



Foothill Farms Pedestrian & Bicycle Safety Workshop Summary and Recommendations

Community Pedestrian & Bicycle Safety Training and Action Planning
Creating Safer Streets for Walking and Biking



May 2019



Foothill Farms, California

Acknowledgements

We would like to thank the planning committee for inviting us into their community to host the Foothill Farms Community Pedestrian and Bicycle Safety Training (CPBST).

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Table of Contents

3 Acknowledgements

5 Introduction

7 Pedestrian & Bicycle Collision History

7 Pedestrian Injury Collisions

7 Bicycle Injury Collisions

8 Equity Concerns

8 Walking & Biking Assessment

8 Routes

10 Reflections

10 High Speeds and Wide Roads

10 Unsafe Motorist Behaviors

11 Inadequate Street Lighting

11 Overgrown Vegetation and Lack of Shade Trees

12 Existing Community Assets

12 Debris on Sidewalks, in Gutters, and in Drainage Areas

13 Sidewalk Conditions

14 Pedestrian Crossing Challenges

15 Bicyclist Safety and Comfort

15 Minimal Bus Stop Facilities

16 Alternate Activity: In-Class Map Assessment

16 Recommendations to Improve Walking and Biking Safety

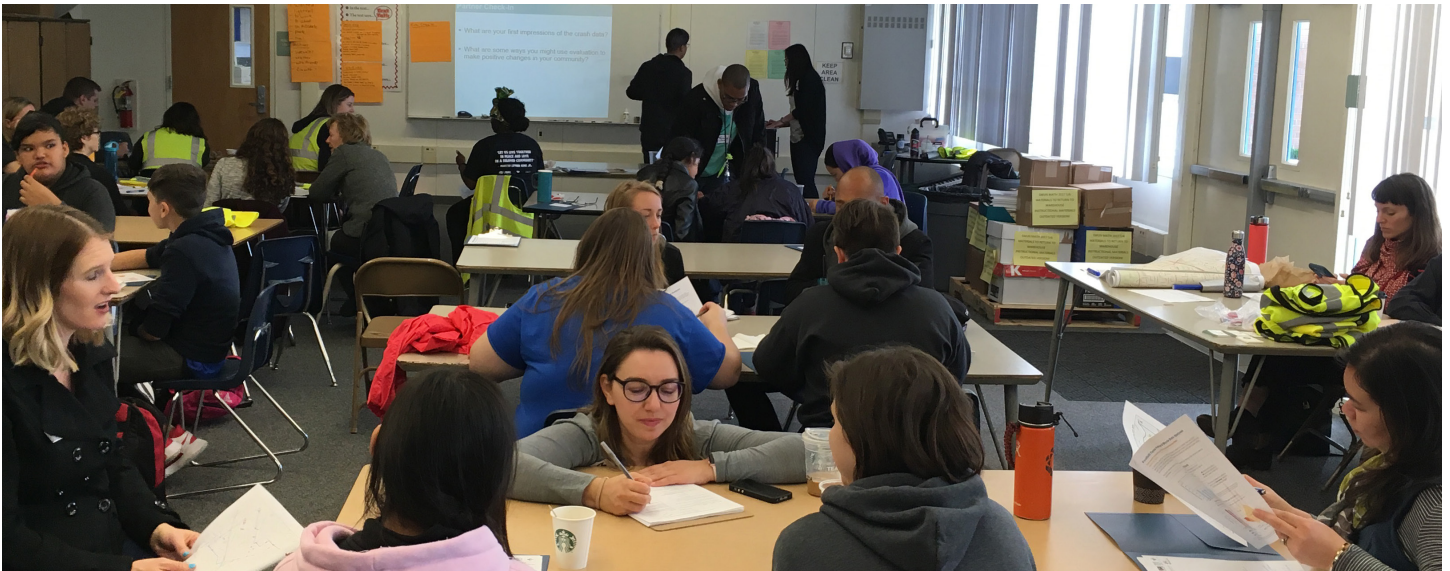
16 Community Recommendations

23 Cal Walks & SafeTREC Recommendations

24 Appendix A: Community Plans & Policies Review

25 Appendix B: Resources

26 Appendix C: Data Analysis



Workshop participants outline action planning for their community during the Action Planning Activity. Photo: California Walks

Introduction

At the invitation of Safe Kids Greater Sacramento (Safe Kids), California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC) in collaboration with the Planning Committee developed and facilitated a Community Pedestrian and Bicycle Safety Training (CPBST) in the unincorporated community of Foothill Farms in Sacramento County. The workshop was requested by Safe Kids in Spring 2018 in order to bring attention to walking and biking safety concerns in the area around Woodridge Elementary School, Foothill Ranch Middle School, and Foothill High School following the tragic death of a middle school student while riding his bike to school.

The workshop was held on March 27, 2019 from 10:00 AM to 1:00 PM at Foothill Ranch Middle School. The CPBST is a joint project of California Walks and UC Berkeley SafeTREC (Project Team) that works with local residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and strengthen collaboration with local officials and agency staff to make California a safer and more pleasant place to walk and bike.

The Planning Committee, a local multidisciplinary team tasked with planning the CPBST, identified the immediate streets surrounding Woodridge Elementary School, Foothill Ranch Middle School, and Foothill High School as the geographic focus for the CPBST to utilize the community's existing strengths to:

- Identify pedestrian and bicycle safety priorities and actionable next steps in collaboration with students, parents, school staff, and community partners.

The training consisted of:

1. Walking and biking assessments along three (3) key routes;
2. An overview of strategies to improve walking and biking safety using the intersectional 6E's framework including: Evaluation, Equity and Empowerment, Engineering, Education, Encouragement, and Enforcement;
3. Small group action-planning discussions to prioritize and develop preliminary plans for programs, policies, and infrastructure projects.

We would like to acknowledge the forty-two (42) participants who attended the workshop including Foothill Ranch Middle School Club Live and Leadership students and staff, Foothill High School Friday Night Lights students and staff, the California Department of Public Health, the California Office of Traffic Safety, Impact Sacramento, Liberty Towers, Mercy San Juan Medical Center, Sacramento County Office of Education, Sacramento County Department of Planning, Sacramento County Department of Transportation, Safety Center Incorporated, Twin Rivers Unified School District, Twin Rivers Unified School District Police Department, WALKS Sacramento, and the California Highway Patrol. Their collective participation has ensured a meaningful and community informed workshop and has strengthened the workshop's outcomes.

This report summarizes the workshop proceedings, as well as the community's and Project Team's recommendations for programs, policies, and infrastructure to improve walking and biking safety in Foothill Farms.

CPBST Planning Process

The Foothill Farms CPBST planning process started in December 2018 and consisted of:



Step 1: Assemble a Planning Committee

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs



Step 2: Review and Analyze Existing Plans and Data

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends



Step 3: Conduct CPBST Site Visit

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



Step 4: Conduct CPBST Workshop

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



Step 5: Implement CPBST Actions

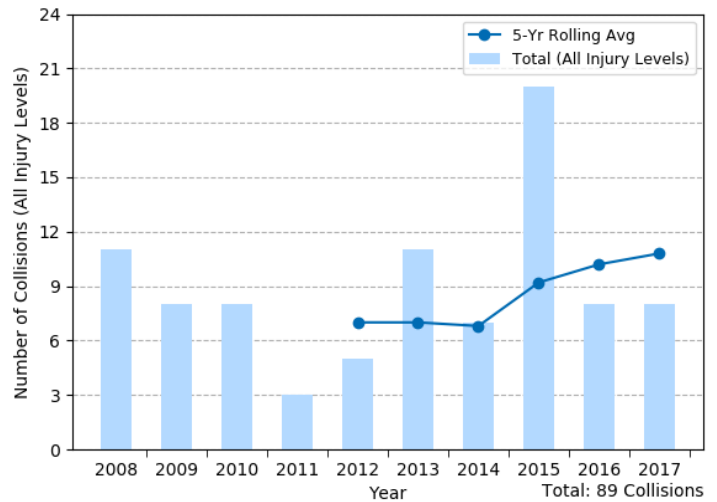
- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

Pedestrian & Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians¹ and bicyclists within the census-designated place of Foothill Farms. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2008 to 2017. Collision data for 2016 and 2017 are provisional as of December, 2018. A full discussion of the pedestrian and bicycle collision data can be found in Appendix C.

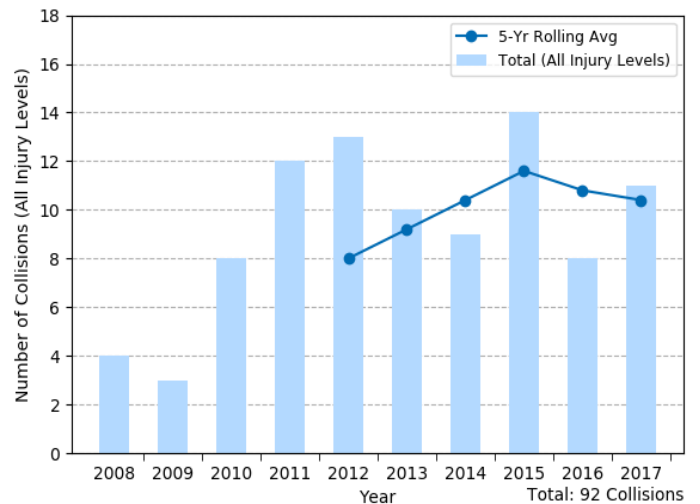
Pedestrian Injury Collisions

Over the 10-year period from 2008 to 2017, pedestrian collisions were relatively stable, except for a peak in 2015. In the most recent five years of data available, 2013 to 2017, pedestrian collisions were concentrated on the main thoroughfares: Hillside Boulevard, Elkhorn Boulevard, Roseville Road, and Walerga Road. There were clusters of collisions where Hillside Boulevard intersects Greenhome Drive and Walerga Road. Pedestrian collisions primarily occurred during relatively higher traffic volume times in the morning, from 6AM to 9AM, and evening, from 6PM to 9PM. The top primary collision factors for pedestrian collisions were driver failure to yield the right-of-way to pedestrians at a marked or unmarked crosswalk (33.3%) and pedestrian failure to yield the right-of-way to motorists when crossing outside of a marked or unmarked crosswalk (27.8%). There were fifty-five (55) pedestrian victims injured, including five (5) fatalities and thirteen (13) severe injuries. Over one-fifth (21.8%) of pedestrian victims were between the ages of 13 and 16; nearly half (45.5%) were children and youth between the ages of 5 and 24.



Bicycle Injury Collisions

Over the 10-year period from 2008 to 2017, bicycle collisions appeared to increase through 2015 before declining slightly. In the most recent five years of data available, 2013 to 2017, bicycle collisions were concentrated on Elkhorn Boulevard and Diablo Drive. There were clusters of collisions where Elkhorn Boulevard intersects Don Julio Boulevard and Diablo Drive. Bicycle collisions primarily occurred in the morning, from 6AM to 9AM, and in the afternoon after school from 3PM to 6PM. The top primary collision factors for bicycle collisions were failure to drive/ride on the right half of the roadway (42.3%) and unsafe turning or moving left or right on the roadway (19.2%). There were fifty-two (52) bicyclist victims injured, including two (2) fatalities and five (5) severe injuries in Foothill Farms. Nearly two-third (61.5%) of bicyclist victims were between the ages of 5 and 24.



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.

² Pedestrians have the right-of-way at marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of a marked or unmarked crosswalk, pedestrians must yield the right-of-way to drivers. A pedestrian is legally allowed to cross outside of a marked or unmarked crossing between two intersections where one or none of the intersections is signalized but only after the pedestrian yields the right-of-way to oncoming drivers. This is not the same as "jaywalking," which refers to crossing outside of a marked or unmarked crossing between two signalized intersections.

Equity Concerns

Sacramento County is experiencing a rise in international resettling with many refugees and immigrants living in unincorporated parts of the county, including Foothill Farms. The Planning Committee shared early in the planning process that students and families of Foothill Farms schools are diverse, and many refugees and immigrants—especially mothers and students—rely on walking and biking as their primary mode of transportation.

As part of the workshop planning process, the Planning Committee evaluated the language needs of the focus area in order to secure and provide interpretation and translation resources for the top two languages spoken in the community. Reflecting the diversity of the community, each school has different language needs—Spanish at Woodridge Elementary School, Dari and Pashto at Foothill Ranch Middle School, and Arabic and Russian at Foothill High School. This reality made it impossible to provide for the language needs of parents at all three schools. Consequently, the Planning Committee decided to focus on the Middle School community as the focus and host of the CPBST and to strategize later how to reach parents at the other two schools.

The Planning Committee and Project Team contacted several private translation and interpretation firms, refugee resettlement and immigrant resource organizations, and the Twin Rivers Unified School District, and we were not able to locate Pashto and Dari interpreters leading up to the workshop. The Sacramento County Department Public Health was able to translate the workshop flyer into both languages, but the planning process revealed a need for readily available interpreters and translators in Pashto and Dari to serve the Foothill Farms community. The Project Team and Planning Committee plan to use these translations for a future follow-up activity that will engage these two communities.

Walking & Biking Assessment



Workshop participants on Route 1 of the walking assessment. Photo: James Tan, Twin Rivers Unified School District

Routes

Workshop participants conducted walking and biking assessments along three key routes used by students to travel to and from school and were asked to:

- Observe infrastructure conditions and the behavior of all road users;
- Assess the qualitative and emotional experience of walking or biking along the route;
- Identify positive community assets and strategies which can be built upon; and
- Consider how the walking and biking experience might feel different for other vulnerable users.

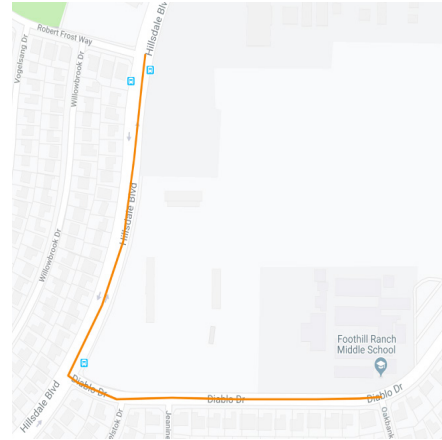
Route 1: Diablo Drive and Walerga Road



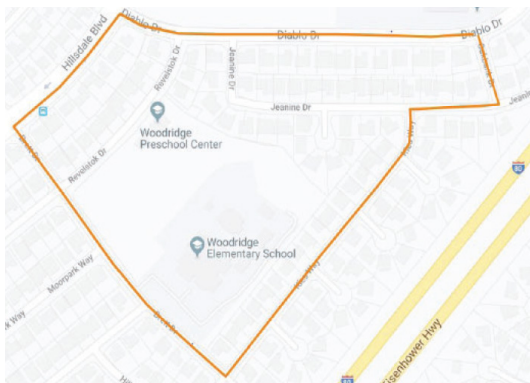
The first route focused on Hillsdale Boulevard between Diablo Drive and Walerga Road and the intersections along the way. The Planning Committee shared that many students walk and bike to and from school along Hillsdale Boulevard and stop at the commercial area along the westside of Hillsdale Boulevard between Greenholme Drive and Walerga Road to get snacks at the Donut Shop, La Superior Mercado, and convenience stores. Students also walk along the east side of Hillsdale Boulevard after dropping off younger siblings at Woodridge Elementary School and then continuing on to the middle and high schools. Hillsdale Boulevard is the main thoroughfare through the workshop focus area and is also the location where the middle school student was struck and killed by a motorist leaving one of the businesses.

Route 2: Diablo Drive, Hillsdale Boulevard, and Robert Frost Way

The second walking route focused on Diablo Drive, Hillsdale Boulevard between Diablo Drive and Robert Frost Way, and the intersections along the route. This assessment route is a key route used by students to walk, bike, scoot, and skateboard to and from school. Additionally, the Planning Committee identified Hillsdale Boulevard as the main arterial traversing Foothill Farms connecting local and collector streets to nearby amenities and Interstate-80. Starting the walking route at Foothill Ranch Middle School, participants walked west along Diablo Drive, north along Hillsdale Boulevard, and then returned south along Hillsdale Boulevard and east along Diablo Drive back to Foothill Ranch Middle School.



