

Community Focus Statement B: Ensure safe and effective mobility options that accommodate the community’s needs throughout the year.

Action Statement B.1: Advocate and collaborate with the County to identify public safety concerns and areas along Oak Glen Road that reduce vehicular and pedestrian issues for local residents and visitors.

B

Benchmark: Document and prioritize public safety issues and needed improvements in the Oak Glen community, and meet/communicate with the County regularly.

Champion: Volunteer group or person or can be identified by the community

Estimated Cost: Variable.



Protected bicycle path along a main roadway. Photo source: [Holly Hudson](#)

Pedestrian and vehicle safety is critical in small rural communities, as the rural character is not consistent with safety-improving infrastructure such as street lighting, sidewalks, and other pedestrian amenities found in larger cities. However, some rural communities such as Oak Glen have increased vehicular and pedestrian activity at specific times of the year that require consideration of public safety. Oak Glen Road, as it travels through Oak Glen, is currently a rural two lane road without pedestrian amenities or lighting. The roadway can accommodate high vehicle operating speeds and as a consequence, it presents challenges to pedestrians walking along or crossing the road.

A number of remedies could be implemented to improve the safety of pedestrians along Oak Glen Road (see table below). Potential improvements include flashing pedestrian signage at unprotected crosswalks, buffer areas between travel lanes and bicycle lanes, and street lighting. In order to best coordinate future mobility and safety along the roadway, a mobility plan should be completed in order to better understand the opportunities and challenges for pedestrians along the corridor and in order to develop a plan for future improvements to Oak Glen Road. The first step to improve public safety along Oak Glen Road is identification of public safety concerns and areas needing improvement by community members, county sheriff and county public works. The second step is to fund and complete a safety or mobility plan (Action statement B.2). The third step is to construct traffic calming improvements (Action statement B.3).

Potential Improvement	Cost (typical per item)
Safety Plan	\$75,000–\$100,000
Wired Streetlights	\$6,000–\$7,000 per light
Solar Streetlights	\$5,000–\$6,000 per light
Street Signs	\$800–\$1,000 per sign
Striped Crosswalks	\$1,000–\$5,000 per crosswalk
Traffic Signals	\$250,000–\$300,000 per signal
Sidewalks	\$20 per square foot

Action	Action Leader	Timeline	Resources
1. Hold a public meeting to create a Public Safety Committee	Champion	Year 1	How to Prepare a Pedestrian and Mobility Plan
2. Identify areas that require improvements; document and prioritize needs.	Public Safety Committee	Year 1	http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical-manuals/mobility-plan_how-to.pdf
3. Meet with County departments to compare community identified areas with County identified areas	Public Safety Committee	Year 1	Special Districts
4. Finalize and prioritize list of areas requiring improvements	Public Safety Committee	Year 1 – Year 3	http://www.specialdistricts.org/ County Sheriff http://yucaipapolice.org/ County Public Works-Traffic Division http://cms.sbcounty.gov/dpw/Transportation.aspx