

Orange Cove

Safe Routes to School Training:

Follow-Up Technical Assistance
Comunidades Activas y Seguras
(Active and Safe Communities)



Summer 2025



UC Berkeley SafeTREC

Acknowledgments

Thank you to the Planning Committee for inviting us back into their community and partnering with us to make Orange Cove and Fresno County safer places to walk and bike.

Our work took place on the ethnohistoric territory of the Yokuts. We recognize that every resident of Orange Cove has, and continues to benefit from, the use and occupation of Yokuts land.

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Table of Contents

Acknowledgments	2
Introduction	4
Background	5
Pedestrian and bicycle crash data	5
Safe Routes to School training	8
About Safe Routes to School	8
Training materials	9
Safe Routes to School training discussion	9
Planning recommendations	10
Conclusion	11
Resources	12

Introduction

Comunidades Activas y Seguras¹ (CAyS) is a statewide, joint program of UC Berkeley Safe Transportation Research and Education Center ([SafeTREC](#)) and California Walks ([Cal Walks](#)) under the Community Pedestrian and Bicycle Safety Program (CPBSP). The program engages residents and safety advocates, utilizing the Safe System Approach, through multiple meetings and a community workshop to develop a community-driven safety action plan that aims to improve the safety of those walking² and biking in the community and strengthen collaboration with their local officials and agency staff. In alignment with the Safe System Approach, the CAyS program prioritizes reducing fatalities and serious injuries resulting from traffic crashes involving people walking and biking. This program supports the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking and biking safety in communities across California. The program also includes follow-up technical assistance to past CPBST and CAyS sites, supporting the implementation of the action plans and recommendations outlined in their initial CPBSP summary and recommendations report.

In the summer of 2025, SafeTREC and Cal Walks (Project Team) provided follow-up technical assistance to non-profit and agency members in Orange Cove and the greater Fresno County area to support the walking and biking safety goals identified during their [2024 Comunidades Activas y Seguras Training \(CAyS\)](#) program workshop. The Project Team has partnered with [Cultiva La Salud](#), a non-profit organization whose focus is to serve residents of the San Joaquin Valley who experience poverty and live in disadvantaged places, for over five years in various communities throughout Fresno County. This year, due to impacts to the organization's budget, Cultiva La Salud expressed the need for support to build internal capacity to deliver programming. Specifically, they expressed interest in a Safe Routes to School (SRTS) training for staff and agency partners to gain a deeper understanding of the SRTS initiative and goals in order to build internal capacity to support Fresno County communities in fostering a safer environment for students to walk and bike to school. The Planning Committee highlighted the need to especially serve rural communities, such as Orange Cove, Parlier, and Reedley, because they lack infrastructure improvements or consideration of priority for pedestrian and bicycle projects. Specifically, the Project Team provided Cultiva La Salud with a training where the Planning Committee was presented with examples of SRTS strategies that could be feasibly implemented in Orange Cove and the larger Fresno County, along with an overview of how to conduct walking and biking safety assessments and school arrival and dismissal observations.

1 Active and Safe Communities, in English.

2 People who roll on wheels with a scooter, skateboard, or mobility device, such as a wheelchair or stroller, to travel in their community are counted as people walking.

Background

In the summer of 2024, the Project Team hosted a CAyS workshop with Orange Cove residents, Cultiva La Salud, the Boys and Girls Club of Orange Cove, and Fresno County Department of Public Health CalFresh Healthy Living.

The goals of the 2024 CAyS workshop were to:

- Identify areas of concern and ways to enhance walking and biking safety along Park Boulevard, South Avenue, 9th Street, and South Jacobs Center Street;
- Explore design strategies that could be adopted;
- Create a space to exchange ideas with local stakeholders and identify solutions to improve active transportation infrastructure that supports pedestrian and bicyclist safety; and
- Identify multimodal priorities for the community and the next steps to further active transportation options for residents.

In the 2024 CAyS report, implementation of SRTS programming was one of the Project Team's recommendations. For more information on the 2024 workshop, please see the full [CAyS Orange Cove Summary and Recommendations Report](#).

