

Woodward Park Neighborhood, Fresno Summary and Recommendations Report

Community Pedestrian and Bicycle Safety Training Program



Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make the area around Woodward Park a safer place to walk and bike. In particular, their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes. We also want to acknowledge Monica Curiel for providing simultaneous interpretation during the workshop.

We also want to acknowledge the Yokuts peoples as the traditional land caretakers of the greater Fresno area.

Planning Committee

Aly Tawfik	Fresno State Transportation Institute
Andrew Kloose	Fresno City Council, District 2
Anthony Molina	Fresno County Bike Coalition
Carla Gonzalez	City of Fresno Public Works
Gloria Hensley	Fresno County
Jill Gormley	City of Fresno Public Works
John Shelton	San Joaquin River Conservancy
Laura Gromis	U.S. Green Building Council (USGBC) Central California; City of Fresno Bicycle and Pedestrian Advisory Committee (BPAC) District 4 Representative
Matthew Woodward	City of Fresno Bicycle and Pedestrian Advisory Committee (BPAC) District 2 Representative
Mike Karbassi	Fresno City Councilmember, District 2
Nicole DeMera	Fresno City Council, District 6
Sheila Hakimipour	Urban Diversity Design
Steven Bradley	City of Fresno Bicycle and Pedestrian Advisory Committee (BPAC) District 6 Representative

This report was prepared by:

California Walks

Marina Ramirez
Vane Fernandez

<https://calwalks.org>

University of California, Safe Transportation and Education Center (SafeTREC)

Garrett Fortin
Katherine Chen

<https://safetrec.berkeley.edu>

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

Contents

Acknowledgments.....	2
Table of Contents.....	3
<u>Introduction</u>	4
<u>Background</u>	6
Pedestrian and Bicycle Crash History.....	7
Woodward Park Workshop Boundaries.....	8
Pedestrian Crashes.....	8
Bicycle Crashes.....	9
Public Records Request Crashes.....	9
<u>Walking and Biking Assessment</u>	10
Route 1: Audubon Drive.....	10
Route 2: North Friant Road.....	13
<u>Recommendations</u>	16
Community Recommendations.....	18
Project Team Recommendations.....	26
Appendix.....	28

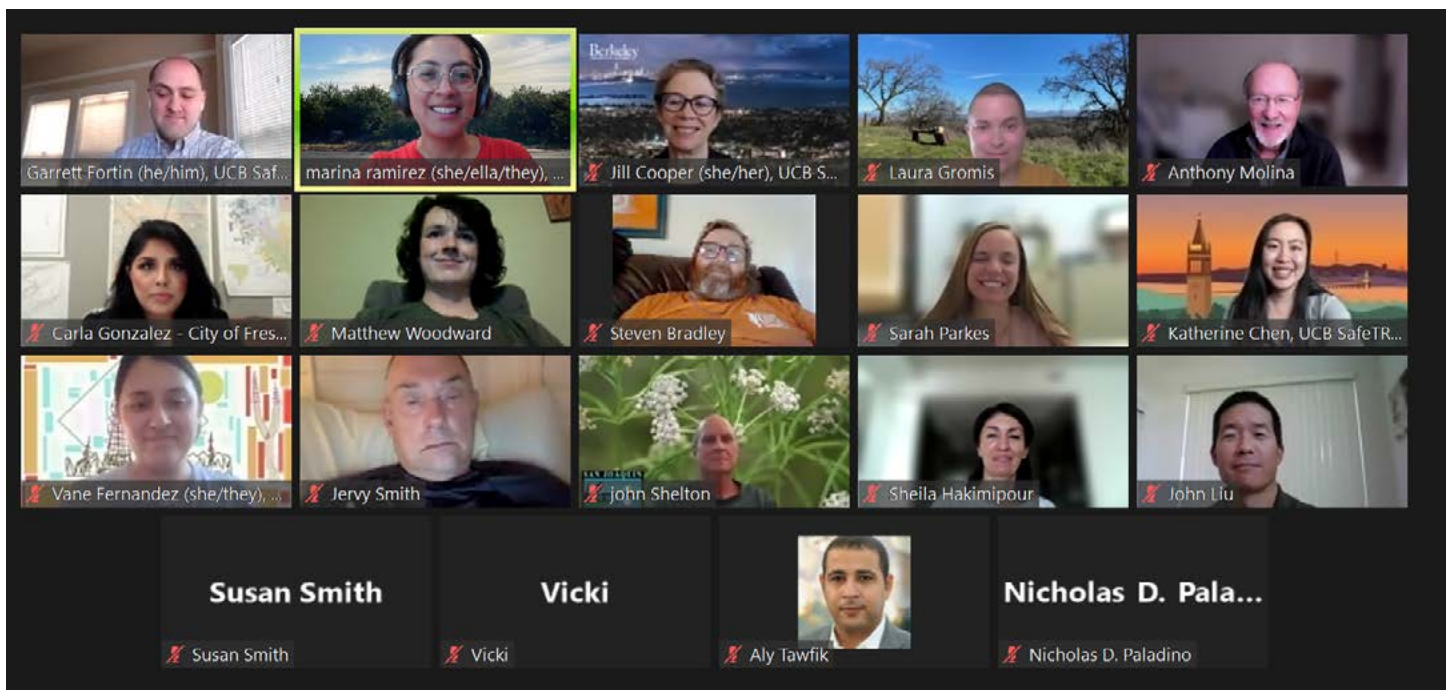
Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks & SafeTREC (Project Team) work with the local Planning Committee, a group of community stakeholders, over the course of 2-3 months to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The virtual workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns, and develop preliminary action plans for priority infrastructure and community programs.

The Woodward Park CPBST workshop was held virtually and convened about 20 participants on June 16, 2022, including residents, and representatives from the City of Fresno BPAC, City of Fresno Public Works, Fresno City Council Districts 2 and 6, Fresno County, Fresno County Bike Coalition, Fresno State Transportation Institute, San Joaquin River Conservancy, and Urban Diversity Design. USGBC Central California requested the CPBST workshop to:

1. Increase safety for bicyclists and pedestrians around Woodward Park;
2. Improve the walking and biking experience in Fresno; and
3. Create a vision shared by the community of park users.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project implementation.



Safe System Framework

The Project Team adapted the Federal Highway Administration's Safe System framework to make them more impactful for grassroots community engagement. The Safe System approach aims to eliminate all fatal and serious injuries. We emphasize equity as a central component and acknowledge the critical need to strengthen partnerships between transportation professionals and the communities they serve in order to create safe streets for everyone. Our Safe System approach improves safety for all road users through the principles and the multiple layers of protection seen in the graphic below.

For more information about the Safe System Approach, please review our policy brief available at: <https://bit.ly/SafeSystemApproach>. To learn more about Safe System strategies, please review our toolkit available at: <https://bit.ly/CPBSTToolkit>.



Background

Woodward Park is a municipal park of regional significance located in the city of Fresno in Fresno County. Per OTS Crash Rankings, in 2019, Fresno ranked 15th out of 15 cities of similar population size for people killed or injured in a traffic crash (with a ranking of “1” indicating the worst). It ranked 15th for pedestrian crashes and 15th for bicycle crashes. This ranking indicates a low number of injury crashes, relative to similarly-sized cities.

However, in discussions with the Planning Committee, it became clear that several injury crashes involving pedestrians or bicyclists near Woodward Park were not present in the data. This is likely related to the fact that many non-fatal injury crashes that occurred from 2016-2019 on non-state highways in Fresno appear to be missing from the publicly-available data set. Crash data from 2020 onward do not show the same pattern¹ of missing crashes.

Planning committee members emphasized that Woodward Park attracts many users from across Fresno and that Census data would not reflect park users. That said, nearby residents may be potential park users. Taken together, the neighborhoods around Woodward Park are affluent, with only 6% of households below the poverty line in 2021, according to Esri Community Analyst. One in five (20 percent) of these local residents was 65 or older and 19 percent of households had at least one person with a disability. When considering how people access the park, planners should keep these local residents in mind.

¹ Detailed summaries of crash data by year are available in the “Missing Data Presentation (Fresno Non-State Highway Crashes, 2015 to 2020)” on [page 39 in the Appendix](#).

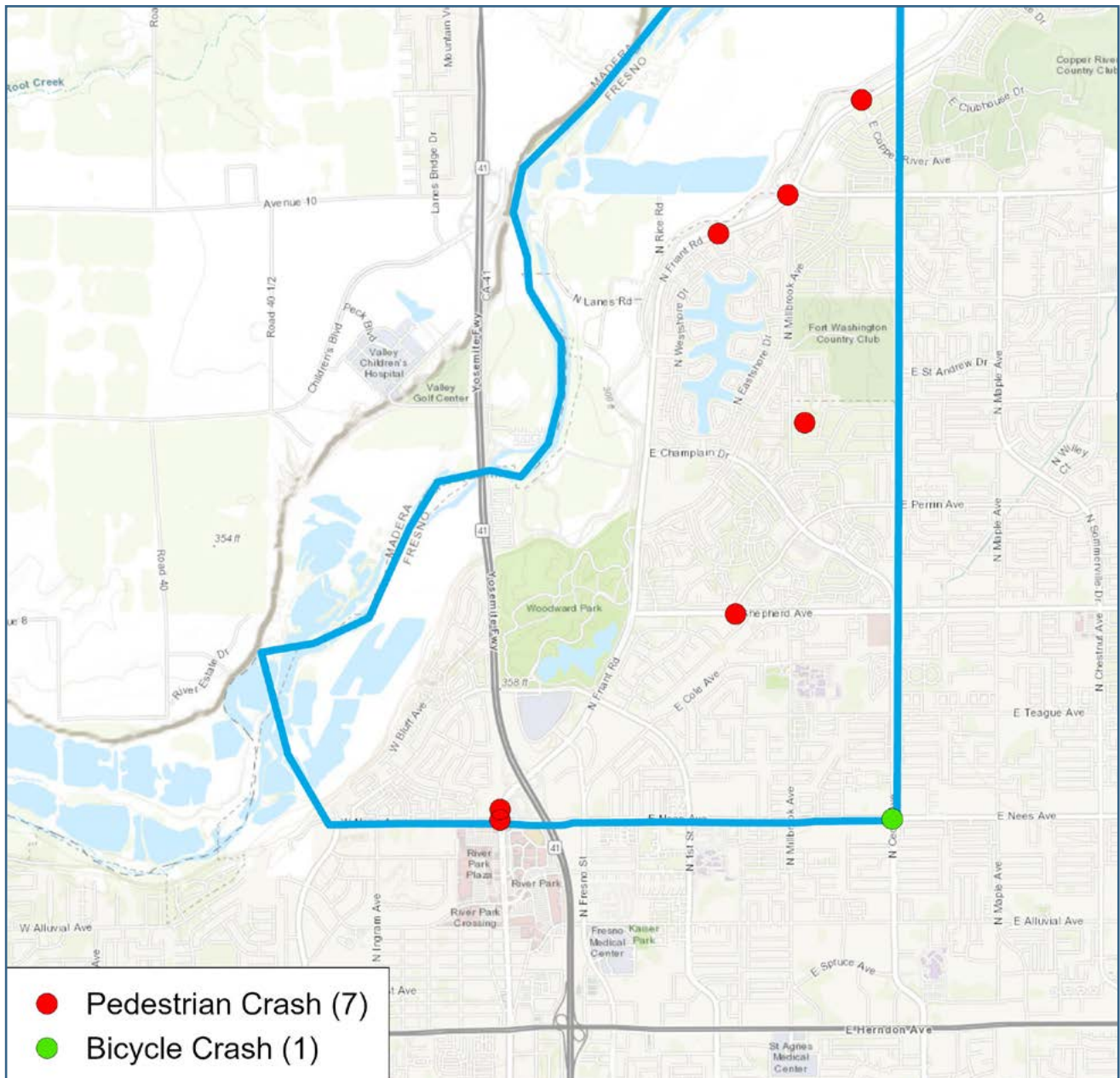
Local Policies and Plans

The [Fresno Systemic Local Roadway Safety Plan 2020](#) identifies the Audubon Drive/ Friant Road intersection amongst the top ten high risk corridors and intersections in the City of Fresno. The intersection was also selected for safety project enhancements. Proposed improvements that overlap with this CPBST report recommendations include high visibility crosswalks, leading pedestrian intervals, moving vehicle limit lines back from crosswalks, installing pedestrian-scale lighting, and pedestrian crossing signage.

