



Tranquillity Summary and Recommendations Report

Comunidades Activas y Seguras
(Active and Safe Communities)

Summer 2025



UC Berkeley SafeTREC

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Revised September 2025

Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Tranquillity a safer place to walk and bike.

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

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We would like to acknowledge Maria Mejia-Ng from Radiant Valley Interpreting for providing simultaneous interpretation from Spanish to English during the workshop.

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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, using 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 the reduction of fatalities and serious injuries as a result of 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.

SafeTREC and Cal Walks (Project Team) worked alongside the Planning Committee to develop goals for the community workshop and tailor its curriculum to address their safety needs and priorities.

The Tranquillity Resource Conservation District requested a CAyS workshop in Tranquillity to:

1. Engage the monolingual Spanish-speaking community to identify priorities for pedestrian and bicycle safety improvements in Tranquillity.
2. Identify potential infrastructure improvements and/or programmatic opportunities to enhance safety for students, caregivers, and family members who walk and bike to and from Tranquillity Elementary School and Tranquillity High School.
3. Convene local and county stakeholders, community-based organizations, and pedestrian and bicycle safety advocates to foster collaboration and strengthen partnerships.

The Tranquillity CAyS workshop convened the community on June 11, 2025, at the Tranquillity Branch Library. Nine people participated in the workshop, including residents and representatives from Tranquillity Resource Conservation District, Fresno County Department of Public Works, Fresno County Department of Public Health, Fresno County Bicycle Coalition, and All4Youth, a partnership program between Fresno County Department of Behavioral Health and Fresno County Superintendent of Schools. It consisted of:

- An activity that facilitated personal and cultural connections to the seven principles of our adapted Safe System Approach through a group discussion; and
- A walking and biking assessment and analysis of pedestrian and bicycle crash data.

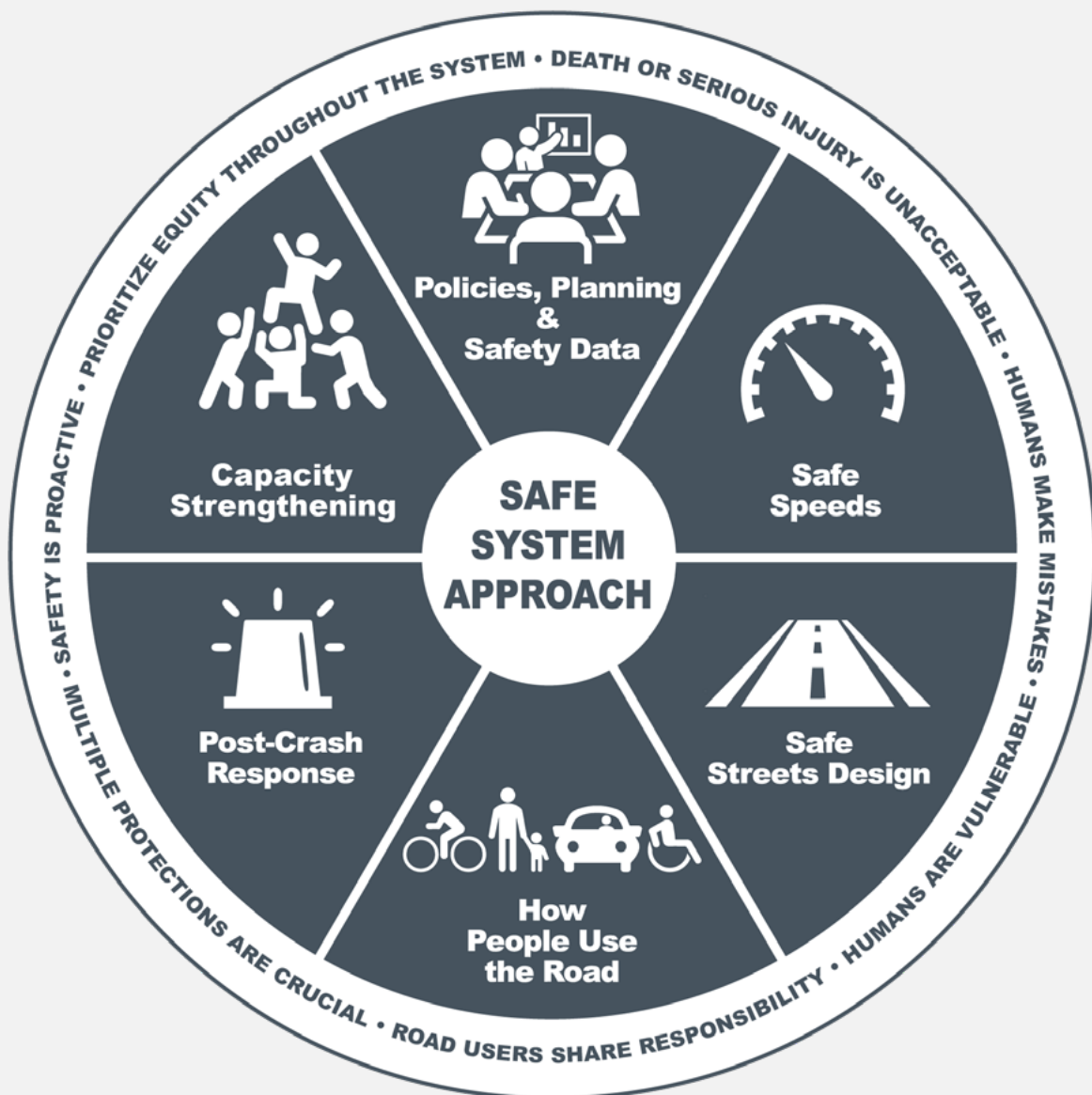
The following report summarizes the outcomes of the workshop and provides the Planning Committee with recommendations for safety improvement implementation informed by Tranquillity residents.

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.

Safe System Approach

The impact of traffic crashes extends beyond victims and their loved ones to include substantial economic and societal impacts, including medical costs, health outcomes, lost productivity, and quality of life. Preliminary Statewide Integrated Traffic Records System (SWITRS) data for 2024 indicates that traffic crashes caused 3,376 preventable deaths statewide, of which 950 were pedestrians and 148 bicyclists. Additionally, in 2024, there were 16,142 people seriously injured in traffic crashes in California, including 2,531 pedestrians and 1,255 bicyclists.³ People walking and biking are especially vulnerable to death or serious injuries when a traffic crash occurs. The program provides an opportunity to integrate the Safe System Approach into programs, policies, and design decisions related to active transportation in communities across California to reduce the number of fatalities and serious injuries for people walking and biking. CPBSP strategies focus on infrastructure improvements, behavior change, programmatic change, and fostering local, regional, and statewide safety champions.



CPBSP Safe System approach

3 Statewide SWITRS Summary. Transportation Injury Mapping System (TIMS). Retrieved from <https://tims.berkeley.edu>. Data from 2024 is provisional as of June 2025.

