

Fowler Community Pedestrian & Bicycle Safety Training Summary and Recommendations Report



OCTOBER 2020



Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.



City of Fowler, California

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Thank you to Fresno County Department of Public Health for providing simultaneous interpretation from English to Spanish in support of this training. Thank you Valley Children's Healthcare for providing helmets and Public Health Advocates for providing gift cards for the prize drawing as an incentive for community participation. We would also like to acknowledge the community members who participated in the workshop. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

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Executive Summary

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Fowler CPBST was collaboratively planned and facilitated by Fresno County Department of Public Health, the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve walking and biking safety in Fowler; and
2. Improve the connectivity between east and west Fowler.

The June 30, 2020 training consisted of:

- Walking and biking assessments along three (3) key routes;
- An overview of the 3 E's strategies to improve walking and biking safety using the intersectional 3 E's framework including: Equity, Engineering, Education; and
- Action planning sessions to prioritize and plan for community programs, and infrastructure projects.

Data

The Project Team and Planning Committee reviewed data which demonstrated a safety concern in the area. In Fowler, from 2014 to 2018, there were six pedestrian victims, one of whom was severely injured, and two bicycle victims, one of whom was also severely injured. A full discussion of pedestrian and bicycle collisions can be found in the CPBST report.

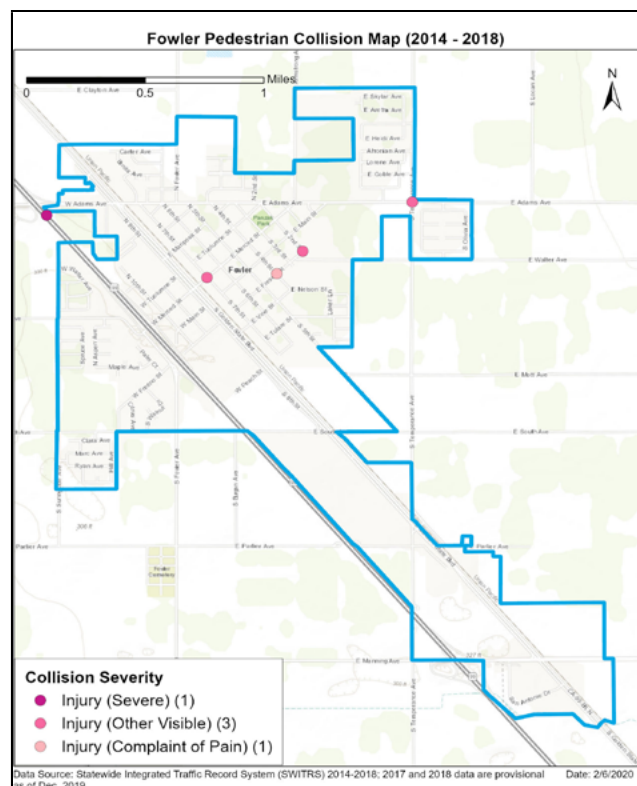


Figure 1: Pedestrian Injury Collisions (2014-2018)

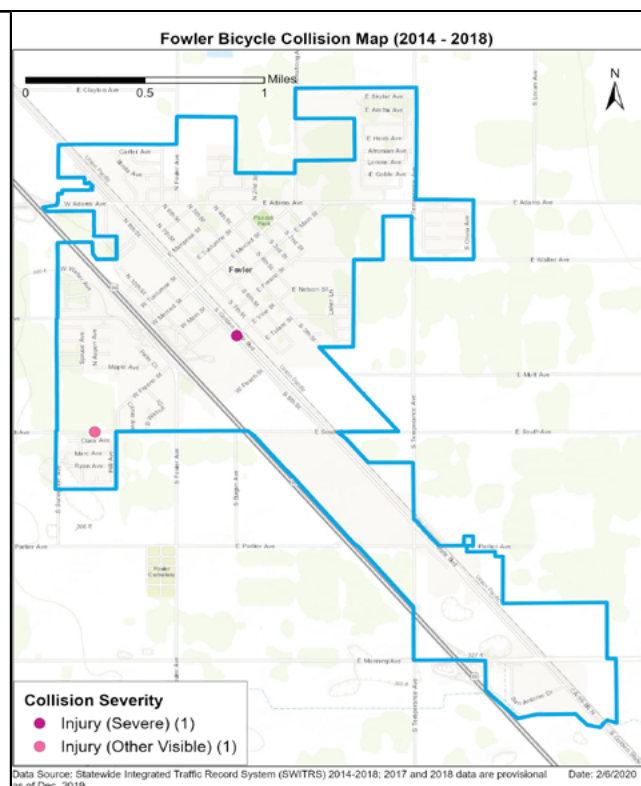


Figure 2: Bicycle Injury Collisions (2014-2018)

PLANNING COMMITTEE

The planning committee consisted of representatives from City of Fowler Planning Department, City of Fowler Public Works Department, City of Fowler Recreation Department, District 6 Caltrans, Fowler City Council, Fowler Police Department, Fowler Unified School District, Fresno County Department of Public Health, Fresno County Schools, Fresno Housing Authority, Public Health Advocates, Transformative Climate Communities Bicycle Outreach, Valley Children's Healthcare and Safe Kids Central California.

WORKSHOP PARTICIPANTS

Workshop participants were community residents and/or representatives from the Planning Committee, and City of Fowler City Council Members.

For a more detailed discussion of the workshop, please download the full report on SafeTREC or Cal Walks' websites.

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by residents to walk and bike in Fowler. Participants were asked to:

- Identify community assets;
- Assess infrastructure conditions; and
- Observe how road users are engaging with the built-environment.

Participants expressed concerns around:

- Uncontrolled crossings
- Visibility Challenges
- Sidewalk Conditions
- Missing Curb Ramps
- City Connectivity
- Crossing Challenges
- Lack of Shade
- Bike Infrastructure
- Road User Behavior

Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for the following community programs and infrastructure projects aimed at increasing the health and safety of the community:

- Crosswalk and Facilities Enhancements at the Merced Street/Golden State Boulevard intersection
- Fowler Parks Grand Re-opening and City Connectivity Event
- Family Bike Education Program

Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Establish a City of Fowler Bicycle and Pedestrian Advisory Committee.
- Establish an Earn-a-Bike program for Fowler youth.
- Develop a community-led walking and biking safety messaging campaign.
- Develop a Safe Routes to School (SRTS) Plan for Fremont Elementary School, Fowler Academy Continuation School, and Fowler High School.
- Install Creative Crosswalks at key intersections.
- Conduct a Community Tree and Landscaping Assessment.
- Conduct bicycle counts and community surveys.
- Install temporary high-visibility buffered bike lanes on East Fresno Street.
- Pursue the California Department of Public Health's Kid's Plate Grant.

Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Fowler CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve walking and biking safety in Fowler; and
2. Improve the connectivity between east and west Fowler.

The virtual training took place on Tuesday, June 30, 2020 and convened about twenty participants, including community residents, Public Health Advocates, City of Fowler Public Works Department, City of Fowler Council Members, Transformative Climate Communities Bicycle Outreach, City of Fowler Police Department, and Fresno County Department of Public Health.

The training consisted of:

- An overview of the 3 E's strategies to improve walking and biking safety: Equity, Engineering, and Education;
- Walking and biking assessments along three (3) key routes; and
- Action planning sessions to prioritize and plan for community programs and infrastructure projects.

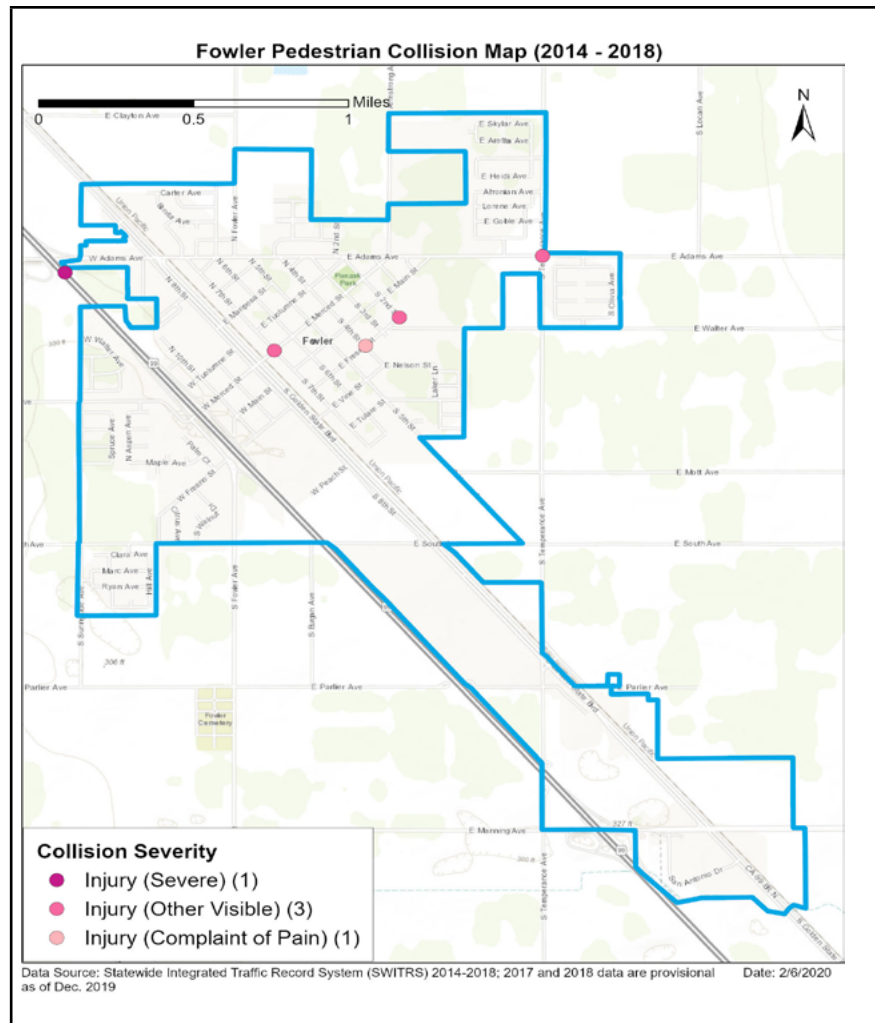
This report summarizes the workshop proceedings, including the community and Project Team's recommendations for community programs and infrastructure projects to improve walking and biking safety in Fowler.

Pedestrian and Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians¹ and bicyclists in Fowler. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Collision data for 2017 and 2018 are provisional as of December, 2019. A full discussion of the pedestrian and bicycle collision data can be found in Appendix A.

Pedestrian Collisions

Over the 10-year period between 2009 and 2018, pedestrian collisions appear to be mostly stable, with no clear trend. In the most recent five years of data available, 2014 to 2018, pedestrian collisions were mostly concentrated northeast of Golden State Boulevard, with one on Merced Street and two on Fresno Street. Two other collisions were located on the outskirts of town: one at the Adams Avenue/Temperance Avenue intersection and the other on Highway 99 near the Adams Avenue interchange. All six reported pedestrian collisions occurred during daylight hours, from 6 a.m. to 6 p.m. on weekdays. The most common primary collision factor, making up 80% of these pedestrian collisions, was driver failure to yield right-of-way to pedestrians at marked or unmarked crosswalks². There were six pedestrian victims in total. None were fatally injured but one suffered a suspected serious injury. A majority of the victims were between the ages of 5 and 24 and two-thirds of the injured pedestrians were female.

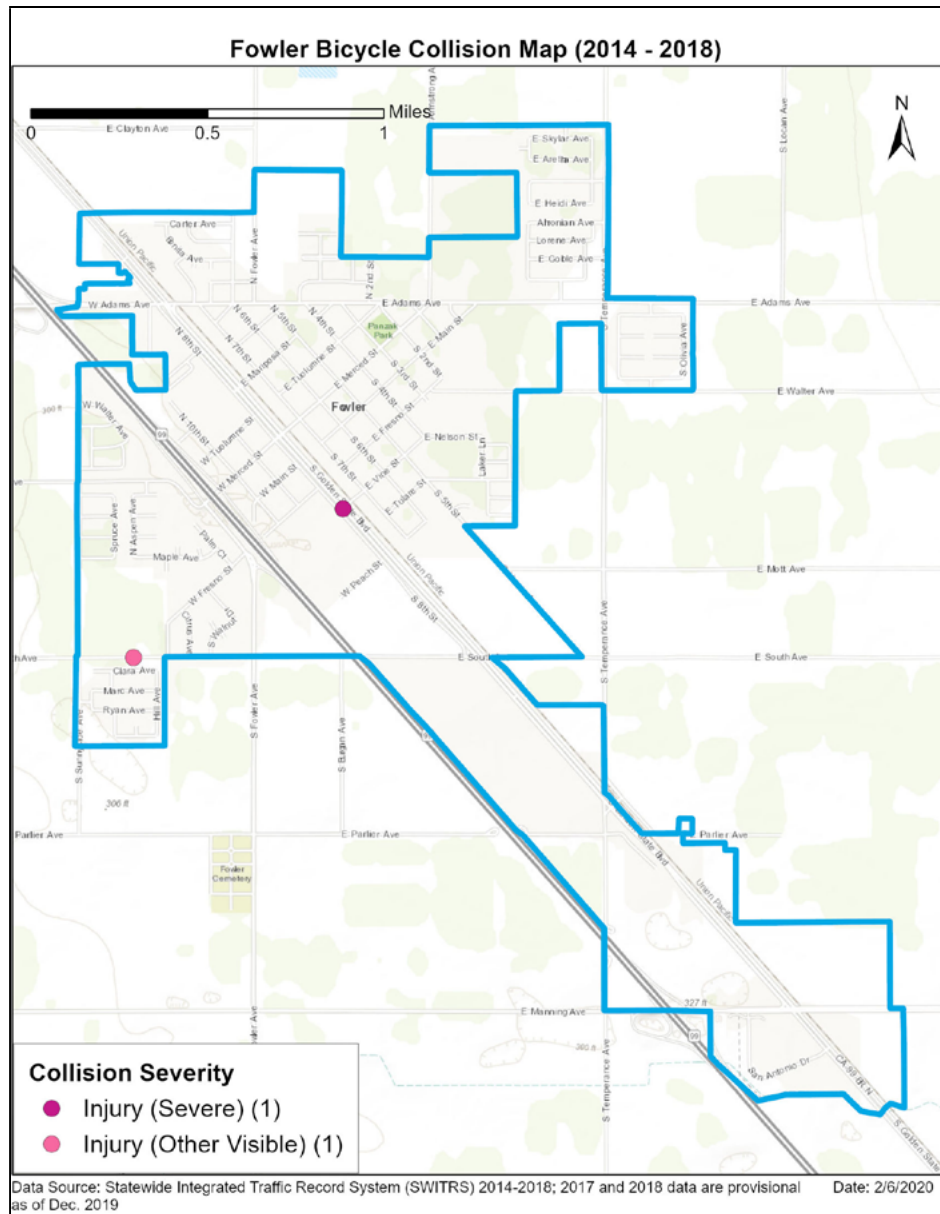


¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device.