Route 3: Hillsdale Boulevard, Brett Drive, Woodridge Elementary School, Jeanine Drive, and Kies Way



The third assessment route focused on the area around Woodridge Elementary School and streets used by students to walk to the elementary school and between the elementary and middle school. The California Highway Patrol (CHP) shared that the assessment route was their preferred route for the students to use in order to avoid traveling on Revelstok Drive. CHP officers shared that there are higher numbers of calls to law enforcement from homes along Revelstok Drive, and they felt these created personal safety challenges for students walking to and from school. Law enforcement preferred students walk along Hillsdale Boulevard where they are more visible to other students, staff, and parents.

Reflections

Following the walking and biking assessment, the participants shared the following reflections:

High Speeds and Wide Roads

Participants were concerned with the high speed of motorist traffic along Hillsdale Boulevard. Both students and adults shared that drivers often travel above the posted speed limit making walking along Hillsdale Boulevard uncomfortable, especially when walking side by side or with a stroller. Participants also shared that they would not feel comfortable biking in the existing bike lane on Hillsdale Boulevard because the conventional striped bike lanes do not provide enough separation between bicyclists and drivers for them to feel safe. A student bicyclist shared that many bicyclists prefer to use the northbound bike lane to travel in both directions because they feel safer traveling downhill on Hillsdale Boulevard even though biking in the wrong direction could result in a fine. Participants also noted that drivers turn from Hillsdale Boulevard onto Diablo Drive and other residential streets at high speeds.

Unsafe Motorist Behaviors

Participants expressed concern and uneasiness with motorist behaviors, including:

- Traveling at high speeds;
- Turning at high speeds;
- Failing to make complete stops at stop signs;
- Cutting off and going around other motorists, including student drivers and school buses;
- Driving in bike lane and curb zone;
- Honking and intimidating of other road users;
- Speeding over speed bumps and avoiding the speed bump gap; and
- Street racing.

Participants on Route 2 shared that motorists do not make full stops throughout the community, most notably along Diablo Drive and at the Hillsdale Boulevard and Robert Frost Way four-way intersection controlled by stop signs. As one participant noted that drivers don't always observe the stop sign. Other participants shared this sentiment and recounted "near miss" experiences where motorists failed to stop at stop signs and crossings. A student driver also shared that motorists often get very close to their vehicle and honk when they make complete stops in the community.



Left: A student bicycles northbound along Hillsdale Boulevard outside of the bike lane as far as possible from the traffic lanes. *Right:* A student walks along Hillsdale Boulevard. Photos: California Walks & UCB SafeTREC

Inadequate Street Lighting

Participants identified limited nighttime visibility for all road users as a major safety concern. Street lights are mostly located at intersections along arterial streets, with some intersections having street lighting at all four corners of an intersection, some at two, and some only at one corner. The majority of lighting in the community is directed at the roadway and mostly illuminates the driving lanes. Participants observed a lack of street lighting along residential streets during the walking and biking assessments and noted that pedestrian-scale lighting was only located along Robert Frost Park Way near Robert Frost Park. Participants recommended installation of additional lighting at key locations in the community, including:

- Hillsdale Boulevard;
- Diablo Drive;
- Transit stops;
- Key pedestrian crossings; and
- Student arrival and dismissal routes.

Students shared that they take extra precaution when walking, biking, or scooting during fall months and at night because of the lack of visibility. Participants highlighted that the lack of pedestrian-scale and street lighting on Hillsdale Boulevard and the presence of many driveways along the street make it difficult to navigate at night.

Overgrown Vegetation and Lack of Shade Trees

Participants pointed out overgrown vegetation along the perimeter of residential properties that block and narrow the sidewalk, low hanging tree branches that impede access to the sidewalk and block visibility, and vegetative debris that blocks the sidewalk.

Participants on all three routes identified more shade trees in the community as a priority and shared that additional trees would improve the environment and comfort for pedestrians, especially along Hillsdale Boulevard and Diablo Drive. Students shared that the Middle School lawn along Hillsdale Boulevard from Diablo Drive to McCloud Drive and along Diablo Drive is not comfortable to use because of the lack of shade and benches. They saw the perimeter of the school as an opportunity to add shade trees and provide seating for students and community members.



Overgrown vegetation and vegetative debris impede access to the sidewalk and blocks visibility of pedestrians walking or waiting to cross. Photos: California Walks and UCB SafeTREC



A large tree at the corner of Hillsdale Boulevard and Diablo Drive serves as a transit area and community gathering space. Photo: UCB SafeTREC

Existing Community Assets

Participants viewed the large shade tree on the northeast corner of Hillsdale Boulevard and Diablo Drive as a community asset and shared that in the hot summer months residents stand under the tree in the shade while they wait for the bus. The tree also serves as a gathering place for students before and after school.

Participants also identified Robert Frost Park as an asset to the school community and community at-large. Student participants noted that the park is used by the students at the school, particularly after school as a place to go and relax. One student shared that they hang out with friends and sometimes cook on the grills available at the park.

Debris on Sidewalks, in Gutters, and in Drainage Areas

Participants pointed out various types of debris on sidewalks and in drainage grates and gutters:

- Small personal trash items;
- Drink cans and bottles;
- Broken glass and asphalt; and
- Construction gravel and materials.

A middle school student shared that when he walks to and from school with his younger siblings, he sometimes picks up trash and throws it away. Foothill Ranch Middle School students also shared that their bike tires often pop or go flat after riding in the neighborhood due to the broken glass and gravel and that riding a scooter or skateboard along the edge of the street is often difficult because of the debris.

During the site visit, the Project Team observed empty bottles, broken glass, and large amounts of loose construction gravel near Woodridge Elementary School and Foothill High School. The Project Team also observed broken asphalt pavement throughout the community with significant debris along residential streets leading to the schools.



Various types of debris along the sidewalk and in the gutter. Photo: California Walks

Sidewalk Conditions



Left: A group walks on the narrow sidewalk on Diablo Drive. Center: A segment of uplifted sidewalk along Hillsdale Boulevard. Right: A cracked sidewalk near Foothill High School. Photos: California Walks

Missing Sidewalk Segment

Though sidewalks are present throughout the community, participants noted a missing segment at the northeast corner of Hillsdale Boulevard and Diablo Boulevard, where students regularly cross the street. The sidewalk along the north side of Diablo Drive along the perimeter of Foothill Ranch Middle School curves away from Diablo Drive along the perimeter of a large tree and ends with a curb ramp on Hillsdale Boulevard, perpendicular to the bike lane. Residents must then walk about 90 feet before reaching the next closes curb ramp and sidewalk.

Narrow Sidewalks

Participants also noted that sidewalks along Hillsdale Boulevard and Diablo Drive are narrow, not only for individuals using assisted mobility devices and the elderly but also for students walking in pairs or groups to and from school. Students shared that they often spill into the street and bike lane when walking in groups. Participants in the Alternative Activity shared they do not feel safe walking along Hillsdale Boulevard in groups due to the width of the sidewalks and speed of cars.

Sidewalk Maintenance

Participants also noted that there are segments of sidewalk along Diablo Drive and Hillsdale Boulevard that have tripping hazards (e.g. uneven, cracked and upheaved sidewalks and gravel or debris) making it difficult to navigate on foot, by scooter and skateboard, particularly at night.

Parking on the Sidewalk

Students shared that rolled curbs encourage drivers to park on the sidewalk, blocking pedestrian access. This was observed along McCloud Drive, Brett Drive, and other residential streets. In one location along Diablo Drive at Hillsdale Boulevard, students pointed out vehicle skid tire marks on the sidewalk and grass that indicated a car jumped the curb recently.



A driver uses the rolled curb to drive up onto the sidewalk, reduces the sidewalk width, impacts walkability, and blocks sidewalk access for people using assisted mobility devices, such as wheelchairs. Photo: California Walks

Pedestrian Crossing Challenges

Workshop participants shared a number of concerns related to pedestrian crossings in the community, including a lack of marked crosswalks, high-visibility crosswalks, and crossing enhancements, as well as long distances between crossings.

Unmarked Crosswalks

Workshop participants pointed out locations without marked crosswalks adjacent to schools, including Hillsdale Boulevard, Diablo Drive, and Brett Drive. They were concerned with the configuration and design of the Hillsdale Boulevard and Diablo Drive intersection, which is used by students and parents to travel to all three schools. Students shared that despite no marked crossings across Hillsdale Boulevard, students still cross in large numbers at Diablo Drive. They shared that often motorists do not yield the right-of-way to them and continue to drive at high speeds when students and others are in the unmarked crossings. The Project Team observed several groups of students walking across Hillsdale Boulevard during the site visit shortly after school dismissal, including a group that crossed diagonally. Some pedestrians stop at the median and wait for vehicle traffic to pass before continuing to cross.

Challenging Marked Crosswalk

Students on Route 1 shared they are uncomfortable crossing in the marked crosswalk on Hillsdale Boulevard and Robert Frost Way to access the park due to high driver speeds and drivers failing to yield the right-of-way to crossing pedestrians. Participants felt that upgrading the marked crosswalk with high-visibility crosswalk markings and installing additional marked crosswalks in areas where students cross to get to Woodridge Elementary, Foothill Ranch Middle School, and Foothill High School would improve safety.

Missing Curb Ramps

Participants also noted missing Americans with Disabilities Act-compliant (ADA) curb ramps and/or older style curb ramps throughout the community. The lack of accessible ramps along community walking and biking routes makes it difficult for individuals using assisted mobility devices and young children on scooters and skateboards to maneuver on and off sidewalks. Participants noted missing ADA-compliant ramps along Brett Drive, Diablo Drive, Robert Frost Way, and Hillsdale Boulevard. Participants did note that the majority of intersections along Hillsdale Boulevard have updated ADA ramps.



Views of the intersection of Hillsdale Boulevard and Diablo Drive where a sidewalk ends in a bike lane and forces pedestrians to walk into the street to cross at Diablo Drive. Photo: California Walks and UCB SafeTREC



Left: A Foothill Ranch Middle School student rides on the sidewalk and a community member rides in the bike lane adjacent to the school on Diablo Drive. Right: The bus stop at Hillsdale Boulevard and Diablo Drive does not offer shade or seating for riders. Photos: California Walks and UCB SafeTREC

Bicyclist Safety and Comfort

There are striped conventional bike lanes along Hillsdale Boulevard, Walerga Boulevard from Hillsdale Boulevard towards Roseville Road and along Elkhorn Boulevard. During the site visit, the Planning Committee shared that high driver speeds along Hillsdale Boulevard reduce comfort for bicyclists riding in the street and in the bike lanes. At the site visit, the Project Team observed several youth bicyclists riding in the northbound direction along Hillsdale Boulevard adjacent to the school, as well as students walking and skateboarding in the bike lane. The Team also observed a bicyclist riding on the sidewalk adjacent to the school. During the workshop, students shared that bike lanes are also used by pedestrians, skateboarders, and people riding scooters. Students primarily see bicyclists riding in the northbound bike lane along Hillsdale, whether traveling north or south, and some shared that they prefer to ride in the northbound lane on the school side because they do not feel safe crossing the street to access and ride in the southbound lane.

Minimal Bus Stop Facilities

Most bus stops in Foothill Farms do not include a shelter to protect riders from the elements, especially during the rainy season and hot summer months. Participants noted that the bus stops along Hillsdale Boulevard, Robert Frost Way, McCloud Drive, and Diablo Drive do not have trees or bus shelters to provide shade. Participants shared that wait times at the bus stops can be long, and those that use transit do so out of necessity.

Alternate Activity: In-Class Map Assessment

Workshop participants who were unable to join the walking and biking assessment were offered an alternate activity. During the alternate activity, participants were asked to identify and describe locations in their community where there have been traffic collisions and/or near misses and areas that they feel are safe or hazardous to walk and bike.

During the alternate activity, participants shared the following reflections:

- Diablo Drive was perceived as safe because it has sidewalks and bike lanes. However, the sidewalks on Diablo Drive are not wide enough for a group to walk together. Specifically, the sidewalks only fit 2.5 people so “I often end up walking on the street” to walk with my friends.
- Elkhorn Boulevard was perceived as unsafe because it has high traffic volumes and the wait time for the traffic signal was long.

Recommendations to Improve Walking and Biking Safety in Foothill Farms

Participants engaged in small-group action planning discussions to prioritize and outlined preliminary plans for community programs and infrastructure projects aimed at reducing the number of injuries and fatalities, as well as increasing the number of people and the frequency of walking and biking in Foothill Farms.

Community Recommendations

The following tables summarize the recommendations developed by the community during the workshop.

Education Project Name: Safe Routes to School (SRTS) Educational Safety Message Campaign

Project Description: Foothill Ranch Middle School leadership and Club Live students will develop safe routes to school education messaging tactics as part of a larger community safety messaging campaign to raise awareness of unsafe travel behaviors and encourage safe travel behaviors, especially during school arrival and dismissal times.

Project Goals:

- 1) Educate students on walking and biking safety behaviors;
- 2) Encourage students to use active transportation to get to school and increase rates of walking and biking;
- 3) Educate community about Safe Routes to School concerns.

Action Steps	Timeline	Responsible Party	Resources
<p>Intercom Education: School intercom education messages presented in a conversational, radio segment style with music including:</p> <ul style="list-style-type: none"> ● Weekly walking and biking safety tips ● Informational “Did you know?” with safety facts and collision data “word of the day” 	04/2019 - 06/2019	Foothill Middle School Students Club Live Advisor Leadership Advisor	SRTS educational materials for safety tips and word of the day SafeTREC collision data
<p>Video Education: Educational videos for Foothill Ranch Middle School students through their advisory class, YouTube, and Instagram.</p> <p>Potential Video Themes:</p> <ul style="list-style-type: none"> ● Personal experiences while walking, biking, scooting, skateboarding. Potentially using a body video camera to capture every day students commutes to and from school. ● Video Safety Message Themes <ul style="list-style-type: none"> ○ Pay attention, don’t be distracted ○ Look both ways ○ Don’t run across the street ○ Make eye contact with drivers ○ What not to do and what to do ○ Communicate with others: e.g., “on your right,” “coming through,” “excuse me” ● “When I drive” Series ● “How I walk or bike” Series 	04/2019 - 06/2019	Foothill Middle School students STRAT Club students Club Live advisor Leadership Advisor	Video equipment and video editing software Student volunteers Access to school and district social media accounts
<p>Social Media Education: A series of social media posts to educate the school community on active transportation safety and encourage walking and biking to school.</p> <ul style="list-style-type: none"> ● Community Challenges, e.g., Neon Day, Thunder Clap ● Interviews with students, leaders, Club Live advisor, Vice Principal and Principal, family of student that was lost in 2017 ● Videos of real-time traffic with students walking, biking, scooting during arrival and dismissal ● Safety Tips 	04/2019 - 06/2019	Foothill Middle School Students Club Live Advisor Leadership Advisor	Student volunteers Access to school and district social media account Signage for community challenge days

Encouragement Project Name: Community Walk and Picnic

Project Description: Foothill Ranch Middle School students, Club Live, school police, agency staff, and county staff will be planning a community walk and picnic to encourage more parents and students to walk or bike in the community.

Project Goals:

- 1) Encourage students and parents to walk and bike to school;
- 2) Serve as an education event for parents and students to identify local assets and challenges to walking and biking;
- 3) Create awareness among parent motorists of what the pedestrian and bicyclist experience is while traveling in the community.

