

Summer 2023

Fresno Summary and Recommendations Report

Comunidades Activas y Seguras (Active & Safe Communities)



Berkeley SafeTREC

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We also want to acknowledge Belinda Guerrero for providing simultaneous interpretation from Spanish to English during the workshop.

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Introduction

Comunidades Activas y Seguras (Active and Safe Communities) is a statewide program of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). Cal Walks and SafeTREC (Project Team) developed this program to cater to the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking and biking safety in communities across California.

The Fresno training was collaboratively planned and facilitated by Cultiva la Salud, the Planning Committee, Cal Walks, and SafeTREC to:

1. Create safe routes to schools for students walking to and from Yosemite Middle School and Mayfair Elementary School;
2. Identify traffic calming strategies to improve pedestrian and bicycle safety along Cedar Avenue and East Floradora Avenue; and
3. Improve pedestrian and biking safety for students traveling to and from both schools.

The Fresno workshop was held on August 23, 2023 and convened 13 participants including participants from Cultiva la Salud, Building Healthy Communities Fresno, Safe 2 School, Incorporated, and community residents. It consisted of:

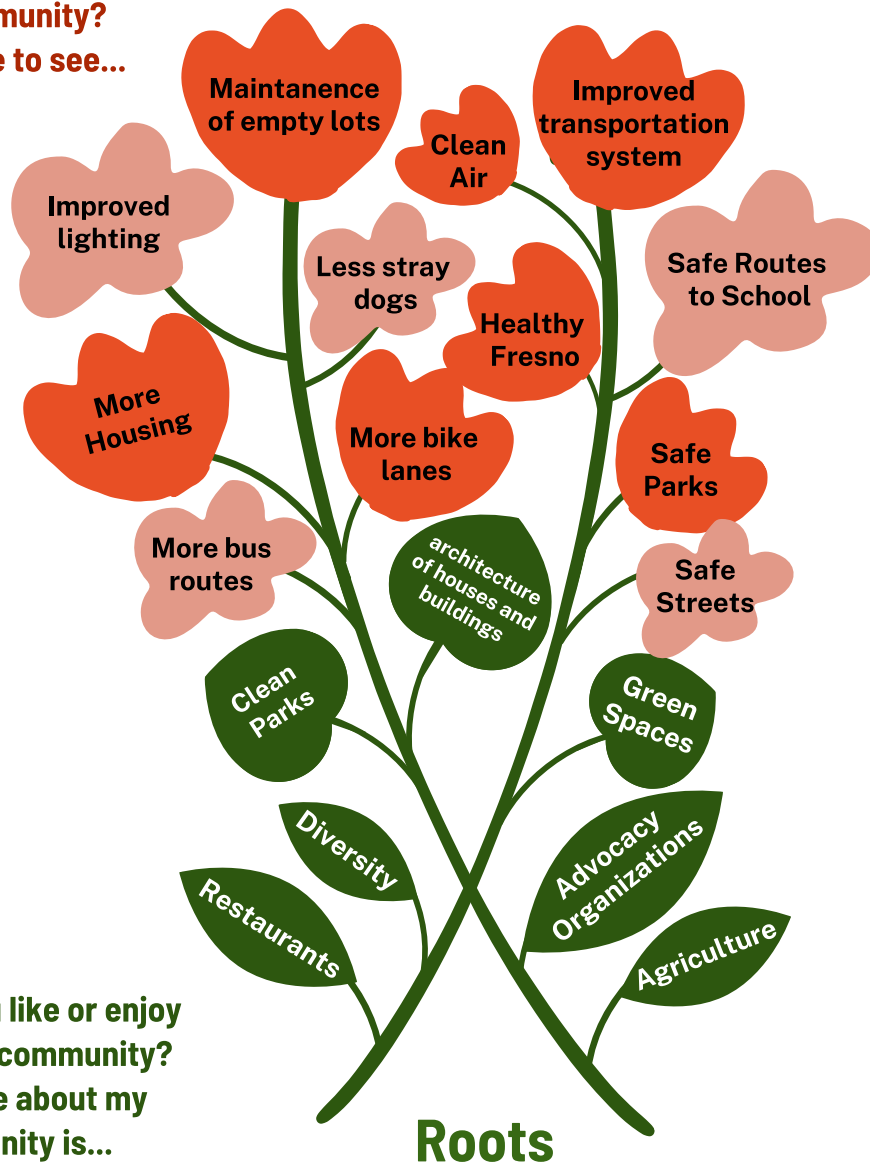
- A visioning activity where participants imagined their ideal community and identified the community's priorities;
- A walking and biking assessment of the community to identify pedestrian and bicycle safety concerns;
- An introduction to the Safe System Approach and Safe System strategies to create projects that address their safety concerns; and
- A Radionovela activity where participants used the power of storytelling to record a mini-podcast episode that can be used for continued walking and biking safety advocacy.