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 Collisions

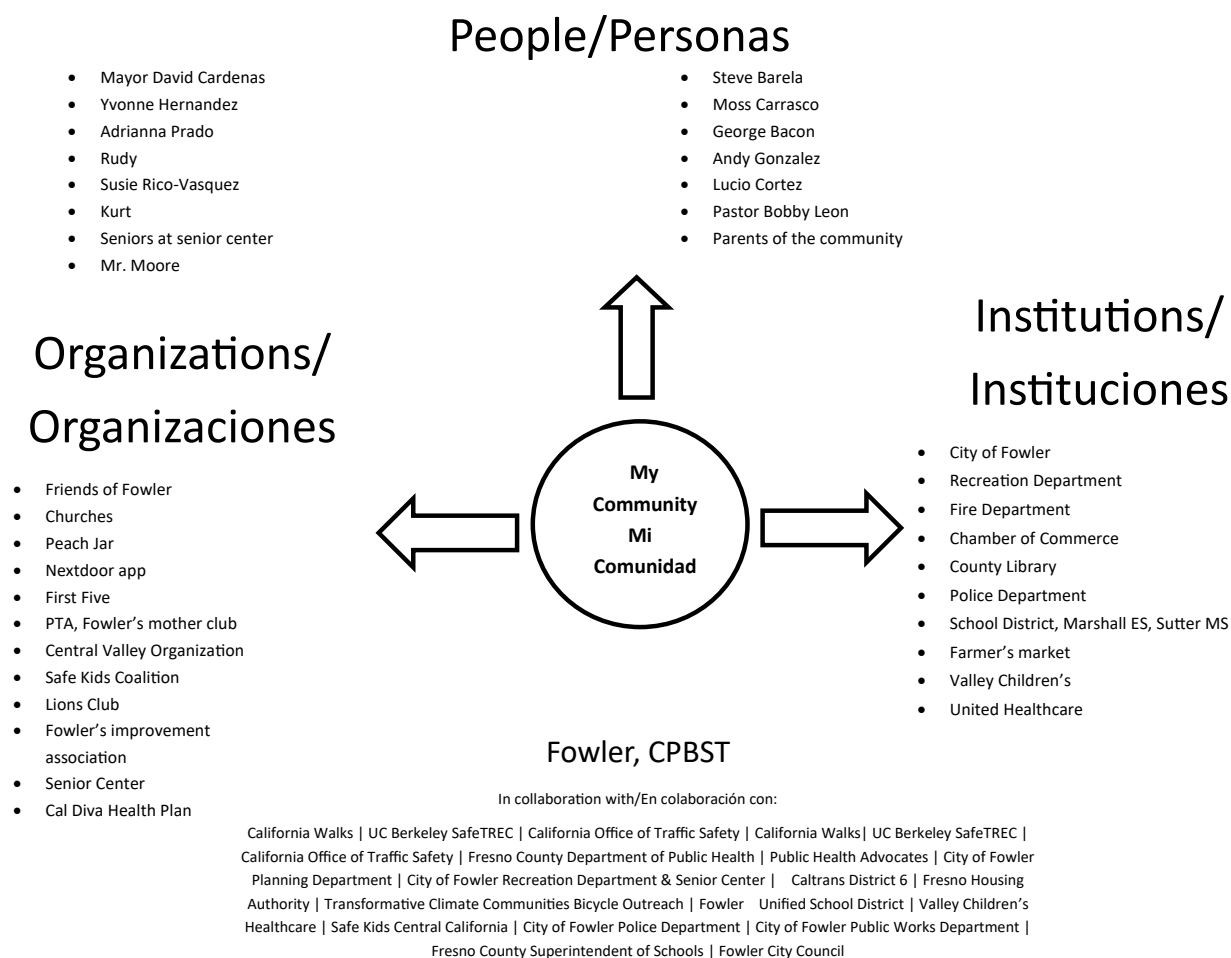
Over the 10-year period between 2008 and 2019, bicycle collisions appear to be mostly stable, with no reported collisions from 2016 to 2018. In the most recent five years of data available, 2014 to 2018, there were two bicycle collisions, one of which occurred on south-bound Golden State Boulevard near the Vine Street intersection and the other at the South Avenue/Bousian Avenue intersection. There was no pattern in time of day and day of week in bicycle collisions. The two primary collision factors for these collisions were driver failure to yield right-of-way when making a left turn or U-turn and unsafe turning or moving right or left on a roadway³. There were two victims with zero fatalities and one severe injury. The victims were both males aged 45 to 64.



³ These violations could have either been committed by a motor vehicle driver or bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles.

Fowler Asset Map

During the site visit, the Project Team led the Planning Committee through an Asset Mapping exercise to identify resources and assets in Fowler that could help them achieve their walking and biking safety goals. Together, they identified the following resources and assets in their community:



The Planning Process



Step 1: Assemble a Planning Committee - January 2020

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs



Step 2: Review and Analyze Existing Plans and Data - February 2020

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends



Step 3: Conduct CPBST Site Visit - February 21, 2020

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



Step 4: Conduct CPBST Workshop - June 30, 2020

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



Step 5: Implement CPBST Actions - Ongoing

- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

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Walking & Biking Assessment Routes

Along the three walking and biking assessment routes, participants were asked to:

1. Identify community assets;
2. Assess infrastructure conditions; and
3. Observe how road users are engaging with the built environment.

Walk and Bike Assessment Route 1

Route 1 East Merced Street

Route 1 focused on assessing East Merced Street, from 8th Street to Magnolia Avenue. This route connects east and west Fowler and is heavily traveled by residents on the westside accessing city resources and commercial areas on the eastside.



Walk and Bike Assessment Route 2

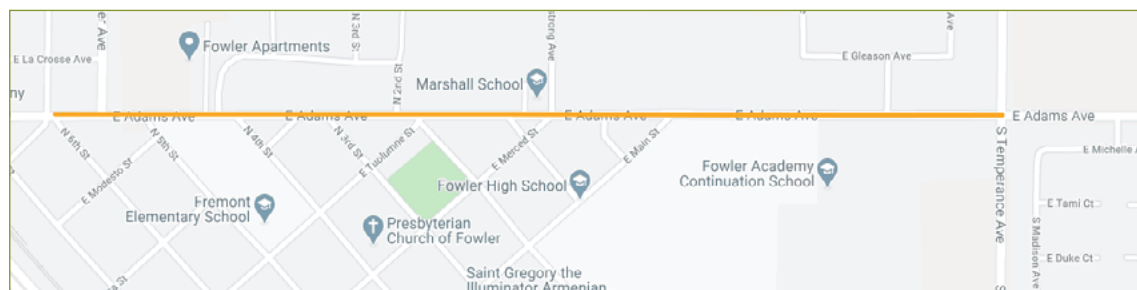
Route 2 Golden State Boulevard

Route 2 focused on Golden State Boulevard from East South Street to East Adams Avenue. Golden State Boulevard connects north and south Fowler. Golden State Boulevard has some streets that connect east and west Fowler but has little to no infrastructure for pedestrians or bicyclists. The planning committee wanted community input on what was needed to increase safety and mobility on Golden State Boulevard.

Route 3 East Adams Avenue

Route 3 focused on East Adams Avenue, from North 5th Street to South Temperance Avenue. The City has recently installed sidewalk enhancements on East Adams Avenue, so the Planning Committee wanted to get feedback from community residents on these improvements.

Walk and Bike Assessment Route 3



Reflections

Following the walking and biking assessments, participants shared the following reflections:

Community Assets

- Fowler is a tight-knit community where residents feel a strong sense of personal safety. A strong community network made up of both residents and community organizations, such as Public Health Advocates and Fresno County Department of Public Health, Friends of Fowler and Mothers of Fowler, create a supportive environment where residents can support one another, and share resources, events, and city updates.



Fowler residents participate in a walking assessment alongside Public Health Advocates and Fresno County Department of Public Health staff.

- Community residents, particularly those in the Magnolia Commons community, have built trusted relationships with organizations like Public Health Advocates and the Fresno County Department of Public Health. Both organizations work with residents living in Magnolia Commons to develop their advocacy efforts and engage them in city decision making processes, such as City Council meetings.

Uncontrolled Crossings

- The East Vine Street/East Nelson Street/South 4th Street uncontrolled Y-intersection has no stop signs to alert drivers of the traditional parallel marked crosswalks at this intersection. Drivers often speed leading up to the intersection and make quick left turns from East Vine Street onto South 4th Street. This intersection is a major conflict point for students and residents walking and biking to and from Sutter Middle School and Magnolia Commons because drivers do not yield to pedestrians crossing.



Northbound view of East Vine Street/ East Nelson Street/South 4th Street Y-intersection where students and parents have a difficult time crossing.

Visibility Challenges

- North 4th Street and North 5th Street intersect with East Adams Avenue at an angle. This tight angle creates visibility issues between northbound road users on North 4th Street and North 5th Street and westbound road users on East Adams Avenue. Vegetation and the presence of a fence on the southeast corner of the intersection on North 4th Street and North 5th Street may exacerbate this lack of visibility, making it difficult for residents traveling on bicycles to be seen. These conditions are also issues for many other angled intersections along East Adams Avenue.



View of the corner of East Adams Avenue/North 4th Street where a fence and vegetation obstruct the view between roadways.

- There is not enough street-oriented lighting along Golden State Boulevard, heading south toward the neighboring town of Selma. If street-oriented lighting is present, it is often not working. This creates visibility issues for all road users including drivers, bicyclists, and pedestrians when coming into Fowler from Selma. Community residents report rarely walking or biking on Golden State Boulevard in the evening or at night because of the lack of pedestrian-scale lighting.



Sidewalk Conditions

- Sidewalks along South 4th Street are narrow and raised because of tree roots, making it difficult for groups of students and parents with strollers to walk with enough space to and from Sutter Middle School and into the City's center.

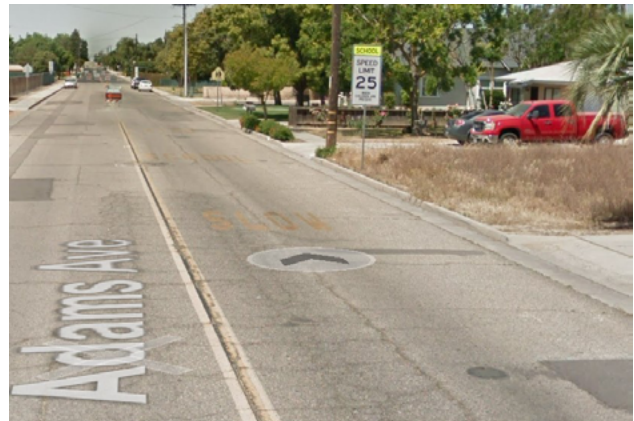
Raised sidewalk on South 4th Street. Sidewalk conditions make it difficult for pedestrians to walk safely especially those traveling with strollers and assistant-mobility devices.

Sidewalk Conditions, continued

- There are no sidewalks along all of Golden State Boulevard, making it unsafe and uninviting to pedestrians and people using assisted mobility devices. Residents would want to use Golden State Boulevard to get from north to south Fowler in a more direct way but don't because of the lack of sidewalks.
- The sidewalks on North 6th Street and East Stockton Street are too narrow and force groups of students to walk in the street because of the narrow sidewalks. This situation creates conflict points and near misses between students and drivers along North 6th Street and East Stockton Street.
- There are discontinuous sidewalks on East Adams Avenue, between Grove Street and Fowler Avenue, which require parents and students walking to and from Fremont Elementary School to choose walking through yards, a weed-filled empty lot, or in the street.



Golden State Boulevard, heading towards Selma, lacks sidewalks.



The north side of East Adams Avenue has discontinuous sidewalks near Fremont Elementary School.

Missing Curb Ramps

- Only the northwest corner of the East Main Street/South 4th Street intersection has an apex curb ramp. The sidewalks along South 4th Street leading up to this intersection are raised high off the street, making it difficult for seniors, parents with strollers and people using assisted mobility devices to get on and off the sidewalk.



East Main/ South 4th Street intersection showing single available curb ramp.

- At the West Adams Avenue/North 6th Street/East Stockton Street Y-intersection only the northwest corner of Stockton Street/ West Adams Avenue and northeast corner of West Adams Avenue/North 6th Street have curb ramps making it difficult for students, people with strollers and people using assisted mobility devices to walk and bike to and from Fremont Elementary School.



West Adams Avenue/East Stockton/N 6th Street has some crossing infrastructure but the lack of ramps makes it difficult for some pedestrians.

City Connectivity

- Most of the services including stores, City Hall, and medical services in the City are located east of Highway 99, while many residents live on the west side. East Merced Street is an important corridor for connecting residents who live on the west side of town to the services on the east side. It is also the entrance and exit to Highway 99, resulting in high driver traffic along East Merced Street. Thus, pedestrians and bicyclists must navigate busy streets and often speeding drivers in order to get to the east side.



Fowler City Hall building located on the East side of Fowler. Fowler has most of its services on the westside but various residents live on the eastside

- Fowler is growing northward, which makes East Adams Avenue an important corridor that crosses both Highway 99 and Golden State Boulevard. Some residents already prefer driving along East Adams Avenue to access Highway 99, rather than using the highly congested East Merced Street. This increases driver traffic volumes along East Adams Avenue and creates potential conflict points for students and parents accessing Fremont Elementary School and Fowler High School.



Northbound entrance of Highway 99 on East Adams Avenue that many Fowler residents are now using instead of East Merced Street.

