections
- Trees growing into powerlines/need trimming
- Awareness of dogs/cats
- Lack of sidewalks in residential area
- Need stop signs at school intersections

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Questions?

Thank You!