<p>Develop Planning Committee: Students, school police, agency staff, and county staff in the group have set short-term goals through the end of the school year to develop a planning committee to provide input, look at the community calendar of events to finalize a date in the fall, and develop a collaboration between the Police Department, Fire Department, and California Highway Patrol (CHP).</p> <p>Potential Planning Committee Members may include but are not limited to:</p> <ul style="list-style-type: none"> ● Parents ● Local K-12 Students ● Twin Rivers Unified School District ● Sunrise Recreation & Park District ● Mercy San Juan Medical Center ● Kaiser Permanente Medical Center 	<p>04/2019-06/2019</p>	<p>Foothill Ranch Middle School students Club Live Advisor Safe Kids Greater Sacramento</p>	<p>List and contact information of local organizations, agencies, and businesses</p>
<p>Develop Tentative Route: Tentative route begins walk at Foothill Ranch Middle School, continues through Foothill Ranch High School, to the shopping center at Elkhorn Boulevard and Diablo Drive, and ends with a picnic at Foothill Community Park. Route will be finalized once Planning Committee is finalized and provides input prior to event advertising.</p>	<p>06/2019-09/2019</p>	<p>Planning Committee</p>	<p>Large Community Maps Markers Meeting Space</p>
<p>Seek Sponsorships: In order to be able to use the park and provide food and refreshments for the picnic the planning committee ought to seek sponsorships from local businesses such as but is not limited to:</p> <ul style="list-style-type: none"> ● Sunrise Recreation and Park District ● Chick-fil-A ● Elkhorn Blvd. & Diablo Dr. Shopping Center Businesses ● Twin Rivers Unified School District ● Local Health Centers 	<p>06/2019-11/2019</p>	<p>Planning Committee</p>	<p>List of local businesses and potential contacts</p>

Action Steps	Timeline	Responsible Party	Resources
<p>Develop Community Survey: In order to educate and create awareness of local conditions, a survey will be developed that will help participants identify local issues, assets, and identify their own community walking and biking characteristics.</p>	<p>07/2019-09/2019</p>	<p>Planning Committee California Walks</p>	<p>Meeting Space for knowledge sharing Translation Paper Printer Pens</p>
<p>Develop Advertising Plan: Large community turnout is essential to the events success. In order to have a large turnout, it is important for the community to know about the event and develop an advertising plan that reaches the whole community. Some events that will serve as part of the preliminary advertising plan include but are not limited to:</p> <ul style="list-style-type: none"> ● School Orientation ● Back-to-School Night ● Parent Conferences ● CHP Social Media ● Good Day Sacramento 	<p>09/2019</p>	<p>Planning Committee</p>	<p>List of local school and community events Flyer Video/Commercial by students Translation Door Knockers/volunteers</p>
<p>Host Event: Ensure that event runs smoothly through thorough coordination to meet the goals.</p>	<p>09/2019 - 11/2019</p>	<p>Planning Committee Volunteers</p>	<p>Volunteers Tables & Chairs Resource Table for educational materials and giveaway materials Mega phone Food & Refreshments Interpretation</p>

Enforcement Project Name: School Crossing Guard Program

Project Description: Establish a school crossing guard program to educate students and parents.

Project Goals:

- 1) Educate and reinforce rules of road and safe crossing behaviors;
- 2) Encourage use of marked crosswalks;
- 3) Encourage safe motorists behaviors;
- 4) Increase driver awareness and visibility of pedestrians, bicyclists, skateboarders, students using a scooter;
- 5) Allow for a larger group of kids to cross at one time;
- 6) Establish order during high traffic arrival and dismissal times;
- 7) Evaluate crossing environment and behaviors by crossing guards.

Action Steps	Timeline	Responsible Party	Resources
<p>Data review and education: Review existing collision data and identify crossing with highest rates of collisions in the school community. Participants suggested the stop sign at Hillsdale Boulevard and Diablo Drive.</p> <p>Clarify unmarked crossings with school community.</p> <p>Coordinate with engineering to identify areas for installation of high visibility crossings and signage.</p>	04/2019 - 06/2019	<p>WALKSacramento Safety Center Safe Kids Greater Sacramento</p>	<p>Safety Center Incorporated Club Live WALKSacramento Twin Rivers Sheriff CHP education programs, e.g., Impact Teen Drivers School district resources and outreach to parents California Active Transportation Program</p>
<p>Recruit Volunteers: Identify potential community volunteers to serve as crossing guards. Group had preference not to rely only on parent volunteers but to also look for community members and residents from the neighborhood.</p> <p>Recruit support and resources from school administration, school district, leadership class, and parent safety committee.</p> <p>WalkSacramento to research review available crossing guard materials and reach out to other school districts and schools to learn more about other programs.</p> <p>Develop buy in from school, parents, community.</p>	04/2019 - 06/2019	<p>School District Facilities Department Parent Safety Committee Leadership Class School Administration WALKSacramento Safety Center Incorporated Safe Kids Greater Sacramento</p>	<p>List of potential volunteer groups List of schools and school districts with crossing guard programs</p>

Action Steps	Timeline	Responsible Party	Resources
<p><u>Kick-Off School Crossing Guard Program:</u> Create and share Crossing Guard Program through Social Media to increase buy-in and parent awareness.</p> <p>Use Back to School Night as an opportunity to educate parents. Get parents' perspectives then, too, about what the problems are that they see.</p> <p>Work with PE classes to do education and awareness.</p>	Fall 2019	School Administration Leadership Class	
<p><u>Educate Parents:</u> Educate parents who walk their children to school. Reach out to refugee parents to orient them to the school, roadways, rules of road, and resources.</p>	09/2019 -06/2020	School District Parent Safety Committee Leadership class School Administration WALKSacramento Safety Center Incorporated Safe Kids Greater Sacramento	AAA crossing guard education program materials Interpretation and translation services in dominant school languages
<p><u>Evaluate Program:</u> Use before and after surveys and Street Story to document level of involvement, community concerns, and outcomes.</p>	04/2019 - 06/2020		
<p><u>Develop Sustainable Program:</u> Get District sponsorship and financial support.</p>			
<p><u>Recognition Program:</u> Establish a recognition program to acknowledge those exhibiting safe travel behaviors</p>	08/2019 - XX		
<p><u>Infrastructure Installation:</u> Install high-visibility crosswalk markings and signage.</p> <p>Communicate statistics about the pedestrian safety program and work with Walk Sac to coordinate with ATP proposals. (CG programs can be part of ATP applications.)</p>	04/2020 - XX		

Engineering Project Name: Increase Awareness and Buy-In for Community Lighting Improvements

Project Description: Plan, organize, and host a nighttime community event to raise awareness of community lighting concerns and priorities. Educate community residents, agency staff, and decision-makers on community lighting needs and priorities.

Project Goals:

- 1) Identify areas with lighting deficiencies
- 2) Identify priority areas for lighting installation

Action Steps	Timeline	Responsible Party	Resources
<p>Evaluate Current Conditions: Take photos to show existing conditions at night. Including visibility of people walking and biking. Gather and document community experiences.</p> <p>Nighttime Walk Assessment and Lighting Inventory: Recruit Leadership and Club Live students and hold an after-school nighttime assessment with WALKSacramento and Safe Kids. Assessment findings to be shared at community event through photos and videos to demonstrate need.</p> <p>Organize Community Stakeholder Event: Coordinate among stakeholders including schools, community-based organizations, County, and residents.</p> <p>Reserve local park, middle or high school space, or gym to host meeting.</p> <p>Share stakeholder meeting information with community:</p> <ul style="list-style-type: none"> ● Post in Community Center ● Announce at schools <p>Invite List:</p> <ul style="list-style-type: none"> ● County Public Works ● Homeowners Association ● Utilities ● Students and School PTAs ● People with special needs ● County Supervisors 	<p>04/2019 - 09/2019</p> <p>06/2019- 08/2019</p> <p>04/2019 - 09/2019</p>	<p>Leadership Class Club Live Students</p> <p>Leadership Class Club Live Students</p>	<p>WALKSacramento Safe Kids Sacramento</p> <p>WALKSacramento Safe Kids Sacramento</p>
<p>County Lighting Prioritization Process: Develop prioritization process with the County.</p>	TBD	<p>Sacramento County WALKSacramento Safe Kids Greater Sacramento Safety Center Incorporated CBOs Students</p>	

Cal Walks & SafeTREC Recommendations³

Traffic Calming Measures on Hillsdale Boulevard

Participants and Planning Committee members identified Hillsdale Boulevard, between Elkhorn Boulevard and Madison Avenue as these lead to the school community as a challenging segment for residents to cross and travel while on foot and on bike due to high vehicle speeds and street racing. The Project Team ***recommends the community and Sacramento County collaborate to identify the feasibility of potential long-term traffic calming measures such as rumble strips and buffered bicycle lanes.*** Rumble strips serve as a cost effective tool to discourage street racing that can also lead to reduced traffic speeds while improving safety and comfort for pedestrians and bicyclists along Hillsdale Boulevard. Buffered bicycle lanes would require road right-sizing that can reconfigure lane widths to be a minimum of 10 feet wide per Sacramento County guidelines which would increase separation between motorists and bicyclists thus increasing the sense of safety for bicyclists and simultaneously lead to a decrease in motorist speeds through more narrow lane widths. Further, we ***recommend Sacramento County engage and collaborate with the Foothill Farms community in order to prepare a future application to Cycle 5 of the state's Active Transportation Program to fund these improvements.***

Bicycle Facility Improvements along Hillsdale Boulevard and Diablo Drive

Due to the high driver speeds on Hillsdale Boulevard, the Project Team ***recommends that workshop participants collaborate with Sacramento County Department of Transportation to explore options to enhance existing bike lanes with low-cost paint improvements and reinforce existing bike lanes with physically-separated barriers.*** We also ***recommend using green paint to establish bike right-of-way in conflict zones at intersections.***

Designated Safe Routes to School

The Project Team ***recommends the development of designated safe routes to school travel routes for each school to identify safer routes along arterials and residential streets students can use to travel to and from school.*** Designated safe routes could address personal safety issues along certain routes in the community and would allow more students to walk in groups, making them more visible to motorists. Designated safe routes can be cleverly named and shared with students and parents via maps in student handbooks, visible places around the school, and social media.

³ For a list of resources see Appendix B.

Appendix A: Community Plans & Policies Review

Community Plans and Policies Review: Cal Walks conducted a review of current community planning documents to inform the training and prepare to build off existing efforts. The following documents were reviewed prior to the site visit:

- [Sacramento County Bicycle Master Plan, 2011](#)
- [Sacramento County Pedestrian Master Plan, 2007](#)
- [North Highlands/Foothill Farms Community Planning Advisory Council \(CPAC\) Meeting Notes](#)
- [Sacramento County General Plan, Circulation Element, 2017](#)

Appendix B: Resources

Bicycle Facility Improvements

- [NACTO Urban Bikeway Design Guide](#)

Designated Safe Routes to School Resources

- [Suggested Routes to School Maps](#), City of Cupertino
- [Plot A Route](#)

Summary of outcomes from past CPBST workshops

www.californiawalks.org/projects/cpbst and <https://safetrec.berkeley.edu/programs/cpbst>

Appendix C: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Foothill Farms CPBST Workshop Data Factsheet
- Foothill Farms CPBST Site Visit Data Presentation
- Foothill Farms CPBST Site Visit Data Follow-Up

Foothill Farms Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)

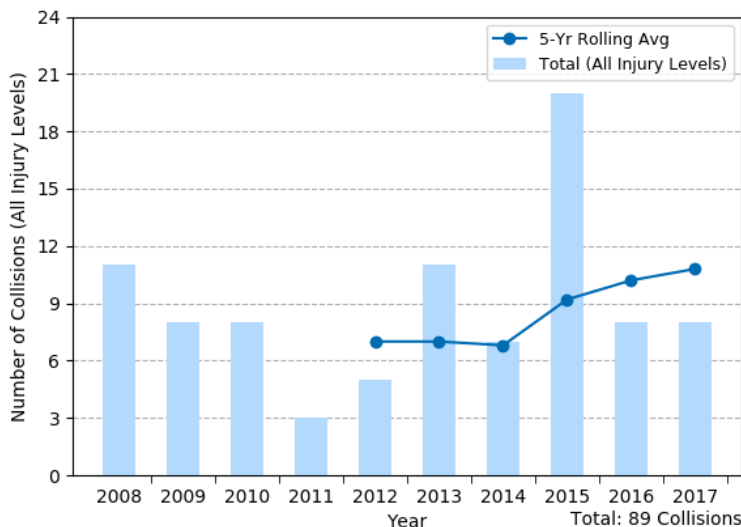
March 27, 2019

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 13.9 percent increase in pedestrian deaths from 2015 to 2016 and a 14.0 percent increase in cycling deaths (FARS 2015 and 2016). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The local data seen below is based on Foothill Farms as defined by the members of the workshop's planning committee.

PEDESTRIANS

*How are pedestrian collisions changing over time?
What could have caused an increase or decrease in collisions?*



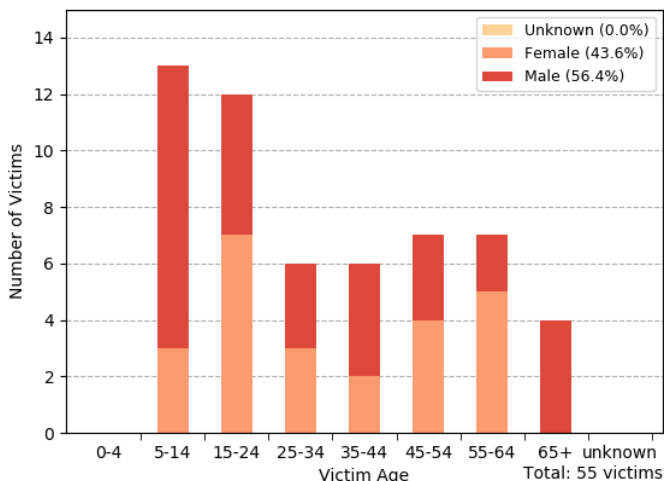
96 people were injured in **89** pedestrian collisions in the last 10 years (2008-2017).

The number of pedestrian collisions appear to be **increasing**, based on the five year rolling average*.

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

The following are based on pedestrian collision data for the years 2013-2017:

Who were the victims in these collisions?

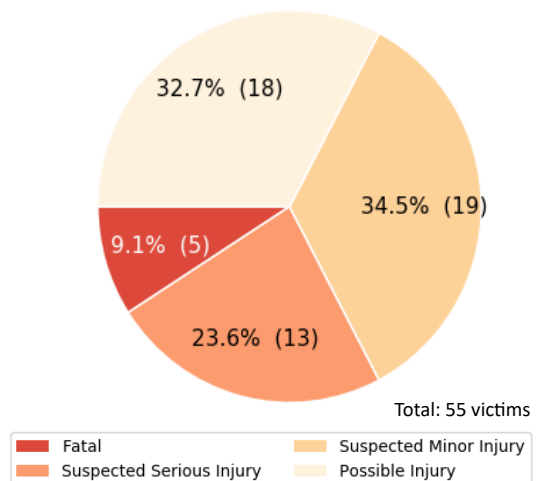


34.5% of victims were 18 or younger

56.4% of victims were male

14.5% of victims were 60 or older

How severe were the victims' injuries?



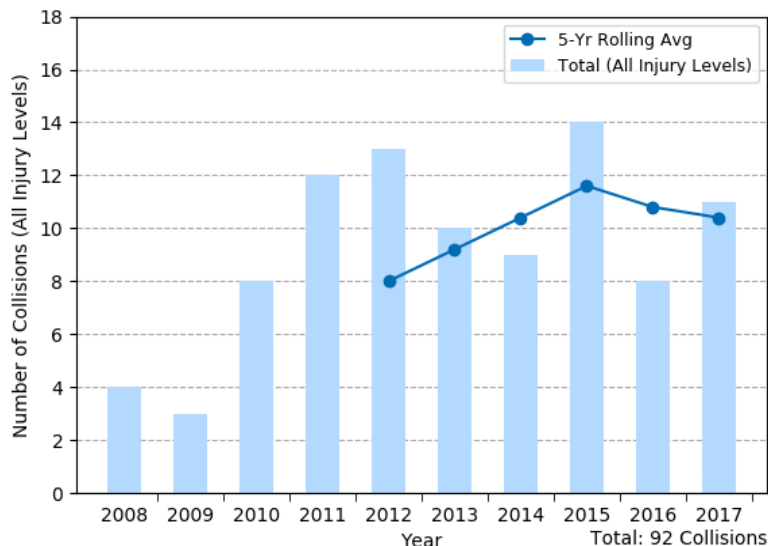
32.7% fatalities or suspected serious injuries

Data Source: California Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 and 2017 are provisional at this time.