Crossing Challenges

- The marked crosswalk along East Merced Street, at the Highway 99 entrance, is faded. Speeding drivers trying to get on Highway 99 often stop in the middle of the crosswalk, requiring pedestrians to step out of the crosswalk and into the roadway.



The faded crosswalk at the Highway 99 entrance on East Merced Street.



Narrow and faded crosswalk on South 4th Street, at East Fresno Street.

- Marked crosswalks across the city are very narrow and faded. Examples include the standard parallel crosswalk markings along South 4th Street, between East Vine Street and East Merced Street and the crosswalk on the western side of the Adams Avenue/4th Street intersection. Faded and narrow crosswalks are difficult for drivers to see and results in students walking in groups to walk in the street, creating injury risk for these pedestrians.

Crossing Challenges, continued

- The distance to cross at Golden State Boulevard/East Merced Street is very long. Crossing Golden State Boulevard along East Merced Street requires crossing North 8th Street, as well, covering six full lanes of traffic. Pedestrians often are able to cross only half of East Merced Street per light cycle. Even though there are pedestrian safety islands, giving pedestrians the ability to cross in two signal cycles, the width of the streets make east/west crossing challenging at every intersection of Golden State Boulevard.



Six lane crossing distance on Golden State Boulevard and East Merced Street is very long especially for pedestrians who are elderly or have assistant mobility devices.

- East Adams is the only signalized intersection and crosswalk on Golden State Boulevard for a half a mile. Only the southern crosswalk, with standard parallel white marking, has pedestrian access. There is no pedestrian access on the northern section of the East Adams Avenue/Golden State Boulevard intersection. Pedestrians on the northeast corner of Adams Avenue/Golden State Boulevard must cross the two-lane Adams Avenue south to the Golden State Boulevard crosswalk to get to the southwest corner of the intersection.



Pedestrian Signals located on only the South end East Adams/Golden State Highway intersection.

Crossing Challenges, continued

- Along Golden State Boulevard, only the Adams Avenue and East Merced Street intersections are fully signalized. Golden State Boulevard is a 4-lane corridor. It is also the main connector to nearby cities and connects north and south Fowler. Pedestrians would like to use this road more often, but there are serious safety concerns given the heavy motor vehicle traffic and the 4-lane width with insufficient crossing infrastructure such as crosswalks and signalized crossing.
- At the South 4th Street/East Main Street intersection, only the South 4th Street leg of the intersection has stop signs which creates a risk for pedestrians crossing the wider East Main Street because drivers do not yield to since there is no signalization for them to stop.
- East Fresno Street is a designated truck route and is also heavily used by pedestrians. Community residents cross East Fresno Street from the residential blocks along South 3rd Street to the Sutter Middle School fearfully because of the amount of heavy vehicles and semi-trucks that pass through this area. East Adams Avenue faces a similar situation with pedestrians, including children walking to Fremont Elementary School.
- The speed limit had been raised from 25 to 30 m.p.h. on East Adams Avenue east of the North 6th Street intersection. This speed limit increase and the presence of large trucks increases the potential danger posed to pedestrians trying to cross East Adams Avenue.
- At the Adams Avenue/6th Street/Stockton Street Y-intersection, there is a mix of crosswalk treatments, including two unmarked crosswalks across Adams Avenue, another unmarked crosswalk across 6th Street on the north side of Adams Avenue, a standard crosswalk across 6th Street on the south side of Adams Avenue, and a high-visibility crosswalk across Stockton Street. The variation in markings and lack of marked crosswalks contributes to confusion at this intersection for road users, especially for students and parents trying to navigate it on their way to Fremont Elementary School.
- The Golden State Boulevard/Adams Avenue intersection sees a high volume of drivers as Adams Avenue is a main route to Highway 99. This intersection has no protected turn signals for vehicles turning onto Golden State Boulevard. Pedestrians face risk from the volume, turning behavior, and speed of drivers.



Westbound on Adams Avenue, without turning signals for southbound drivers.

Lack of Shade

- There are few shade trees and benches for pedestrians along East Merced Street. East Merced Street is the main street of the downtown area and is heavily used by pedestrians and bicyclists. Summers in Fowler can reach high temperatures, making walking and biking along this corridor an uncomfortable experience without shade trees and seating.

Bike Infrastructure

- The bike lanes along East Merced Street, from Highway 99 to North 8th Street are conventional: e.g., striped. Residents feel unsafe biking alongside drivers because drivers often drive too close and too fast. Residents feel frustrated because the City says they cannot justify the construction of bike infrastructure without a substantial volume of cyclists along this corridor. Residents reported that the demand exists, but cyclists avoid the corridor due to lack of separated bicycle lanes.
- Bicyclists often use North 8th Street, which runs parallel to Golden State Boulevard to avoid riding next to large trucks and motor vehicle traffic along the corridor. However, South 8th Street ends at East South Avenue and bicyclists must maneuver onto Golden State Boulevard to continue traveling south to neighboring towns. The lack of bike infrastructure along Golden State Boulevard presents a substantial safety risk.



Conventional bike lane along East Merced Avenue. Community residents enjoy using this bike lane but they are not installed throughout Fowler.



South 8th Street which is used by bicyclist as an alternative to Golden State Boulevard.

Road User Behavior

- There are no posted speed limit signs along East Vine Street, East Fresno Street and East Main Street. Along these three corridors, drivers appear to be driving above the standard speed limit of 25 mph for residential streets, making it unsafe for parents and students to walk and bike along these corridors to get to Sutter Middle School and Fowler High School.
- Drivers going into East Nelson to park or to get to Laker Lane often do not give pedestrians the right of way when they are crossing East Nelson Street. Children and residents of Magnolia Commons cross East Nelson Street to get to Sutter Middle School or downtown and often worry about drivers coming into East Nelson Street at high speeds.

Road User Behavior, continued

- Drivers park at the edge of South 4th Street, leading up to the South 4th Street/East Merced Street intersection. This creates visibility issues between pedestrians and drivers turning southwest onto East Merced Street from South 4th Street. Additionally, drivers traveling northwest along South 4th Street stop in the crosswalk to see past the parked cars on East Merced Street in order to look for oncoming traffic. This forces pedestrians to cross in the street instead of the crosswalk.



South 4th Street/ East Merced Avenue intersection where there are visibility issues because parked cars block the view for those turning left on East Merced Street.

- Speeding is an issue along Golden State Boulevard. Participants noted that vehicles appear to be traveling between 5-10 miles over the marked speed limit of 50 m.p.h. These high speeds on Golden Street Boulevard create a risk for pedestrians and bicyclists who have to navigate through Golden State Boulevard.
- Drivers fail to yield at marked crosswalks at the Golden State Boulevard/East Merced Street intersection and encroach on the marked crosswalk at all legs of the intersection, leaving less space for pedestrians.
- Drivers getting off and on Highway 99 along East Merced Street do not yield to pedestrians crossing along East Merced Street. Residents that live on the east side of Fowler must walk along East Merced Street to connect to west Fowler, despite feeling unsafe due to high driver speeds and inadequate lighting in the highway underpass.

Recommendations to Improve Walking and Biking Safety

Community Recommendations

During the action-planning sessions, participants prioritized and outlined preliminary plans for community programs and infrastructure projects aimed at increasing the health and safety of the community. Participants considered the following programs/projects:

- Install high-visibility crosswalks and advance yield lines at the Golden State Boulevard/Merced Street intersection to help prevent driver encroachment on the crosswalks;
- Install pedestrian ahead warning signs and a Rectangular Rapid Flashing Beacon at the Adams Avenue/Street Golden State Boulevard and Golden State Boulevard/Vine Street intersection;
- Install high-visibility conventional bike lane and bike box on all legs of the Merced Street/Golden State Boulevard intersection;
- Conduct bike safety and ridership education for youth to promote helmet use. This could also be coupled with driver education on how to share the road safely with bicyclists;
- Install high-visibility continental crosswalks and a flashing crosswalk to support safer pedestrian crossing at East Fresno Street and East Walter Ave by Sutter Middle School;
- Walking school bus program at Fremont Elementary School to help students cross difficult streets such as Adams Avenue and use safer walking routes;
- Install Rectangular Rapid Flashing Beacons at unsignalized intersections along 5th Street and Adams Avenue, near Fremont Elementary; and
- Explore bike share programs to grow bike ridership in Fowler and allow families to participate together in bike-related community activities like group rides. One option to get started is to reach out to potential local partners such as the Fresno County Bicycle Coalition to learn more about how to start a bike share program in Fowler.

The following tables summarize the recommendations identified as the highest priority by workshop participants.

Project Name: Crosswalk and Facilities Enhancements at the Merced Street/Golden State Boulevard Intersection

Project Name: Crosswalk and Facilities Enhancements at the Merced Street/Golden State Boulevard intersection

Project Description: Paint the Merced Street/Golden State Boulevard crosswalk with high-visibility markings and advance yield lines. Plant shade trees and install lean-bars at the two pedestrian refuge islands at the Merced Street/Golden State Boulevard intersection to improve pedestrian comfortability.

Project Goals: To create a vibrant and welcoming pedestrian access to Downtown Fowler.

Action Steps	Timeline	Responsible Party	Resources
Planning Committee to present crosswalk and facilities enhancements ideas to the City of Fowler Planning Department <ul style="list-style-type: none"> Plan virtual meeting with key officials at the City Review Fowler Summary & Recommendations Report with the City 	2021	Planning Committee	Advocacy 101: How You Can Ignite Change by Contacting Your Elected Official Family for Safe Streets Resource Guide
City of Fowler to apply for grants to install crosswalk and facilities enhancements at the Merced Street/Golden State Boulevard intersection	2021	City of Fowler	Active Transportation Programs funding http://www.mcagov.org/332/About-Measure-V

Project Name: Fowler Parks Grand Re-opening and City Connectivity Event

Project Name: Fowler Parks Grand Re-opening and City Connectivity Event

Project Description: This project will bring the Fowler Community together to celebrate the reopening of parks that were closed due to COVID-19 social distancing restrictions and provide pedestrian and bicycle safety training for residents. The event will connect Fowler residents to parks in both east and west Fowler and develop safe walking and bicycle routes to each of them, as well as teach Fowler residents bicycle safety by offering bike trainings such as Bike Rodeos and smart cycling at each park. The event will also include a pop-up demonstration project that implements temporary crossing enhancements on East Merced Street where it intersects with Highway 99.

Project Goals:

1. Demonstrate to Fowler residents the various routes connecting park in east and west Fowler and promote city connectivity,
2. Encourage Fowler residents to walk and bike to parks in the city,
3. Connect Fowler residents to their local resources.

Action Steps	Timeline	Responsible Party	Resources
Set-up a Park Celebration Planning Committee <ul style="list-style-type: none"> Coordinate a planning committee that includes city and county staff, school district staff, and community residents. Reach out to Fowler Police Department, Kiwanis, Adriana Prado, Yvonne Hernandez, Craig Malone, and Juan Mejia to join the planning committee. Have an initial meeting to develop project goals, determine tasks, assign responsibilities and assess resources for park celebration and pop-up demonstration event. 	January 2021	Susie Rico-Vazquez, Fresno Department of Public Health Danielle Claybon, Public Health Advocates Rudy Alcaraz, Fowler Police Department	Fowler Asset Map

Project Name: Fowler Parks Grand Re-opening and City Connectivity Event, continued

Action Steps	Timeline	Responsible Party	Resources
Apply for Necessary Permits and Grants for the Pop-up Demonstration <ul style="list-style-type: none"> Connect with the City of Fowler and CalTrans to apply for a permit for the pop-up demonstration on East Merced Street at Highway 99. Pursue funding from the Fresno Council of Governments (FresnoCOG) to support its temporary demonstration efforts. 	March 2021	Park Celebration Planning Committee	GoHuman Demonstration Projects Fresno Council of Governments-Active Transportation Office of Traffic Safety educational grants.
Secure Partnerships and Sponsorship <ul style="list-style-type: none"> Use Fowler Community Asset Map to identify potential partners to participate in resource sharing, sponsorship. Reach out to community organizations and groups to table at the Park Celebration. Partner with local biking and walking groups to provide safety education, including a bike rodeo, bike mechanics for participating parks Partner with pedestrian and bicycle safety organization that can support with pop-up demonstration at Highway 99 Secure community sponsors for: <ul style="list-style-type: none"> Food Water Canopies Chairs Tables Materials for pop-up demonstration. 	Spring 2021	Park Celebration Planning Committee	California Walks Fowler Community Asset Map Sponsorship Letter Templates AARP Pop Up Demonstration Toolkit Office of Traffic Safety educational grants.

Project Name: Fowler Parks Grand Re-opening and City Connectivity Event, continued

Action Steps	Timeline	Responsible Party	Resources
Outreach <ul style="list-style-type: none"> Produce a flyer for the temporary demonstration project event and connect with organizations that can share the event with their memberships Outreach through local businesses and online community groups. 	Spring 2021	Park Celebration Planning Committee	Fowler Community Asset Map Friends of Fowler
Finalize Logistics <ul style="list-style-type: none"> Map out set-up for park activities Finalize set-up logistics for potential cross walk pop-up demonstration on Highway-99. Recruit volunteers to support as guides to the different parks and to give information on the various activities at each park. 	Summer 2021	Park Celebration Planning committee	

Project Name: Family Bike Education Program

Project Name: Family Bike Education Program

Project Description: Develop a family bike education program focused on bike safety training, bike repair, and fun cycling events.

Project Goals:

1. Provide opportunities for Fowler families to bike together and do something fun and active in Fowler,
2. Develop a culture of safe cycling,
3. Teach bike safety skills to school-aged children to promote safe cycling early.

Action Steps	Timeline	Responsible Party	Resources
Bicycling Outreach <ul style="list-style-type: none"> • Connect with other active transportation safety networks and resources, such as Cultiva La Salud • Build local knowledge about bike lanes and bike use in Fowler <ul style="list-style-type: none"> • Safe Kids Coalition conducts bike safety workshops • Reach out to residents to gauge interest in bike programs and infrastructure 	Fall 2020	Planning Committee	Cultiva La Salud Safe Kids Coalition: Central California Guide to Types of Bike Lanes Office of Traffic Safety educational grants.
Bike Safety Education <ul style="list-style-type: none"> • Develop a bike safety education program at Sutter Middle School • Work with the school to determine whether this can be a classroom activity, an after-school activity, or an assembly • Identify staff or teachers at the school who can champion this program • Calfresh programs have curriculum resources 	Whenever the school reopens for in-person instruction	Public Health Advocates Fowler Department of Public Health	Calfresh Healthy Living Program Office of Traffic Safety educational grants.