The Safe System Approach was founded on the principle that people make mistakes and the road system should be adapted to anticipate and accommodate human error. Its framework has been adopted by the US Department of Transportation, California Office of Traffic Safety, and the California Department of Transportation (Caltrans). The Safe System Approach, in conjunction with Vision Zero, encourages a paradigm shift in transportation safety that prioritizes safe mobility for all while working towards the goal of zero deaths or serious injuries on our roads—a goal that continues to be widely adopted both in California and across the US. The Safe Systems Pyramid for roadway safety practitioners is an updated approach to traffic safety that demonstrates how population-level interventions have a greater impact than ones that depend on individual effort.⁴ This model highlights the impact of the Safe System Approach and how it can be implemented through public health principles that prioritize upstream, population-level approaches. With this framework, it is imperative to engage all stakeholders— from transportation engineers and city planners to vehicle manufacturers, law enforcement, and everyday users—to design and operate a transportation system that prioritizes saving lives and minimizes serious consequences in the event of a crash.

The Project Team adapted the [Federal Highway Administration's \(FHWA\) Safe System Approach](#) to make the framework more impactful for grassroots community engagement by adding equity as the seventh principle to address historic disinvestments and institutional biases. They are:

1. Death or serious injury is unacceptable.
2. Humans make mistakes.
3. Multiple protections are crucial.
4. All road users share responsibility.
5. Humans are vulnerable.
6. Safety is proactive.
7. Equity is a priority throughout the system.

We also replaced the FHWA's safe vehicles element with two new elements, capacity strengthening and policies, planning, and safety data. This adaptation addresses the need to engage historically marginalized communities and invest in active transportation safety. The safe vehicles element assumes a turnover of household vehicles for those with new technology, while vehicle ownership itself is relatively low in communities where the CAYs program works. Instead, we seek to provide communities with active transportation safety data and language to advocate for safety improvements that promote multimodal transportation in their communities.

The six elements of our adapted Safe System Approach are:

1. Safe speeds: Reduce driver speeds to reduce injury severity for all road users.
2. Safe streets design: Design roads that are people-focused and reduce conflict between users.
3. How people use the road: Create opportunities for and expand awareness of safe walking and biking.
4. Post-crash response: Provide physical and emotional care to crash survivors and their families.
5. Capacity strengthening: Empower communities to claim ownership of safe streets and public spaces.
6. Policies, planning, and safety data: Create systems change at the local and statewide policy level.

For more information about the Safe System Approach, please review our [policy brief](#). To learn more about Safe System strategies, please review our [toolkit](#).

⁴ Ederer, D. J., Panik, R. T., Botchwey, N., & Watkins, K. (2023, August). The Safe Systems Pyramid: A new framework for traffic safety. *Transportation Research Interdisciplinary Perspectives*, 21, 1-10. <https://doi.org/10.1016/j.trip.2023.100905>

Background and focus area

Tranquillity, a census-designated place (CDP) in Fresno County, has a population of approximately 805 people, with 86 percent identifying as Hispanic or Latino. In 2023, the median household income was \$61,250, below the statewide median household income of \$95,521 and below that of Fresno County of \$71,689.⁵

The boundaries for the workshop focus area were: West Jefferson Avenue at the north, West Lincoln Avenue and West Morton Avenue at the south, Colorado Road at the east, and South Amador Avenue at the west. The Planning Committee chose these boundaries to include key community destinations, such as Tranquillity Elementary School, Tranquillity High School, Tranquillity Branch Library, the local park, the health center, and the site for the upcoming [aquatic center](#) that will be available to students and families in the community and will host events and activities, according to school staff.

In Tranquillity, 14 percent of the population is composed of seniors ages 65 or older, and 15 percent of households have one or more persons with a disability. The most significant commute patterns are solo drives going to work (64 percent) and carpooling to travel to get to and from work (14 percent). The full demographic report from the American Community Survey (ACS) 5-year Estimates (2019-2023) is available upon request.

Local policies, plans, and programs

The Planning Committee and Project Team identified existing local active transportation policies, plans, and programs to better understand how they impact pedestrian and bicycle safety in the community. The following policies, plans, and programs reviewed are not intended to be an exhaustive list, but rather a summary.

The [Transformative Climate Community \(TCC\) Program](#) is a community-led initiative that empowers communities to achieve environmental, health, economic, and greenhouse gas reduction objectives. It funds community-led development and infrastructure projects that may include (though this list is not exhaustive): bicycle and pedestrian facilities, transit stations and facilities, urban greening and green infrastructure, and electric bicycle and car share programs. In [December 2023, the Tranquillity Resource Conservation District](#) (TRCD) was awarded a planning grant to engage communities across Fresno County. The TRCD is engaging in a series of initiatives with the Fresno Council of Governments (COG), Fresno County Rural Transit Agency (FCRTA), and Fresno County Department of Public Works and Planning. It also leveraged community meetings under the TCC Program to engage residents in the CAyS planning process.

The [Safe Streets for Students](#) program launched in 2025 in Fresno County. The program conducted walk audits at 15 schools in the county, including Tranquillity Elementary School and Tranquillity High School. As part of this project, a [survey](#) was developed for families, students, and other stakeholders to share their walking and biking safety concerns. The County also received a [Sustainable Transportation Planning Grant](#) through Caltrans, which allows them to conduct additional audits during the 2025-2026 school year.

The Fresno County Council of Governments (FCOG) is updating its [Regional Transportation Plan and Sustainable Communities Strategies](#). In preparation for this update, FCOG has developed a [Sustainable Community Strategies Survey and Scenarios](#) to gather community input about their priorities related to transportation, housing, public health, and air quality. The surveys are available in [English](#) and [Spanish](#).

The [Unincorporated Fresno County Communities](#) chapter of the larger [Fresno County Regional Active Transportation Plan](#) summarizes existing conditions and plans for walking and biking facilities. Planned pedestrian facilities for Tranquillity include intersection improvements and pedestrian crossings. Planned bicycle facilities include the addition of bicycle parking and Class III bicycle lanes.

⁵ United States Census Bureau. Retrieved from https://data.census.gov/profile/Tranquillity_CDP_California?g=160XX00US0680266.

Crash data

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

Similar to the above crash rankings, the following data is based on police-reported crashes in the workshop focus area in Tranquillity. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2020 to 2024. Crash data for 2023 and 2024 is provisional as of April 2025. A complete discussion of the crash data is available upon request.