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

BICYCLES

How are bicycle collisions changing over time?
 What could have caused an increase or decrease in collisions?



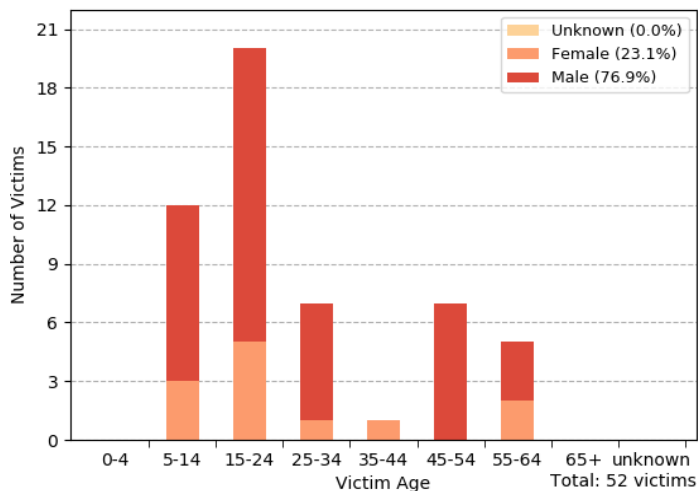
93 people were injured in **92** bicycle collisions in the last 10 years (2008-2017).

The number of bicycle collisions appear to be **increasing**, based on the five year rolling average*

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

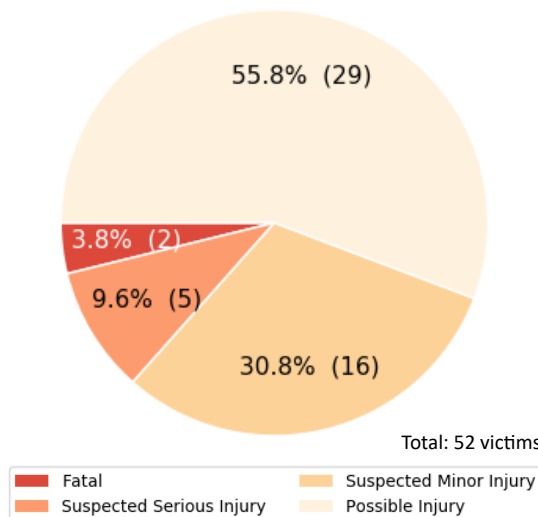
The following are based on bicycle collision data for the years 2013-2017:

Who were the victims in these collisions?



61.5% of victims were 24 or younger
76.9% of victims were male

How severe were the victims' injuries?

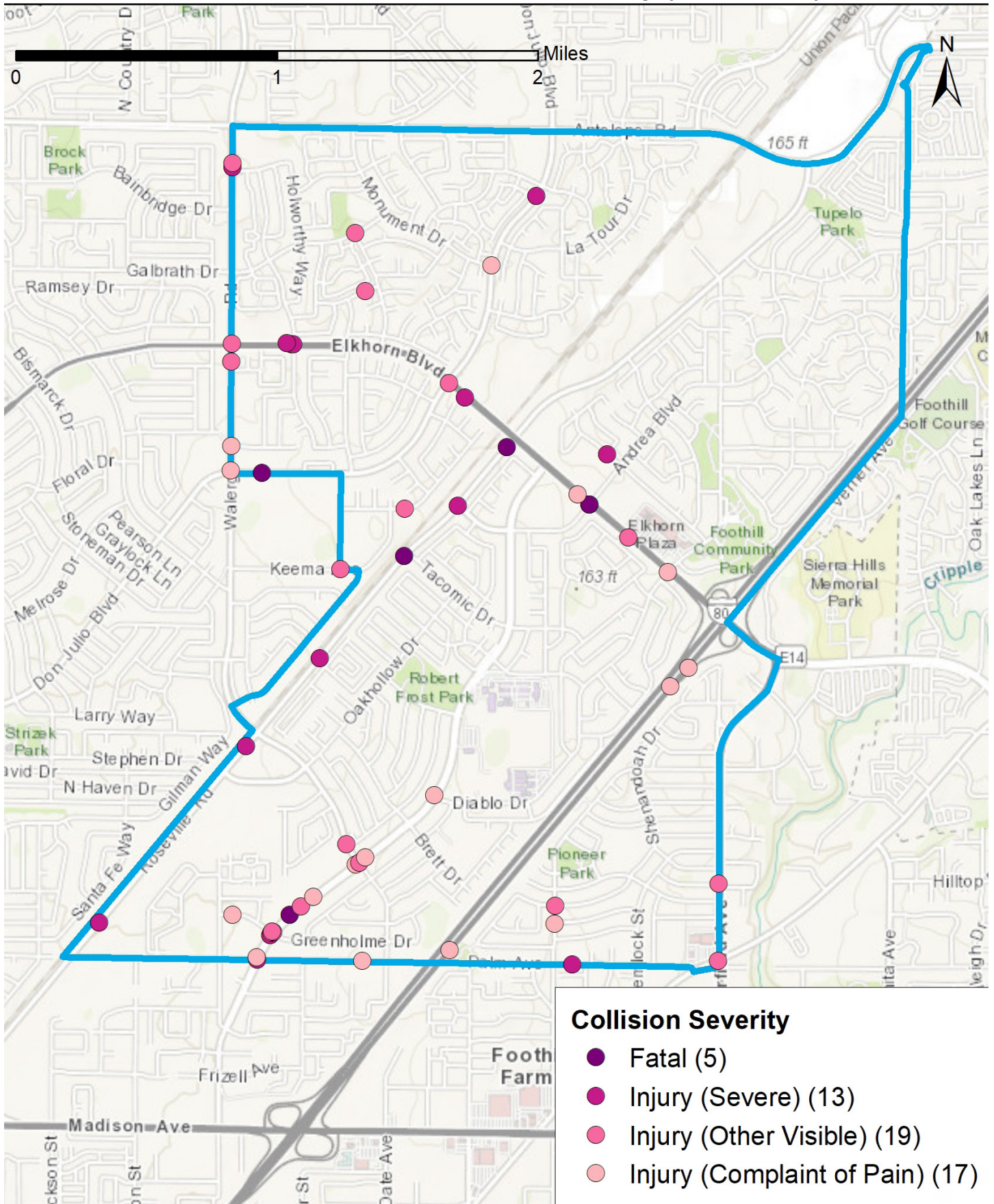


13.4% fatalities or suspected serious injuries

- While these numbers do not tell the whole story, do they resonate with your experience in your community?
- What kinds of improvement do you think could help make walking and biking safer in your community?
- What other data could help inform decision-making?

To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu). For additional assistance, please email us at safetrec@berkeley.edu.

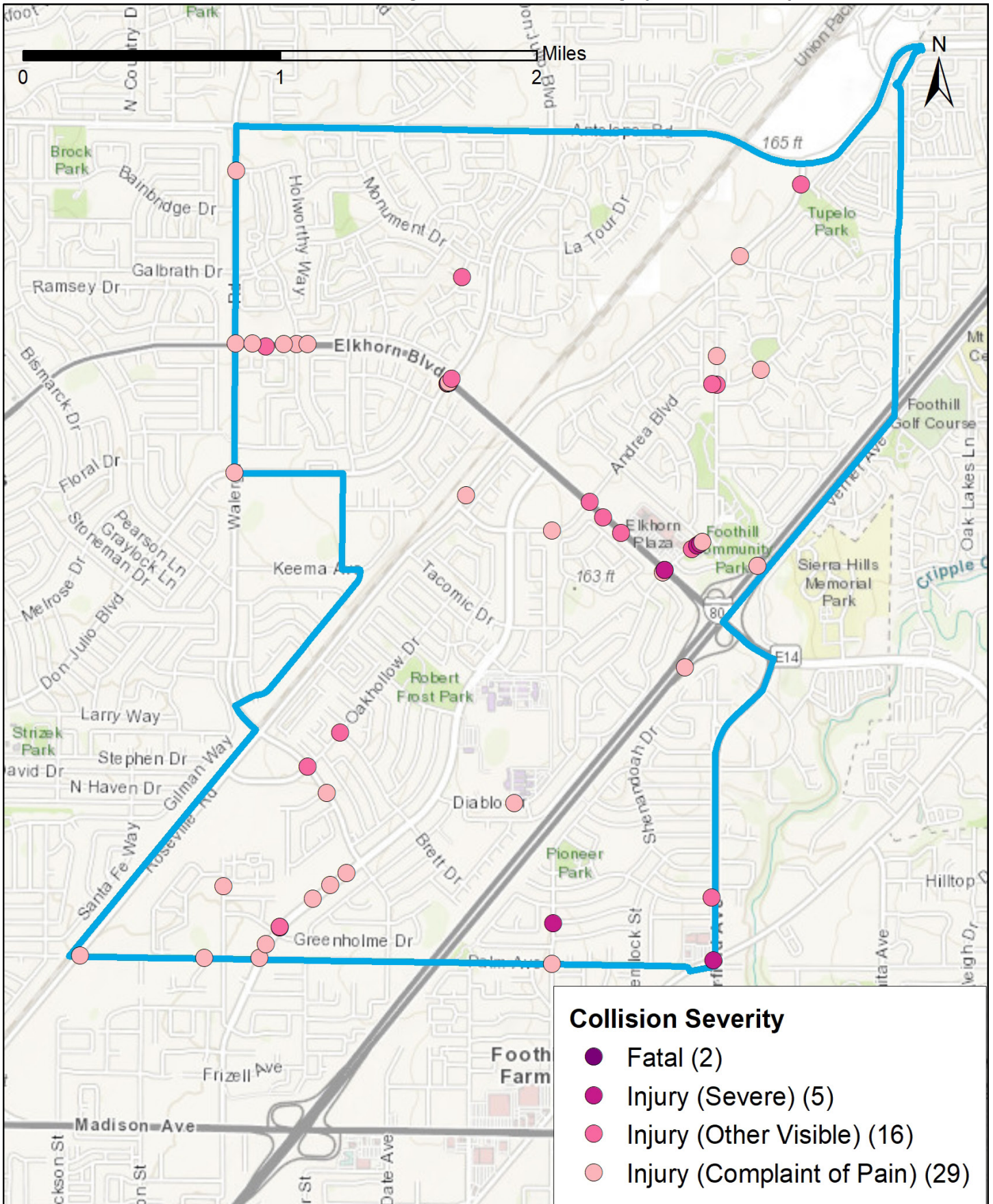
Foothill Farms Pedestrian Collision Map (2013 - 2017)



Date: 2/15/2019

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of Dec. 2018

Foothill Farms Bicycle Collision Map (2013 - 2017)

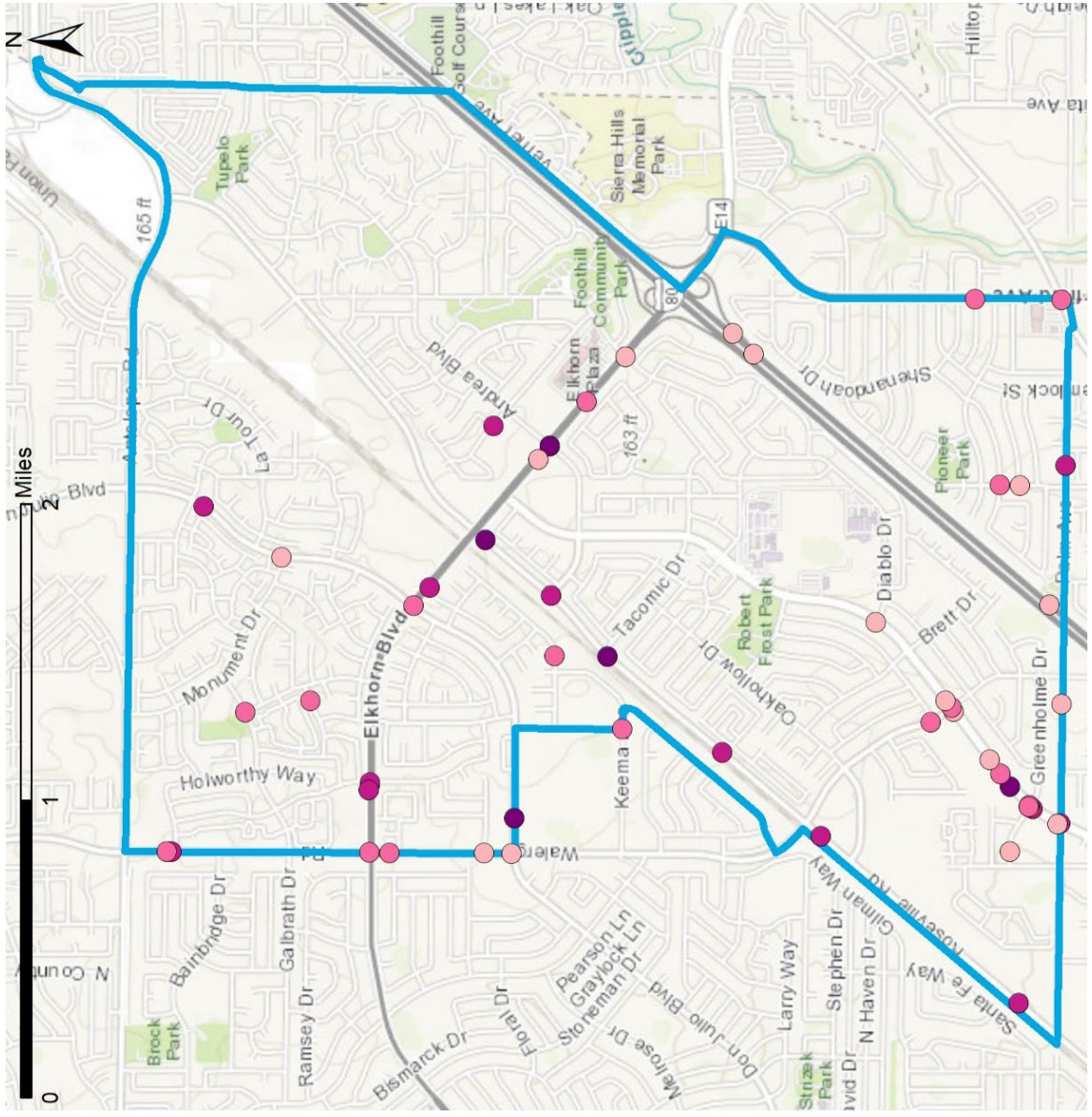


Date: 2/15/2019

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of Dec. 2018

Pedestrian Injury Collisions (2013-2017)

- Collision Severity**
- Fatal (5)
 - Injury (Severe) (13)
 - Injury (Other Visible) (19)
 - Injury (Complaint of Pain) (17)