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

Fresno Community Vision

**What is your vision for
your community?
I would like to see...**

Dreams



This activity was adapted for the program Comunidades Activas y Seguras, a collaboration between UC Berkeley SafeTREC and California Walks. The original activity comes from the organization Co-designing the Active City. <https://participatoryplanning.ca/tools/vision-exercise>

Figure 1: Summary of the visioning activity conducted with participants during the workshop

Background and Data

Fresno is a city in the San Joaquin Valley in Fresno County, California. Per [California Office of Traffic Safety \(OTS\) Crash Rankings](#), in 2020, the City of Fresno ranked 13 out of 15 for total fatal and injury crashes, when compared to cities with a similar population size (with a ranking of “one” indicating the worst crash rate).

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians and bicyclists within the half mile radius of Mayfair Elementary School and half mile of radius of Yosemite Middle School.

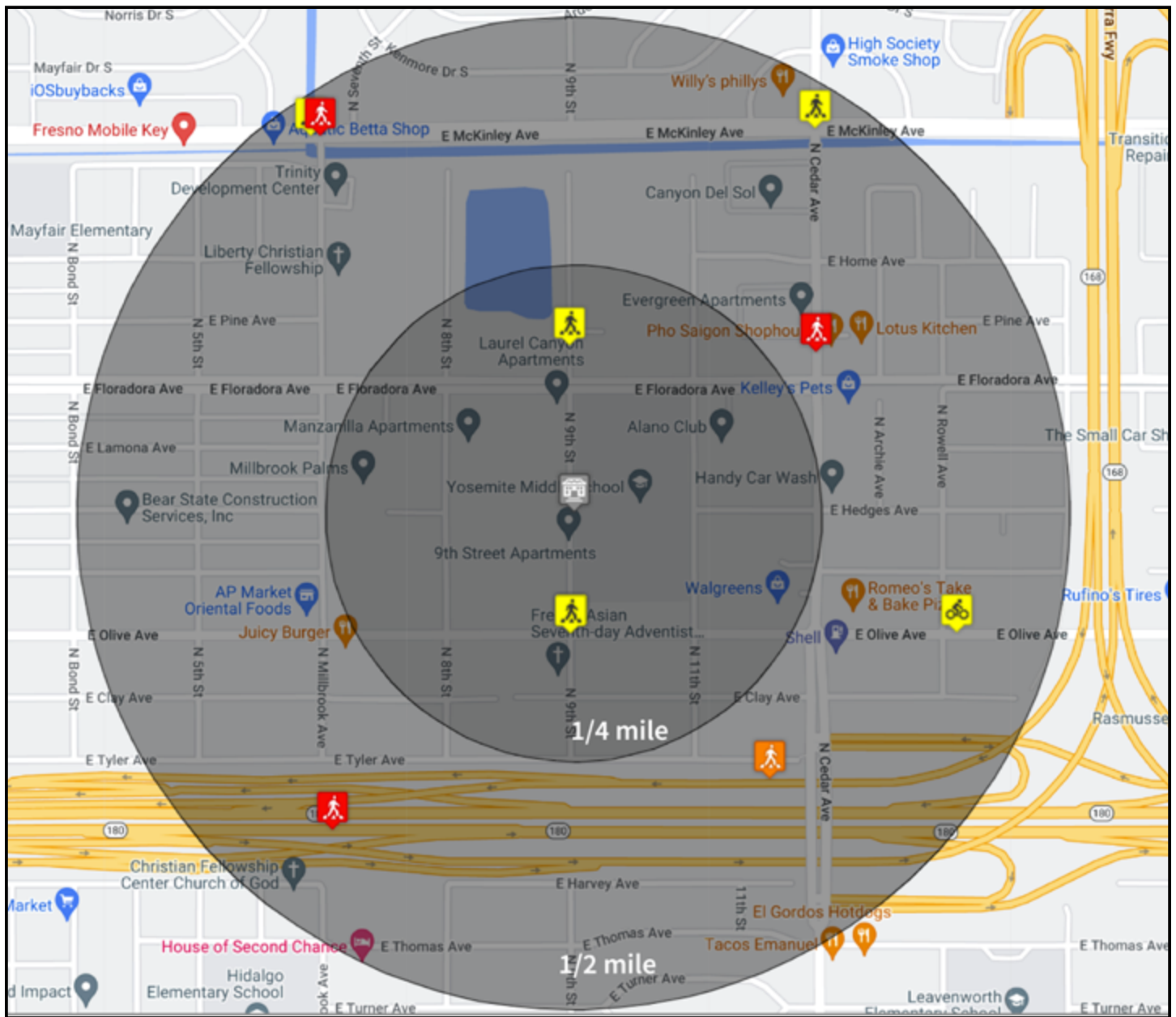
Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2012 to 2021. Crash data for 2021 is provisional as of May 2023. A full discussion of the pedestrian and bicycle crash data can be found in the Appendix.