The [City of Fresno Active Transportation Plan 2017](#) identifies a priority bikeway network and priority pedestrian improvement areas for the City to focus on that will provide lower stress and safety infrastructure improvements. The Lewis S. Eaton Share-Used Trail between East Copper Avenue and East Audubon Avenue is identified as a priority bikeway, but there are no bike routes crossing North Friant Road to enter Woodward Park identified in the priority bikeway network.

The [San Joaquin River Parkway Master Plan 2018](#) shares an example of how bike routes leading to Woodward Park can be developed through collaborative efforts. The Lewis S. Eaton Trail, between Woodward Park and the River Center was implemented through a three way partnership. Fresno County owned the land, the River Parkway Trust raised the capital funding, and the City of Fresno committed to long-term operation and management.

Pedestrian and Bicycle Crash History



Pedestrian and bicyclist crashes in the Woodward Park area of Fresno between 2016 to 2020.

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians¹ and bicyclists nearby Woodward Park. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2011 to 2020. Crash data for 2020 is provisional as of May 2022. A full discussion of the pedestrian and bicycle crash data can be found in the Appendix.

The map shows all of the crashes within the workshop boundaries in which a person was injured and that involved a pedestrian or bicyclist from 2016 to 2020.

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.

Woodward Park Workshop Boundaries

The workshop focused on the streets nearby Woodward Park, primarily Audubon Drive and North Friant Road, but to get a more complete view of the safety issues facing road users in the area around the park, the Planning Committee opted to look at a larger area. The area, seen in the map on the prior page, was roughly a triangle with Nees Ave forming the southern boundary, Cedar Avenue and a line continuing north from it forming the eastern boundary, and the San Joaquin River forming the northwestern boundary.

Pedestrian Crashes

Identifying the 10-year trend in pedestrian crashes is difficult due to the previously-mentioned missing data from 2017 to 2019. Among the data that are available from 2016 to 2020, there were two fatal pedestrian crashes and a severe injury crash on the northern end of North Friant Road. Another fatal pedestrian crash occurred on Bunker Hill Drive in a residential area. There were two minor injury crashes at the North Friant Road/West Nees Avenue intersection. Of the seven pedestrian crashes, three (42.9%) occurred between 6 PM and 9 PM. The most common primary crash factor, reported for two (28.6%) of these crashes, was unsafe starting or backing of a vehicle.²

Among the seven victims of these seven pedestrian crashes, there were three fatalities and one serious injury, together comprising over half (57.1%) of total injured victims. Three of the victims (42.9%) were adults age 65 or older. All seven victims were male.

Free SafeTREC Data Resources

The **Transportation Injury Mapping System (TIMS)** is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data. TIMS is available at: <https://tims.berkeley.edu>.

Street Story is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical assistance to communities and organizations interested in using Street Story. The platform and the information collected is free to use and publicly available. Street Story is available at: <https://streetstory.berkeley.edu>.

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.

Bicycle Crashes

There was one bicycle crash reported in the Woodward Park focus area from 2016 to 2020. Prior to 2016, there were at least two bicycle crashes each year from 2011 to 2015, with a peak of four bicycle crashes in 2014. The single reported bicycle crash was fatal. It occurred in 2017 at the East Nees Avenue/Cedar Avenue intersection.

During the preparation for the workshop, the local Planning Committee shared sources in the media of other crashes nearby Woodward Park that involved fatally or seriously injured bicyclists. One such crash, involving a seriously-injured bicyclist, occurred on July 2, 2019 at the Audubon Drive/Quincy Avenue intersection ([Fresno Bee](#), subscriber-only). Some of the crashes occurred after the period of crash data analyzed here. For example, on January 12, 2022, a fatal crash involving a bicyclist occurred at the North Friant Road/Audubon Drive intersection ([Fresno Bee](#), subscriber-only).

Public Records Request Crashes

In response to the missing data described in the Background section above, the Planning Committee submitted a public records request to the City of Fresno for injury crashes on the main roads in the focus area from 2016 to 2020. The city shared crash data with the Planning Committee based on this request, which included five pedestrian crashes, five bicyclist crashes, and one crash involving a micromobility device such as an e-scooter. Only one of these crashes, a pedestrian crash in 2020, is in SWITRS. Another of the crashes was the severe bicyclist crash at Audubon Drive/Quincy Avenue described in the news article above.

Of the remaining nine crashes, there were three severe injury crashes: a pedestrian crash at the Friant Road/Fort Washington Road intersection, a bicyclist crash on Cedar Avenue near the Richmond Avenue intersection, and a micromobility device crash at the Nees Avenue/Audubon Drive intersection. There were three minor injury pedestrian crashes: at the Champlain Drive/Fort Washington Road intersection, on Cedar Avenue near the Teague Avenue intersection, and at the Nees Avenue/Maroa Avenue intersection. There are also three minor injury bicyclist crashes: on eastbound Audubon Drive at the SR 41 overpass, at the Champlain Drive/Hickory Hill Drive intersection, and near the Friant Road/Copper Avenue intersection.

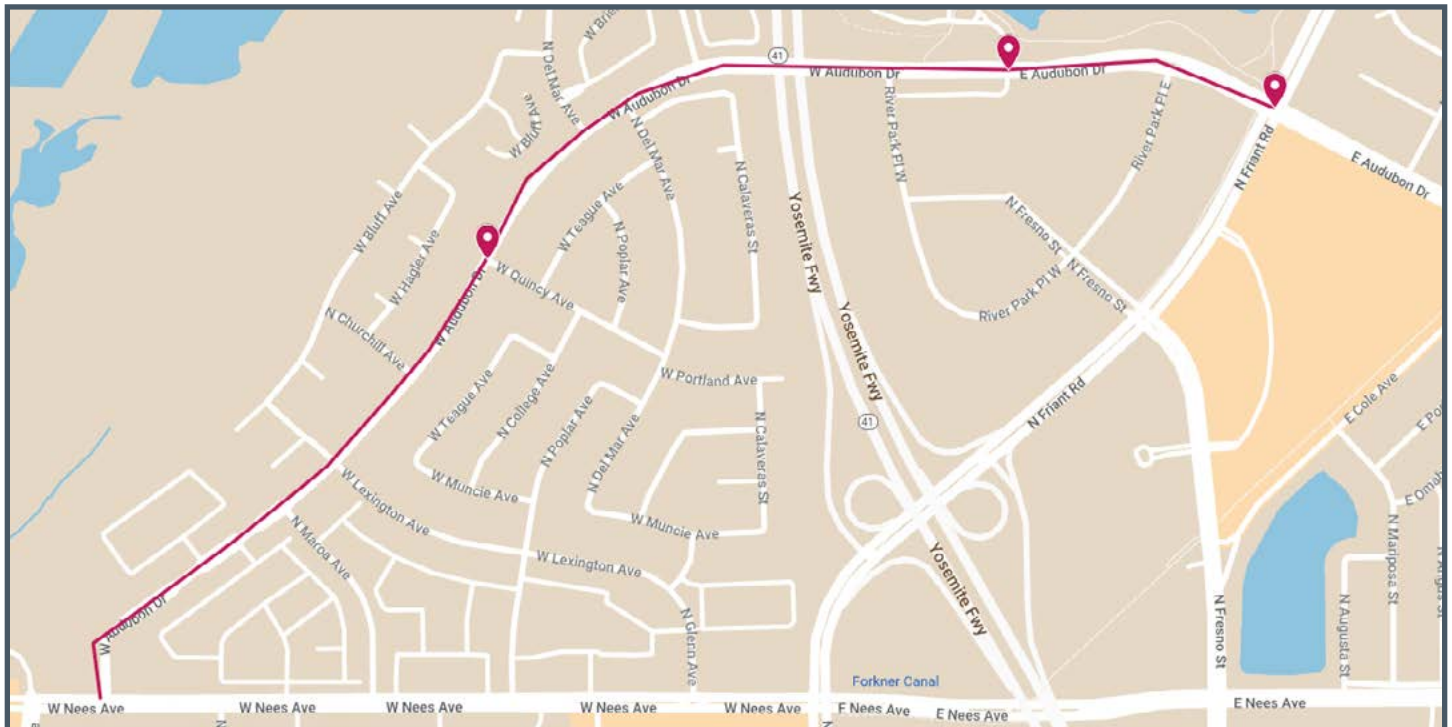


Near the bike path at the north end of Woodward Park, a sculpture overlooks the San Joaquin River valley.

Walking and Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along the two roads adjoining Woodward Park. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessment.

Route 1: Audubon Drive



Focus

Audubon Drive runs along the southern edge of Woodward Park. Bicyclists and pedestrians use it as a route to the park and the San Joaquin River. Motorists also use this route to access Woodward Park, a hospital, office parks, and a residential neighborhood west of SR-41.

Strengths

1. Audubon Drive has greenery, including many shade trees, that beautifies the neighborhood while not obstructing road user visibility.
2. Much of Audubon Drive has pedestrian and bicycle infrastructure, though there are gaps detailed below. There are bike lanes west of the Audubon Drive/Del Mar Avenue intersections and sidewalks west of the Audubon Drive/Yosemite Road intersection which are level and unobstructed.
3. West of the Audubon Drive/Del Mar Avenue intersections, Audubon Drive has one lane in each direction and a center turn lane, which provides space for the bike lanes.

Route 1: Audubon Drive cont'd

Concerns

1. Participants shared that they perceive the North Friant Road/Audubon Drive intersection to be very dangerous because: there is a high volume of motor vehicle traffic; drivers encroach on the crosswalks and fail to yield to pedestrians in the crosswalk, especially when making right turns; and pedestrians have a very long crossing distance over at least six lanes of traffic to access the park.
2. Participants shared that driver speed is the primary concern along Audubon Drive. Though the street has one travel lane in each direction all the way from just north of the West Nees Avenue intersection to the eastern Del Mar Avenue intersection, motorists drive at high speeds for a neighborhood street. There are concerns that the planned rework of the sharp bend on Audubon Drive to straighten the roadway north of the West Nees Avenue intersection will inadvertently lead to increased speeds.
3. There are no marked crosswalks across Audubon Drive between West Nees Avenue and North Friant Road, a distance of about 1.5 miles. This makes crossing Audubon Drive a barrier for pedestrians and bicyclists trying to access Woodward Park or the San Joaquin River from the south.
4. There are sidewalk and bike lane gaps along Audubon Drive, particularly between the Yosemite Road and North Friant Drive intersections. Audubon Drive westbound from the North Friant Road intersection starts very wide but soon tapers, confusing unfamiliar bicyclists trying to follow the bike lane. Bicyclists and pedestrians are seemingly expected to use the paths in Woodward Park east of Yosemite Road but there are no parallel paths on the south side of Audubon Drive.
5. Bicyclists reported feeling unsafe using the Audubon Drive bike lane on the SR-41 overpass because westbound bicyclists on the north side have a rapid downhill that conflicts with motorists turning right onto Glenn Avenue. Many eastbound bicyclists going to Woodward Park also use the north side of Audubon Drive because there is no easy way to cross Audubon Drive from the south side, causing conflicts with two-way bike traffic in the single-direction bike lane.
6. It is difficult for pedestrians and bicyclists to access Audubon Drive from south of Nees Avenue because there is no marked crosswalk at the Audubon Drive/Nees Avenue intersection. The nearest marked crosswalk is on the far side of the West Nees Avenue/Palm Avenue intersection, forcing pedestrians to make a long detour and cross the road three or four times.