Since the 2024 CAyS workshop, Cultiva La Salud and Fresno County Department of Public Health CalFresh Healthy Living have demonstrated a commitment to improving the safety of those walking and biking to school throughout Fresno County. Cultiva La Salud requested an introduction to SRTS training to build internal capacity to better serve schools throughout Fresno County and support their SRTS goals. Fresno County Department of Public Health CalFresh Healthy Living expressed a desire to continue strengthening community partnerships and commitment to continue delivering active transportation support and education, including bicycle clinics, bicycle rodeos, and bicycle safety materials throughout Fresno County.

This report summarizes the discussions and outcomes of the follow-up technical assistance training.

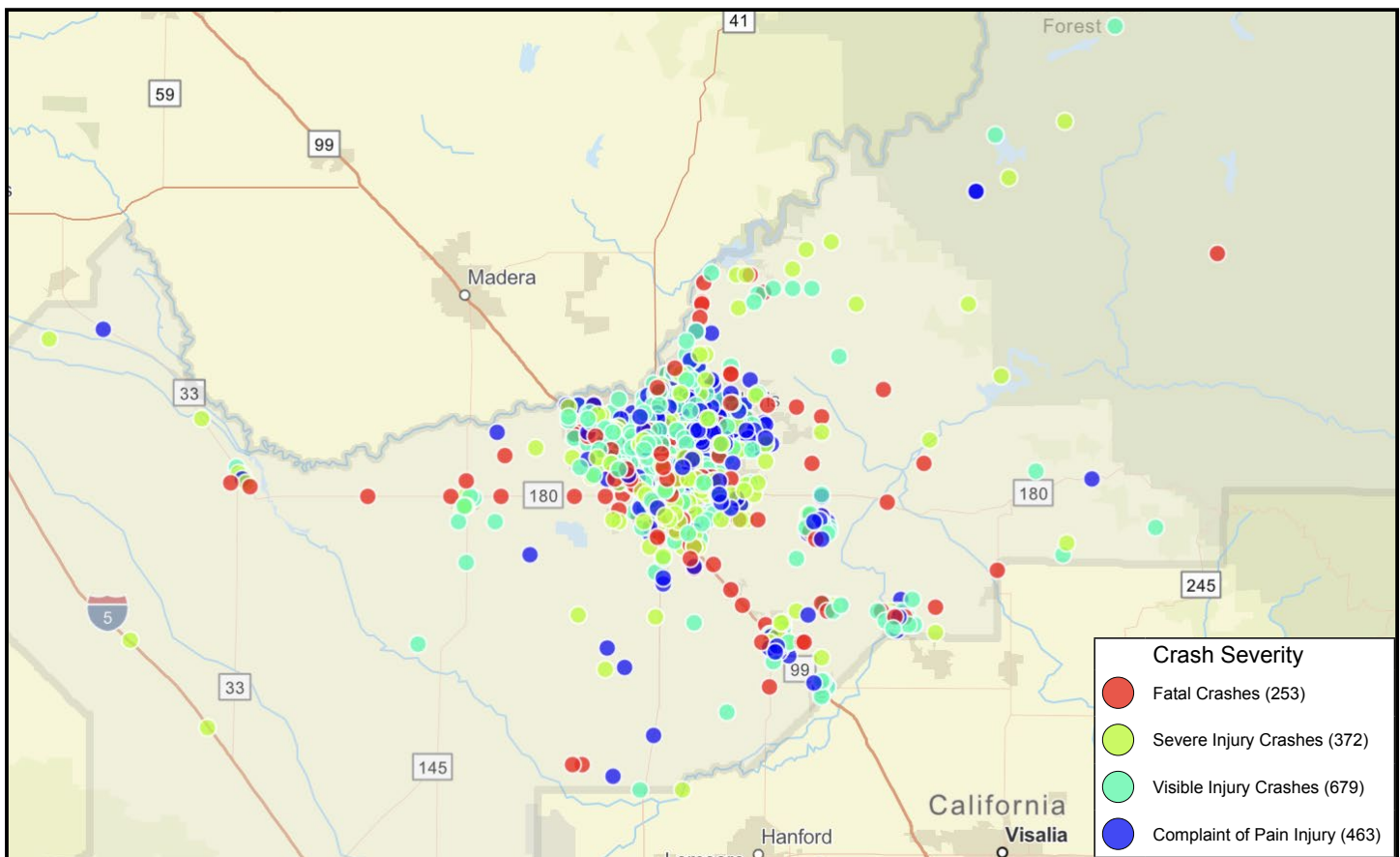
Pedestrian and bicycle crash data

Per the [California Office of Traffic Safety's Crash Rankings](#), in 2022, Fresno County ranked 21st out of 58 counties of similar population size for pedestrians killed or injured in a traffic crash (with a ranking of “one” indicating the worst crash rate). It also ranked 31st out of 58 for bicyclists killed or injured in a bicycle crash. Notably, Fresno County ranked 33rd out of 58 for pedestrians killed or injured in a traffic crash, and 11th out of 58 for pedestrians under 15 years old killed or injured in a traffic crash.