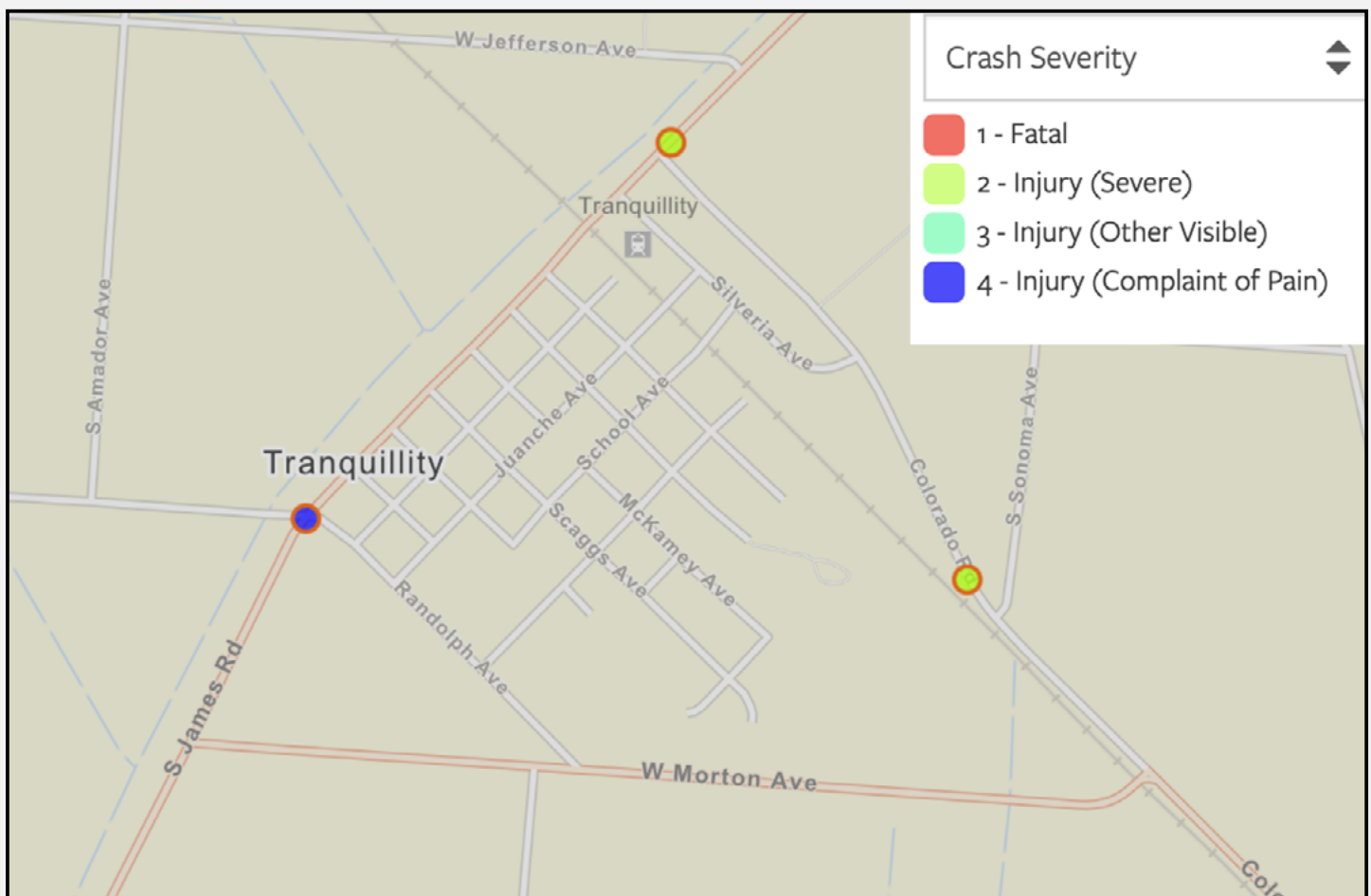
In the most recent five years of data, from 2020 to 2024, there were no pedestrian or bicycle crashes reported in Tranquillity. However, the Planning Committee and workshop participants suggested there may be underreporting. They noted that crashes could potentially go unreported due to fear of interacting with law enforcement, particularly among unlicensed residents. Workshop participants frequently observed risky driver behavior, like distracted driving or driving under the influence of drugs or alcohol, that may expose pedestrians and bicyclists to unsafe road conditions.

To supplement existing data and better capture the community's experiences, the Project Team provided a Street Story training to the Planning Committee during the second planning meeting. [Street Story](#) is a community engagement platform provided by UC Berkeley SafeTREC, available in both English and Spanish, that enables residents, community groups, and agencies to collect information about transportation crashes, near-misses, general hazards, and safe travel locations. The tool is free to use, anonymous, and publicly accessible. The Project Team also created flyers with a custom boundary link, enabling participants to submit a report directly in the Tranquillity boundary. Although no reports for Tranquillity have been submitted, the Planning Committee is interested in utilizing the flyers and tools in their ongoing outreach efforts and events. A copy of the training slides and flyers created by the Project Team is available upon request.

Vehicle crash data

Because there were no reported pedestrian and bicycle crashes, vehicle crash data was analyzed to provide insight into driver behavior that pedestrians and bicyclists may be exposed to in Tranquillity. Over the most recent five years of available data, from 2020 to 2024, three motor vehicle crashes were reported in the workshop focus area. The crashes were located on Lincoln Avenue, Colorado Avenue, and James Road. Two crashes involved driving under the influence of drugs or alcohol, both resulting in severe injuries: one in October 2021 on Colorado Road, and another in July 2024 at the South James Road/Colorado Road intersection. A third crash occurred in August 2022 and was attributed to an automobile right-of-way violation at the South James Road/Lincoln Avenue intersection.

The map below shows motor vehicle injury crashes within the workshop focus area between 2020 and 2024.



Crash map for workshop focus area in Tranquillity, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of April 2025.

Walking and biking assessments

The Project Team conducted walking and biking safety assessments along two routes near key local destinations in the community. The first assessment was conducted during the site visit at Tranquillity Elementary School on April 23, 2025. The second assessment was conducted during the workshop held at Tranquillity Branch Library on June 11, 2025. Of note, the first assessment occurred while school was in session during the academic year for Golden Plains Unified School District, while the second assessment occurred after the academic year ended, lending to a lower presence of students on and around the Tranquillity Elementary School and Tranquillity High School campuses. 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 two walking and biking assessments.