TOP: There is a memorial on the northwestern corner of the North Friant Road/Audubon Drive intersection, at the Woodward Park entrance, for a bicyclist who was fatally killed in a crash in January 2022.

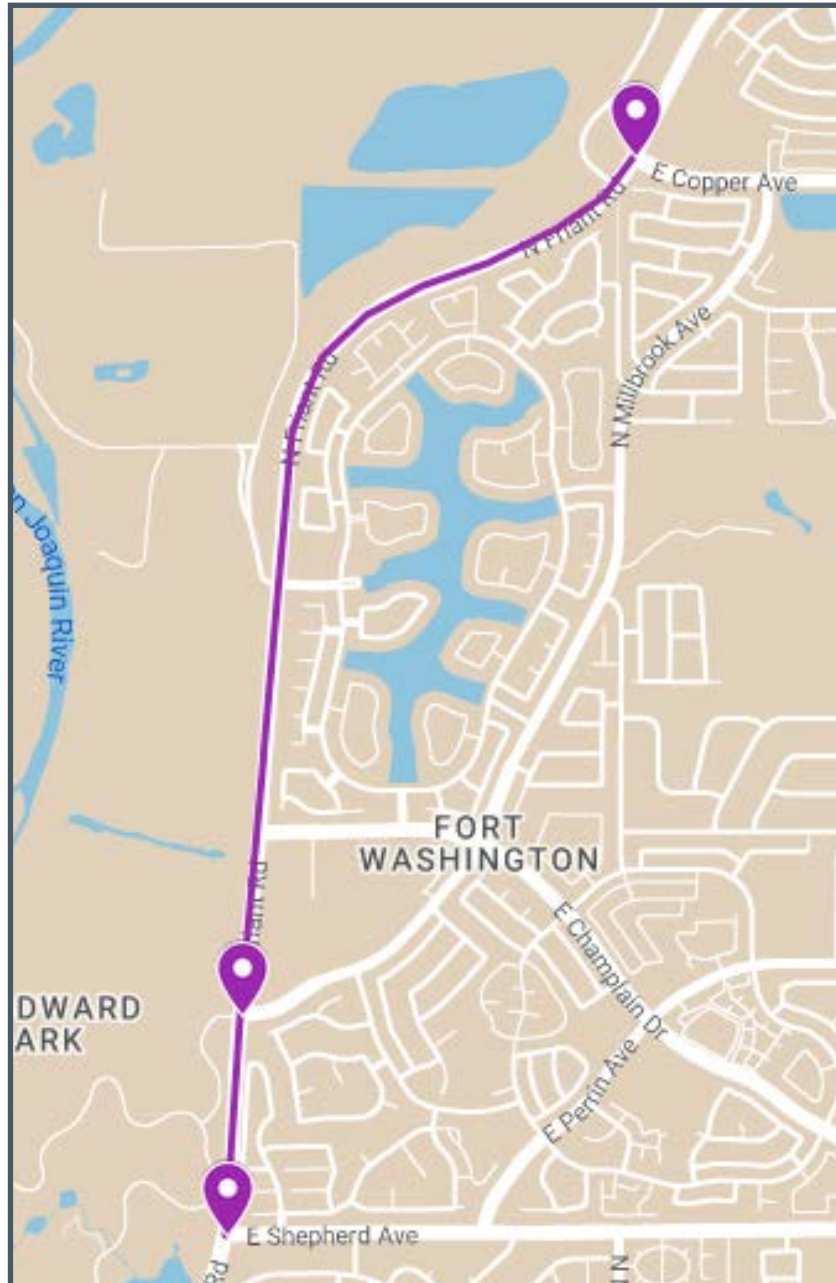


MIDDLE: The Audubon Road overpass over SR-41 connects Woodward Park to the neighborhood to the west. A traffic sign reads, "Audubon's Scenic Drive; Drive Safely."



BOTTOM: The western section of Audubon Drive passes through a neighborhood, where high speeds persist despite one vehicle travel lane in each direction.

Route 2: North Friant Road



Focus

Fresno residents and visitors from all over the region use North Friant Road to access Woodward Regional Park. Woodward Park offers miles of recreational walking and biking trails. North Friant Road borders the east side of the park.

Strengths

1. North Friant Road has even roadway pavement that could provide smooth travel for people walking and biking, with the installation of bicyclist and pedestrian infrastructure.
2. Shade trees along Woodward Park and the natural landscape in the park encourage people to visit the park.
3. Multi-use trails in the park, including the Eaton Trail, provide a safe, separated space for people walking and biking.

Route 2: North Friant Road cont'd

Concerns

1. Wide crossings on the seven lane North Friant Road at the North Fort Washington Road and East Shepherd Avenue intersections cause pedestrians to feel unsafe accessing Woodward Park.
2. The Woodward Park entrance at the North Friant Road/North Fort Washington Road intersection is too narrow for bicyclists and drivers to comfortably share. This forces bicyclists to use the one legal crosswalk at this intersection, competing for space with pedestrians. This problem is compounded during peak visitor season because visitors park across the street at the Riverview Shopping Center to avoid paying the vehicle entrance fee at the park.
3. The marked crosswalk on North Friant Road connecting Woodward Park and the Riverview Shopping Center provides insufficient crossing time for kids, older adults, and people using wheelchairs.
4. Drivers appear to be driving above the posted speed limit of 50 miles per hour on North Friant Road. Participants shared that they feel unsafe sharing the road with high-speed drivers and have experienced many near misses.
5. A discontinuous Class II bike lane on North Friant Road, between Audubon Drive and North Fort Washington Road, forces bicyclists to compete with fast moving drivers on the road, causing a high-stress environment that discourages bicycling.



Long crossing at the North Friant Road and North Fort Washington Road intersection.



ABOVE: Narrow entrance lane at the North Friant Road and North Fort Washington Road entrance to Woodward Park.

BELOW: North Friant Road has a 50 miles per hour posted speed limit, adjacent to an unprotected bike lane.



Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' preferences and priorities. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community.

Visioning Activity

Workshop participants were asked to envision how a healthy, safe, and welcoming community looks, feels, and sounds. They generated the following visions and ideas that were used to develop the community recommendations below.



A workshop participant draws their vision for Safe, Comfortable, Joyful Streets in Fresno, featuring crosswalk improvements and reduced speeds.

Visioning Activity

Participants also provided the quotes below when envisioning a healthy, safe, and welcoming Woodward Park area.

“Friant [Road] wouldn’t be more than 4 lanes wide and speed limits would slow from 50 mph in rural portions of Friant to be no higher than 30 mph as the corridor passes Woodward Park.”

“Connect existing multi-use trails to the park.”

“Friant [Road] will be a great place to cross with children.”

“A bus stop in the Park would even be better!”

“Less stress to use the park. Reduce the speed limit on Friant and treat it like a school zone.”

Community Recommendations

Workshop participants were assigned into two groups to identify Safe System infrastructure projects and community programs to create a safer environment for walking and biking. Participants offered the following recommendations for their community. The tables below were developed by workshop participants and identified as the highest priority

- Eliminate the Woodward Park vehicle entrance fee to expand access to the park;
- Implement a Share the Road safety messaging campaign around Woodward Park to prompt drivers to share the road with pedestrians and bicyclists;
- Implement a speed transition zone on North Friant Road that uses dynamic speed feedback signs and reduced speed limits to help southbound drivers recognize that the roadway is transitioning from a rural to a suburban setting;
- Post road signage reminding drivers of state law to keep at least a 3 foot clearance from bicyclists;
- Extend the bike lane on the north side of Audubon Drive from Yosemite Road to the North Friant Road intersection;
- Fill the wide space on the north side of Audubon Drive next to the park entrance at the North Friant Road/Audubon Drive intersection with either a bus stop or landscaping. A bike lane filling the gap south of the park could also start here. The gap encourages fast right turns from southbound North Friant Road and higher speeds on westbound Audubon Avenue.

Strengthen Community Engagement Process in Woodward Park Planning

Project Goals:

1. Create more meaningful opportunities to incorporate resident and community member voices in the Woodward Park planning and development process.
2. Improve communication between residents, community members, city staff, and elected officials in the City of Fresno.

Project Description:

This project seeks to strengthen the relationship between Fresno residents and community members with local decision makers. Community engagement is a crucial principle in community planning and is an ongoing process, not a one-time event. Everyone plays an important role in creating and maintaining safe streets. Improving communication between residents and decision makers can facilitate projects that more accurately reflect the communities wants and needs. Demonstrating a strong community engagement process in any community plan will make Woodward Park more competitive for grant funding.

Continued on next page

Strengthen Community Engagement Process in Woodward Park Planning, continued

<p>Activate Community & Decision-Makers</p>	<ol style="list-style-type: none"> 1. Fresno’s Bicycle and Pedestrian Advisory Committee and Safe Woodward Park Coalition will meet more frequently with neighbors and residents using the park. 2. The Planning Committee will outline specific safety needs and prepare clear improvement proposals for the City to guide any planning efforts, like this CPBST report. 3. The Planning Committee will work with the San Joaquin River Conservancy and Fresno State to survey park users about their experience walking and biking. 4. The Planning Committee and/or City staff will post a map and ask park users to indicate where they traveled from to collect more data that demonstrates the regional nature of the park. 5. The Planning Committee will encourage the City of Fresno to conduct listening sessions at the park during peak park usage hours to better understand visitor needs and interests. 6. The Planning Committee will collect testimonials from people walking and biking to Woodward Park using Photo & Video Voice to raise awareness on park access safety issues and allow more community members to engage in the park planning process.
<p>Project Team Recommendations</p>	<ol style="list-style-type: none"> 1. The City and local nonprofits will gather feedback on Woodward Park planning by co-hosting meaningful community engagement opportunities through public forums and listening sessions. 2. Incorporate dignity-infused community engagement throughout planning processes and practices, including social climate analysis, community engagement events, and capacity building training to heal relationships and establish trust between decision makers and the community. Traditional transportation planning has been led by transportation agency professionals, but all community members are responsible for sustainable road safety.

Road Rightsizing on North Friant Road

Project Goals:

1. Reconfigure the road to reduce driver speeds and increase driver awareness of pedestrians and bicyclists.
2. Install a protected bike lane along North Friant Road and at the park entrance at the North Fort Washington Road intersection to provide a designated space for bicyclists to enter and exit Woodward Park.
3. Shorten crossings on North Friant Road and increase pedestrian visibility at marked crosswalks.