Similar to the above crash rankings, the following data is based on police-reported pedestrian and bicycle crashes in the workshop focus area in Fresno County. Data reported in this section are from the Statewide Integrated Traffic Records System (SWITRS) for the years 2020 to 2024. Crash data for 2023 and 2024 is provisional as of July 2025.

Fresno County crashes

Due to the lack of reported crashes in the City of Orange Cove, the Planning Committee requested an analysis of pedestrian and bicycle crash data for the City of Parlier, one of the sites that Cultiva La Salud staff supports. The Planning Committee also requested an analysis of pedestrian and bicycle crash data for Fresno County. In the past five years, for the years 2020 to 2024, there were 1,137 pedestrian crashes in Fresno County, with 276 pedestrian crashes leading to serious injuries and 214 pedestrian crashes leading to fatal injuries. Of the 1,137 pedestrian crashes in Fresno County, 43.1 percent of all crashes resulted in serious or fatal injuries. Over the same time frame, there were 630 bicycle crashes in Fresno County, with 96 bicycle crashes leading to serious injuries and 39 bicycle crashes leading to fatal injuries. Of the 630 bicycle crashes in Fresno County, 21.4 percent of all the crashes resulted in serious or fatal injuries.



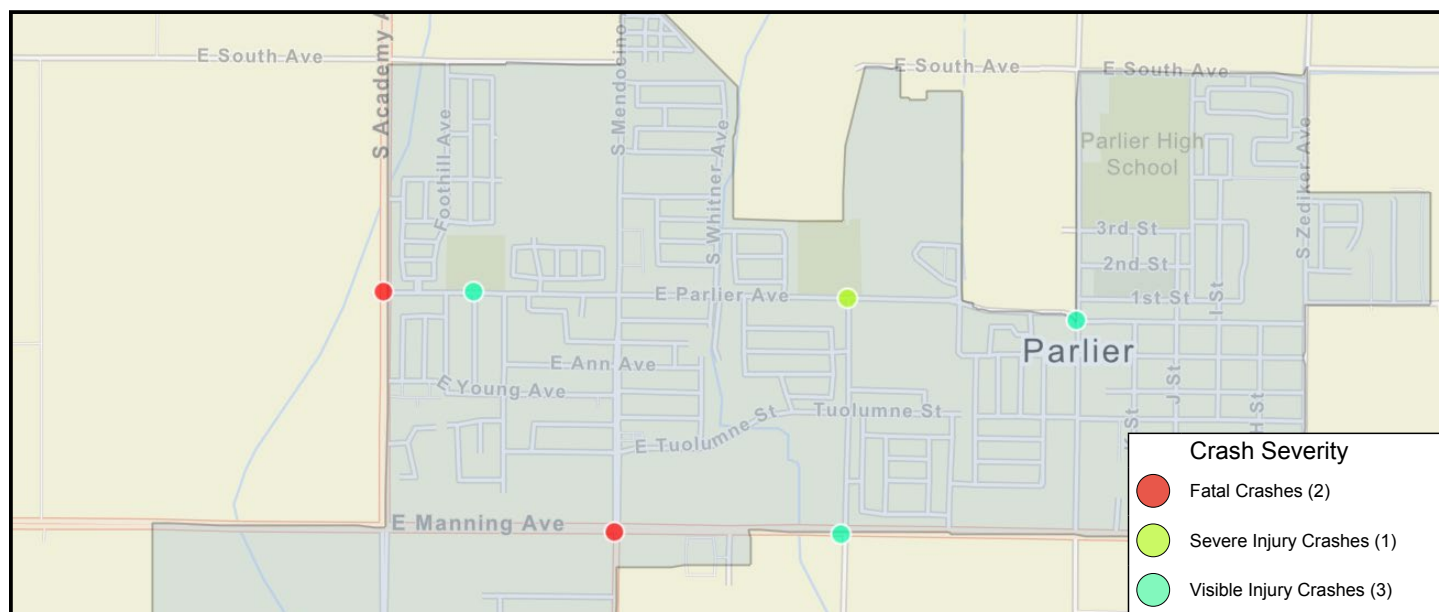
Pedestrian and Bicycle Crash Map for Fresno County, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of July 2025.