Neighborhood-wide strengths and concerns

Strengths

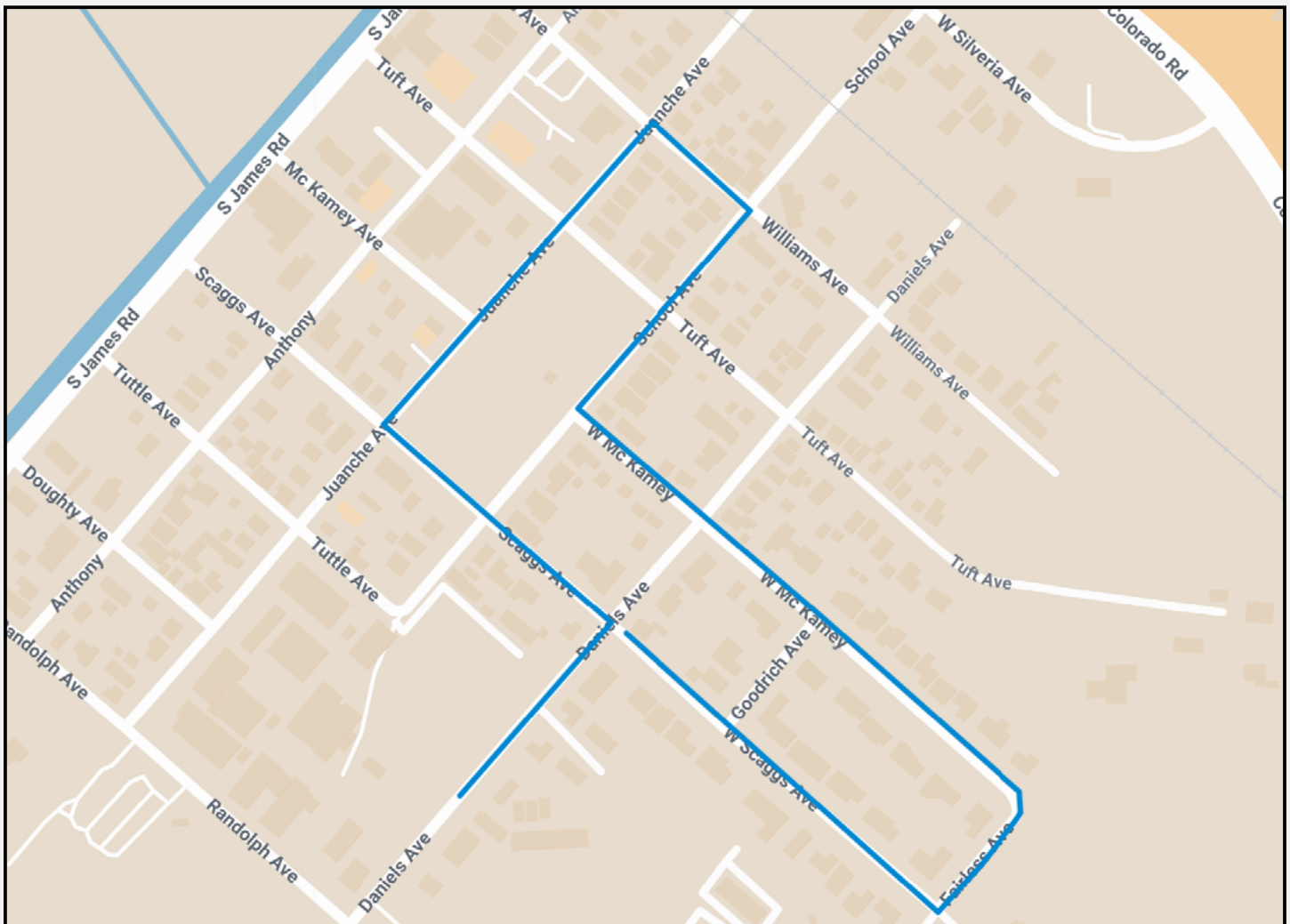
- Participants cited key destinations, including Tranquillity Elementary School, Tranquillity High School, Tranquillity Branch Library, the local park, and various places of worship.
 - The Project Team focused on routes that led to the key destinations in the community.
- Participants noted that the recent infrastructure improvements near Tranquillity Elementary School enhanced the safety and comfort of people walking in the area, and they would like to see similar community-wide upgrades.

Concerns

- During the site visit and community workshop, the Planning Committee and participants consistently raised concerns about the lack of sidewalks, poor sidewalk connectivity, and inadequate lighting of and for all road users.
- Poor visibility of and for pedestrians and bicyclists in Tranquillity is exacerbated by weather conditions like rain and fog that most commonly occur from January to March in Fresno County.
- The poor road conditions, including large potholes, cracked pavement, and debris,

Route 1: Daniels Avenue, West Scaggs Avenue, School Avenue, and Juanche Avenue

Daniels Avenue serves as a primary route for students, families, and other residents to several key community destinations, including Tranquillity Elementary School, Valley Health Team Community Health Center, and the United Methodist Church. This walking and biking route was assessed with Planning Committee members during the site visit on April 23, 2025.



Walking and biking assessment route along Daniels Avenue, West Scaggs Avenue, School Avenue, and Juanche Avenue.

Strengths

Recent improvements on Daniels Avenue, including the addition of new sidewalks and road repavement, have enhanced the safety and comfort for people walking, biking, rolling, or driving in the area.

- The entrance to Tranquillity Elementary School sits on the east side of Daniels Avenue. The sidewalks leading up to the school are wide and ample, making it comfortable for students and families traveling in groups, as well as for people traveling with a stroller or using an assistive mobility device, such as a wheelchair.
- A high-visibility yellow ladder crosswalk was installed near the school entrance, accompanied by a curb ramp with truncated domes and a high-visibility school crossing sign. Together, these elements help create safe routes to school by increasing pedestrian and student visibility.



Sidewalks leading to Tranquillity Elementary School are wide and ample, comfortably accommodating students and families traveling in groups.



Participants cross at a high-visibility yellow ladder crosswalk leading to Tranquillity Elementary School. The repaved road, crosswalk, and signage were all part of a recent improvement project.

Strengths, continued

There are key community amenities that participants highlighted at points throughout the walking and biking assessment route:

- A new aquatic center, located on the grounds of Tranquillity High School along Daniels Avenue, is under construction. Groundbreaking for the project took place on April 3, 2025, and the expected completion date is June 2026. The aquatic center will be open to the public and feature amenities, such as a water slide, a splash pad, locker rooms, and a gym. The community is excited about the addition of this center and anticipates that it will bring many recreational opportunities.
- The local park, located near the School Avenue/Tuft Avenue intersection, features a playground, tables, grills, and a shaded seating area where the community can gather and relax. Large shade trees create an enjoyable environment, especially during high-heat seasons. Participants shared that the park frequently hosts local community events and activities.



Signage indicates the construction site for the new aquatic center on the Tranquillity High School campus, located on the north side of the Daniels Avenue corridor.



The local park in Tranquillity features various amenities, including a shaded seating area, playground, and grills for residents to recreate and enjoy.

Concerns

The sidewalk network is discontinuous and abruptly ends at various points throughout the community.

- A large stretch on the north side of West Scaggs Avenue has no sidewalk. Front lawns and private properties extend to the curb, forcing pedestrians into the road, which can create visibility issues between pedestrians and drivers, and increase the potential for near-misses between all road users.
- The local park's perimeter lacks sidewalks, which may make it a challenge for visitors. As a key community destination for youth, families, and residents, safe access to the park is crucial. The lack of a sidewalk network may hinder safe connectivity between the park and the broader community, forcing visitors to walk in the road, which can create visibility issues between pedestrians and other road users, and has the potential for near-misses.
 - There are jurisdictional and other considerations for the area at and near the local park, such that the park is under the ownership of the Golden Plains Unified School District. Please refer to the Planning Recommendations section of this report for more information.

There is a lack of street and pedestrian-scale lighting throughout Tranquillity, which may limit the visibility of all road users.

- Limited street lighting is concentrated near high-traffic areas, including the school zone at the Daniels Avenue/Randolph Avenue intersection, the local park, and Tranquillity Branch Library. Street lighting is limited throughout the rest of Tranquillity, which can create hazardous visibility issues for all road users.
- Participants shared that the lack of pedestrian-scale lighting is especially noticeable during inclement weather seasons, which bring rain and fog, further reducing visibility. People who walk or bike in the community tend to do so early in the morning rather than in the evening when there is less lighting.



The perimeter of the local park lacks sidewalks.



At the West McKamey Avenue/Fairless Avenue intersection, overgrown vegetation obstructs an uneven and cracked sidewalk that abruptly ends at a point further up on West McKamey Avenue.