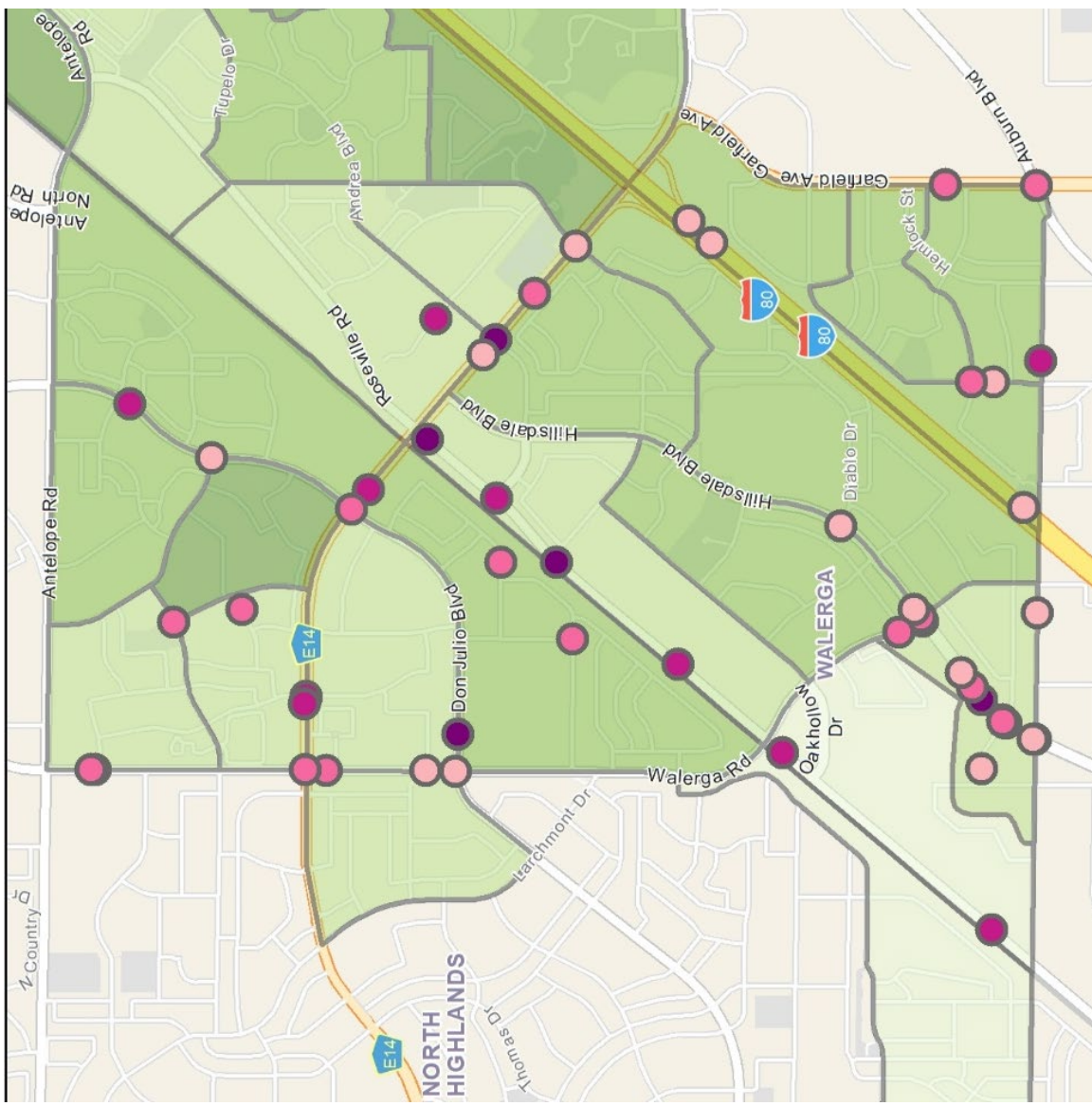
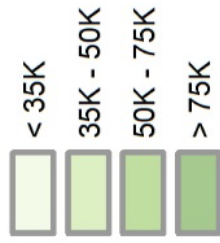


Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Injury Collisions (2013-2017)

- Collision Severity**
- Fatal (5)
 - Injury (Severe) (13)
 - Injury (Other Visible) (19)
 - Injury (Complaint of Pain) (17)

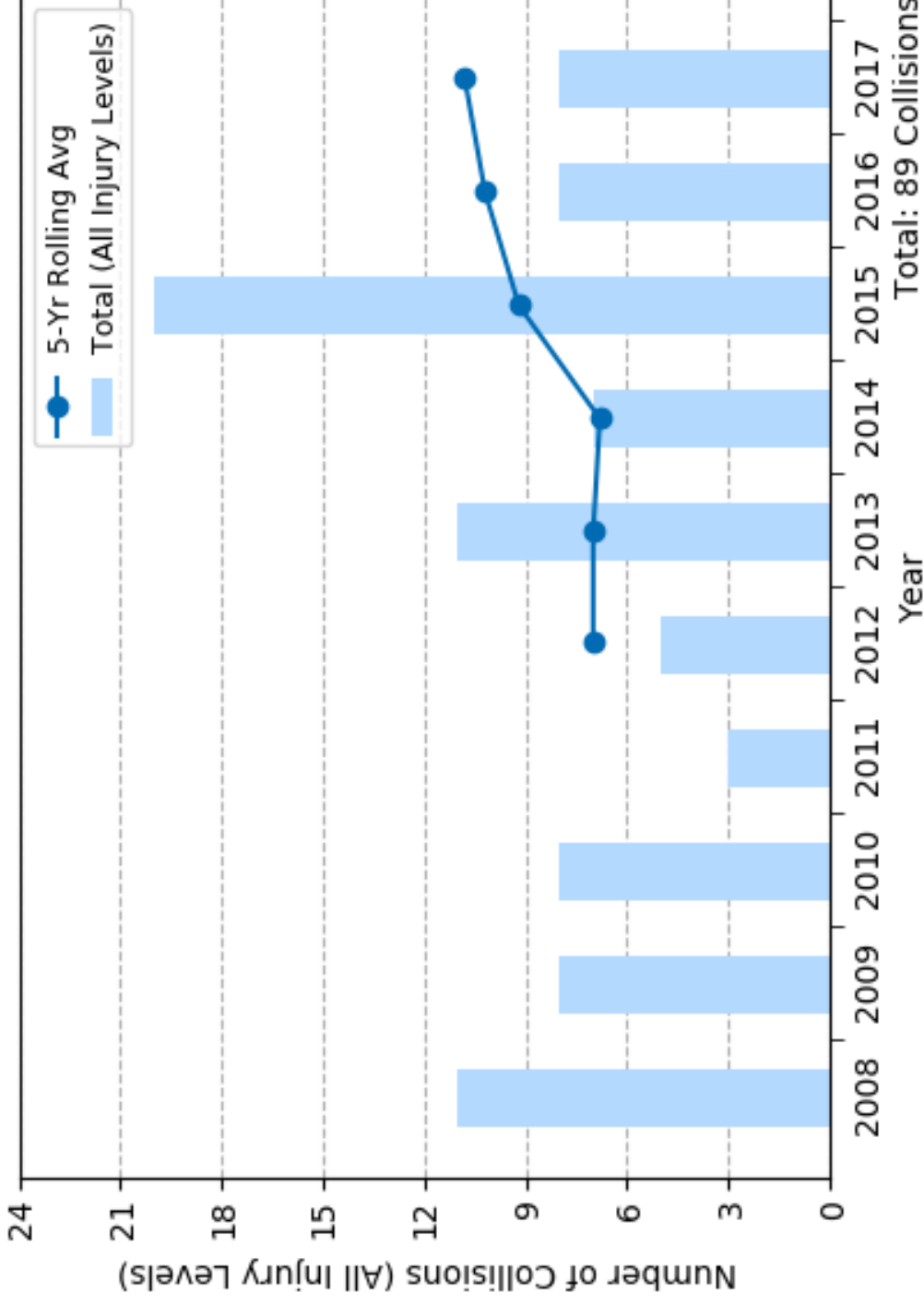
2017 Median Household Income



Data Source:

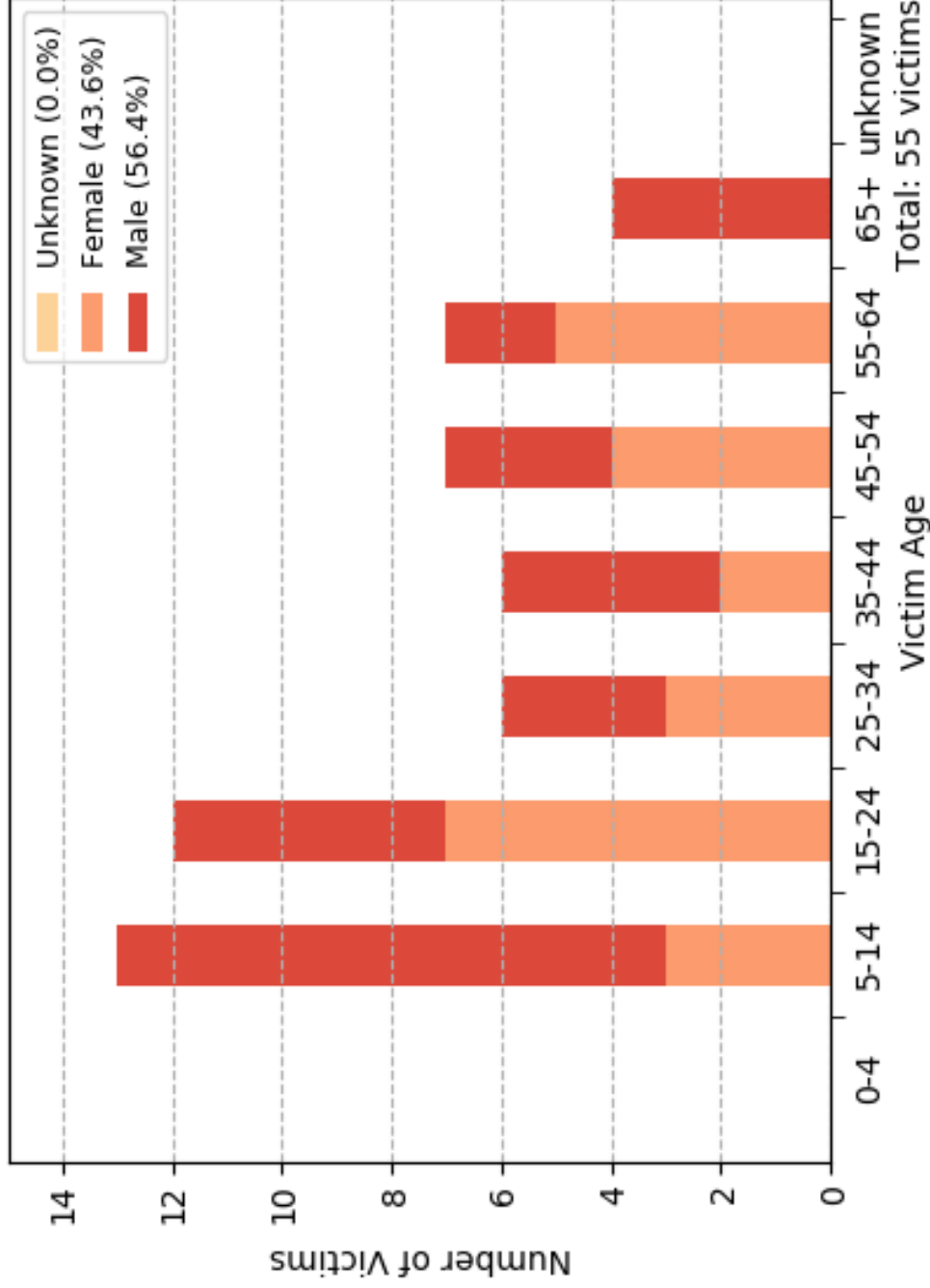
1. Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.
2. ESRI Business Analyst 2017.

Pedestrian Injury Collision Trend with 5-year rolling average



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

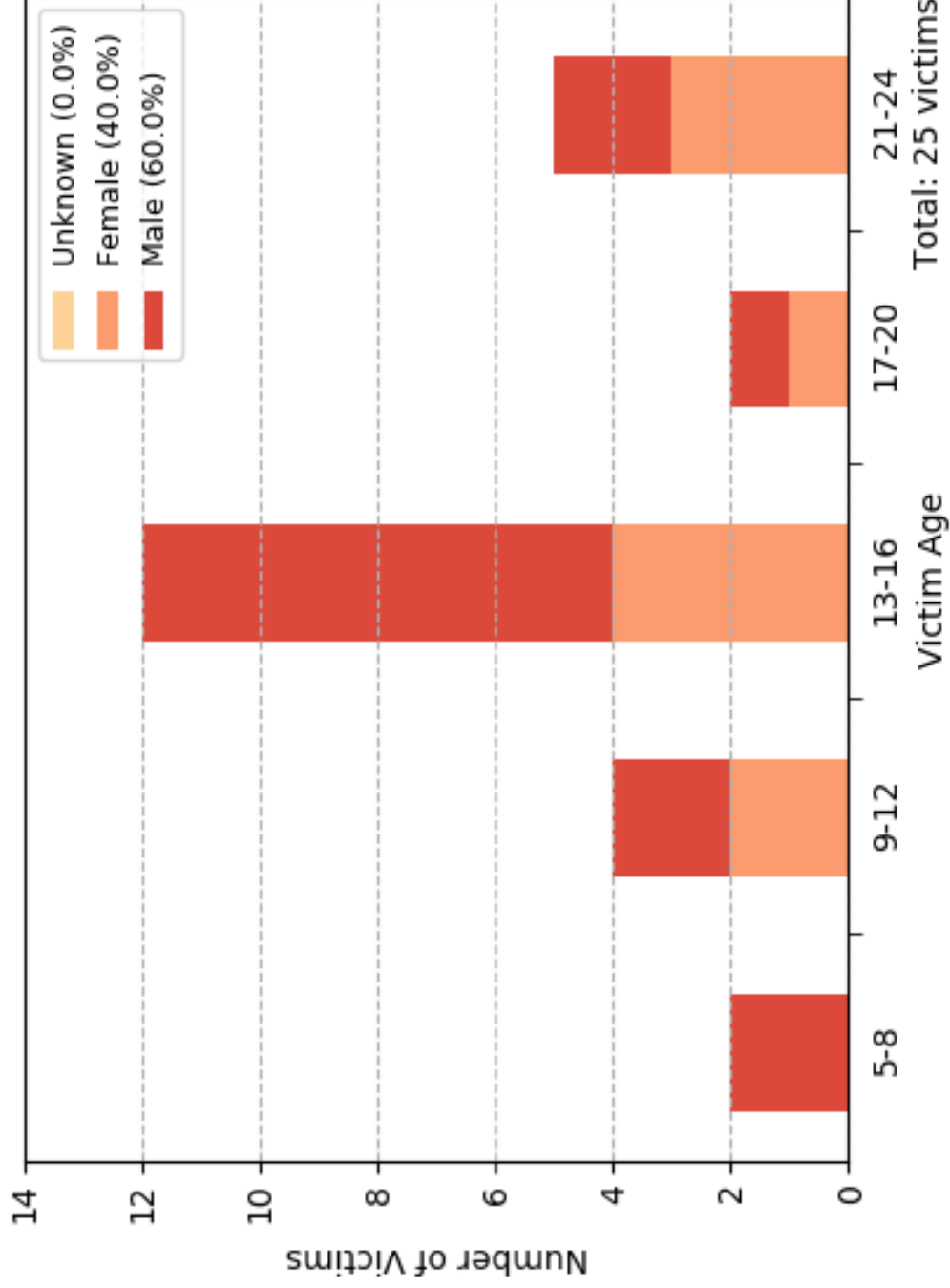
Pedestrian Victim Injury (2013-2017) by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