Action Steps	Timeline	Responsible Party	Resources
Develop Bicycling Events <ul style="list-style-type: none"> • Work with local organizations such as the Fresno County Bike Coalition to develop bike events • Plan family bike events such as cumbia rides • Offer bike repair workshops to build mechanic skills 	After the COVID-19 crisis has passed; bike rides could happen sooner	Public Health Advocates Planning Committee	Fresno County Bike Coalition Safe Cycling during Social Distancing Example of Cumbia Ride hosted by Cultiva La Salud

Project Team Recommendations

The Project Team submits the following recommendations for consideration based on short-term, and long-term projections. Implementation of recommendations may take more or less time dependent on individual community factors.

The Project Team submits the following recommendations for consideration based on short-term, and long-term projections. Time frames for implementation of recommendations are dependent on individual community factors and COVID-19 restrictions.

Mid-Term Recommendation

Establish a City of Fowler Bicycle and Pedestrian Advisory Committee

The Project Team **recommends the Fowler Planning Department work with the City to establish a Bicycle and Pedestrian Advisory Committee (BPAC)** that can provide input to decision makers on bicycle and pedestrian projects, programs, and policies. At the site visit and workshop, City staff spoke about their work to improve connectivity within Fowler and a BPAC could provide constructive guidance on bicycle and pedestrian issues and ensure that bicycle and pedestrian issues are being addressed during all future projects. A BPAC could also serve as a bridge to community residents and ensure they have an opportunity to give input and receive a response from the City. One nearby model of an effective BPAC is the [City of Fresno BPAC](#), which facilitates communication among local advocates, elected officials, and city agency staff.

Earn a Bike Program for Fowler Youth

The Project Team **recommends the City of Fowler partner with local bike groups and Public Health Advocates to establish an Earn-a-Bike program for Fowler youth.** An Earn-a-Bike program gives youth the opportunity to earn a bike after going through a series of bike mechanic and road safety classes. Participating youth upon completing the program get to keep the bikes they have been working on. Local organizations can partner with a local bike shop to lead the training. [Bikes not Bombs](#)’ Earn a Bike Program and [Bike Collective’s Wiki](#) offers resources such as curriculum and programmatic examples. Community members expressed the desire of youth to increase bicycle ridership. Additionally, increasing the use of bicycles may document the need to develop infrastructure around Fowler.

Community-Led Walking and Biking Safety Messaging Campaign

The Project Team **recommends the Planning Committee work with the City to develop a community-led walking and biking safety messaging campaign** where safety messages for all road users can be placed throughout the City, including utility boxes, bus shelters, schools and key conflict intersections. The messaging campaign would target key areas where there tend to be a lot of unsafe driver behavior, especially around arrival and dismissal time for schools. Residents have identified East Vine Street, East Fresno Street, and East Main Street as areas to target for safety messaging because of the amount of foot traffic from students going to Sutter Middle School and Fowler High School and continuous unsafe driver behavior. Community residents can be used in the campaign and model walking and biking to encourage different modes of transportation and can include messaging for drivers to stay alert to other road users. Southern California Association of Government’s [GoHuman Campaign](#) can serve as a model for a safety messaging campaign in Fowler.

Long-Term Recommendation

Develop a Safe Routes to School (SRTS) Plan for Fremont Elementary School, Fowler Academy Continuation School, and Fowler High School

The Project Team **recommends the City of Fowler and the Fowler Unified School District develop a [SRTS plan](#) for Fremont Elementary School, Fowler Academy Continuation School, and Fowler High School** to improve walking and biking conditions for students walking to and from schools, particularly along streets that are also truck routes. The plan could include the 5th Street truck route, which passes by Fremont Elementary School, and the East Adams Avenue truck route, which is adjacent to Fowler Academy Continuation School, Fowler High School, and Fremont Elementary School. A SRTS Plan can identify key infrastructure enhancements and programming to mitigate potential conflicts with large trucks traveling near schools. The [Large Trucks, Little Children](#) report may be used as a resource to ensure local and regional plans are compliant with land use patterns and protect students and families walking and biking along truck routes when traveling to and from school.

Install Creative Crosswalks at Key Intersections

The Project Team **recommends the Planning Committee work with the City of Fowler's Planning Department to install [creative crosswalks](#) along key intersections in the City.** Residents have identified Golden State Boulevard/East Adams Avenue intersection as a potential site because it is highly frequented by all road users to access community centers and schools along East Adams Avenue, Fowler High School and churches. They also identified the Golden State Boulevard/Merced Street intersection as another potential site for creative crosswalks because it is the entrance to Downtown Fowler. Creative crosswalk designs should be informed and designed by students and community residents so that they're culturally relevant.

Conduct Community Tree and Landscaping Assessment

The Project Team **recommends the Fowler Planning Committee, City of Fowler Public Works Department in partnership with Fresno County Public Health conduct a community tree and landscaping assessment** to assess where shade trees and greenery can be planted to provide shade for pedestrians along key streets and intersections. Trees can provide canopy coverage and green space in an effort to alleviate the effects of heat when walking and biking in Fowler. Residents have already identified the Golden State Boulevard/East Adams Street, Golden State Boulevard/E Merced Street intersections, Golden State Boulevard, East Merced Street, and East Adams Street as places where shade trees are needed to provide a more comfortable walking and biking environment. The City can make use of existing empty landscaping strips to plant shade trees. The City and residents can collaborate with the [UC Master Gardeners](#), and [Tree Partners Foundation](#) to solicit community education and public shade tree donations.

Temporary Demonstration of High-visibility Buffered Bike Lanes on East Fresno Street

The Project Team **recommends the community work with the City of Fowler to [conduct bicycle counts](#) and community surveys** to understand where residents are currently riding and assess where new bike lanes can be installed. The community has already identified East Fresno Street, from Sutter Middle School to the Fresno County Library, as a potential street to install permanent conventional bike lanes because it is so heavily used. Based on the community feedback, the Project Team **recommends the community work with the City of Fowler to install temporary high-visibility buffered bike lanes on East Fresno Street.** Evaluation measures before, during and after the [temporary demonstration](#) should be conducted to assess how permanent bike lanes can improve safe routes to school and general bike safety in the City. Translink Tactical Urbanism Toolkit can be used as a guide to support the planning process.

Resources

The Project Team also recommends the City of Fowler and the Fowler Unified School District pursue the [California Department of Public Health's Kid's Plate Grant](#), which focuses on reducing and eliminating unintentional injuries in children and youth and may provide long-term and site-specific Safe Routes to School education and encouragement programs.

The [California Office of Traffic Safety](#) has a yearly grant cycle to support educational and engagement efforts. Grants are due January 30.

Appendix A: Data Analysis

Pedestrian and Bicycle Crash Data Analysis

- Fowler CPBST Workshop Data Factsheet
- Fowler CPBST Site Visit Data Presentation

Fowler Pedestrian & Bicycle Data Analyses

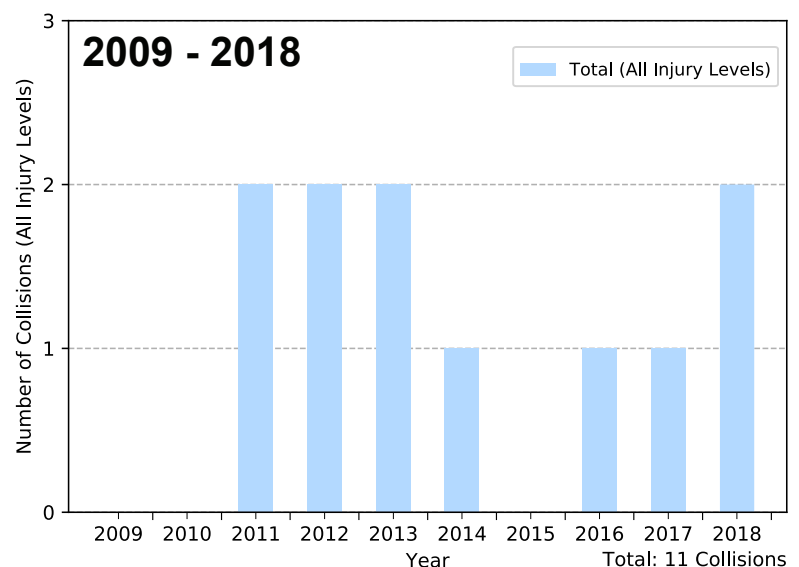
Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
Fowler, CA | June 30, 2020

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 0.8 percent increase in pedestrian deaths from 2016 to 2017 and a 6.5 percent decrease in cycling deaths (FARS 2016 and 2017). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The **local data seen below reflects collision data from the last 5 years (2014-2018)** within the boundaries of the City of Fowler as of April 2020.

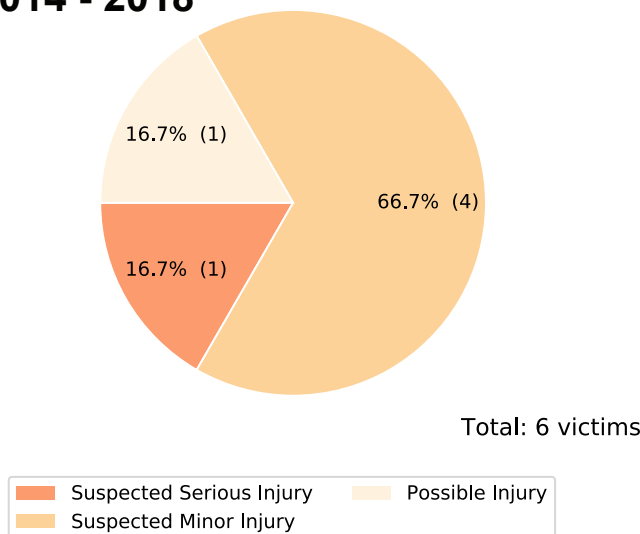
Pedestrian Collisions Over Time

The number of collisions appear to be ***mostly stable***.

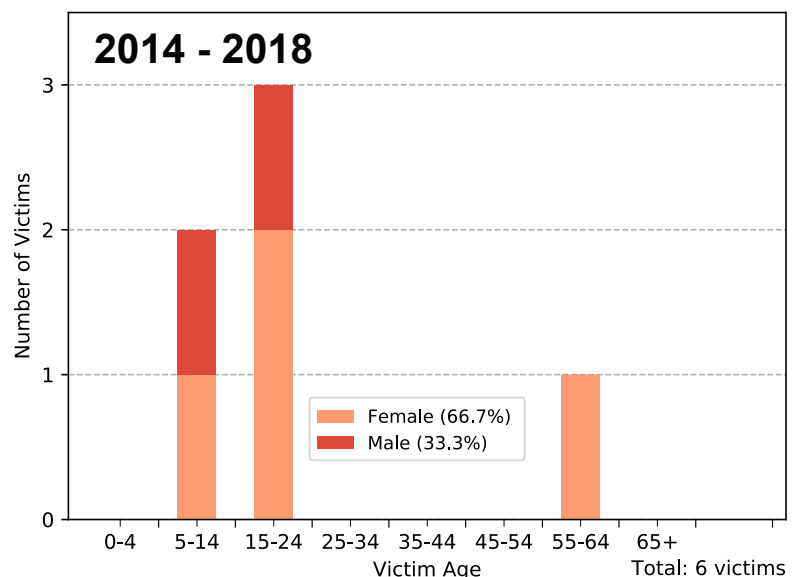


Victim Injury Severity ——— Victim Demographics

2014 - 2018



16.7% of victims suffered serious injuries



83.3% of victims were between the ages of 5 and 24

Bicycle Collisions Over Time

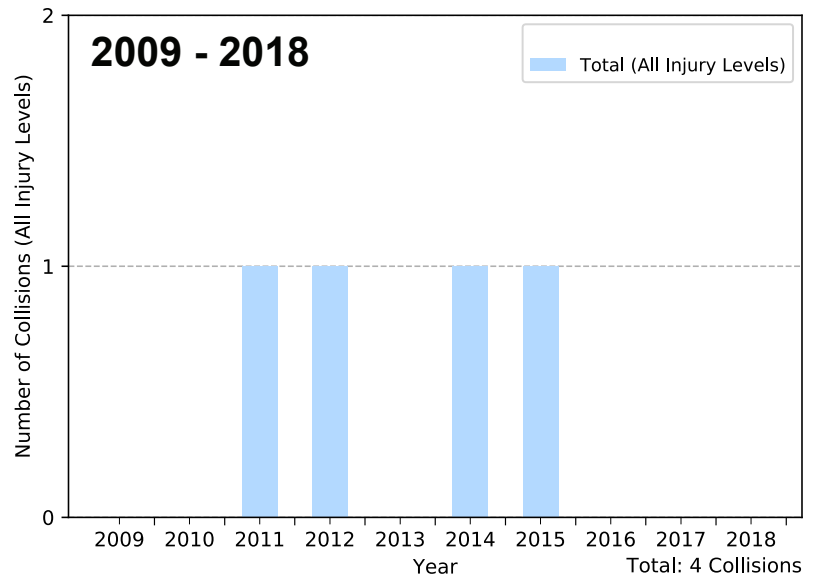
The number of collisions appear to be ***mostly stable***.