Concerns, continued

- The addition of street and/or pedestrian-scale lighting may first require the formation of a lighting district, a multistep process that can take up to one year. Please refer to the Planning Recommendations section of this report for more information.

There may be a need for signage and high-visibility crosswalks throughout Tranquillity to improve visibility for all road users, minimize right-of-way conflicts, and alert drivers to the presence of people walking, biking, or rolling in the area.

- The lack of signage of and for pedestrians like students and their families in the community may create conflict between all road users. Though the community shared that most people driving into and out of Tranquillity are local and familiar with the streets, the anticipated influx of outside visitors due to the planned aquatic center could exacerbate right-of-way conflicts or lead to near-misses.
- There is limited signage near school zones to alert drivers to the presence of youth and families walking in the area. There are two school crossing signs on Daniels Avenue traveling southbound, but no other signs are present traveling northbound.
- There is a lack of marked crosswalks throughout Tranquillity. Along this route, the only marked crosswalk was located on Daniels Avenue, which leads to Tranquillity Elementary School. A marked crosswalk can increase pedestrian visibility and alert drivers to people walking in the area, thereby reducing near-misses. It may also serve as a visual cue for drivers to slow down when pedestrians are crossing.



Water pools in deep dips along a road in Tranquillity and poses a hazard to people walking, biking, or rolling. However, participants shared these dips also act as informal traffic calming measures for drivers.



There is limited signage throughout Tranquillity. The Project Team observed that the stop sign at the Juanche Avenue/Williams Avenue intersection is one of the few stop signs in the community and also appears shorter than standard-sized stop signs.

Concerns, continued

- The addition of stop signs and other infrastructure throughout Tranquillity would require the Department of Public Works to conduct a traffic study to determine need and feasibility. Please refer to the Planning Recommendations section of this report for more information.

Various roads in Tranquillity are cracked, uneven, and in disrepair, which can pose a hazard for people walking, biking, or using an assistive mobility device.

- The roads near the School Avenue/Tuft Avenue intersection have significant dips and cracks where stagnant water pools, particularly during rainy seasons. Although the significant dips are a concern, participants noted that these act as informal traffic calming measures, causing drivers to slow down at intersections where they are prominent.



Due to the lack of sidewalks on Scaggs Avenue, walking and biking assessment participants were forced to walk in the road when traveling eastbound near the Daniels Avenue/Scaggs Avenue intersection.

Route 2: Williams Avenue, South James Road, Randolph Avenue, Daniels Avenue, and Juanche Avenue

Complementing the walking and biking route assessed during the site visit, this assessment focused on the central portion of the CDP, including Williams Avenue, South James Road, Randolph Avenue, Daniels Avenue, and Juanche Avenue. This assessment route included an evaluation of conditions around key destinations, such as the Tranquillity Branch Library, Tranquillity High School, Tranquillity Elementary School, the Valley Health Team Community Health Center, and the local park. There is also a water canal parallel and directly adjacent to the north side of South James Road that diagonally bisects Tranquillity. Residents, Planning Committee members, and transportation safety advocates participated in this assessment during the workshop on June 11, 2025.



Walking and biking assessment route along Williams Avenue, South James Road, Randolph Avenue, Daniels Avenue, and Juanche Avenue.

Strengths

There are key community amenities that participants highlighted at points throughout the walking and biking assessment route:

- The [Tranquillity Branch Library](#) offers community meeting rooms, events for all ages, homework help, book-by-mail services, online resources, job and career support, and other valuable resources. The space is available for residents to utilize from Tuesday through Thursday, and on Saturdays.
- The [Valley Health Team Community Health Center](#) is located at the Daniels Avenue/Randolph Avenue intersection, with Tranquillity Elementary School located directly east of it on the south side of the Daniels Avenue corridor and Tranquillity High School located directly west of it on Randolph Avenue and Juanche Avenue. The Valley Health Team Community Health Center offers a range of programs and services to support the health and well-being of community residents.
- Two schools, [Tranquillity High School](#) and [Tranquillity Elementary School](#), serve the community and surrounding areas.

There is an informal exercise pathway in Tranquillity located above the South James Road corridor. It is a dirt path alongside the small water canal that traverses the center of the community that has the potential to support safe outdoor activities and exercise.

- A dirt pathway along the water canal that traverses the center of Tranquillity is situated directly above the South James Road corridor. It serves as an informal outdoor exercise pathway, which the Planning Committee could explore as a potential location of a future multi-use trail. This may require conducting appropriate studies, such as a traffic study or pedestrian count study, to determine its feasibility. A community resident noted that a high number of residents walk along it in the early morning and late evening hours. During the workshop walking and biking assessment, the Project Team observed residents sitting nearby and fishing in the canal.



The Tranquillity Branch Library offers a variety of programs for residents of all ages.

Strengths, continued



Tranquillity Elementary School, located on Daniels Avenue, serves students from Tranquillity and surrounding communities.



Near the agricultural fields and parallel to the north side of the South James Road corridor, is a dirt pathway along a small water canal. It is used by residents as an informal exercise route.



Tranquillity High School, located on Juanche Avenue, serves students from Tranquillity and surrounding communities.



The Valley Health Team Community Health Center, situated at the Daniels Avenue/Randolph Avenue intersection, provides programs and services to support the health and well-being of community residents.

Concerns

There is a lack of sidewalk connectivity for pedestrians, including students, caregivers, and families, who walk to and from key community destinations like Tranquillity Elementary School, Tranquillity High School, and Tranquillity Branch Library. Sidewalk gaps were identified along:

- The north side of the Williams Avenue corridor, from the Williams Avenue/Juanche Avenue intersection to the Williams Avenue/South James Road intersection.
- The entire north side of the South James Road corridor, from Williams Avenue to Randolph Avenue, and the south side of the South James Road corridor, from McKamey Avenue to Randolph Avenue.
 - Improvements including sidewalks near South James Road may warrant traffic and/or pedestrian count studies because this is a high-speed corridor per the Public Works Department.
- The north side and south side of the Randolph Avenue corridor, from South James Road to Juanche Avenue, and the south side of the Randolph Avenue corridor, from the Janetski Field parking lot to the Randolph Avenue/West Morton Avenue intersection.

Participants in the walking and biking assessment observed that drivers appeared to be traveling at speeds higher than the posted speed limit. They also noted that driving under the influence of drugs or alcohol is a commonly observed occurrence in Tranquillity.

- Specifically, participants observed risky driver behavior on Randolph Avenue and Daniels Avenue. Drivers appeared to be traveling at speeds over the posted speed limit on these corridors. They highlighted an urgent need for traffic calming and the implementation of speed control elements.
- During the workshop discussion, participants noted that motor vehicle drivers tend to drive at higher speeds when road conditions improve, such as after the repair of potholes and cracks in the road.
- During the walking and biking assessment, a participant noted the wide travel lanes while walking on South James Road, Randolph Avenue, and Daniels Avenue. They believe this road design leads to drivers traveling at high speeds above the posted speed limit because there are no design elements to encourage slower speeds.



Randolph Avenue is a corridor that has wide travel lanes, which may lead to higher driver speeds.