Project Description:

This project seeks to reconfigure North Friant Road, to create designated, visible, and comfortable spaces for people walking and biking to and from Woodward Park at the North Fort Washington Road and East Shepherd Avenue intersections. During the planning process, City of Fresno Public Works reported that they will be reconfiguring traffic signals to provide a pedestrian head start at the North Friant Road crossings at North Fort Washington Road and East Shepherd Avenue. The community also recommends adding pedestrian safety islands at the North Friant Road/ East Shepherd Avenue and the North Friant Road /North Fort Washington Road intersections.

Proposed Plan:

<p>Activate Community & Decision-Makers</p>	<ol style="list-style-type: none"> 1. Refer to “Strengthen Community Engagement Process in Woodward Park Planning” above to increase communication and strengthen relationship between the community and the City of Fresno.
<p>Project Team Recommendations</p>	<ol style="list-style-type: none"> 1. Reduce the number of traffic lanes to shorten crossing distance on North Friant Road between East Audubon Drive and East Copper Avenue. 2. Reconfigure the existing Class II bike lanes to buffered or, preferably, protected bike lanes. 3. Add curb extensions at the North Friant Road crossings on North Fort Washington Road and East Shepherd Avenue. 4. Utilize NACTO’s Quick Builds for Better Streets and Tactical Urbanist’s Guide to Materials & Design to install traffic calming measures through cost effective quick-build projects.

Connect Fresno-Clovis Rail Trail to Woodward Park at Shepherd Avenue

Project Goals:

1. Provide more direct access for bicyclists to Woodward Park at Shepherd Avenue.
2. Connect existing bicycle amenities to create a more complete network.

Project Description:

Both Woodward Park and the Fresno-Clovis Rail Trail are frequented by bicyclists and have bicycle infrastructure. But the connection along Shepherd Avenue is difficult, with a gap in the bike lane network near the North Friant Road/Shepherd Avenue intersection. This project proposes to close that gap by extending the bike trail to the park, crossing North Friant Road.

Continued on next page

Connect Fresno-Clovis Rail Trail to Woodward Park at Shepherd Avenue, continued

<p>Activate Community & Decision-Makers</p>	<ol style="list-style-type: none"> 1. The Planning Committee will collaborate with the Fresno BPAC, City of Fresno Public Works, and City of Fresno Parks, After School, Recreation and Community Services (PARCS) to engage with local residents and park users to understand the needs of existing and potential road users in this area. All project planning should incorporate resident and park user feedback. 2. The Planning Committee will work alongside the Fresno BPAC and relevant city agencies including the City of Fresno PARCS Department to determine the feasibility of using Measure P funding since it has a portion that prioritizes trails.
<p>Project Team Recommendations</p>	<ol style="list-style-type: none"> 1. There is currently a bike lane east of the Shepherd Avenue/Concord Drive intersection. The project team recommends widening this bike lane to a raised or protected two-way cycle track on the north side of Shepherd Avenue. Putting both bike lanes on the north side of the street would make use of the additional space that is present on the north side and allow a connection to Woodward Park at the existing crosswalk on North Friant Drive. 2. West of the Shepherd Avenue/Concord Drive intersection, the bike lane ends. The cycle track above should be extended to the North Friant Road/Shepherd Avenue intersection, potentially by removing one of the three left-turn lanes on westbound Shepherd Avenue and shifting the right-turn lane downward. 3. A bike signal head should be considered at the North Friant Road/Shepherd Avenue intersection since bicyclists will be taking an action that is not available to motor vehicles at the intersection (going straight into the park rather than turning). A bike box and intersection crossing markings may also help to illustrate the safe path for bicyclists through the intersection.

Reconfigure Audubon Drive for Pedestrians and Bicyclists Access and Safety

Project Goals:

1. Improve safety for all road users on Audubon Drive.
2. Improve connectivity for bicyclists and pedestrians using Audubon Drive to access Woodward Park or the San Joaquin River.

Project Description:

Much of Audubon Drive follows a standard road rightsizing configuration, with one lane in each direction and a center turn lane. Despite this, speeds are still high and it lacks any marked pedestrian crossings. The City of Fresno is already looking at making changes to this area. By reconfiguring the road and improving the intersections, this area can become a safe route for bicyclists and pedestrians rather than a barrier.

Proposed Plan:

Activate Community & Decision-Makers	<ol style="list-style-type: none">1. The Fresno BPAC should engage with local residents and road users who pass through the area to understand the range of uses and needs. For example, most of Audubon Drive west of Del Mar Avenue has parking alongside the road but very few cars using these spaces. This will also allow the neighborhood to be involved in planning for the future of Audubon Drive.2. Since the city is already looking into making changes on Audubon Drive, the Planning Committee should work with the BPAC to share the community-created plans and ideas for reconfiguring the road with the consultant that the city selects.
--------------------------------------	---

Continued on next page

Reconfigure Audubon Drive for Pedestrians and Bicyclists Access and Safety, continued

<p>Project Team Recommendations</p>	<ol style="list-style-type: none">1. The existing bike lane on Audubon Drive is in the door zone of the parking spaces. The bike lane and parking spaces should be reconfigured so that parked cars serve as the buffer between drivers and bicyclists. The travel lanes should be narrowed to create the space needed for this change.2. Install a series of mini roundabouts (due to the size of Audubon Drive, which has too much traffic for a neighborhood traffic circle but is too small for a full roundabout) to calm traffic at the intersections on Audubon Drive in the residential area: Maroa Avenue, Lexington Avenue, Quincy Avenue, and Del Mar Avenue. Mark crosswalks at these intersections, particularly the pair of intersections with Del Mar Avenue.3. Remove the second lane on Audubon Drive east of the Del Mar Avenue intersection to the Yosemite Road intersection. There is little additional volume on this stretch and it may help reduce speeds on the SR-41 overpass. Use the added space to install landscaping to enhance the “Scenic Drive” feeling of this area and extend the park-like area to connect to the neighborhood west of SR-41.4. The City should consider developing a river access path at the western end of Audubon Drive, along the existing drainage route just northeast of the sharp bend. This would give pedestrians and cyclists a connection to the paths along the river, allowing them to bypass Audubon Drive.
---	---

Project Team Recommendations

The Project Team submits the following additional recommendations for consideration. Local stakeholders, such as City staff and the Planning Committee, may need to refine the recommendations to ensure they are appropriate for the current walking and biking environment.

Evaluate Posted Speed Limit on North Friant Road

Participants shared that driver speeds exceeding the posted speed limit of 50 miles per hour on North Friant Road is the main safety concern for people walking and biking across the seven travel lanes to access Woodward Park. North Friant Road falls under local jurisdiction and is considered a super arterial in the [City of Fresno's General Plan](#). Traffic operations were measured using "level of service", which represents the perspective, comfort, and convenience of drivers rather than the safety of all road users. Governor Newsom signed into law [Assembly Bill 43](#) in 2021 authorizing local jurisdictions to reduce posted speed limits and consider the safety of vulnerable pedestrian groups.

City of Fresno Public Works should conduct an engineering and traffic survey to evaluate driver speeds and their relation with walking and biking safety and share the results with the community. Reducing posted speed limits can be implemented in parallel with the traffic calming measures recommended above, and with a Speed Reduction Safety Messaging Campaign. The City can explore the following funding opportunities to implement a safety messaging campaign:

The [Transformative Climate Communities program](#) (TCC) is administered by the Strategic Growth Council and the Department of Conservation and funds bicycle and pedestrian facilities projects in California's most disadvantaged communities.

The [Sustainable Transportation Equity Project](#) (STEP) is administered by the Air Resources Board and can support various types of pedestrian and bicycle facilities. Funding is intended to help low income and disadvantaged communities identify residents' transportation needs.

Caltrans manages the [Active Transportation Program](#). The ATP provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects and plans to further active modes of transportation, such as walking and biking.

The [Office of Traffic Safety](#) provides grants for education and outreach. Public entities are eligible to submit applications for funding. Non-profit organizations need a public entity as a grant host.

Continued on next page

Improve Pedestrian and Bicyclist Infrastructure at the North Friant Road/Audubon Drive Intersection

Staff from City of Fresno Public Works shared that some improvements are currently planned along Friant Road including high-visibility crosswalks and leading pedestrian intervals. The Planning Committee and workshop attendees appreciated hearing that these improvements are on the way but expressed the desire for additional improvements, such as:

- Adding advanced stop lines at the North Friant Road/Audubon Drive intersection to increase pedestrian visibility;
- Prohibiting right turns on red at the North Friant Road/Audubon Drive intersection to reduce conflicts with pedestrians in the crosswalks; and
- Installing two curb ramps per corner at the North Friant Road/Audubon Drive intersection so that the curb ramps connect directly to the marked crosswalks.

Other modifications to the North Friant Road/Audubon Drive Intersection should also be considered. Curb extensions would reduce the speeds of right-turning drivers and shorten crossing distances for those walking. Pedestrian refuge islands would also reduce the crossing distances, but would need to be wide enough for pedestrians to feel safe, given the high speeds and traffic volumes at the intersection.

Bike lanes along with bike boxes (see the [NACTO Urban Bikeway Design Guide](#) for details) would connect bicyclists to Woodward Park, particularly from the east. [NACTO's "Don't Give Up at the Intersection" guide](#) describes several signal phasing strategies for managing intersections with high bicycle volumes, such as a leading bicycle interval. A bike scramble should also be explored as it would offer the northbound bicyclists on North Friant Road south of the Audubon Drive intersection a safer and more direct way to access the park.

Build Awareness of Woodward Park via Placemaking

Woodward Park is a great asset used and enjoyed by many Fresno residents. But the area around the park feels car-focused and lacks a strong sense of place for pedestrians or bicyclists. While many of the improvements discussed elsewhere in this report are focused on roadway infrastructure changes, more can be done to make the area around the park a clearly determined place.

The community of Woodward Park users can highlight their culture and creativity via placemaking by designing projects that reflect and celebrate their values. This could take many forms including creative crosswalks, decorative street lights, public art on banners or signs, artwork installations, or temporary demonstrations. Some of these could be designed or created via programs that take place in the park itself. For more on placemaking, see this [collection of resources on creative placemaking compiled by the American Planning Association](#). Wayfinding can also support placemaking, by guiding pedestrians and bicyclists to the park while indicating to drivers that they are approaching the park. There are many examples of wayfinding, each of which is customized to the specific environment and purpose. One such example is this [wayfinding signage project in Oakland's Uptown](#).