4 people injured

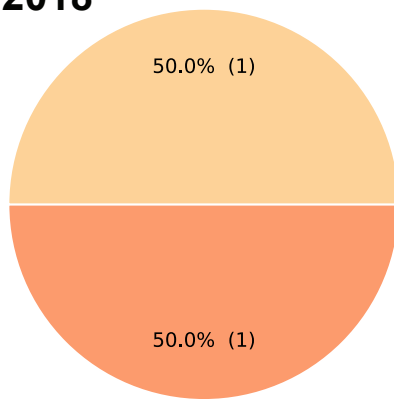


4 bicycle collisions



Victim Injury Severity — Victim Demographics

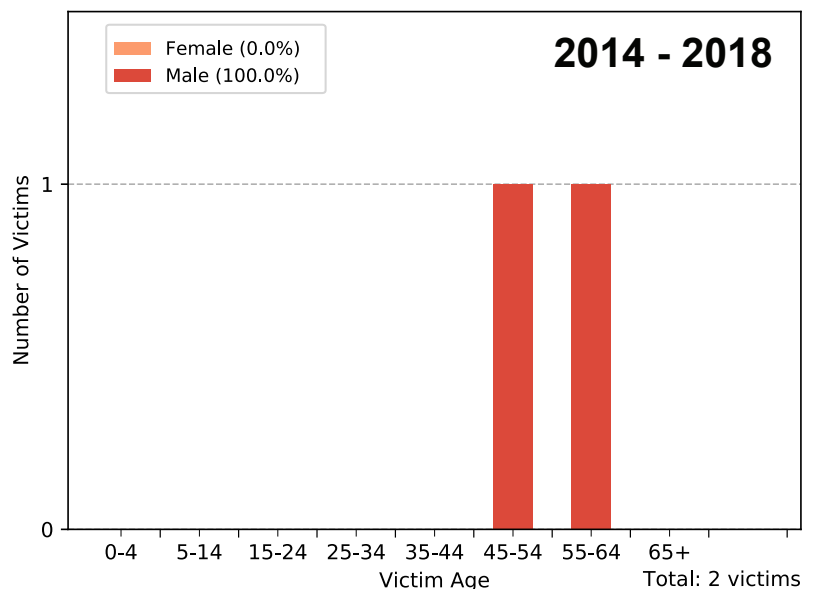
2014 - 2018



Total: 2 victims

■ Suspected Serious Injury ■ Suspected Minor Injury

50% of victims suffered serious injuries



100% of victims were male

What other data could help inform decision-making?

While these numbers do not tell the whole story, do they resonate with your experience?

What kinds of improvement do you think could help make walking and biking safer in your community?

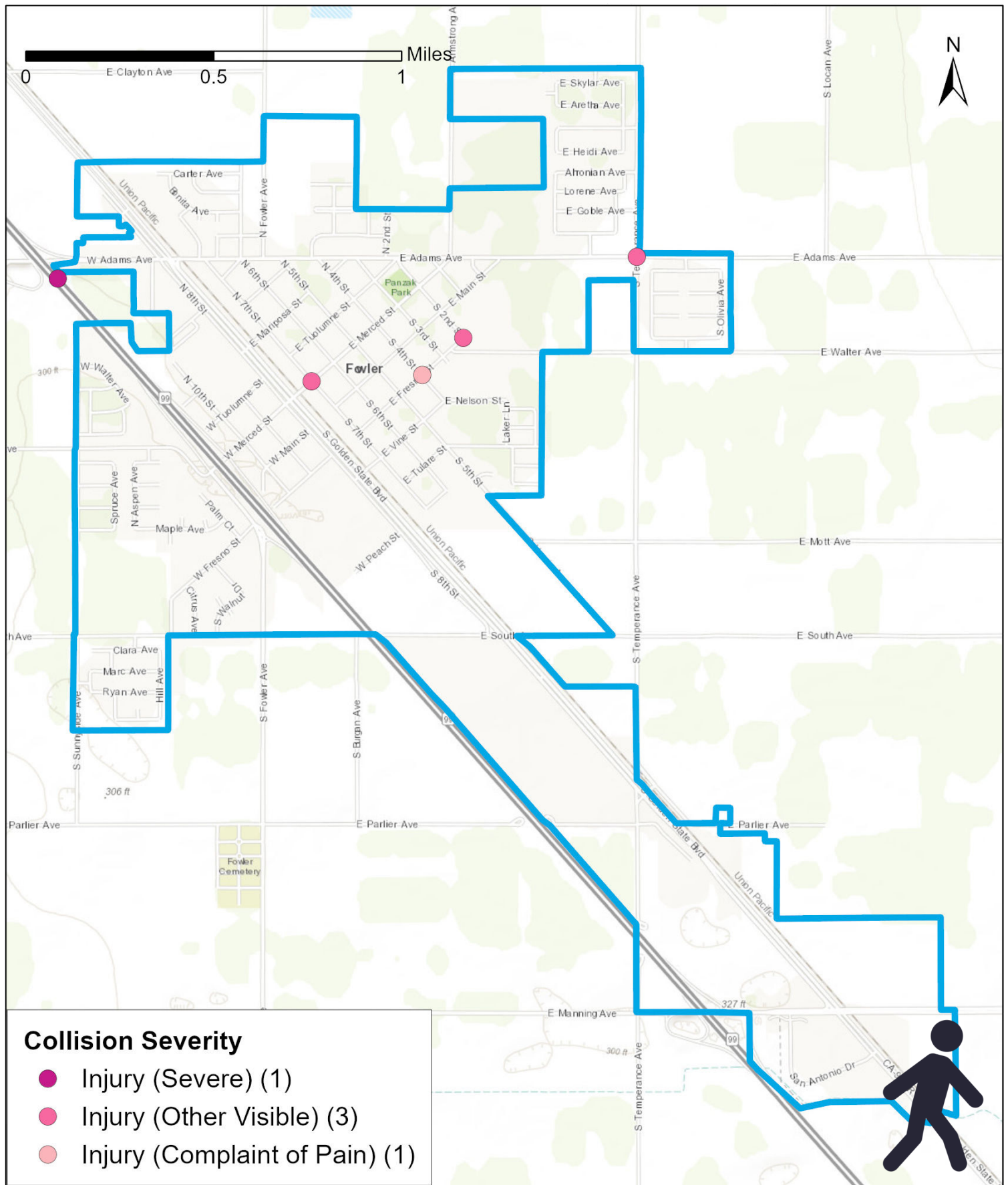
To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu).
For additional assistance, email us at safetrec@berkeley.edu.

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

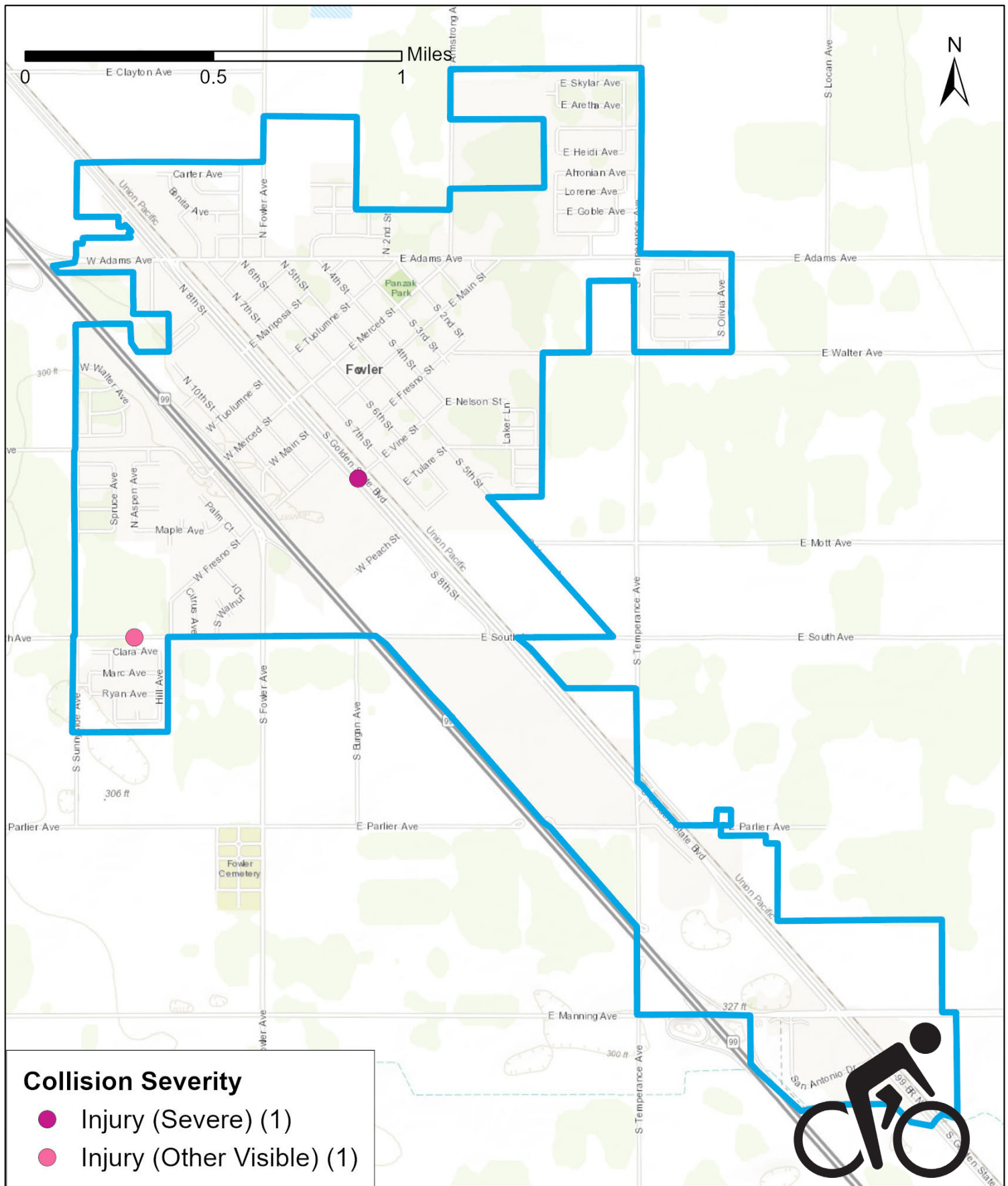
OTS
CALIFORNIA OFFICE OF
TRAFFIC SAFETY

California Walks
Stepping Up for Health, Equity, & Sustainability

Fowler Pedestrian Collision Map (2014 - 2018)



Fowler Bicycle Collision Map (2014 - 2018)



Pedestrian and Bicycle Collision History

Fowler, California

CPBST Site Visit

Friday, February 21, 2020

Garrett Fortin, Program and Policy Analyst

fortinga@berkeley.edu

Berkeley SafeTREC

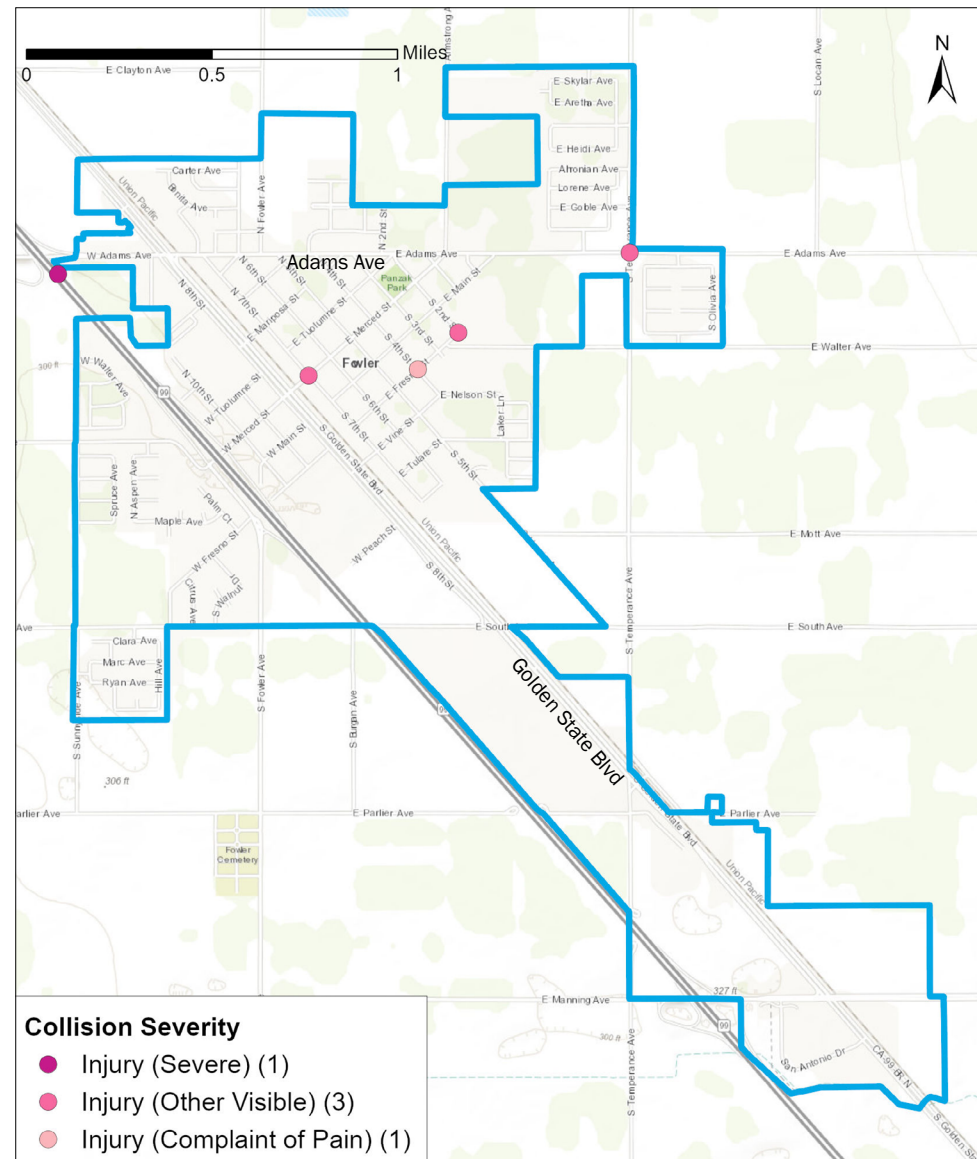
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

Pedestrian Injury Collisions Map (2014 - 2018)