Concerns, continued

There is a lack of traffic safety infrastructure on Williams Avenue, South James Road, and Randolph Avenue:

- Given concerns about drivers traveling at speeds above the posted speed limit, participants highlighted a need for increasing the visibility of and for bicyclists and pedestrians along the walking and biking route. One community member shared their experience biking in Tranquillity, citing that it felt unsafe when traveling in the roadway near large trucks like semi-trucks and freight trucks. In particular, there is a lack of road striping, markings, and signage on Williams Avenue, South James Road, and Randolph Avenue, which serve as corridors to key destinations, like the Tranquillity Branch Library, Tranquillity High School, and places of worship.
- There are no crosswalks, road markings, or signage to indicate the presence of pedestrians or bicyclists near the Tranquillity Branch Library on Williams Avenue, Juanche Avenue, or at the Williams Avenue/Juanche Avenue intersection. Additionally, there is limited signage alerting drivers to the presence of students, youth, and families traveling through a school zone. A speed limit sign on Randolph Avenue is almost entirely obstructed by overgrown vegetation. Visible signage may alert drivers to slow down ahead of the school zone.
- Despite featuring high-visibility pedestrian crossing signs, the two crosswalks on Randolph Avenue—located adjacent to an entrance to Tranquillity High School on the north side of its corridor and to Janetski Field on the south side of its corridor—are challenging to see on the road due to their faded yellow paint.



There are no crosswalks or pedestrian crossing signs near or at the Williams Avenue/School Avenue intersection for pedestrians or bicyclists traveling to and from the library.

Concerns, continued



The South James Road corridor lacks sidewalks on its north and south sides, from McKamey Avenue to Randolph Avenue.



There is a 25-mile-per-hour speed limit sign on Randolph Avenue that is obstructed by overgrown vegetation. This is one of the few signs alerting drivers to enter the school zone.



Students walk across Randolph Avenue with a yellow standard crosswalk. This crosswalk is adjacent to Janetski Field and Tranquillity High School, though its yellow paint has faded to the point where it is difficult to see.

Planning recommendations

Throughout the planning process, the Project Team spoke with residents and staff members from Tranquillity Resource Conservation District, Fresno County Department of Public Works, Fresno County Department of Public Health (Division of Health), and Golden Plains Unified School District to identify programmatic and infrastructure improvements that improve safety for pedestrians and bicyclists. Workshop participants and Planning Committee members shared concerns regarding wide travel lanes, a lack of pedestrian-scale lighting and visibility for pedestrians and bicyclists, and insufficient signage and high-visibility crosswalks. Additional concerns include risky driver behavior that residents have observed in Tranquillity, like speeding when driving and driving under the influence of drugs or alcohol, which may place pedestrians and bicyclists at higher risk of exposure to unsafe road conditions. Also cited was a lack of sidewalk continuity in areas near key community destinations.

During the workshop, the Project Team observed vested interest and a strong sense of community among residents, staff members, and local and county stakeholders, which in turn implements the planning recommendations more likely to succeed. The following recommendations were identified based on conversations with residents as well as observed pedestrian and bicycle safety concerns in Tranquillity.

Develop a Safe Routes to School Program with Safe Streets and Roads for All grant funding

The Project Team recommends that the Planning Committee develop a Safe Routes to School (SRTS) program. Partners like Tranquillity Resource Conservation District, Fresno County Bicycle Coalition, and Fresno County Department of Public Health (Division of Health) could partner with the Golden Plains Unified School District to identify and pilot a Safe Routes to School program.

These programs may include activities that promote walking and biking to and from school, such as a walking school bus, a bicycle train, or bicycle rodeos that focus on bicycle safety education. Providing incentives, such as helmets, bicycle lights, or reflective bands, may help welcome students and further encourage them to participate. Safety messaging campaigns created for and by students can be part of an SRTS program and may engage the larger youth population and encourage them to get involved.

Additionally, the Project Team recommends that the Planning Committee apply for the Safe Streets and Roads for All (SS4A) Planning and Demonstration grant to fund the development of a pilot program. 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).

The SS4A program provides funding on an annual basis, with applications typically accepted in early and mid-summer.

Resources

- The [Defining Roles and Partnerships for Safe Routes to School](#) resource identifies key stakeholders who can support the implementation of Safe Routes to School programming and initiatives.
- [A Guide to Starting and Growing a Strong Safe Routes to School Program](#) provides guidance on developing a new Safe Routes to School program, including examples of activities and initiatives that can be implemented within its framework.
- The [Safe Streets and Roads for All: Planning and Demonstration Activities](#) 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](#), which shared creative ways the SS4A grant funding can be used to advance Safe Routes to School. The webinar recording is available for viewing [here](#).

Sidewalk network analysis for improved connectivity

The Project Team recommends that the Planning Committee, in collaboration with the Fresno County Department of Public Works, explore conducting a sidewalk network analysis to identify gaps and determine feasible locations to install new sidewalks, thereby improving connectivity throughout Tranquillity. One priority could be to install and complete sidewalk networks in the school zones for Tranquillity Elementary School and Tranquillity High School. This typically refers to the 0.5-mile radius around a school, encompassing the distance that students usually need to walk or bike to get to and from school and residential areas in proximity to the schools. The Project Team also identified the perimeter of the local park and areas adjacent to the Tranquillity Branch Library as locations lacking sidewalk connectivity. To prioritize the safety of people walking in Tranquillity, quick-build projects can be implemented in priority areas. Quick-build projects are semi-permanent projects that can be implemented quickly to prioritize the safety of road users and test improvements before they are permanent. Quick-build projects are typically low cost and can be completed with paint, posts, and other semi-permanent materials. Workshop participants emphasized that vulnerable residents, including older adults and people who use assisted mobility devices like a wheelchair, would also benefit from improved sidewalk connectivity. At times, these residents resort to traveling the road alongside motor vehicles in areas without sidewalks.

The Project Team recommends considering the following areas as potential sites for conducting a sidewalk network analysis.

- School zones and surrounding residential areas, which may include:
 - Tuttle Avenue;
 - Scaggs Avenue between Fairless Avenue and South James Road; and
 - The majority of the south side of the Randolph Avenue corridor. Notably, there are no sidewalks on the south side of the Randolph Avenue corridor from the Janetski Field parking lot (directly across the street from Tranquillity High School) to the Randolph Avenue/West Morton Avenue intersection, nor directly in front of the high school's gymnasium on Randolph Avenue.
- Near the local park:
 - Scaggs Avenue, between Juanche Avenue and School Avenue;
 - Juanche Avenue, between Scaggs Avenue and Tuft Avenue;
 - Tuft Avenue, between Juanche Avenue and School Avenue; and
 - School Avenue, between Scaggs Avenue and Tuft Avenue.
 - The absence of a sidewalk network can limit safe connectivity between the park and the larger community. Residents who travel to and from the park will likely need to walk or bike on the road, leading to potential conflicts among all road users.
 - Since the Golden Plains Unified School District has jurisdiction over the local park, any infrastructure changes would require their involvement and approval. Representatives from the Fresno County Department of Public Works informed the Project Team that sidewalk installation is planned for the opposite side of the streets surrounding the park, which pedestrians can use when traveling to the park. Several factors would pose a challenge to completing the sidewalk installation on the perimeter of the park, including the presence of mature trees surrounding the area. The department discussed potential alternative solutions to increase accessibility for all users, including the addition of ramps at common areas, such as the area near the tennis courts and the playground.