Appendix

- *Woodward Park Neighborhood Infographic*
- *CPBST Site Visit Data Presentation*
- *Missing Data Presentation (Fresno Non-State Highway Crashes, 2015 to 2020)*

Woodward Park Area Infographic



Woodward Park area Community Pedestrian and Bicycle Safety Program

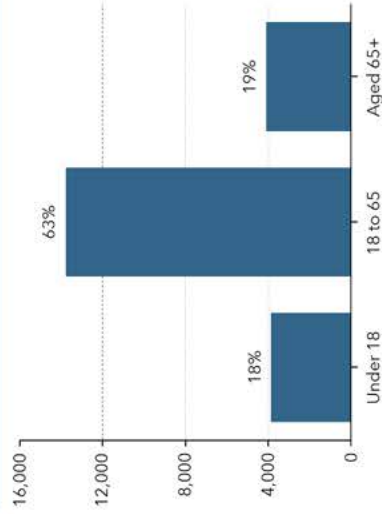
Key Facts



Commute Profile



Population by Age



Race and Ethnicity

The largest group: White Alone (69.25)

The smallest group: Pacific Islander Alone (0.09)

Indicator ▲	Value	Diff
White Alone	69.25	+17.10
Black Alone	3.37	-1.71
American Indian/Alaska Native Alone	0.60	-1.01
Asian Alone	13.66	+3.07
Pacific Islander Alone	0.09	-0.09
Other Race	7.68	-17.66
Two or More Races	5.34	+0.29
Hispanic Origin (Any Race)	22.96	-31.58

Bars show deviation from

Fresno County

Household Income (2021)

Median Household Income	\$103,144
Household Income less than \$15,000	421
Household Income \$15,000-\$24,999	298
Household Income \$25,000-\$34,999	489
Household Income \$35,000-\$49,999	616
Household Income \$50,000-\$74,999	1,264
Household Income \$75,000-\$99,999	1,246
Household Income \$100,000-\$149,999	2,295
Household Income \$150,000-\$199,999	1,200
Household Income \$200,000 or greater	1,304

Woodward Park, Fresno Pedestrian and Bicycle Crash History

CPBST Site Visit – May 16, 2022
Garrett Fortin, fortinga@berkeley.edu

What is a pedestrian crash?



Pedestrian-motor vehicle crash

- Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device

One crash may result in multiple pedestrian victims.

What is a bicycle crash?

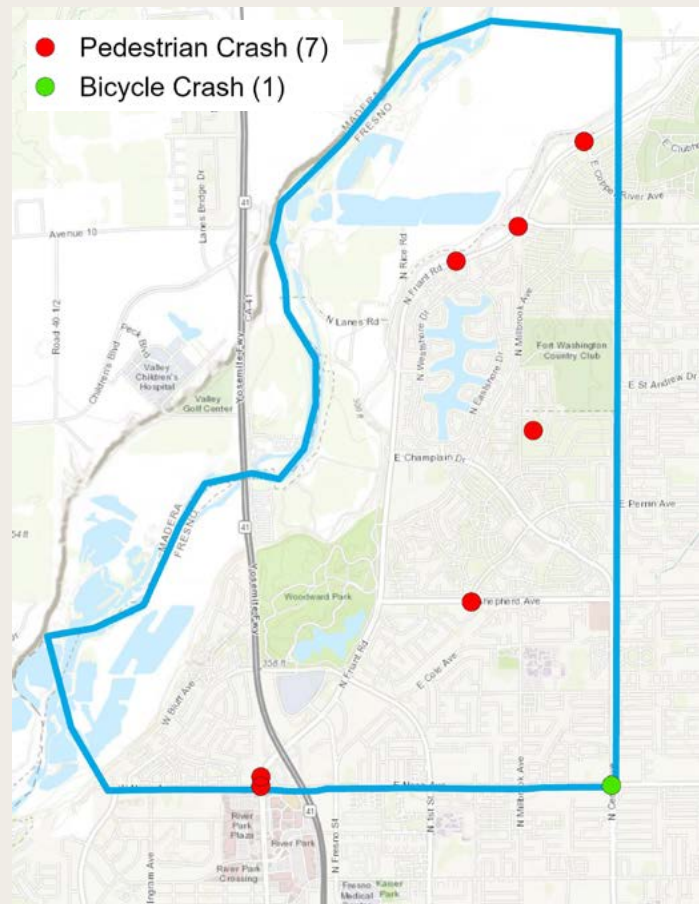


Bicycle-motor vehicle crash

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

Overview of crashes near Woodward Park 2016-2020

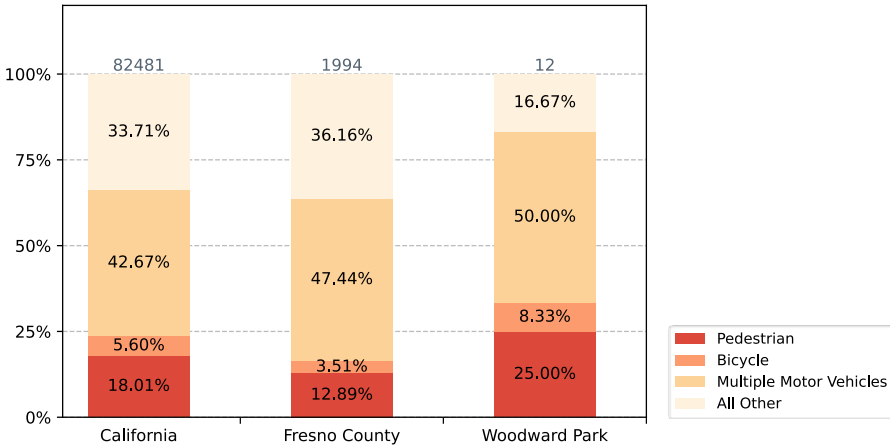
Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2020. 2019 and 2020 are provisional as of May 2022.



How does the Woodward Park area compare to other areas?

Fatal and Serious Injury Crashes by Involvement 2016-2020

Fatal and Serious Injury Crashes by Involvements 2016 - 2020

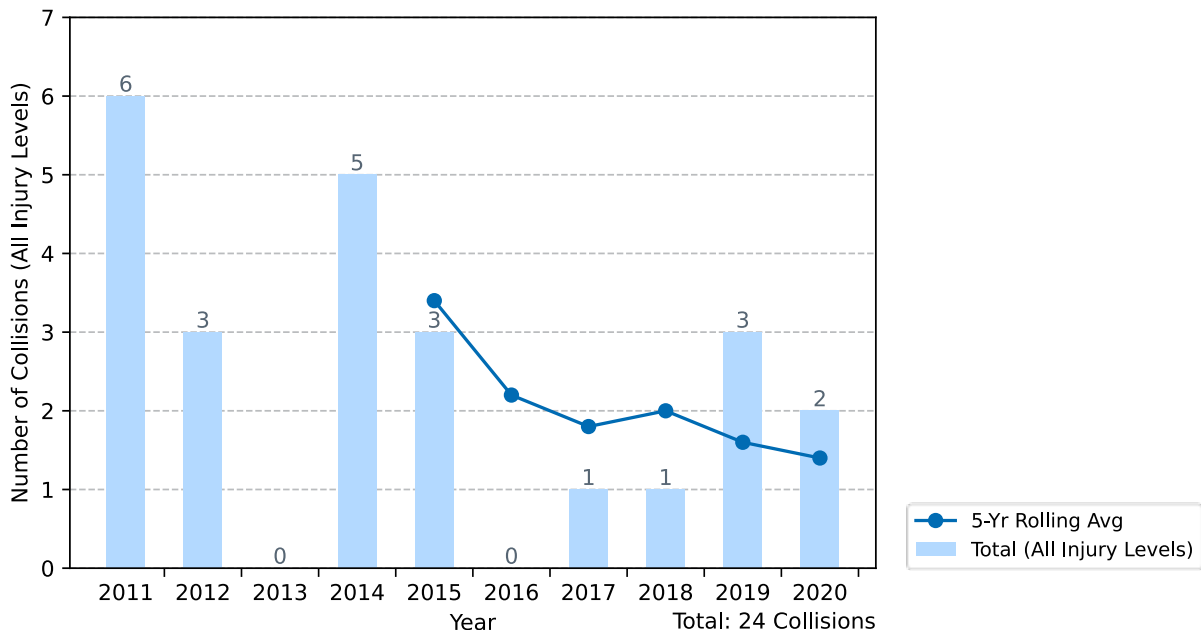


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2016-2020; 2019 and 2020 data are provisional as of May, 2022

- The area around Woodward Park has a high proportion of pedestrian and bicycle crashes among fatal and serious injury crashes, relative to Fresno County and to the state.
- This may indicate that, though the crash numbers are low, there are disproportionate risks to pedestrian and bicyclists in this area.
- There is a small proportion of “All Other” which are mostly single vehicle crashes.

Pedestrian Crashes 2011-2020

Woodward Park Pedestrian Injury Collisions (2011 - 2020)

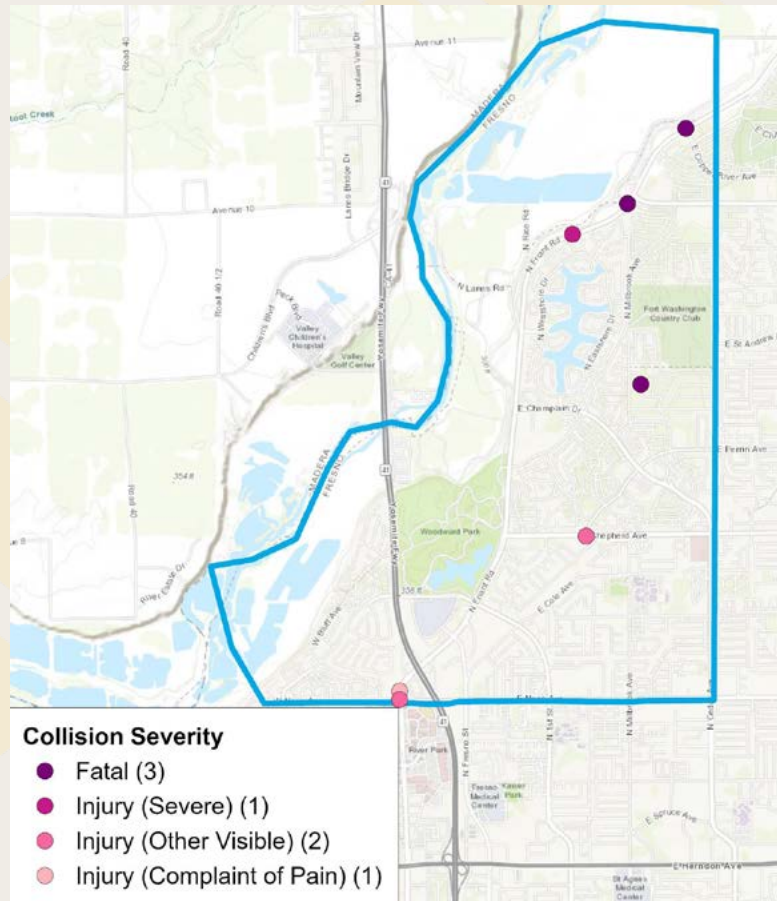


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2011-2020; 2019 and 2020 data are provisional as of May, 2022

Pedestrian Crashes 2016-2020

Crashes were concentrated along Friant Road (5 crashes).

2 crashes occurred near the Friant Road / Nees Avenue intersection.



Data source: Statewide Integrated Traffic Record System (SWITRS) 2016-2020. 2019 and 2020 are provisional as of May 2022.