Focus Area

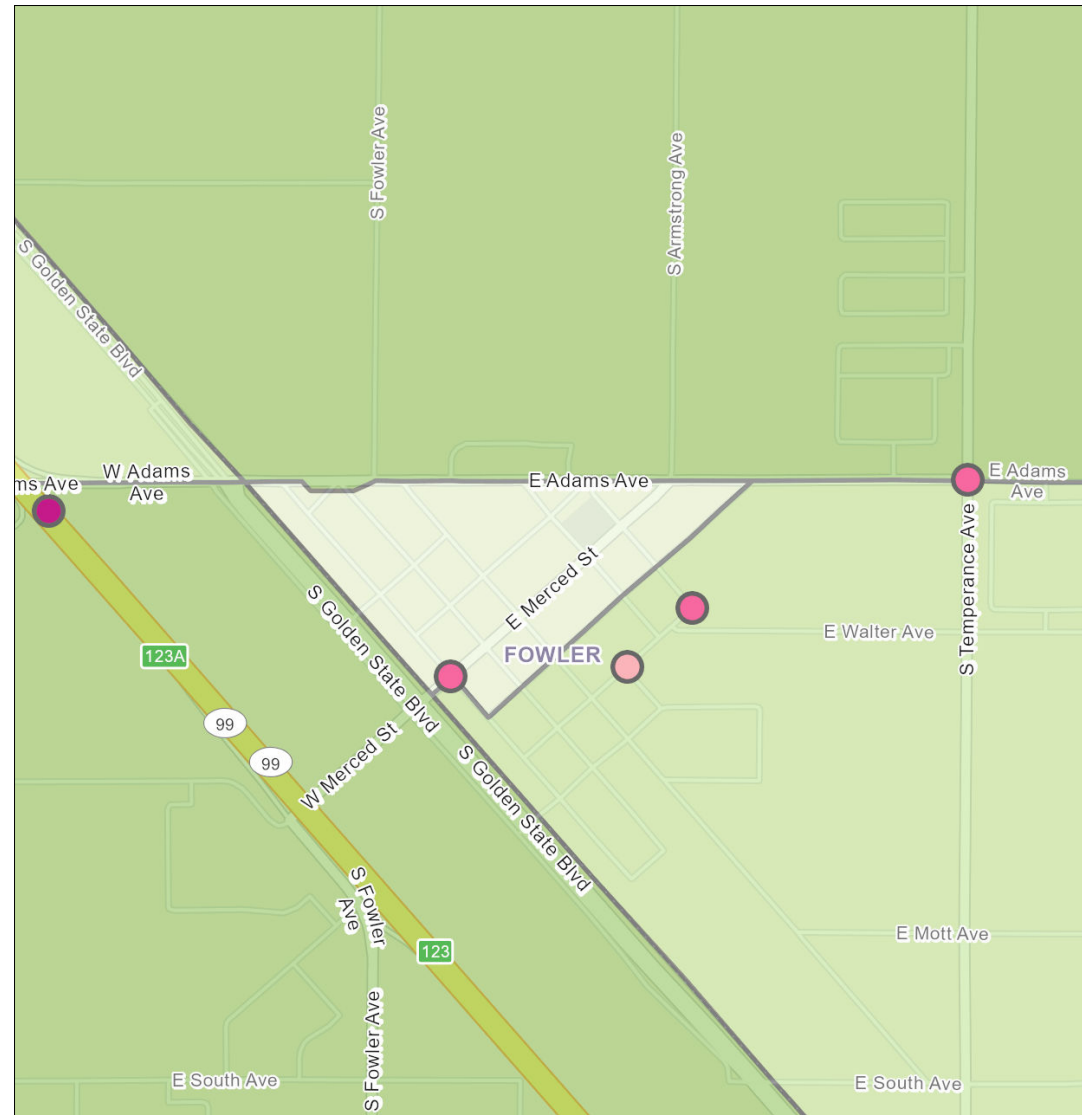
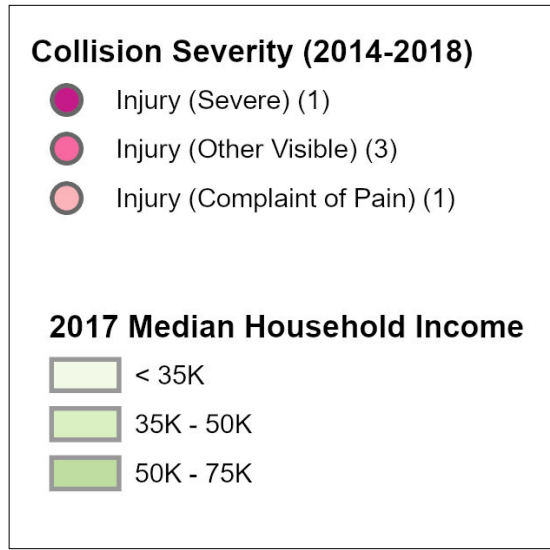
City of Fowler

5 pedestrian collisions resulting in an injury to a pedestrian



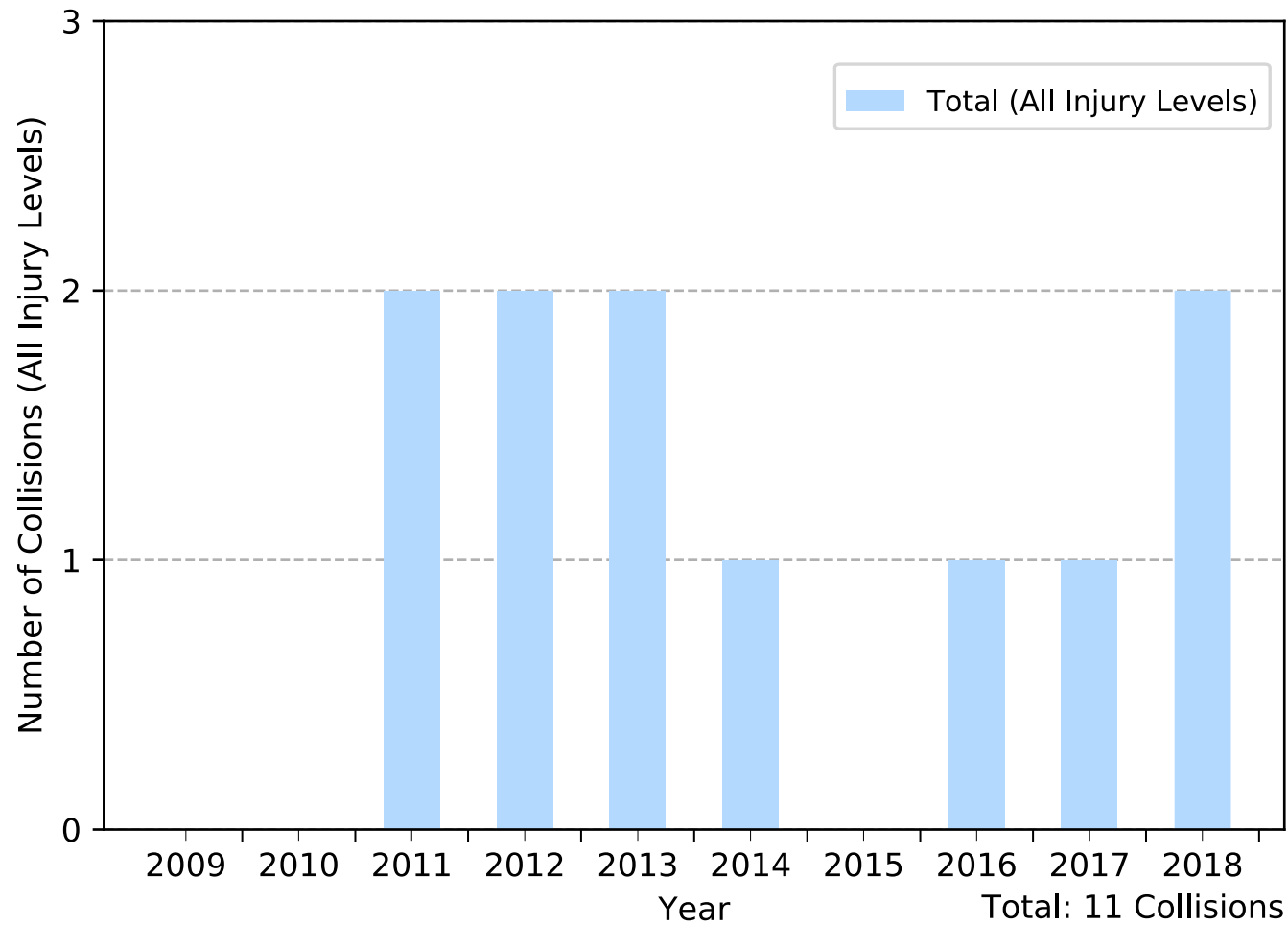
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Injury Collisions Map with Income (2014 - 2018)



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019
Demographics - ESRI, US Census Bureau, and ACS

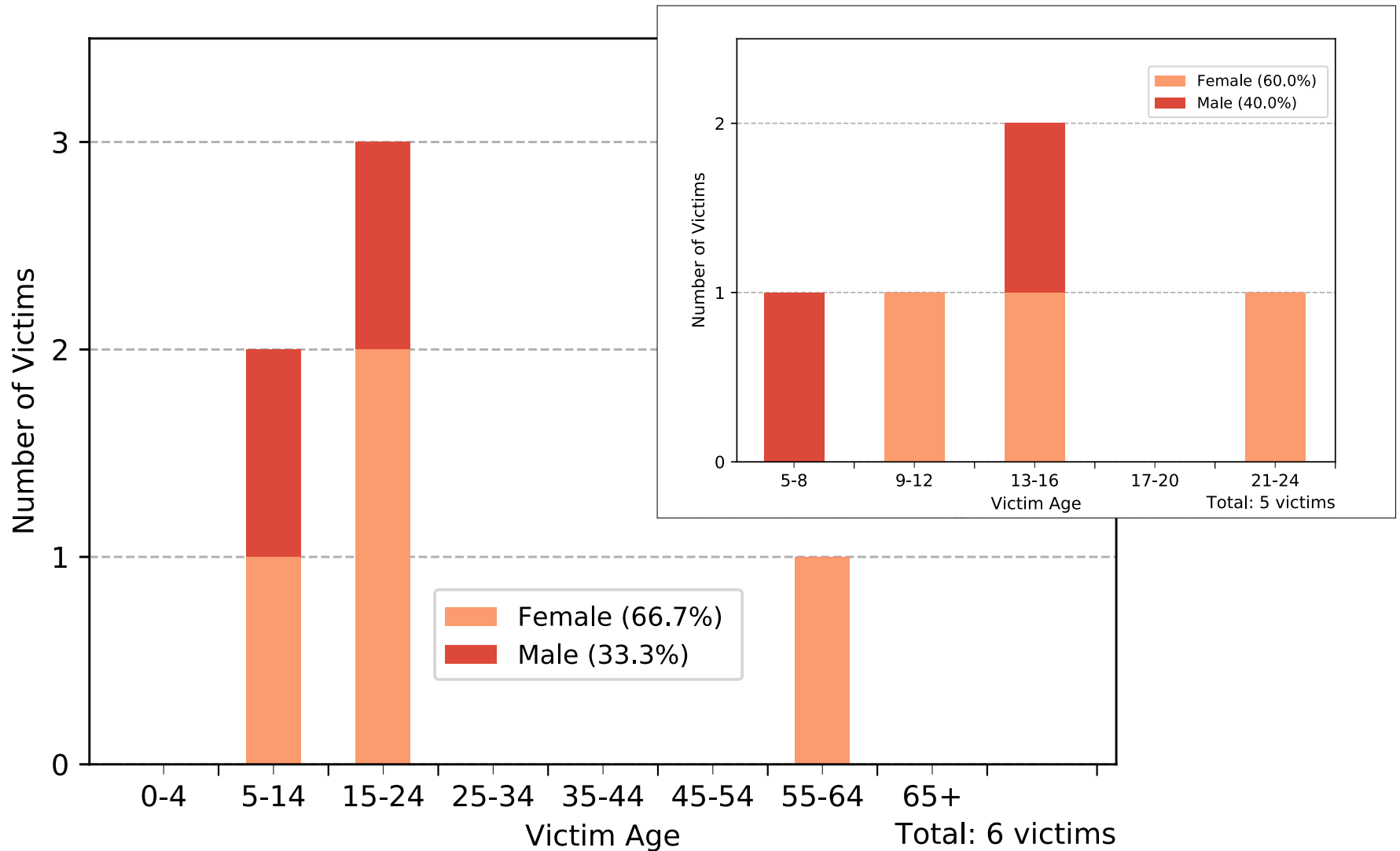
Pedestrian Injury Collisions Trend (2009 - 2018)



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

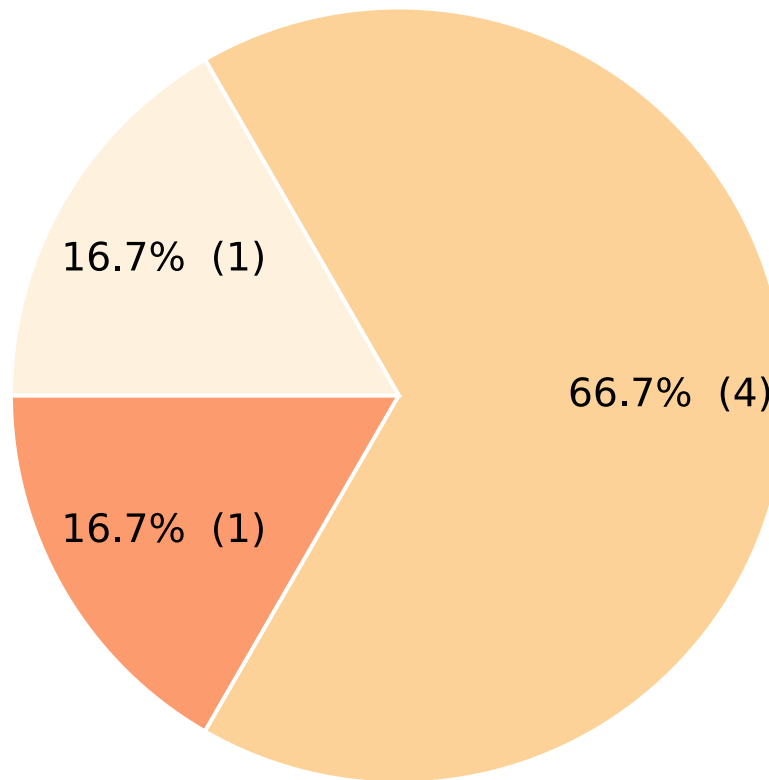
Pedestrian Victim Injury (2014 - 2018)

by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Victim Severity (2014 - 2018)



Total: 6 victims



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018)