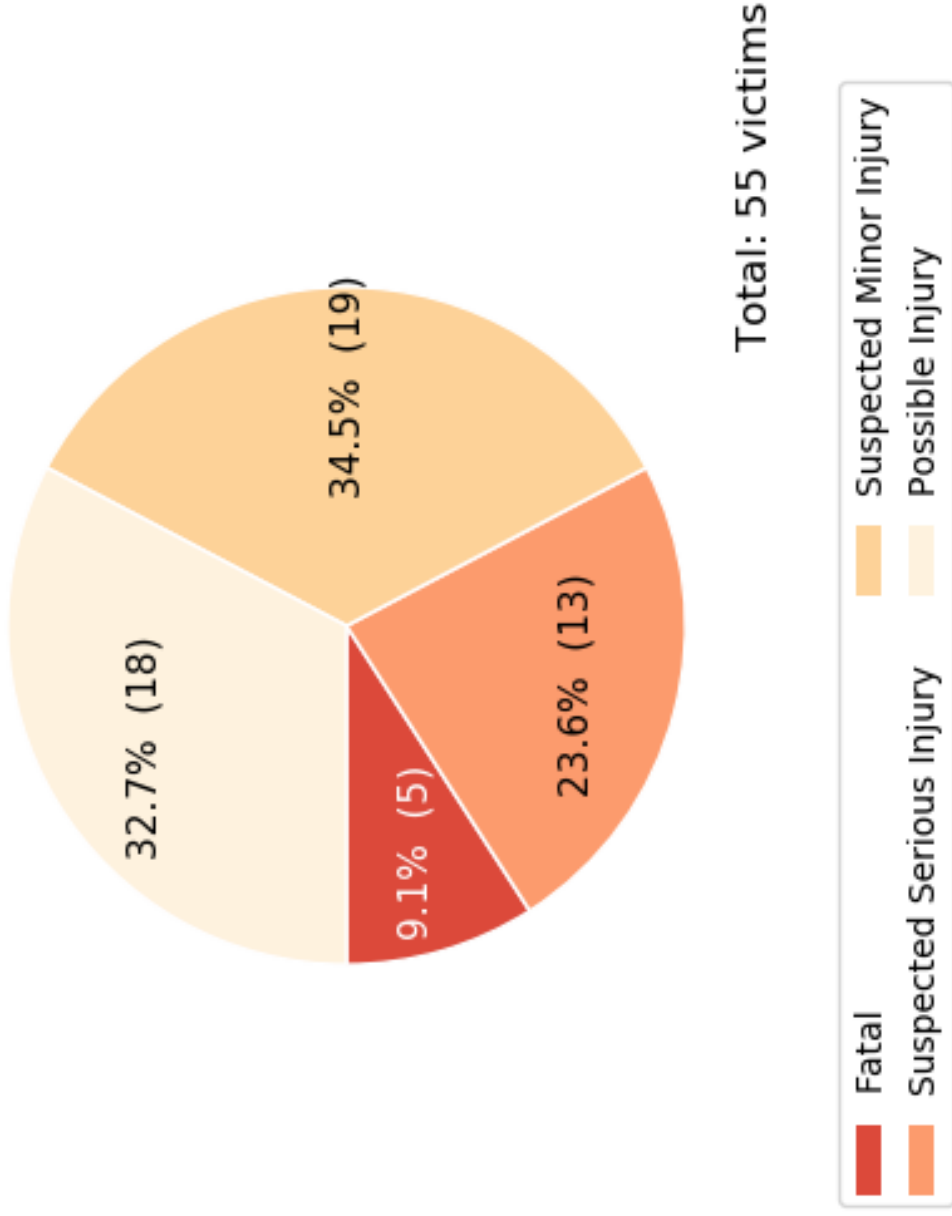
Pedestrian Victim Injury (2013-2017)

by age and gender for children & youth



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Victim Injury (2013-2017) by injury severity



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Collisions (2013-2017) by time of day and day of week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	2	1	0	0	1	0	2	6
06:00PM-08:59PM -	3	1	4	2	2	1	3	16
03:00PM-05:59PM -	1	2	1	2	3	1	0	10
Noon-02:59PM -	0	0	0	1	0	0	0	1
09:00AM-11:59AM -	0	0	1	0	0	0	0	1
06:00AM-08:59AM -	2	1	1	5	7	0	1	17
03:00AM-05:59AM -	0	0	0	0	1	0	0	1
Midnight-02:59AM -	0	0	0	0	0	1	1	2
Total	8	5	7	10	14	3	7	54

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Collisions (2013-2017) by type of violation

Total: 54 Collisions

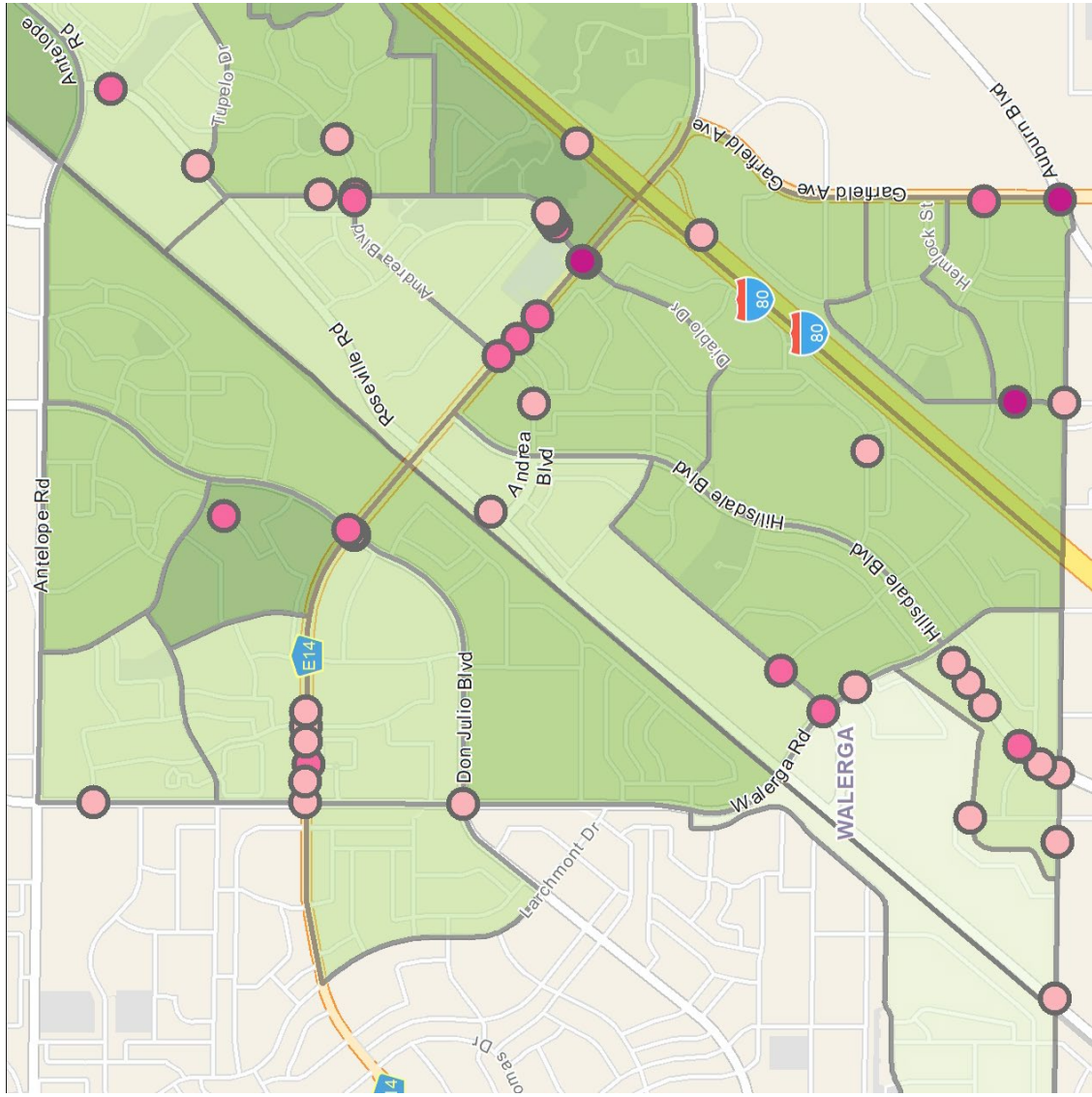
CVC No.	Description	Collision/Percent
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	18 (33.3%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	15 (27.8%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	5 (9.3%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	4 (7.4%)
21952	Driver failure to yield right-of-way to pedestrians on sidewalks	3 (5.6%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	2 (3.7%)
21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	2 (3.7%)
21956	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	2 (3.7%)

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Injury Collisions (2013-2017)

- Collision Severity (2013-2017)**
- Fatal (2)
 - Injury (Severe) (5)
 - Injury (Other Visible) (16)
 - Injury (Complaint of Pain) (29)

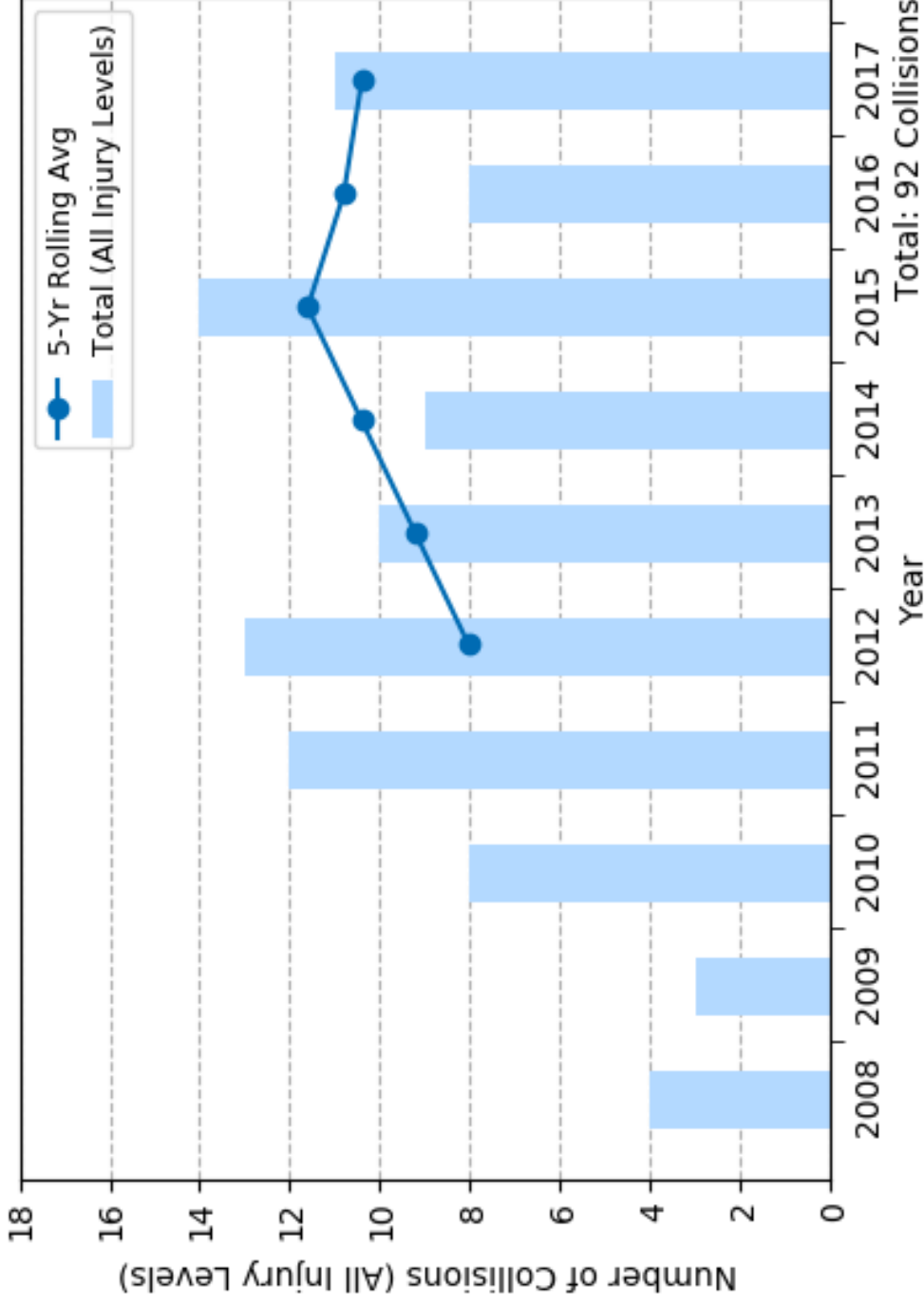
- 2017 Median Household Income**
- < 35K
 - 35K - 50K
 - 50K - 75K
 - > 75K



Data Source:

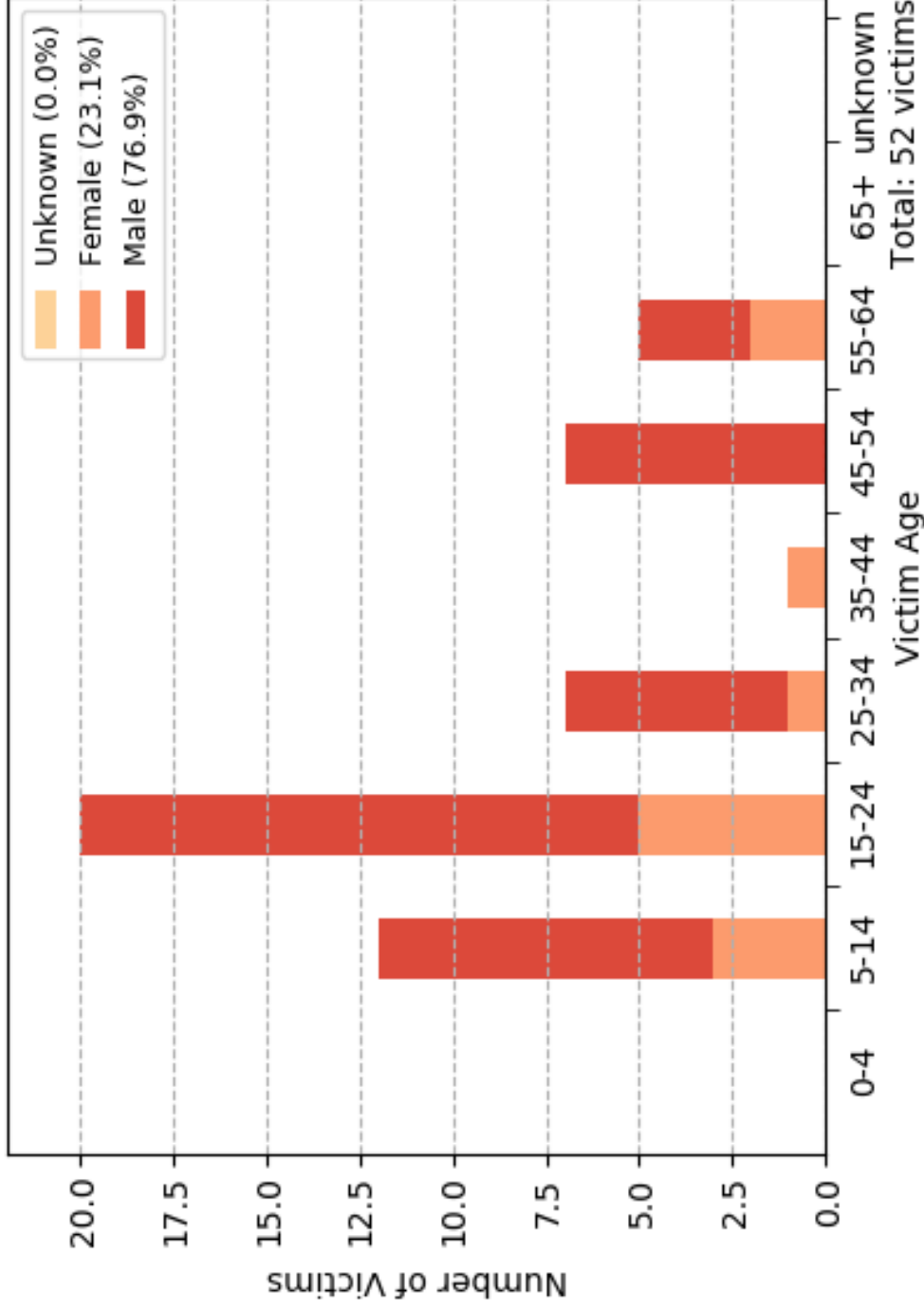
1. Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.
2. ESRI Business Analyst 2017.