Sidewalk network analysis for improved connectivity, continued

- Near the Tranquillity Branch Library:
 - On the north side of the Williams Avenue corridor between Juanche Avenue and South James Road; and
 - On the entire north side of the South James Road corridor between Williams Avenue and Randolph Avenue.
 - Improvements including sidewalks near South James Road may warrant traffic and/or pedestrian count studies because this is a high-speed corridor.

Resources

- The California Transportation Commission and Caltrans have developed a [list of additional programs that fund active transportation projects and elements](#), serving as a resource for cities, counties, and agencies seeking to fund active transportation projects in their communities.
- Quick-build projects are an effective strategy for developing a pedestrian network, requiring fewer resources and less time than traditional projects. See the California Bicycle Coalition (CalBike) and Alta Planning + Design's [Quick Build Guide](#) for more information about designing and implementing quick-build projects.

Explore feasibility for a multi-use trail (shared path)

The Project Team recommends that the Fresno County Department of Public Works, in collaboration with the [Tranquillity Irrigation District and Fresno Slough Water District](#) and other partners that help manage Fresno County parks, explore the feasibility of developing a multi-use trail (shared path) to encourage outdoor activities such as walking and biking to and from key community destinations. Workshop participants expressed great interest in creating a multi-use trail for the community of Tranquillity, providing a separate, off-road space for walking and biking. There is currently an informal exercise path used by community residents located along the water canal immediately north of South James Road. Participants also discussed interest in a potential future multi-use trail that extends northwest, from Tranquillity to the southern entrance of the Mendota Wildlife Area. The [Mendota Wildlife Area](#), managed by the Department of Fish and Game (DFG) in the central San Joaquin Valley, is an area of approximately 11,800 acres that offers space and recreational activities for families, including wildlife viewing, boating, and fishing. The multi-use trail located in the [City of Orange Cove](#), a city 57 miles east of Tranquillity, could serve as a model or template for the development of a multi-use trail in Tranquillity. A project such as this, would require additional studies to inform project feasibility, as well as coordination with stakeholders, such as the Tranquillity Irrigation District and Fresno Slough Water District, to ensure proper permitting. Additional traffic studies, such as pedestrian counts, may need to be conducted along South James Road to ensure people accessing a future multi-use trail, have adequate infrastructure to support higher volumes of pedestrian and bicycle traffic.

Resources

- Review how Sonoma County Regional Parks implemented nine [Class 1 Multi-Use Trails](#) designed to accommodate many types of users.
- A multi-use trail is located in nearby [Orange Cove](#), which could serve as a model for the development of a similar trail in Tranquillity. Review the [Orange Cove Summary and Recommendations Report \(CAyS 2024 site\)](#) for photos and more information about the trail.

Wayfinding and placemaking

The Project Team recommends that the Fresno County Department of Public Works explore the installation of wayfinding signage to support navigation to key locations in Tranquillity. Workshop participants cited wayfinding as a desirable community safety amenity. Wayfinding is a system of signage and pavement markings that guides people walking and biking to popular community destinations. It may also indicate the estimated time it will take to walk or bike to a destination. Workshop participants expressed high interest in installing wayfinding signage throughout Tranquillity to support navigation to and from key community destinations, including Tranquillity Elementary School, Tranquillity High School, the local park, the health center, Tranquillity Branch Library, and the site of the new aquatic center currently under construction.

One participant noted that they would like to see a map or a new monument sign installed to support placemaking and a sense of community pride in Tranquillity. Placemaking is an approach that deeply engages the arts and culture, especially from underrepresented communities, in planning and designing public spaces so that the resulting communities better reflect and celebrate local cultures, heritage, and values. This is a strategy that can help create safe places where all residents feel welcome to walk and bike.

Resources

- Review [San Diego's Quartyard in East Village](#), an area redesigned through placemaking as an eco-friendly outdoor community space made from repurposed shipping containers.
- Review the City of Berkeley's grid of traffic-calmed streets as bicycle boulevards and add a comprehensive signage system that enables citywide point-to-point [wayfinding](#), with connections to schools, parks, and transit.

Explore feasibility for shade tree or shade tree canopy

The Project Team recommends that local leaders and stakeholders explore the installation of shade trees, or a shade tree canopy, on corridors that residents use to access key community destinations. Participants emphasized that tree shade is limited throughout Tranquillity, with little to no shade on heavily traveled roads such as Daniels Avenue, Randolph Avenue, Juanche Avenue, Scaggs Avenue, and Williams Avenue. Tree shade provides a [natural cooling effect](#) that reduces surface temperatures while improving air quality by absorbing CO2 and filtering air pollutants. [Studies show](#) that street trees can also be effective in traffic calming by creating a visual separation between drivers and pedestrians, as well as by enhancing the [perception of narrowing](#) the roadway width. Participants also cited that shade trees could help provide respite from the heat in the summer, supporting a pleasant and comfortable ambiance for pedestrians and bicyclists that may encourage more people in the community to walk and bike to their destinations. Tree planting and long-term maintenance, including canopy overgrowth and lifted roots, require additional funding. However, there is an opportunity for non-profit organizations, such as Tree Fresno, or other entities, to support this effort.

Resources

- Review the [Caltrans Traffic Calming Guide](#) for more information on how trees can support traffic calming and road safety. For additional resources about implementing trees and forestry, review the [Urban Forestry Toolkit](#).
- [Tree Fresno](#) supports the implementation of programs and events that increase the number of trees, greenways, and beautiful landscapes in the San Joaquin Valley.
- [California Releaf](#) supports grassroots efforts and builds strategic partnerships that protect, enhance, and grow California's urban and community forests. Funding opportunities for California ReLeaf's Arbor Week and Growing Green Communities Small Grant programs typically open in the fall.

Community-wide pedestrian-scale lighting assessment

During the workshop, participants cited visibility issues for pedestrians and bicyclists, particularly exacerbated by weather conditions such as fog and rain, which most often occurs between January and March in Fresno County. A general lack of roadway lighting throughout Tranquillity makes it difficult for motor vehicle drivers to see and yield to people walking and biking. Additionally, dim lighting on roadways in early morning or late evening hours may create unsafe conditions for pedestrians and bicyclists in areas with potholes or road cracks, as this can pose a tripping or falling hazard. Pedestrian-scale lighting may alleviate some visibility concerns caused by insufficient lighting. Specifically, the Project Team recommends the Fresno County Department of Public Works explore conducting a lighting assessment to determine the feasibility of installing pedestrian-scale lighting on high-traffic corridors, such as those closest to the park, Tranquillity Elementary School, Tranquillity High School, Janetski Field, the high school gymnasium, the health center, and the site of the new aquatic center under construction. Due to its special district status, the installation of pedestrian-scale lighting in Tranquillity would require the formation of a lighting district via the Proposition 218 process or another mechanism that collects revenue to pay for the operation and maintenance of the lighting. Creating a lighting district is a multistep process that can take up to one year.