Pedestrian Crashes 2016-2020

By time of day & week

Woodward Park Pedestrian Collisions by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	0	0	0	0
06:00PM-08:59PM	1	0	0	1	1	0	0	3
03:00PM-05:59PM	1	0	0	0	0	0	0	1
Noon-02:59PM	1	0	0	0	0	0	0	1
09:00AM-11:59AM	0	0	0	0	1	0	0	1
06:00AM-08:59AM	0	0	0	0	0	0	0	0
03:00AM-05:59AM	0	0	0	0	0	0	1	1
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	3	0	0	1	2	0	1	7

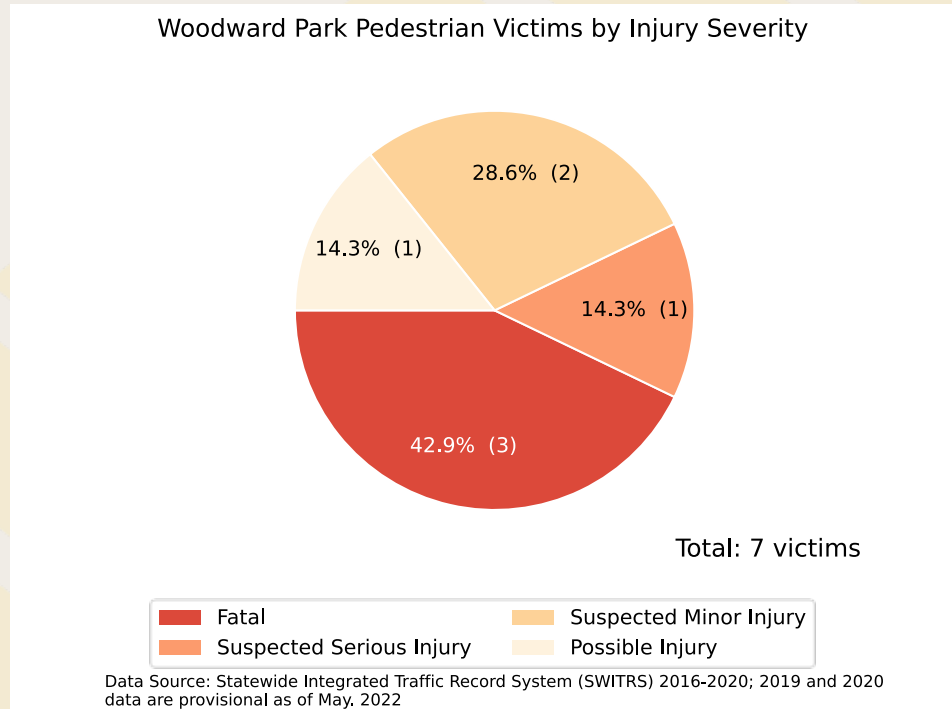
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2016-2020; 2019 and 2020 data are provisional as of May 2022

Pedestrian Crashes 2016-2020

By injury severity

7 victims were injured in 7 pedestrian crashes.

There is a very high severity rate, with over half of the victims suffering fatal or severe injuries.

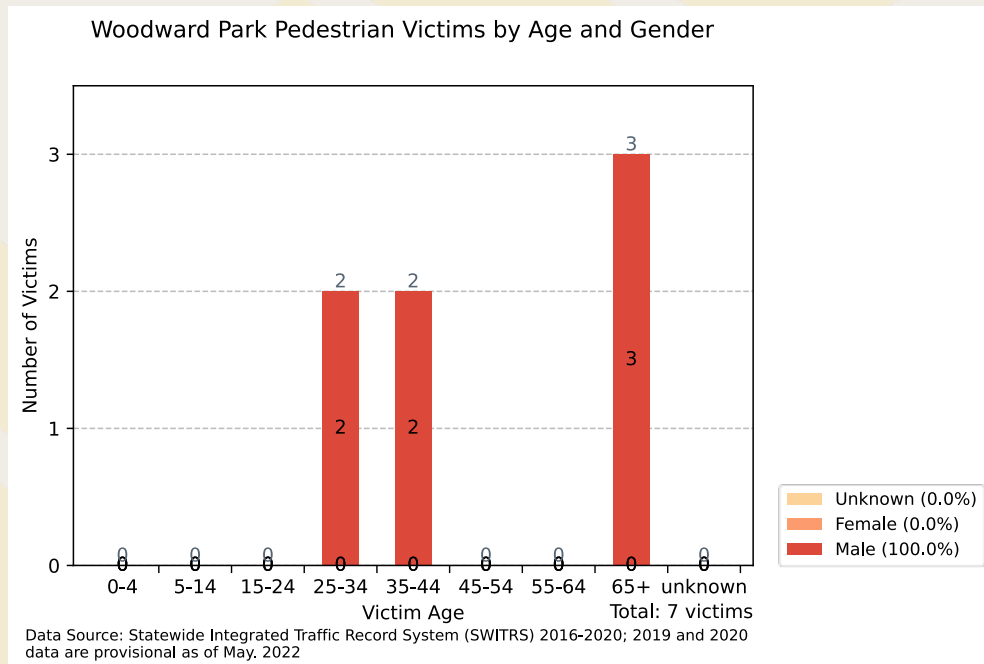


Pedestrian Crashes 2016-2020

By victim age & gender

3 victims were 65 or older.

All of the victims were male.



Pedestrian Crashes 2016-2020

Most frequently cited violations in injury crashes

2
crashes

22106a. Unsafe starting or backing of a vehicle on a highway

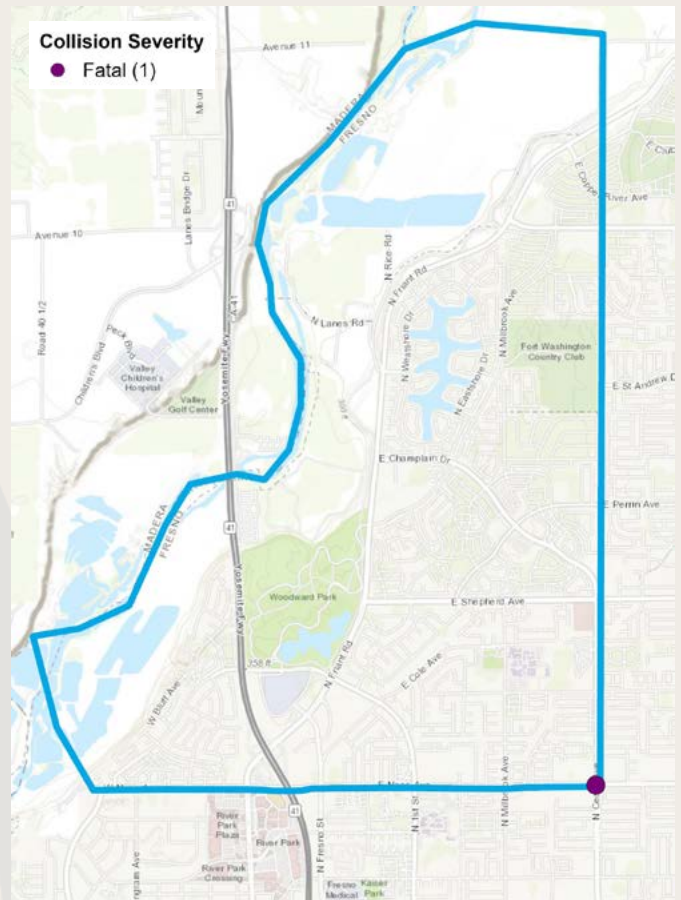
5 other violations were each associated with one crash:

- Failure to stop at limit line or crosswalk at a red light
- Failure to cross at a crosswalk
- Failure to walk close to the edge of the roadway
- Unsafe turning or changing lanes, including without signaling
- Driving with BAC 0.8 or more

Data source: Statewide Integrated Traffic Record System (SWITRS)
2016-2020. 2019 and 2020 are provisional as of May 2022.

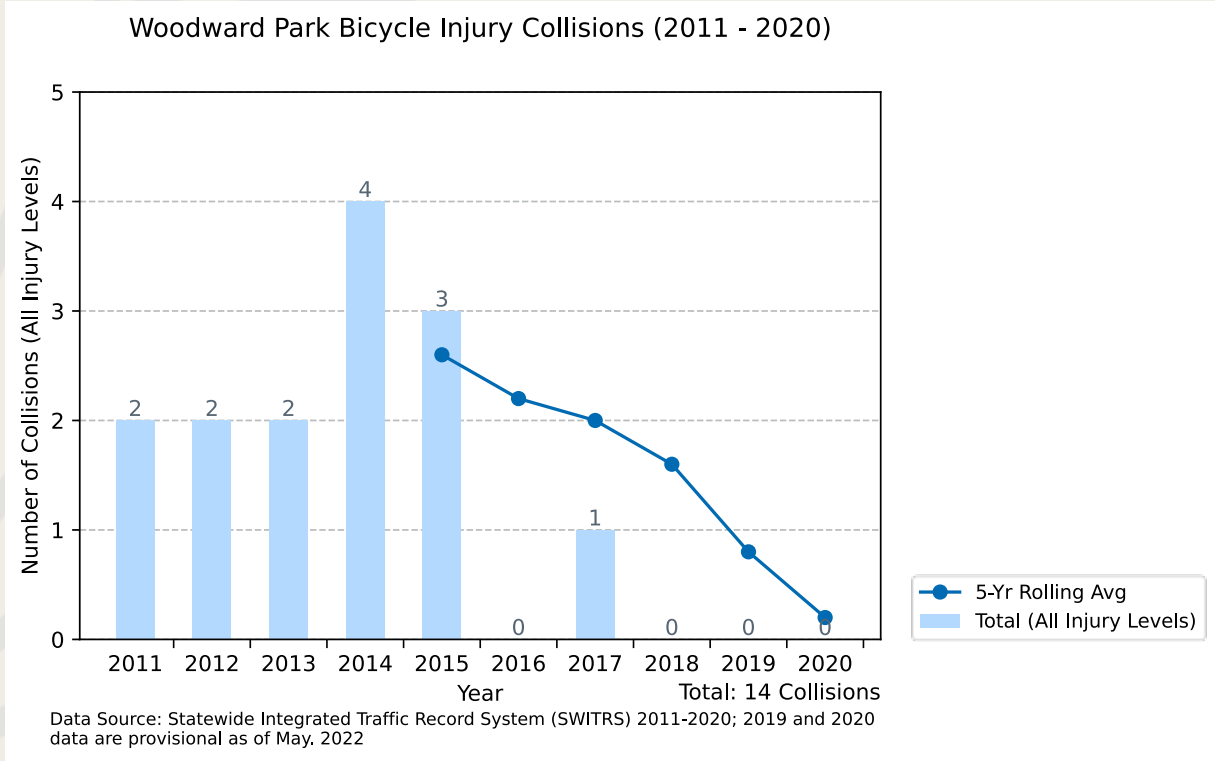
Bicycle Crashes 2016-2020

There was one crash in this time period, at the intersection of Nees Avenue and Cedar Avenue.



Data source: Statewide Integrated Traffic Record System (SWITRS)
2016-2020. 2019 and 2020 are provisional as of May 2022.