Bicycle Injury Collision Trend with 5-year rolling average



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

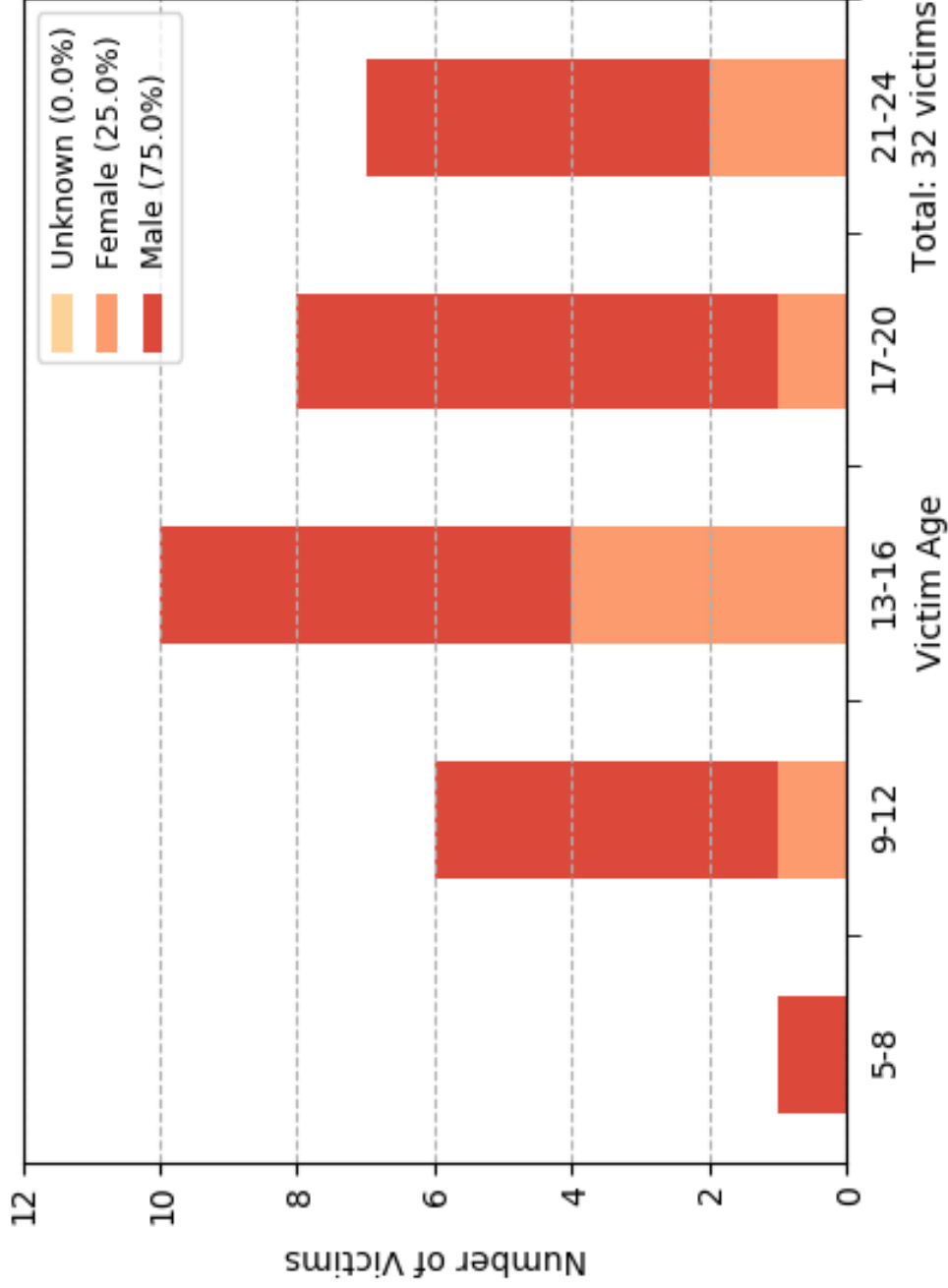
Bicycle Victim Injury (2013-2017) by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

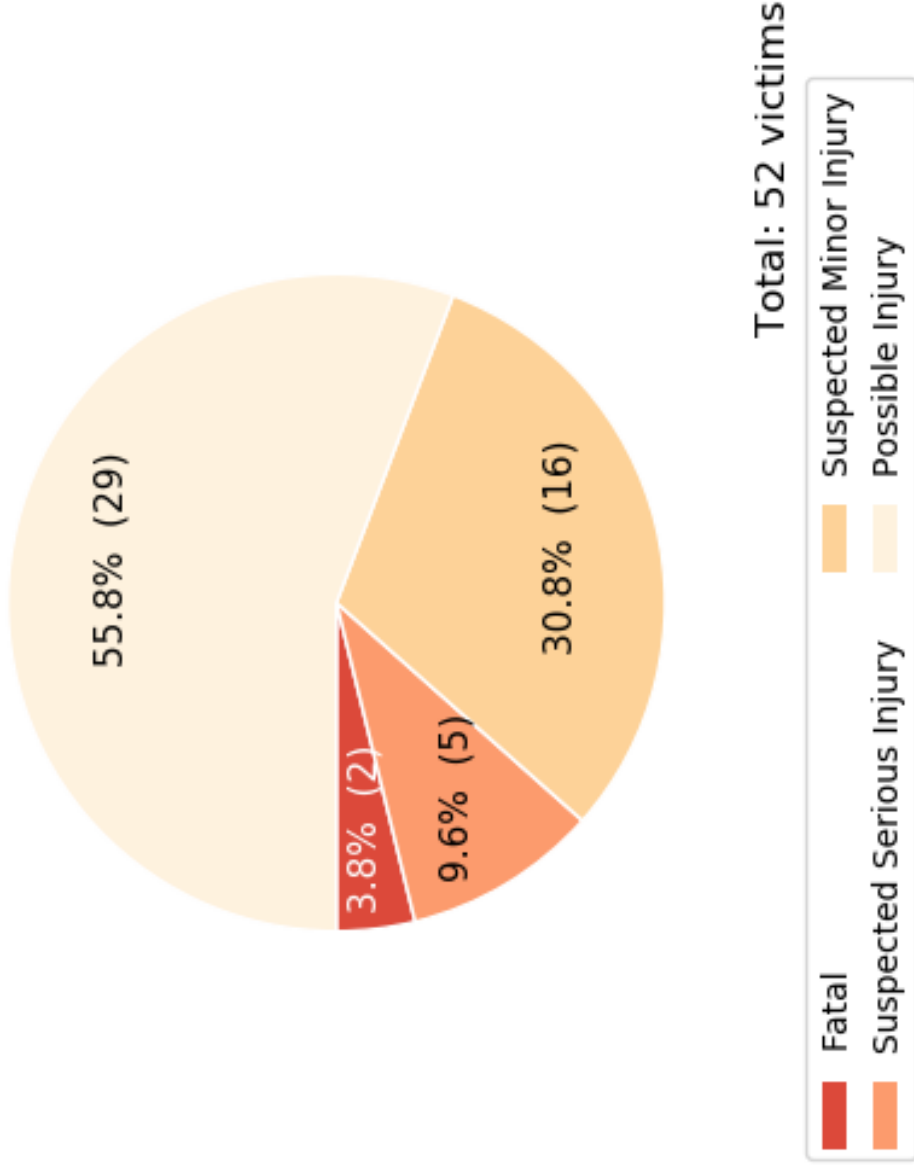
Bicycle Victim Injury (2013-2017)

by age and gender for children & youth



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Victim Injury (2013-2017) by injury severity



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Collisions (2013-2017) by time of day and day of week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	1	0	0	0	1	0	1	3
06:00PM-08:59PM -	2	4	1	0	0	0	1	8
03:00PM-05:59PM -	7	2	3	1	4	1	1	19
Noon-02:59PM -	0	1	1	1	0	1	2	6
09:00AM-11:59AM -	0	1	2	0	0	1	0	4
06:00AM-08:59AM -	4	4	1	1	1	0	0	11
03:00AM-05:59AM -	0	1	0	0	0	0	0	1
Midnight-02:59AM -	0	0	0	0	0	0	0	0
Total	14	13	8	3	6	3	5	52

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Collisions (2013-2017) by type of violation

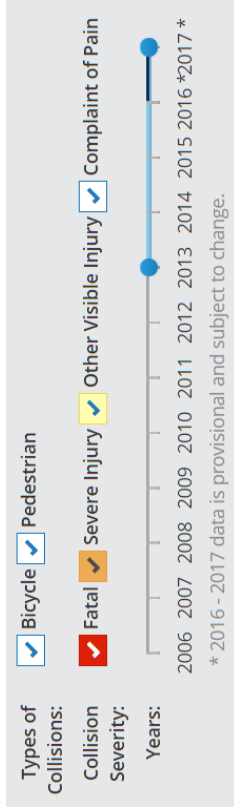
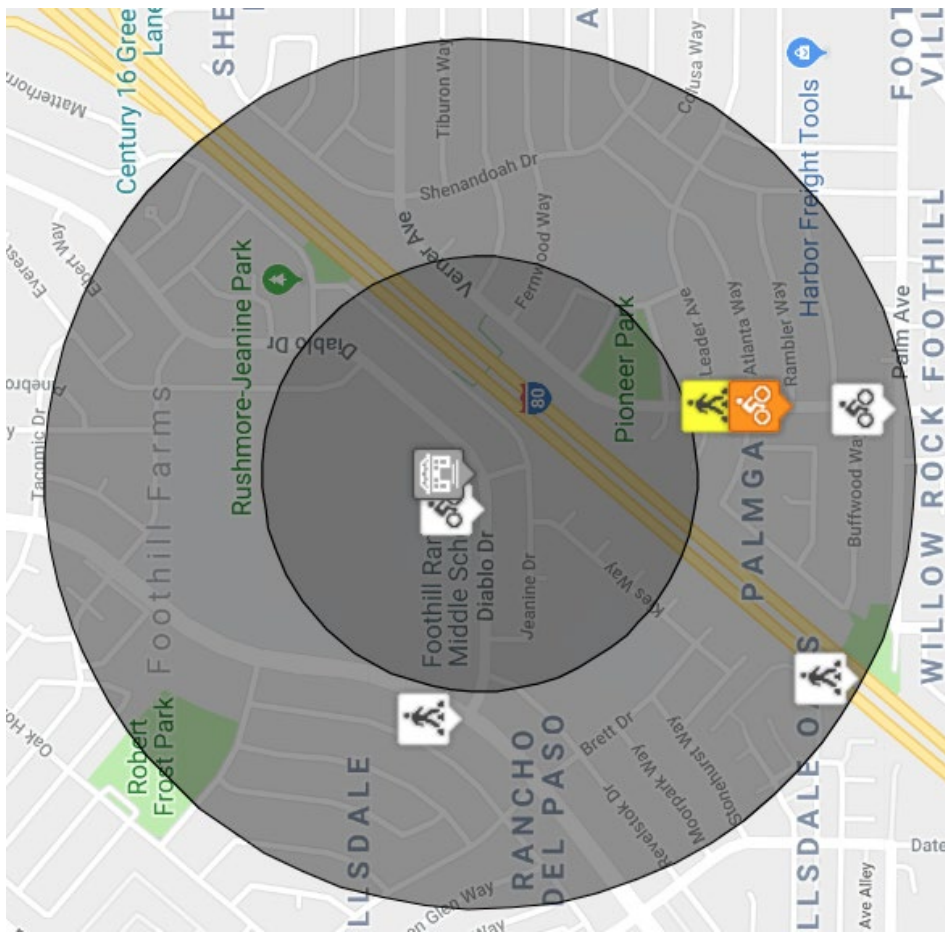
Total: 52 Collisions

CVC No.	Description	Collision/Percent
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	22 (42.3%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	10 (19.2%)
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	4 (7.7%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	4 (7.7%)
21202	Bicyclist failure to ride on right edge of roadway if riding below the normal speed of traffic	3 (5.8%)
21800	Failure to yield right-of-way at intersection, including failure to yield to vehicles already in the intersection, on a continuing highway, or on their right side in an intersection, or safely when an intersection is controlled	2 (3.8%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign / Driver failure to stop for a stop sign before a limit line; otherwise, a crosswalk or intersection entrance Driver failure to stop at limit line before railroad; or, before entering	2 (3.8%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	1 (1.9%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	1 (1.9%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	1 (1.9%)

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian and Bicycle Collisions (2013-2017)

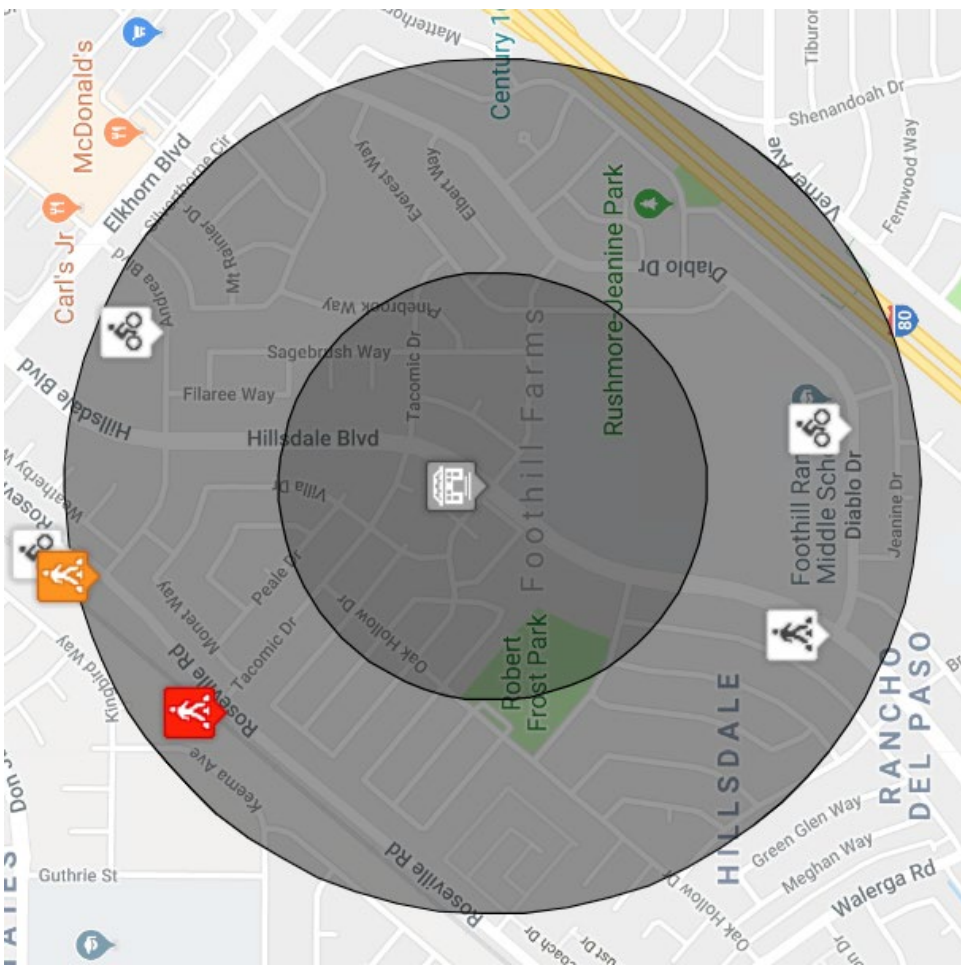
Foothill Ranch Middle
 5001 Diablo Drive, Sacramento, CA
 Sacramento County
 CDS: 34765056059232



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
< 1/4 mi.	0	0	0	1	0	1	1
1/4 - 1/2 mi.	0	1	1	4	4	2	6
Total	0	1	1	5	4	3	7

Pedestrian and Bicycle Collisions (2013-2017)