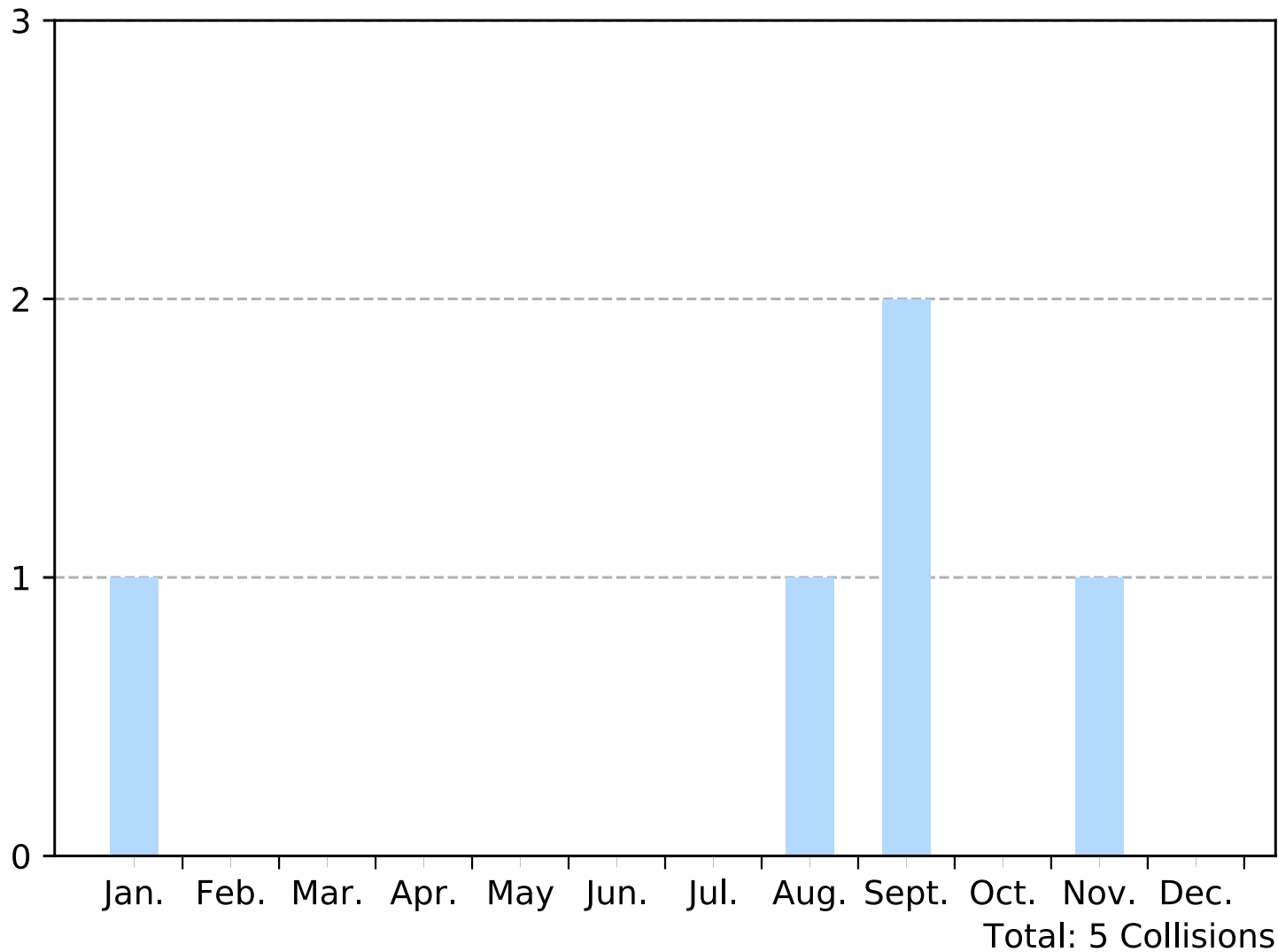
by Time of Day and Day of Week

	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	1	0	0	1
Noon-02:59PM -	1	0	1	0	0	0	0	2
09:00AM-11:59AM -	0	0	0	0	0	0	0	0
06:00AM-08:59AM -	1	0	0	1	0	0	0	2
03:00AM-05:59AM -	0	0	0	0	0	0	0	0
Midnight-02:59AM -	0	0	0	0	0	0	0	0
Total	2	0	1	1	1	0	0	5

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018)

by Month



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018)

by Type of Violation (Top Violations)

Total: 5 Collisions

CVC No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	4 (80.0%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	1 (20.0%)

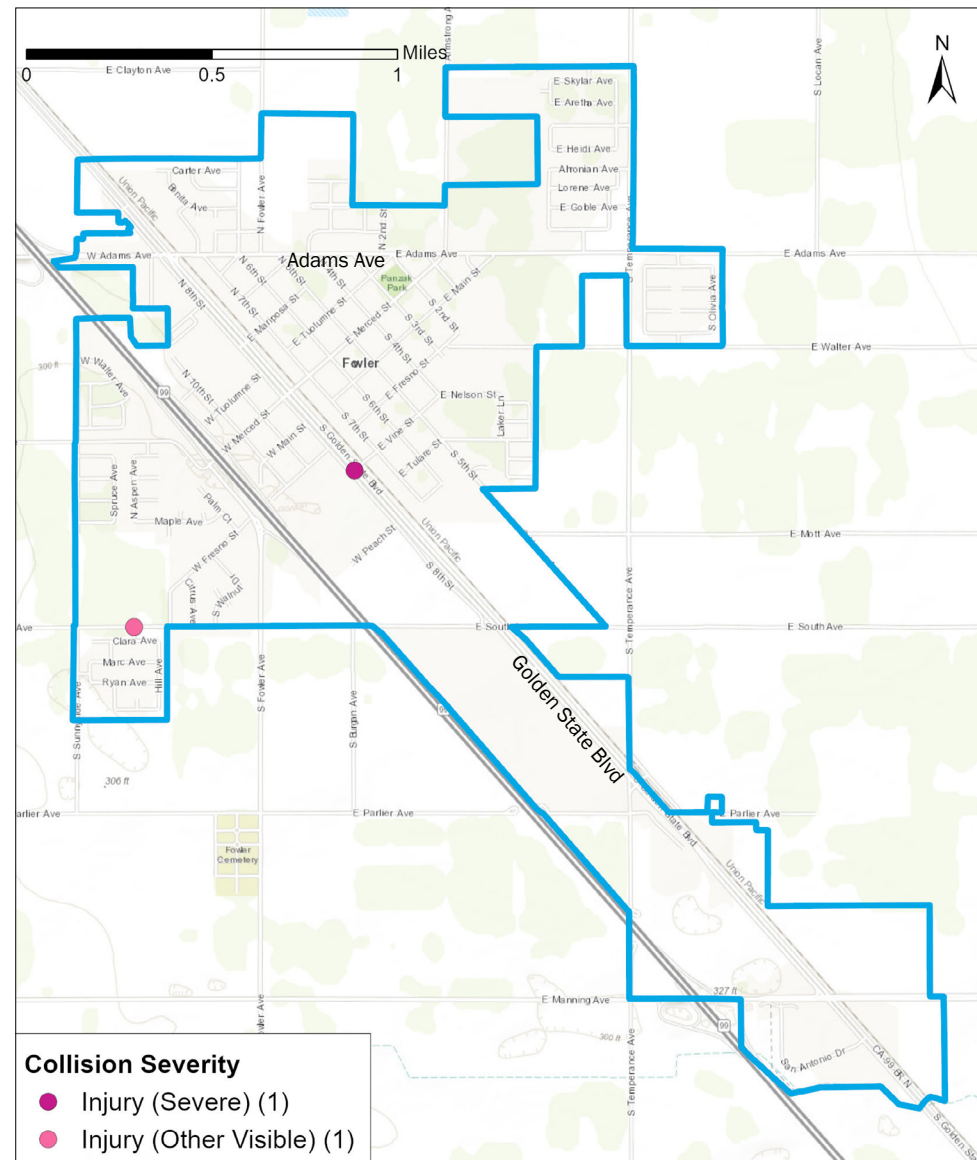
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Injury Collisions Map (2014 - 2018)

Focus Area

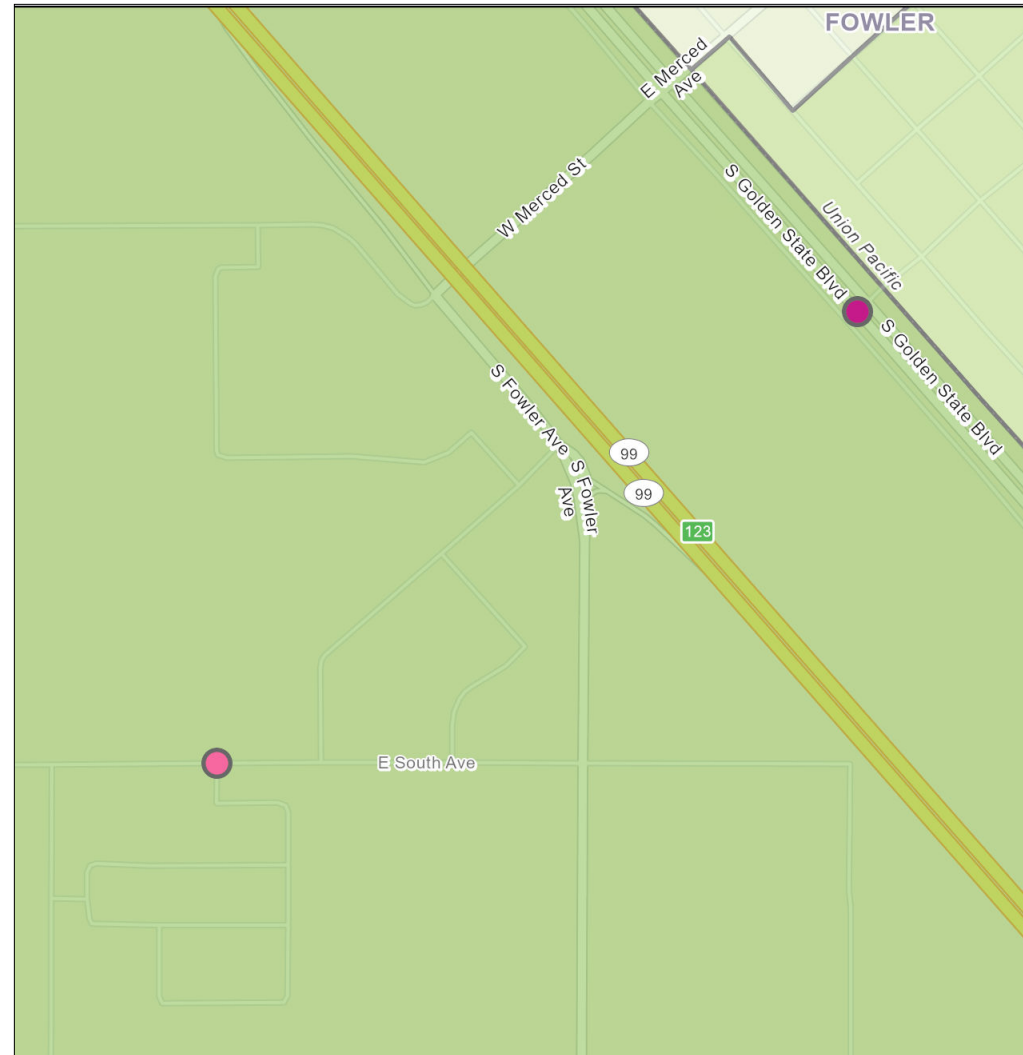
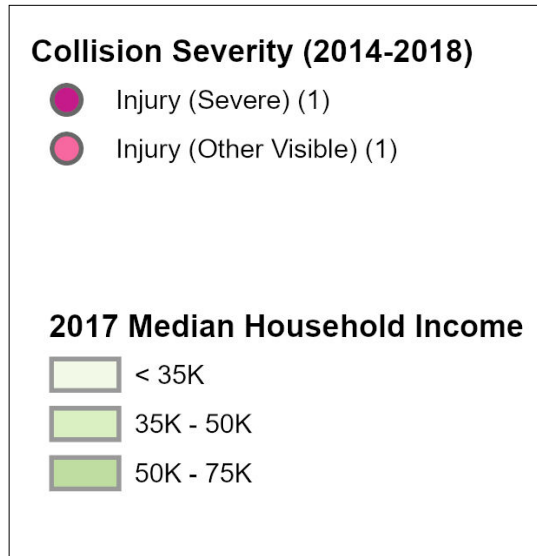
City of Fowler

2 bicycle collisions resulting in an injury to a cyclist



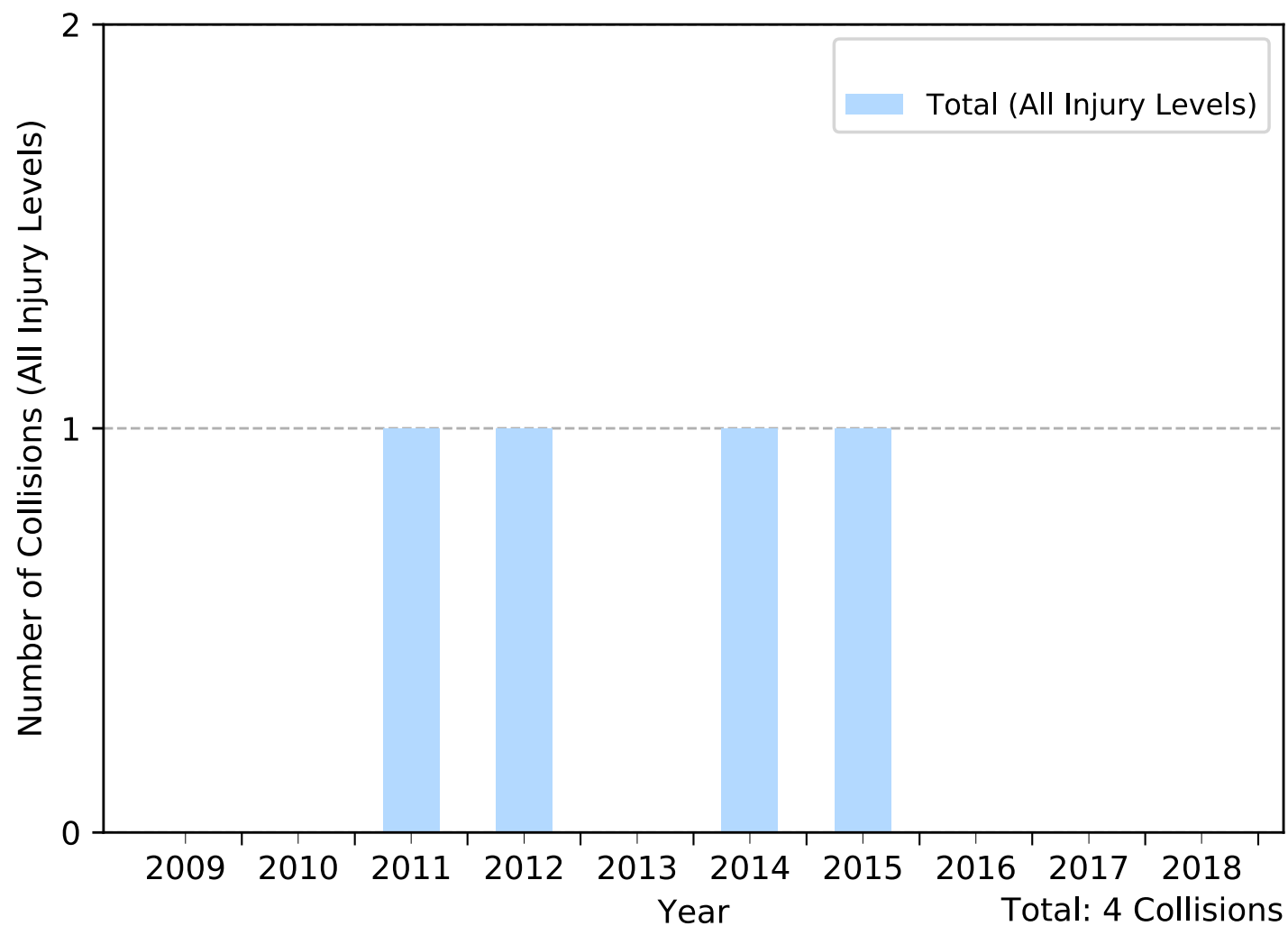
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Injury Collisions Map with Income (2014 - 2018)