There were 1,259 pedestrian crash victims across all pedestrian crashes in Fresno County. Among these victims, there were 215 fatalities, 294 serious injuries, 420 minor injuries, and 330 possible injuries, with minor injuries comprising the largest proportion of total injured victims. Older adults, or people ages 65 or older, comprised approximately 12 percent (147 victims) of all pedestrian crash victims, and 64 percent (94 victims) of older adult victims were male. People ages 14 years old or younger made up the second largest proportion of all pedestrian crash victims at over 10 percent (130 victims). Of all pedestrian crashes in Fresno County, the most common primary collision factors (PCFs) included pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk (413 crashes); driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (263 crashes); and speeding on the highway or driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements (111 crashes).

There were 643 bicycle crash victims across all bicycle crashes in Fresno County. Among these victims, there were 40 fatalities, 99 serious injuries, 312 minor injuries, and 192 possible injuries, with minor injuries comprising the largest proportion of total injured victims. Older adults, or people ages 65 or older, comprised approximately 11 percent (70 victims) of all bicycle crash victims, and 84 percent (59 victims) of older adult victims were male. People between the ages of 40 and 49 made up the largest proportion of all bicycle crash victims at over 20 percent (133 victims). Of all bicycle crashes in Fresno County, the most common PCFs included failure to drive/ride on the right half of the roadway (178 crashes), driver failure to yield right-of-way when entering or crossing a highway (106 crashes), and driver failure to obey regulatory signs or signals (80 crashes).

City of Parlier crashes

In the past five years, from 2020 to 2024, there were no reported bicycle crashes and six reported pedestrian crashes in the City of Parlier. Two of the pedestrian crashes led to fatal injuries, and one crash led to a serious injury. The serious injury pedestrian crash occurred at the East Parlier Avenue/Madsen Avenue intersection and involved a 58 year-old male pedestrian. One of the fatal pedestrian crashes occurred at the Academy Avenue/Parlier Avenue intersection and involved a 62 year-old male pedestrian, and the other fatal crash occurred at the Manning Avenue/Mendocino Avenue intersection and involved a 44 year-old male pedestrian. The PCFs in the two fatal pedestrian crashes both were pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk. Another common PCF across pedestrian crashes, involved with two of the six crashes, was driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk.



Pedestrian Crash Map for the City of Parlier in Fresno County, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data are provisional as of July 2025.

Safe Routes to School training

This Safe Routes to School (SRTS) training was convened by [Cultiva La Salud](#) and was conducted to introduce the goals and elements that encompass the SRTS initiative to build capacity among its staff and agency partners. The training was collaboratively planned and facilitated by Cultiva La Salud, Fresno County Department of Public Health CalFresh Healthy Living, Cal Walks, and SafeTREC. The training aimed to:

1. Provide understanding of SRTS initiatives and strategies to build internal organizational capacity;
2. Teach various elements of SRTS initiatives that could potentially be incorporated in Fresno County to support safer walking and biking for students and their families; and
3. Help participants identify specific short-term and long-term strategies that would lead to tangible safety improvements in Fresno County.

The July 24, 2025 SRTS training convened seven participants and consisted of:

- An overview of the SRTS initiative, its goals, and the six elements (6 E's) that compose its framework;
- An overview of how to conduct a walking and biking assessment and arrival and dismissal observations;
- An overview of Fresno County crash data; and
- Provision of a contact list for Fresno County stakeholders and potential partners.

About Safe Routes to School

SRTS programs consist of a broad partnership of community stakeholders working together to promote walking and biking to school through education, incentives, and infrastructure improvements. These programs aim to enhance the safety, convenience, and accessibility of people walking³ and biking to school, and encourage more people to walk or bike to or from school.