Resources

- Review the [Pedestrian Lighting Primer](#) (FHWA) for information on how to improve roadway lighting.
- Review the City of Oakland's [International Boulevard Pedestrian Lighting and Sidewalk Improvement Project](#), which installed pedestrian-scale lighting and repaired sidewalks to provide safer pedestrian conditions for people traveling on International Boulevard.
- The [Landscaping and Lighting Act of 1972](#) is an option that Tranquillity Resource Conservation District can explore to create a lighting district.
- [The Proposition 218 Guide for Special Districts](#) provides guidance and outlines the requirements for forming special districts in California.

Explore opportunities and feasibility for pedestrian safety infrastructure on Juanche Avenue and Randolph Avenue

The Project Team recommends that the Planning Committee partner with county officials, including the Fresno County Department of Public Works, to understand the feasibility of enhancing pedestrian visibility and safety on Juanche Avenue and Randolph Avenue. Participants noted a lack of pedestrian safety infrastructure, including crosswalks, pedestrian and school zone signage to increase awareness of the presence of these road users, and posted speed limit signs on the corridors. The Project Team recommends implementing the following pedestrian safety improvements for the school zones and surrounding residential areas, as feasible for the corridors:

- Explore the feasibility of installing traffic calming measures at intersections near Tranquillity High School and Tranquillity Elementary School to make crossing safer for pedestrians.
 - The Randolph Avenue/Daniels Avenue intersection may be an ideal location for a speed table, such as a raised crosswalk, that supports traffic calming and increases visibility of and for pedestrians. There was a high volume of students and pedestrians observed near this intersection during the site visit.

Explore opportunities and feasibility for pedestrian safety infrastructure on Juanche Avenue and Randolph Avenue, continued

- Explore the feasibility of installing high-visibility continental crosswalks that feature rectangular rapid flashing beacons (RRFBs) and fluorescent pedestrian crossing signs at the entrance to Tranquillity High School on Juanche Avenue and at the Juanche Avenue/Tuttle Avenue intersection. Rectangular rapid flashing beacons typically also include high-visibility striping and signage that cues drivers to yield to pedestrians. There are currently no marked crosswalks for pedestrians to safely cross at the Juanche Avenue/Tuttle Avenue intersection. There is a standard yellow crosswalk to the entrance of Tranquillity High School on Juanche Avenue, though its paint is significantly faded, making it difficult to identify in the roadway.
 - To raise awareness of driver speeds and support slower speeds, install speed limit signs throughout the corridors of Juanche Avenue and Randolph Avenue for drivers who travel on them, in both northbound and southbound directions. Consider which speed limit signs should also include a notice that the area is a school zone.
 - Representatives from the Fresno County Department of Public Works informed the Project Team that the department is currently working on plans to install a bulb-out on Juanche Avenue as a traffic calming measure.
- The new [aquatic center](#) currently being built on Daniels Avenue, on the grounds of Tranquillity High School and across the street from Tranquillity Elementary School, will bring increased foot and motor vehicle traffic, potentially increasing the potential for conflict between all types of road users. As such, the installation of rectangular rapid flashing beacons (RRFBs) for the crosswalk on Daniels Avenue may increase awareness and visibility for pedestrians crossing the corridor to access the aquatic center and/or the entrance to Tranquillity Elementary School. These devices enhance pedestrian safety and encourage drivers to yield to them.
- Explore the feasibility of installing speed control elements that support traffic calming on the two corridors, such as speed humps, curb extensions, and narrowing lanes. During the workshop discussion, participants noted that motor vehicle drivers tend to drive at higher speeds when road conditions have improved, such as after potholes and cracks on the road have been repaired. These observations lend to considerations for the installation of speed control elements in tandem with improvements like road repaving to reduce the likelihood of motor vehicle driver speeding.

Resources

- Review the City of Fremont's installation of [rectangular rapid flashing beacons](#) (RRFBs) at Dorne Place and Mento Drive as part of the Paseo Padre Parkway Improvements Project.
- The Active Transportation Program (ATP) provides funding for programs like the Bicycle Transportation Program (BTA), Safe Routes to School (SR2S), and the Transportation Alternatives Program (TAP). For more information, please see the [Active Transportation Program Guidelines](#).
- The [Safe Streets and Roads for All: Planning and Demonstration Activities](#) 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.

Resources

The following is a compiled list of resources included in the planning recommendations above, as well as additional resources referenced throughout the report.

Funding-specific resources

- [Active Transportation Program Guidelines \(2025\)](#)
- [Clean California Local Grant Program Fact Sheet \(PDF\)](#)
 - [District 6 Clean California - Caltrans](#)
- [Creative, Accessible Federal Funding to Advance Safe, Active Travel for Kids and Communities](#)
 - [Webinar](#)
- [Funding Programs that May Fund Active Transportation Elements - CTC](#)
- [Planning and Demonstration Activities - USDOT SS4A](#)
- [Office of Traffic Safety Pedestrian and Bicycle Safety Grants](#)

Other resources

- [A Guide to Starting and Growing a Strong Safe Routes to School Program](#)
- [Alta Planning + Design's Quick Build Guide](#)
- [California Office of Traffic Safety's Crash Rankings](#)
- [City of Berkeley's Wayfinding](#)
- [City of Fremont's Rectangular Rapid Flashing Beacons \(RRFBs\)](#)
- [City of Oakland's International Boulevard Pedestrian Lighting and Sidewalk Improvement Project](#)
- [City of Orange Cove](#)
- [Class 1 Multi-Use Trails](#)
- [Defining Roles and Partnerships for Safe Routes to School](#)
- [Fresno County Regional Active Transportation Plan](#)
- [Fresno Irrigation District](#)
- [Green Infrastructure - Key to Livable Cities in the United States](#)
- [How Street Trees Help Make Our Roads Safer](#)
- [Orange Cove Summary and Recommendations Report \(CAyS 2024 site\)](#)
- [Pedestrian Lighting Primer \(FHWA\)](#)

- [Regional Transportation Plan and Sustainable Communities Strategies](#)
 - [Sustainable Community Strategies Survey and Scenarios](#)
 - [English](#)
 - [Spanish](#)
- [Safe Routes to School Guide: Around the School](#)
- [San Diego's Quartyard in East Village](#)
- [Traffic Calming Guide](#)
- [Tranquillity Irrigation District and Fresno Slough Water District](#)
- [Transformative Climate Community \(TCC\) Program](#)
 - [December 2023, Tranquillity Resource Conservation District](#)
- [Tree Fresno](#)
- [Trees for Traffic Calming](#)
- [Unincorporated Fresno County Communities](#)

SafeTREC resources

- [California Safe Speeds Toolkit](#)
- [Conducting Community Engagement with a Safe System Lens](#)
- [Safe System Strategies for Bicyclists and Pedestrians Toolkit](#)

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

For more information, please
visit: <http://bit.ly/CPBSP>

For questions, please email
safetrec@berkeley.edu

Visit SafeTREC's website at
<http://safetrec.berkeley.edu/>



UC Berkeley SafeTREC

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