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019
Demographics - ESRI, US Census Bureau, and ACS

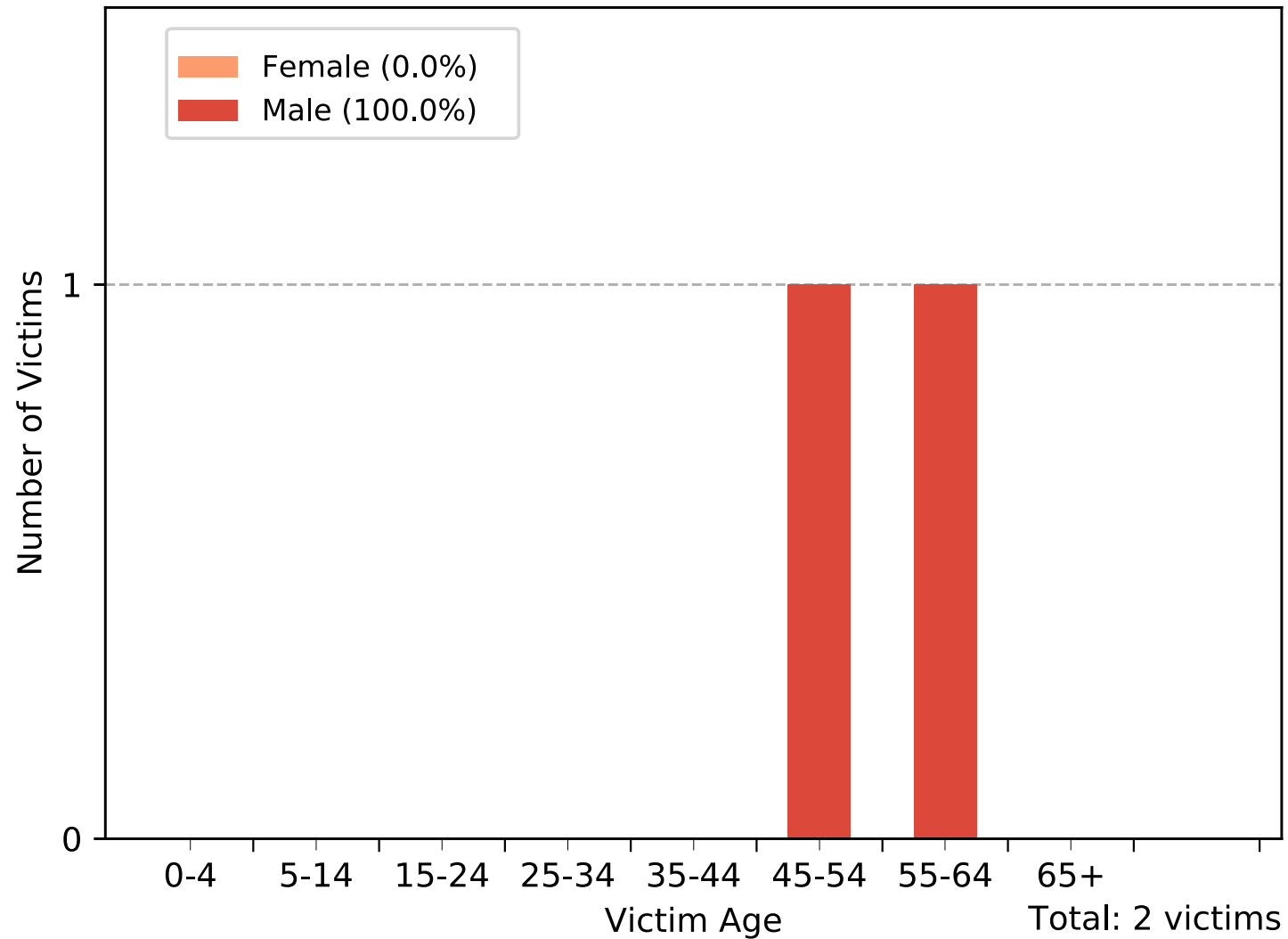
Bicycle Injury Collisions Trend (2009 - 2018)



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

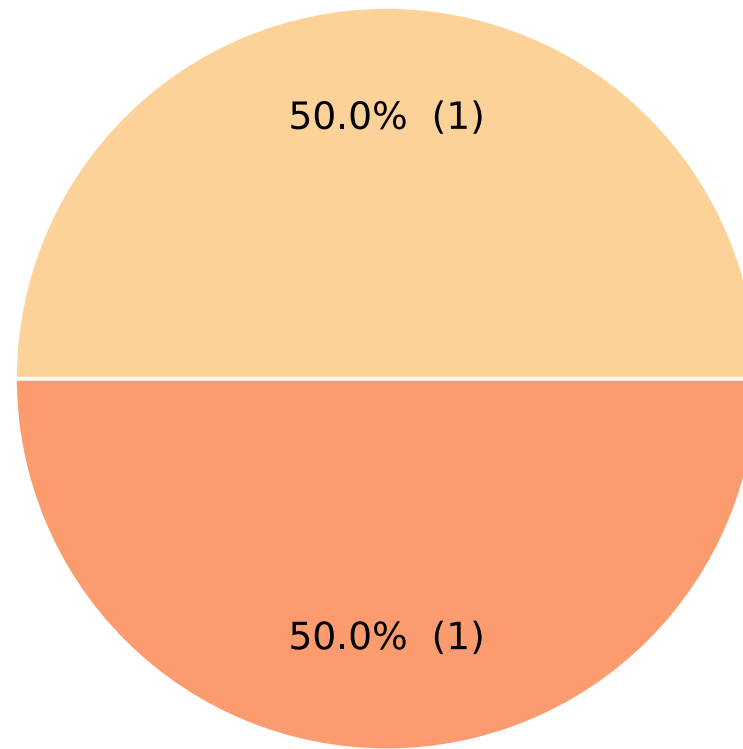
Bicycle Victim Injury (2014 - 2018)

by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Victim Severity (2014 - 2018)



Total: 2 victims

Suspected Serious Injury Suspected Minor Injury

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018)

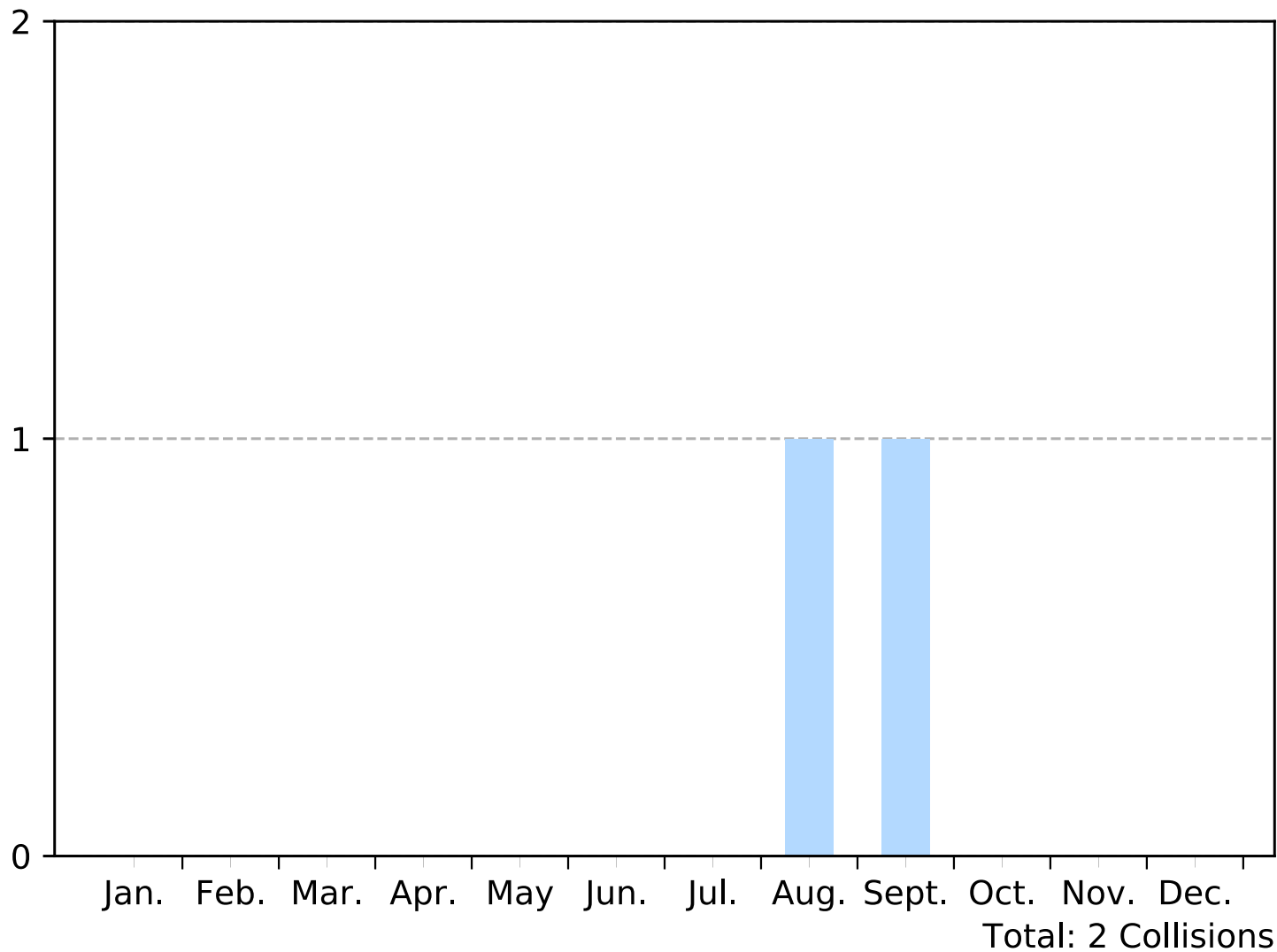
by Time of Day and Day of Week

	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	1	0	0	1
Noon-02:59PM -	0	0	0	0	0	0	0	0
09:00AM-11:59AM -	0	0	0	0	0	0	0	0
06:00AM-08:59AM -	0	1	0	0	0	0	0	1
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	1	0	0	2

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018)

by Month



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018)

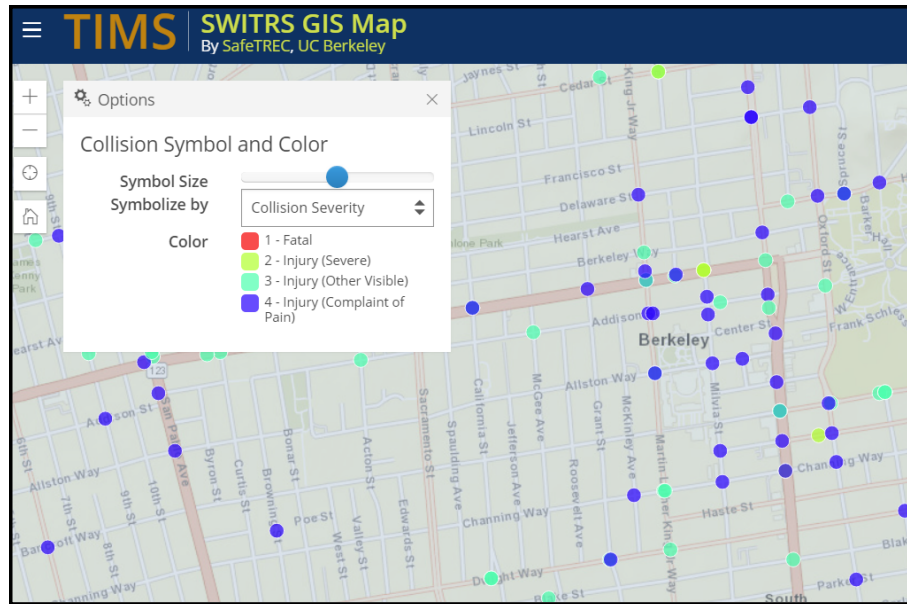
by Type of Violation (Top Violations)

Total: 2 Collisions

CVC No.	Description	Number of Collisions
21801	Driver failure to yield right-of-way when making a left turn or U-turn	1 (50.0%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	1 (50.0%)

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Additional Resources



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.

<https://tims.berkeley.edu>



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.

<https://streetstory.berkeley.edu>



Summary

Questions?

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:

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

safetrec@berkeley.edu or cpbst@calwalks.org