The Planning Committee expressed a desire to improve walking and biking to and from schools throughout Fresno County, particularly along challenging streets with disconnected or cracked infrastructure, or that have a lack of school zone signage, signals, or bicycle infrastructure. The Planning Committee shared that students in Fresno County frequently use walking and biking as a common form of transportation to and from school.

Depending on each city's existing infrastructure, students might encounter safety concerns, including incomplete sidewalks near school zones or on key routes to and from school. A lack of high-visibility crosswalks or pedestrian-scale lighting may create visibility challenges between drivers and pedestrians, especially during early mornings and later evenings when light is dim. The Planning Committee expressed a need for additional school zone assessments in Fresno County, particularly in more rural areas, like the cities of Orange Cove and Parlier. This training aimed to help Cultiva La Salud and Fresno County Department of Public Health CalFresh Healthy Living deliver SRTS programming and implement SRTS safety projects that would help alleviate some of these concerns as well as prioritize the safety of people walking and biking to and from school.

³ People who roll on wheels with a scooter, skateboard, or mobility device, such as a wheelchair or stroller, to travel in their community are counted as people walking.

Training materials

The following training materials were shared and reviewed with training participants.

Walking and Biking Assessment Guide

The Walking and Biking Assessment Guide was developed by the Project Team and is organized by topic to help identify the community's walking and biking patterns, safety concerns, and assets along a key community route. It also encourages participants to discuss infrastructure and programmatic solutions to safety issues identified during the assessment. The sections include sidewalks, roads, signs and signals, crossings, intersections, lighting, curbs, comfortable environment, bicycle facilities, and transit. Within each section, the guide prompts users to explore a series of questions to better identify assets and safety concerns in the walking and biking environment. The guide also prompts participants in the assessment to identify their top concerns along the assessed route and suggest projects or improvements that would help alleviate these safety concerns.

Arrival and Dismissal Observation Checklist

The Project Team developed the Arrival and Dismissal Observation Checklist as a tool for participants to capture both desired and risky pedestrian and driver behaviors during school arrival and dismissal times at a school zone. The checklist provides instructions on how to prepare for and conduct observations. It also provides examples of desired and risky behaviors, along with a space for participants to record their observations. A debrief section is included at the end of the document, where participants can identify the top safety concerns they observed, as well as Safe System Approach strategies to alleviate these concerns.

Safe Routes to School training discussion

During the training, participants were asked about current SRTS efforts and what support they would need to implement future projects to improve the safety of students and families walking or biking to and from school. Participants shared current challenges they face, and possible support needed to prioritize SRTS projects throughout Fresno County.

- **Participation and outreach:** Community members emphasized the importance of prioritizing SRTS strategies that reflect local needs and ensuring diverse input to inform these strategies. Key recommendations from participants included conducting outreach to better understand and identify community priorities, increasing recruitment to achieve broader representation, and partnering with agencies and community-based organizations to gain additional perspectives. There is also a need for support with recruiting community residents in engagement and outreach efforts, especially in rural communities. Education and engineering were identified as key focus areas, as residents often express interest in seeing tangible results and feeling their voices are heard. There is also a strong need for close collaboration across city and county agencies and departments to align projects with community priorities.
- **Funding:** Participants highlighted the need for funding that supports education, engagement, and engineering as essential to implementing SRTS activities and strategies. Collaboration with local agencies and the Fresno Council of Governments ([Fresno COG](#)), through efforts such as the [Moving Forward Together Campaign](#), was noted as a potential avenue for support. However, ongoing changes in the political landscape in Orange Cove have made coordination challenging at times.
- **Infrastructure and programmatic opportunities:** Participants also emphasized the importance of visible, tangible infrastructure improvements that support pedestrian and bicycle safety in neighborhoods to maintain community and stakeholder interest, and buy-in for transportation safety initiatives. They also noted a need for expanded educational opportunities, such as bicycle rodeos, [pedestrian rodeos](#), and demonstrations of safe biking and walking practices, such as how to use hand signals when biking.