Bicycle Crashes 2011-2020



Bicycle Crashes 2016-2020

By time of day & week

Woodward Park Bicycle Collisions by Time of Day and Day of Week

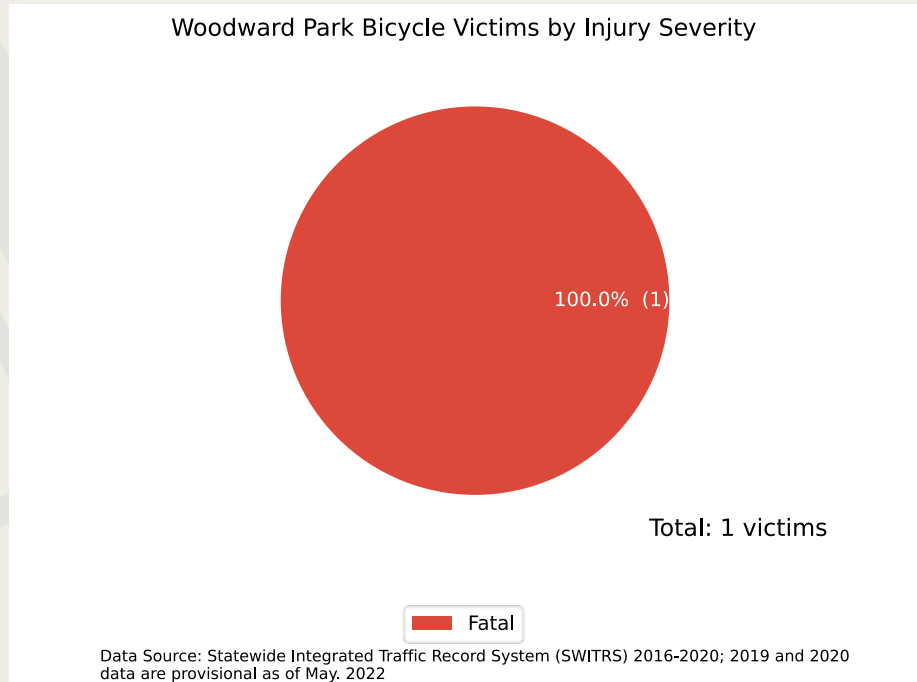
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	0	0	0	0
06:00PM-08:59PM	0	0	0	0	0	0	0	0
03:00PM-05:59PM	0	0	0	0	0	0	0	0
Noon-02:59PM	0	1	0	0	0	0	0	1
09:00AM-11:59AM	0	0	0	0	0	0	0	0
06:00AM-08:59AM	0	0	0	0	0	0	0	0
03:00AM-05:59AM	0	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	1

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2016-2020; 2019 and 2020 data are provisional as of May, 2022

Bicycle Crashes 2016-2020

By injury severity

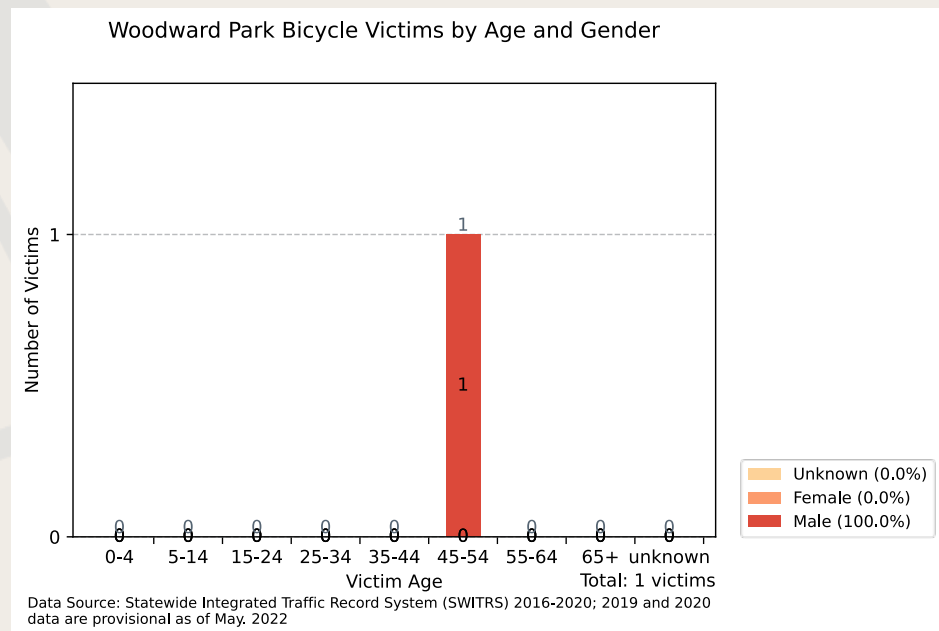
The one bicyclist victim reported in these years was fatally injured.



Bicycle Crashes 2016-2020

By victim age & gender

The bicyclist victim was a male between the ages of 45 to 54.



Bicycle Crashes 2016-2020

Most frequently cited violations in injury crashes

1
crash

21200 Bicyclists on the road have the same rights and are subject to the same laws as drivers (*no subsection indicated*)

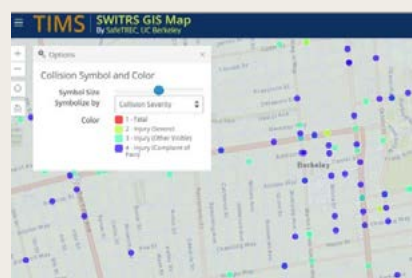
Additional Resources

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.

streetstory.berkeley.edu



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.

tims.berkeley.edu

Fresno Non-State Highway Crashes by Severity, 2015-2020

Source:

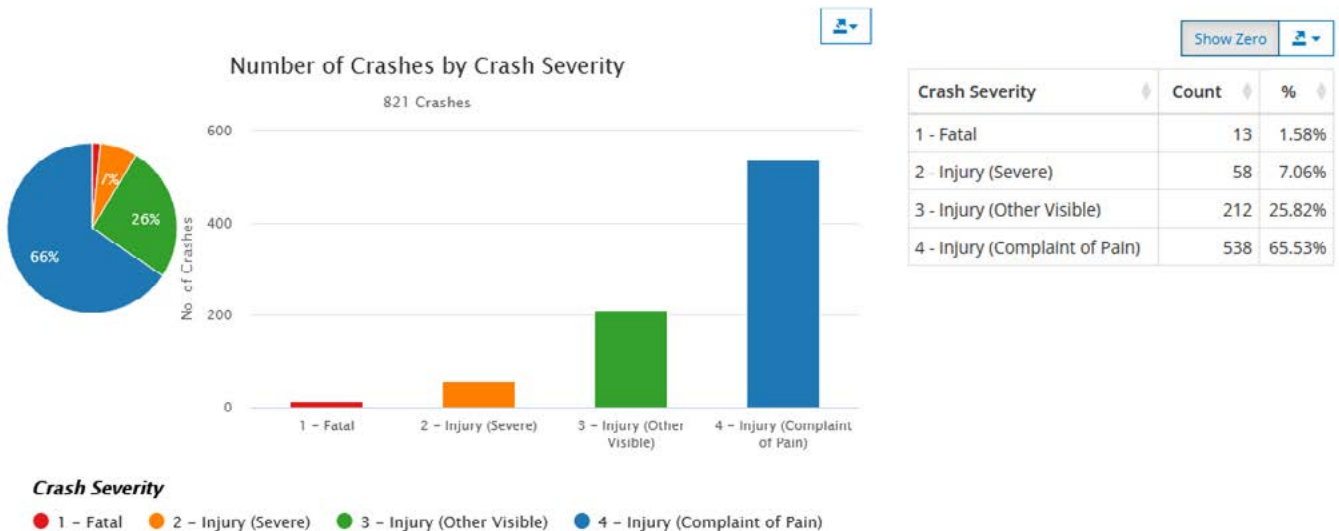
SWITRS via TIMS, <https://tims.berkeley.edu/>

2015 – a normal year

Total Crashes	821	Total Victims	13 Killed & 1,057 Injured	State Highway	None
Ped Crashes	100 (12.2%)	Bike Crashes	84 (10.2%)	Motorcycle Crashes	51 (6.2%)

Overall Victim Summary Ped Crash Summary Map

By Crash Severity

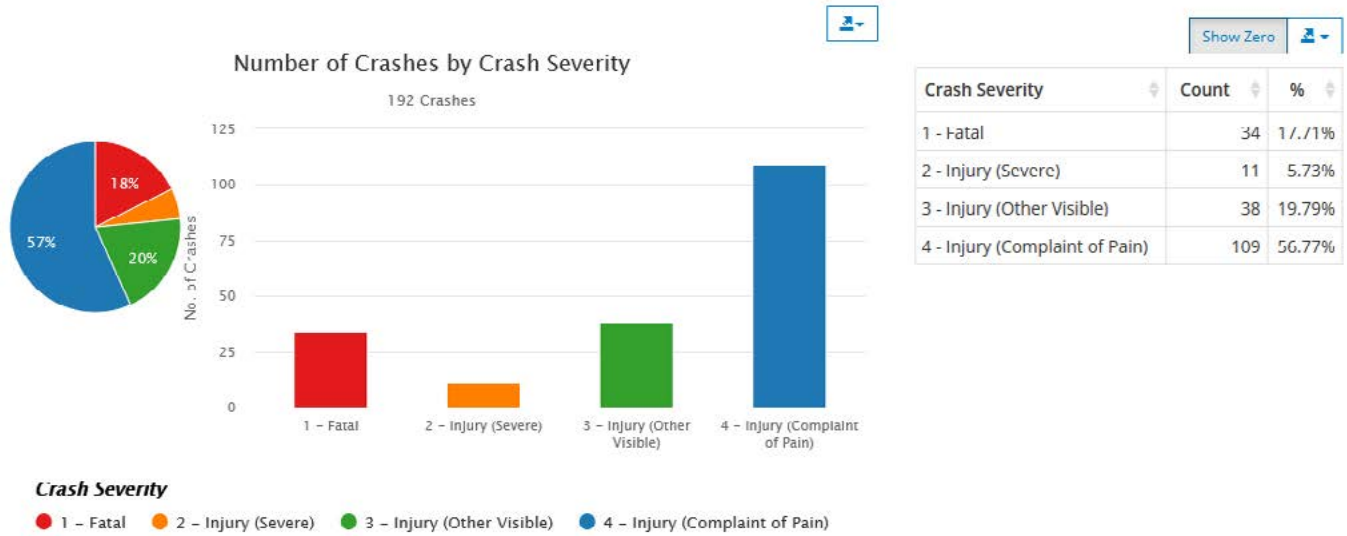


2016 – number of crashes falls

Total Crashes	192	Total Victims	34 Killed & 262 Injured	State Highway	None
Ped Crashes	32 (16.7%)	Bike Crashes	13 (6.8%)	Motorcycle Crashes	6 (3.1%)

Overall [Victim Summary](#) [Ped Crash Summary](#) [Map](#)

By Crash Severity ^

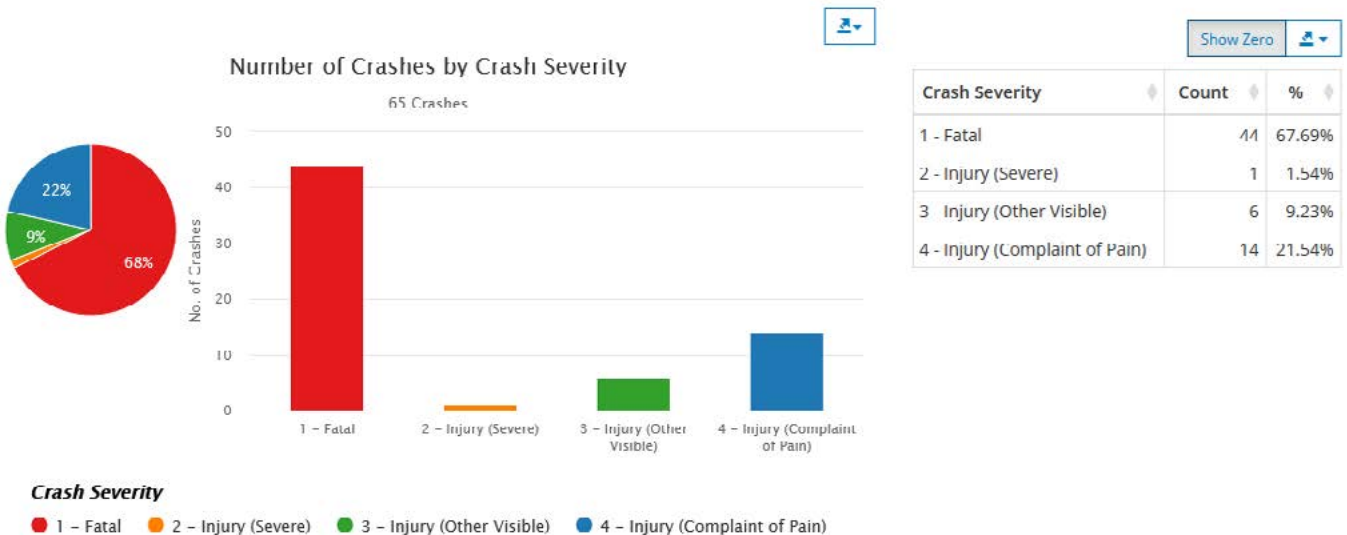


2017 – crash numbers fall farther

Total Crashes	65	Total Victims	47 Killed & 48 Injured	State Highway	None
Ped Crashes	22 (33.8%)	Bike Crashes	7 (10.8%)	Motorcycle Crashes	9 (13.8%)

