Safe Streets for All Action Plan - Engaging the Community of Oceano

Stephen Hanamaikai- Transportation Planner
SS4A Action Plan Components

- Leadership Commitment & Goal Setting
- Planning Structure
- Equity
- Engagement & Collaboration
- Policy & Process Changes
- Progress & Transparency

Components:
- Safety Analysis
- Strategy & Project Selections
- Finalized or Updated 2018-23
Action Plan Objectives

- Build on existing plans, projects, engagement, analyses
- Fill in the gaps—systemic safety analysis
- Engage communities in meaningful ways, emphasizing outreach to underserved communities
- Build capacity within our organization to identify needs & invest effectively
- Adopt regional Vision Zero or Towards Zero Deaths policy, emphasizing safety for vulnerable road users
- Identify new projects, and capture subset of existing projects, under SLOCOG Action Plan umbrella
Engaging the Community of Oceano

- Compact & well-suited for walking & biking trips
- Oceano Elementary School - the Heart of the Community
Empowering the Community
Sidewalk Networks Near Schools

**STREET TO SIDEWALK LENGTH**

<table>
<thead>
<tr>
<th>Location</th>
<th>Streets</th>
<th>Sidewalks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grover Beach</td>
<td>25</td>
<td>14</td>
</tr>
<tr>
<td>Oceano</td>
<td>20</td>
<td>8</td>
</tr>
<tr>
<td>Fairgrove</td>
<td>17</td>
<td>11</td>
</tr>
<tr>
<td>Harloe</td>
<td>16</td>
<td>13</td>
</tr>
<tr>
<td>Grover Heights</td>
<td>15</td>
<td>8</td>
</tr>
<tr>
<td>Dana</td>
<td>13</td>
<td>6</td>
</tr>
</tbody>
</table>

[Diagram showing data for different locations regarding street to sidewalk length.]
Sidewalk Networks Near Schools

- Other (please specify)
- Weather or climate (rain, cold, etc.)
- Sufficient bike parking/storage
- Violence or crime
- Lack of crossing guards
- Safety of intersections and crossings
- Quality or lack of sidewalks or paths
- Availability of adults to walk or bike with
- Hills or inclines along route
- Amount of traffic along route
- Speed of traffic along route
- Multiple students at different schools
- Physical health/ability of student
- Student’s before or after school activities
- Getting to work
- Time of day
- Convenience of driving
- Distance
- None of the above

Graph showing the frequency of various factors affecting sidewalk networks near schools.
Bicycle & Pedestrian Crashes

The graph shows the number of crashes from 2017 to 2022. The data indicates a peak in 2019, with a gradual decline after that year.
Context Sensitive Solutions

**Speed and Volume**
Appropriate on local streets with low volumes and low speed. Speed and volume management may be necessary to create desired operating conditions.

**Network**
Local residential roadways. Not for through motor vehicle travel.

**Land Use**
For use inside of built-up areas to connect biking and walking routes in small town street networks.
Context Sensitive Solutions

Speed and Volume
Appropriate on streets with moderate volumes and moderate speed. May function on multilane streets with heavy traffic but fails to provide a low-stress experience in this condition, which would appeal to larger numbers of bicyclists.

Safety Benefits:
Bicycle Lane Additions can reduce crashes up to:

- **49%** for total crashes on urban 4-lane undivided collectors and local roads.\(^6\)
- **30%** for total crashes on urban 2-lane undivided collectors and local roads.\(^6\)
Context Sensitive Solutions

**Speed and Volume**

Sidewalks are recommended on all but the most low-speed and low-volume roadways.

**Safety Benefits:**

Sidewalks

65-89% reduction in crashes involving pedestrians walking along roadways.
Empowering the Community
Empowering the Community

- Warner + 19th
  - Consolidate to 1 crossing
  - Reassess parking
  - Improve signage
- Paso Robles + 19th
  - Complete crossings
  - Reduce speeds
- Paso Robles + 17th
  - Improve stop/yield compliance
  - AM/Parking length? Enforcement?
- Wilmart + 17th
  - No sidewalks
  - High speeds

**Challenges**
- Hills
- Need more controls at crossings
- Assess morning/afternoon
- Pick-up/drop-off
- Maneuvering strollers

**Ideas**
- Time of day regulations (no park AM + PM)
- Drop off space off street
  - Around 17th/Paso Robles
- More crossing guards
- Increase support!
- Increase driver education
- Ped safety education
Key Information

- Population (2020 American Community Survey)
- Total # of vehicle-involved fatalities (5-years)
  - Fatality Analysis Reporting System (FARS)
- Total average annual fatality rate per 100k population
  - (# fatalities/5-years)/pop. * 100k)
- Total Percent of population in Underserved Communities Census Tracts
  - USDOT Equitable Transportation Community Explorer
  - Climate and Economic Justice Screening Tool
  - Including rural communities (<200,000)
Tips from USDOT

1. For those requesting to create a new Action Plan: Most FY 2022 Action Plan Grant applicants received an award.
2. Coordinate with relevant jurisdictions before applying, especially 2022 award recipients
3. Letters of support provide minimal value
4. Budget and funding request should reflect level of effort needed to administer Federal grant
5. One application per applicant submitted through Valid Eval, not Grants.gov
6. Include supplemental planning and demonstration projects in all applications
Questions?

Stephen Hanamaikai
shanamaikai@slocog.org