Planning recommendations

Identify and apply for grant funding for SRTS programming

The members of the Planning Committee expressed interest in developing and supporting the SRTS initiative for students, guardians and families, and school officials at school and through community events. The Planning Committee also identified a need for funding to support education, engagement, and engineering for SRTS programming, citing limited resources for varying priorities. The Safe Streets and Roads for All (SS4A) Planning and Demonstration grants may support the development of the program. [Safe Routes to School](#) programming consists of educational and engaging programs that use collaborative efforts among students, their families, and school administration to cultivate a safer environment for walking and biking. Pilot programs for behavioral or operational activities that include one or more elements of the [Safe System Approach](#) are eligible demonstration activities (see [Planning and Demonstration Activities - SS4A](#) for more information about eligible activities).

Resources

- The [Safe Streets and Roads for All \(SS4A\) Grant Program](#) page provides a detailed overview of the grant, eligible grant activities, and activity requirements. For any questions about the Safe Streets for All grant, please contact SS4A@dot.gov.
- Safe Routes Partnership hosted a webinar [Creative, Accessible Federal Funding to Advance Safe, Active Travel for Kids and Communities](#) that shared creative ways the SS4A grant funding can be used to advance Safe Routes to School. The webinar recording can be viewed [here](#).
- The [Safe Routes to School Basics: Resources for Planning, Creating and Sustaining a Safe Routes to School Program](#) can help guide the development of a School Travel Plan (page 6).

Evaluate the need for SRTS programming in Fresno County schools

Participants emphasized the importance of expanding SRTS programming in Fresno County. Where funding is available, Cultiva La Salud's *promotoras*, community health workers who serve as liaisons between their communities and health and social service providers, could collaborate with parent volunteers to help establish and support a parent-led active transportation committee, supported through capacity building by the *promotoras* on SRTS strategies. Active transportation committees, including bicycle and/or pedestrian advisory committees, are composed of volunteers or an appointed group of residents, community stakeholders, and subject matter experts that advise and make recommendations to decision-makers on walking and biking programs, projects, and policies. The establishment of committees helps to provide opportunities for residents, community stakeholders, and subject-matter experts to help shape their community. Fresno County Department of Public Health CalFresh Healthy Living could further strengthen efforts by providing educational programming, particularly for elementary school students learning pedestrian and bicycle safety for the first time. Examples of programming include bicycle clinics, bicycle rodeos, and activities that simulate intersections, which allow students to practice safe walking and biking skills in real-life scenarios.

Resources

- The [NHTSA Cycling Skills Clinic Guide](#) provides step-by-step instructions and tools for communities to organize bicycle rodeos that teach children safe bicycling skills through hands-on practice and education.
- [National Center for Safe Routes to School](#) offers resources and toolkits that guide you step-by-step in starting and building a successful SRTS program.

- [Santa Clara County: Safe Routes to School Partnership Model](#) provides an extensive list of model trainings, workshops, resource development, and best practices to support SRTS efforts.
- [Building Momentum for Safe Routes to School: A Toolkit for School Districts and City](#) is a toolkit with practical guidance for school districts and city leaders to develop, strengthen, and sustain SRTS programs in their schools.

Conclusion

This SRTS training demonstrates Cultiva La Salud's and Fresno County Department of Public Health CalFresh Healthy Living program's continued commitment to creating a safe, comfortable community for those walking and biking in Orange Cove, Parlier, and other Fresno County communities. As Cultiva La Salud and Fresno County Department of Public Health CalFresh Healthy Living continue to work together to develop pedestrian and bicycle safety education and programming throughout Fresno County communities, the Project Team remains committed to continued support for their walking and biking safety efforts. The Planning Committee's dedication throughout the follow-up technical assistance planning demonstrates the community's continued commitment to walking and biking safety for students, families, and community members in Fresno County.



SRTS training facilitators and attendees, including staff members from Cultiva La Salud and CalFresh.

Resources

- [Safe Routes to School Guide](#)
- [How to Create Pop-up Safe Routes to School Projects](#)
- [School Streets Toolkit](#)
- [Safe Routes to School Parent Survey](#)
- [Safe System Strategies for Bicyclists and Pedestrians Toolkit](#)
- [Walking School Bus](#)

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

For more information, please visit:

<https://bit.ly/CPBSP>

For questions, please email:

safetrec@berkeley.edu

Visit SafeTREC's website at:

<https://safetrec.berkeley.edu>



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