Overall [Victim Summary](#) [Ped Crash Summary](#) [Map](#)

By Crash Severity ^

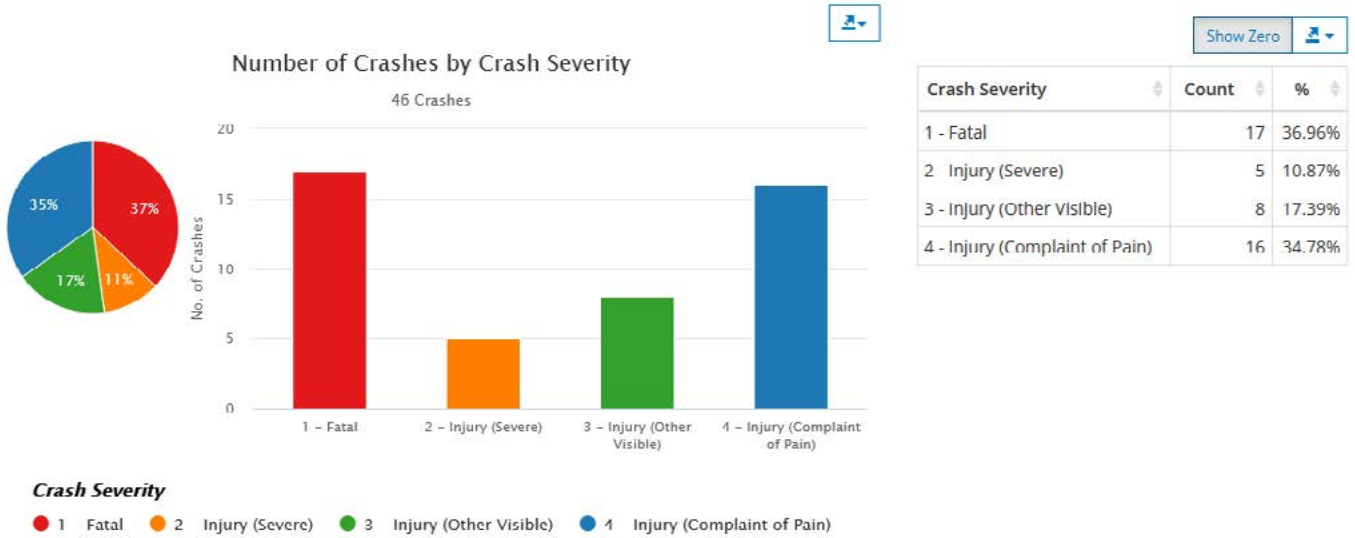


2018 – extremely low numbers

Total Crashes	46	Total Victims	17 Killed & 50 Injured	State Highway	None
Ped Crashes	15 (32.6%)	Bike Crashes	2 (4.3%)	Motorcycle Crashes	3 (6.5%)

Overall [Victim Summary](#) [Ped Crash Summary](#) [Map](#)

By Crash Severity

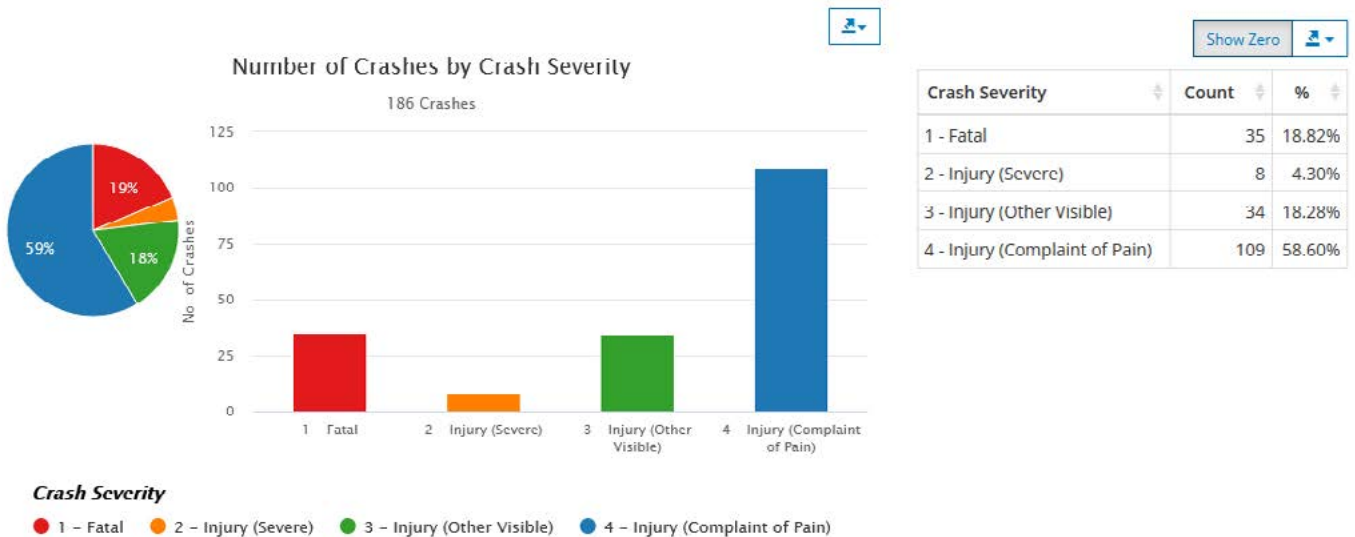


2019 – numbers begin to rise

Total Crashes	186	Total Victims	36 Killed & 223 Injured	State Highway	None
Ped Crashes	36 (19.4%)	Bike Crashes	15 (8.1%)	Motorcycle Crashes	6 (3.2%)

Overall [Victim Summary](#) [Ped Crash Summary](#) [Map](#)

By Crash Severity

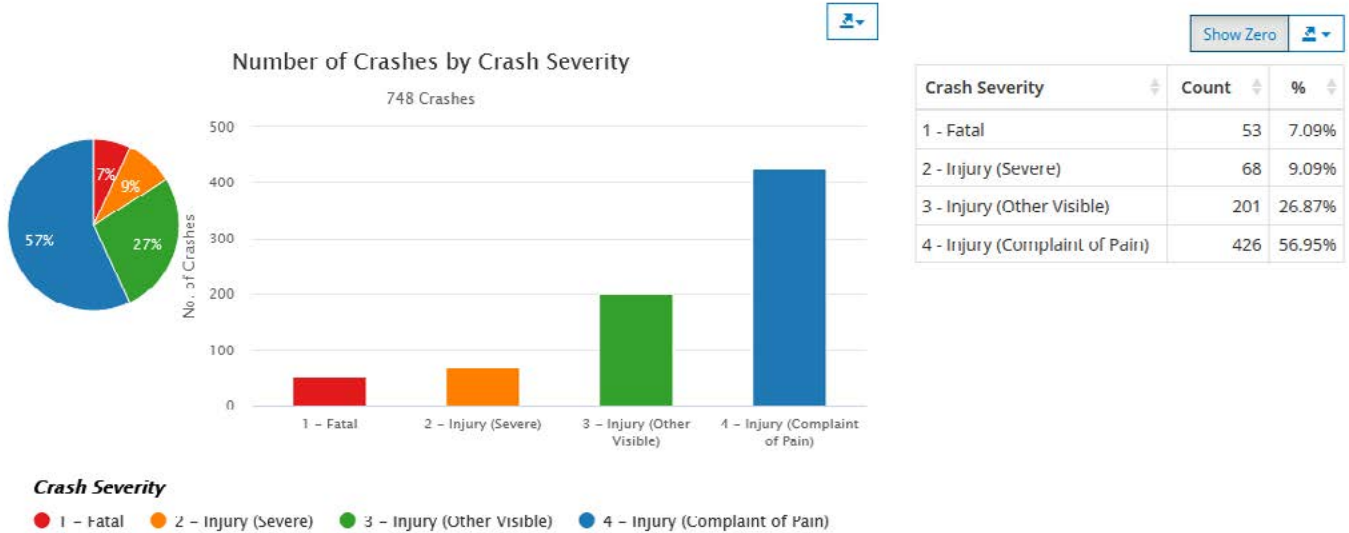


2020 – a return to normal

Total Crashes	748	Total Victims	61 Killed & 960 Injured	State Highway	None
Ped Crashes	98 (13.1%)	Bike Crashes	42 (5.6%)	Motorcycle Crashes	46 (6.1%)

Overall [Victim Summary](#) [Ped Crash Summary](#) [Map](#)

By Crash Severity



Could it be a TIMS problem?

- No, the [OTS Crash Rankings for Fresno](#) show a similar pattern of too-low crashes based on SWITRS data.
- Compare the Fresno data on the left with the data for all of Fresno County on the right.

Agency	Year	County	Group	Population (Avg)	DVMT
Fresno	2018	FRESNO COUNTY	A	542012	6141428

TYPE OF CRASH	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	27	15/15
Alcohol Involved	8	15/15
Had Been Drinking Driver < 21	0	15/15
Had Been Drinking Driver 21 - 34	3	15/15
Motorcycles	1	15/15
Pedestrians	18	15/15
Pedestrians < 15	0	15/15
Pedestrians 65+	6	15/15
Bicyclists	0	15/15
Bicyclists < 15	0	15/15
Composite	30	15/15

TYPE OF CRASH	FATAL & INJURY CRASHES	OTS RANKING
Speed Related	4	15/15
Nighttime (9:00pm - 2:59am)	8	15/15
Hit and Run	7	15/15

Agency	Year	County	Group	Population (Avg)	DVMT
Fresno County	2018	FRESNO COUNTY		1015195	25412947

TYPE OF CRASH	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	4176	57/58
Alcohol Involved	523	55/58
Had Been Drinking Driver < 21	22	56/58
Had Been Drinking Driver 21 - 34	186	55/58
Motorcycles	168	54/58
Pedestrians	131	58/58
Pedestrians < 15	10	58/58
Pedestrians 65+	18	56/58
Bicyclists	67	52/58
Bicyclists < 15	11	57/58
Composite		NA

TYPE OF CRASH	FATAL & INJURY CRASHES	OTS RANKING
Speed Related	819	57/58
Nighttime (9:00pm - 2:59am)	387	58/58
Hit and Run	198	58/58

***Thank you for your interest in the Community
Pedestrian and Bicycle Safety Training
Program.***

For more information, please visit:

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