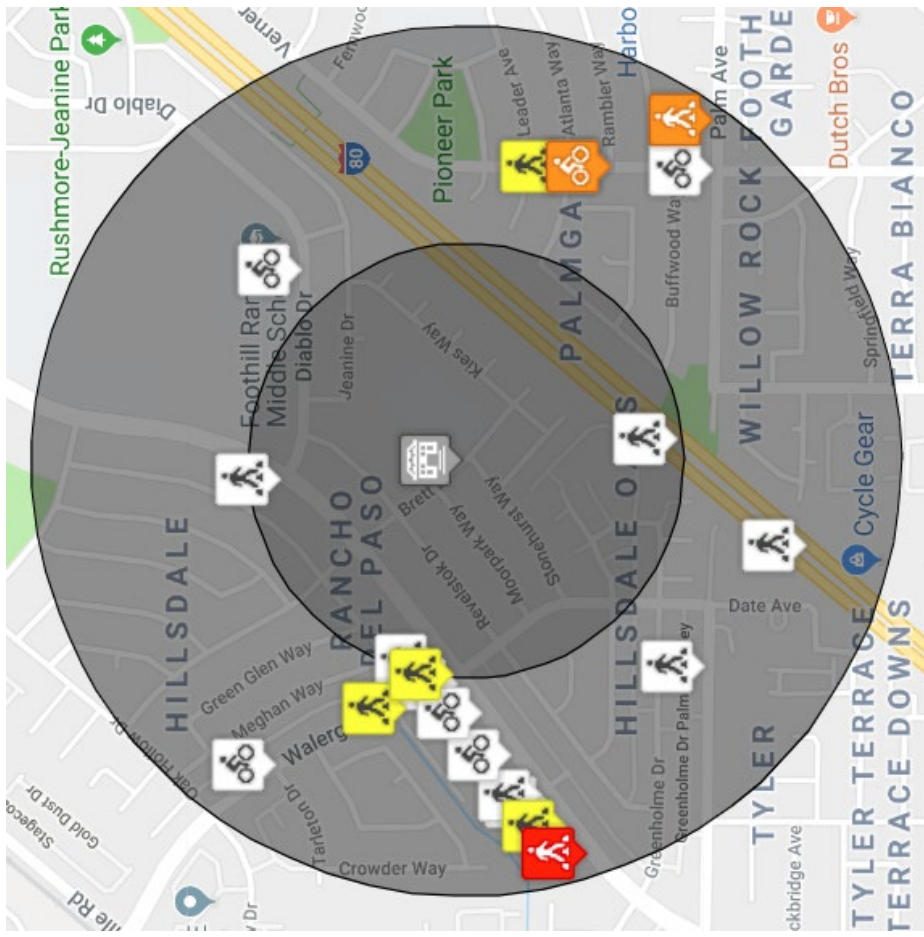
Foothill High
 5000 McCloud Drive, Sacramento, CA
 Sacramento County
 CDS: 34765053433265



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<1/4 mi.	0	0	0	0	0	0	0
1/4 - 1/2 mi.	1	1	0	4	3	3	6
Total	1	1	0	4	3	3	6

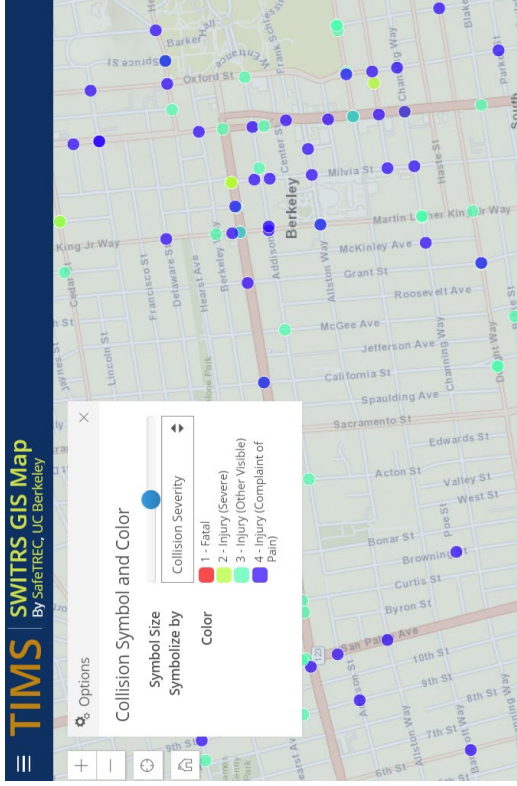
Pedestrian and Bicycle Collisions (2013-2017)

Woodridge Elementary
5761 Brett Drive, Sacramento, CA
Sacramento County
CDS: 34765056066682



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	0	1	3	4	0	4
¼ - ½ mi.	1	2	3	11	10	7	17
Total	1	2	4	14	14	7	21

Additional Resources



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.

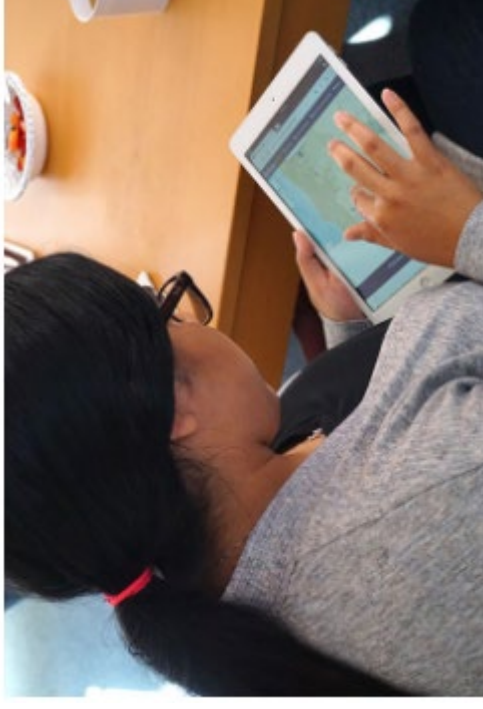
<https://tims.berkeley.edu>



Street Story

Street Story is a tool for collecting community feedback on transportation safety issues. Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

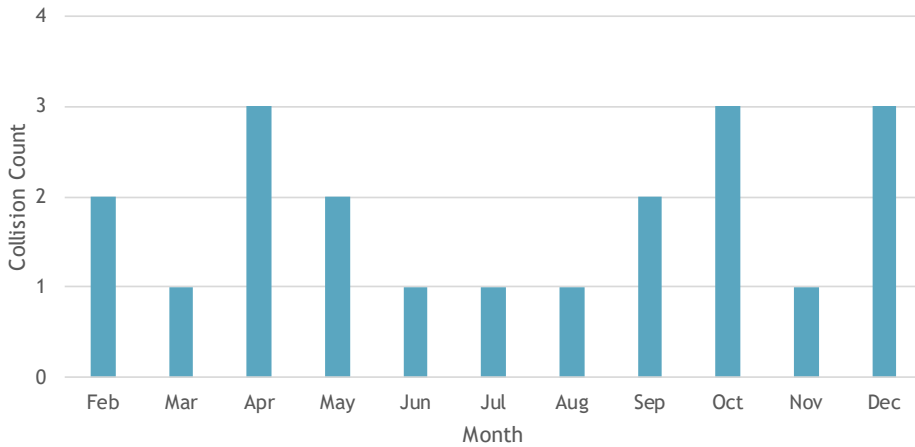
<https://streetstory.berkeley.edu>



Foothill Farms CPBST Supplemental Data 2019

I. WHAT HAPPENED IN 2015?

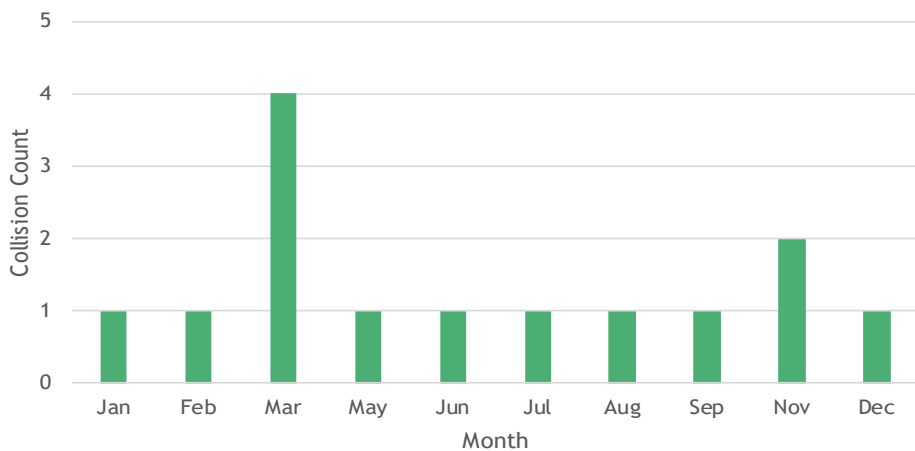
PEDESTRIAN COLLISIONS BY MONTH (2015)



TOTAL: 20 COLLISIONS

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2015.

BICYCLE COLLISIONS BY MONTH (2015)

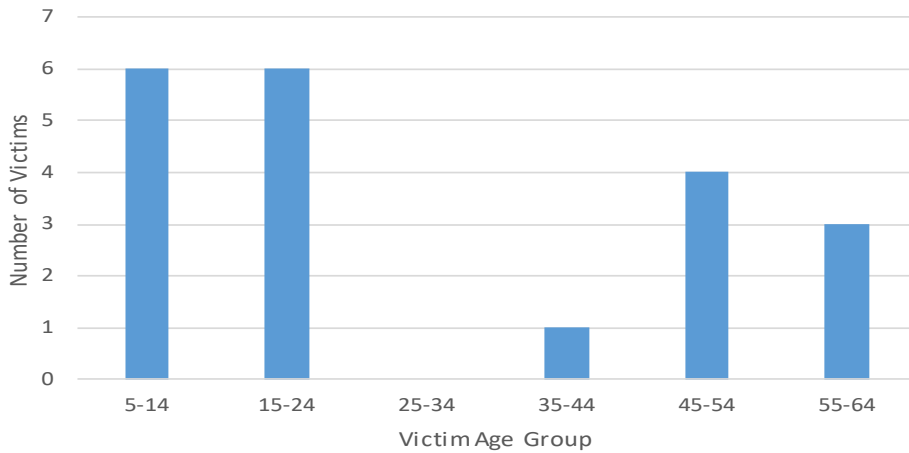


TOTAL: 14 COLLISIONS

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2015.

II. VICTIM BREAKDOWN BY AGE (2015)

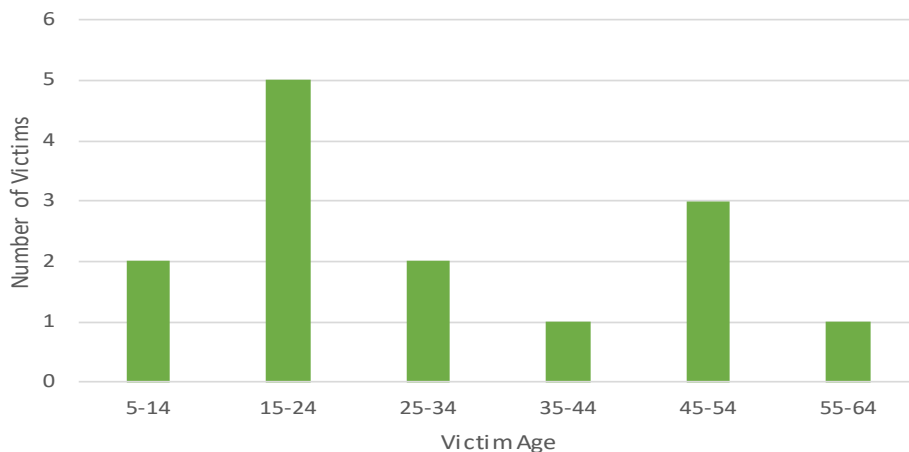
PEDESTRIAN VICTIM BY AGE (2015)



TOTAL: 20 VICTIMS

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2015.

BICYCLIST VICTIM BY AGE (2015)



TOTAL: 14 VICTIMS

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2015.

III. CALIFORNIA VEHICLE CODE SUBSECTIONS EXPLAINED

PEDESTRIAN COLLISIONS UNDER C.V.C 21950

18 COLLISIONS

C.V.C	DESCRIPTION	COLLISION (%)
21950 (A)	A driver of a vehicle shall yield to the right-of-way to a pedestrian within any marked or within any unmarked crosswalk at an intersection.	11 (61.1%)
21950 (B)	A pedestrian must exercise due care when crossing the street. No pedestrian may walk or run into the path of a vehicle.	7 (38.9%)

BICYCLE COLLISIONS UNDER C.V.C 21650

22 COLLISIONS

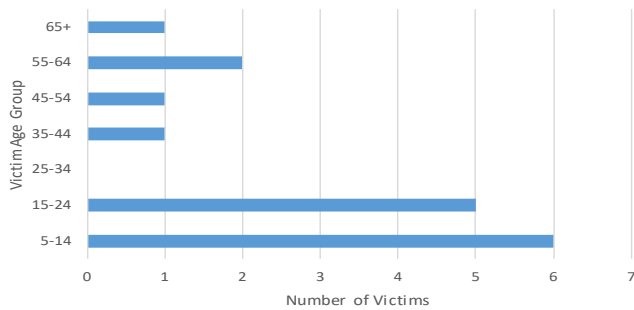
C.V.C	DESCRIPTION	COLLISION (%)
21650	A vehicle shall ride on the right side of the roadway, with exceptions.	14 (63.6%)
21650.1	A bicycle shall maneuver in the same direction as other vehicles as required on the roadway.	8 (36.4%)

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017.
Collision data for 2016-2017 are provisional as of December 2018.

IV. VICTIM TRENDS DURING PEAK COLLISION HOURS

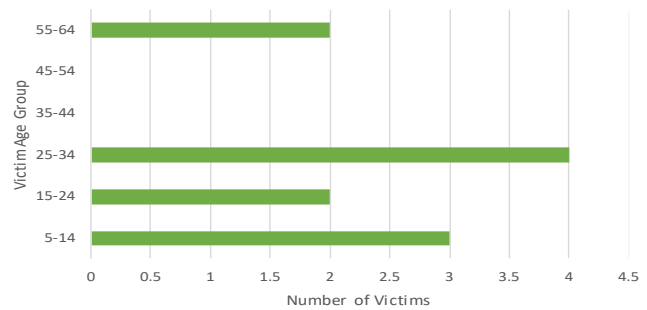
WEEKDAY MORNING COMMUTE: 6am - 9am

AM PEDESTRIAN VICTIMS (2013 - 2017)



TOTAL: 16 VICTIMS

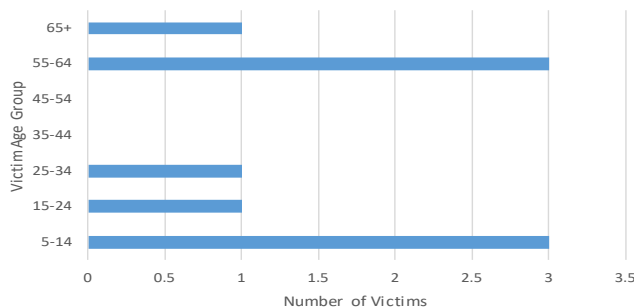
AM BICYCLIST VICTIMS (2013 - 2017)



TOTAL: 11 VICTIMS

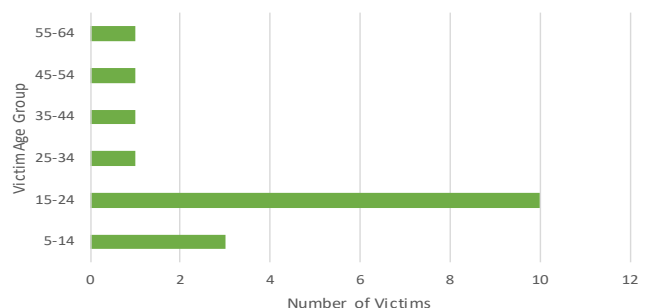
WEEKDAY EVENING COMMUTE: 3pm - 6pm

PM PEDESTRIAN VICTIMS (2013 - 2017)



TOTAL: 9 VICTIMS

PM BICYCLIST VICTIMS (2013 - 2017)



TOTAL: 17 VICTIMS

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017.
Collision data for 2016-2017 are provisional as of December 2018.