Yosemite Middle School Pedestrian and Bicycle Crash Data

Over the 10-year period between 2012 and 2021, there were 18 reported pedestrian crashes and three reported bicycle crashes. During this period, pedestrian and bicycle crashes remained low, between one to two crashes per year. However, the year 2021 had a significantly higher number of crashes involving pedestrians or bicyclists, with nine pedestrian and one bicycle crashes occurring within the ½ mile radius of Yosemite Middle School. The 2021 data for this area follows national trends noting increases as people return to pre-pandemic travel patterns.

In the most recent five years of data available, from 2017 to 2021, there were ten pedestrian crashes, in which three people died and eight people suffered less severe injuries. There was one bicycle crash that occurred within the ½ mile radius, at the Olive Avenue/Rowell Avenue intersection, as shown in Figure 2. The most commonly cited violation for pedestrian crashes was pedestrians' failure to yield to vehicles when crossing outside of a marked or unmarked crosswalk (five total) and for bicycle crashes it was driving or bicycling on the wrong side of the road (one total).

Pedestrian and bicycle crashes were concentrated at the 9th Street/ East Olive Avenue and East McKinley Avenue/ North Millbrook Avenue intersections. At the 9th Street/ East Olive Avenue intersection, there were three pedestrian crashes involving school age children, ages 12 to 15, and a left turning driver that did not yield the right of way to pedestrians crossing in the crosswalk, during the morning commute hours (7:30 - 8:10 a.m.). This is consistent with what parents expressed about drivers often turning quickly and pedestrians feeling like they have to run across the intersection given the short cycle length at this intersection. The East McKinley Avenue/ North Millbrook Avenue intersection had the second highest concentration of crashes, with two crashes involving pedestrians, including one fatality. Both of these pedestrian crashes involved older adults, between the ages of 60 and 76, and occurred during the late night hours (8:00 -10:00 p.m.).



Crash Severity	
●	Fatal (3)
●	Injury (Severe) (1)
●	Injury (Other Visible) (6)
○	Injury (Complaint of Pain) (1)

Figure 2: Yosemite Middle School Pedestrian and Bicycle Crashes (2017-2021)

Data Source SWITRS 2017-2021. 2021 data is provisional as of May 2023.

Mayfair Elementary School Pedestrian and Bicycle Crash Data

Over the 10-year period between 2012 and 2021, there were 20 pedestrian crashes and seven bicycle crashes reported within the ½ mile radius of Mayfair Elementary School. The number of reported pedestrian and bicycle crashes fluctuated, with a peak in 2014, followed by a downward trend. In the most recent five years of data available, from 2017 to 2021, there were seven pedestrian crashes all resulting in varying levels of injuries to the seven victims involved, including two pedestrian fatalities, which were also discussed in the crash analysis for the ½ mile radius of Yosemite Middle School and an additional pedestrian fatality at the Olive Avenue/ Fisher Street intersection. Male victims were the most impacted in these crashes, ranging from 25 to 74 years of age. Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk was the most cited violation (three crashes). However, other factors including lack of crosswalks or the placement of crosswalks and travel patterns could affect pedestrians' decision for crossing at a marked or unmarked crosswalk.



Crash Severity	
●	Fatal (3)
●	Injury (Severe) (0)
●	Injury (Other Visible) (4)
○	Injury (Complaint of Pain) (0)

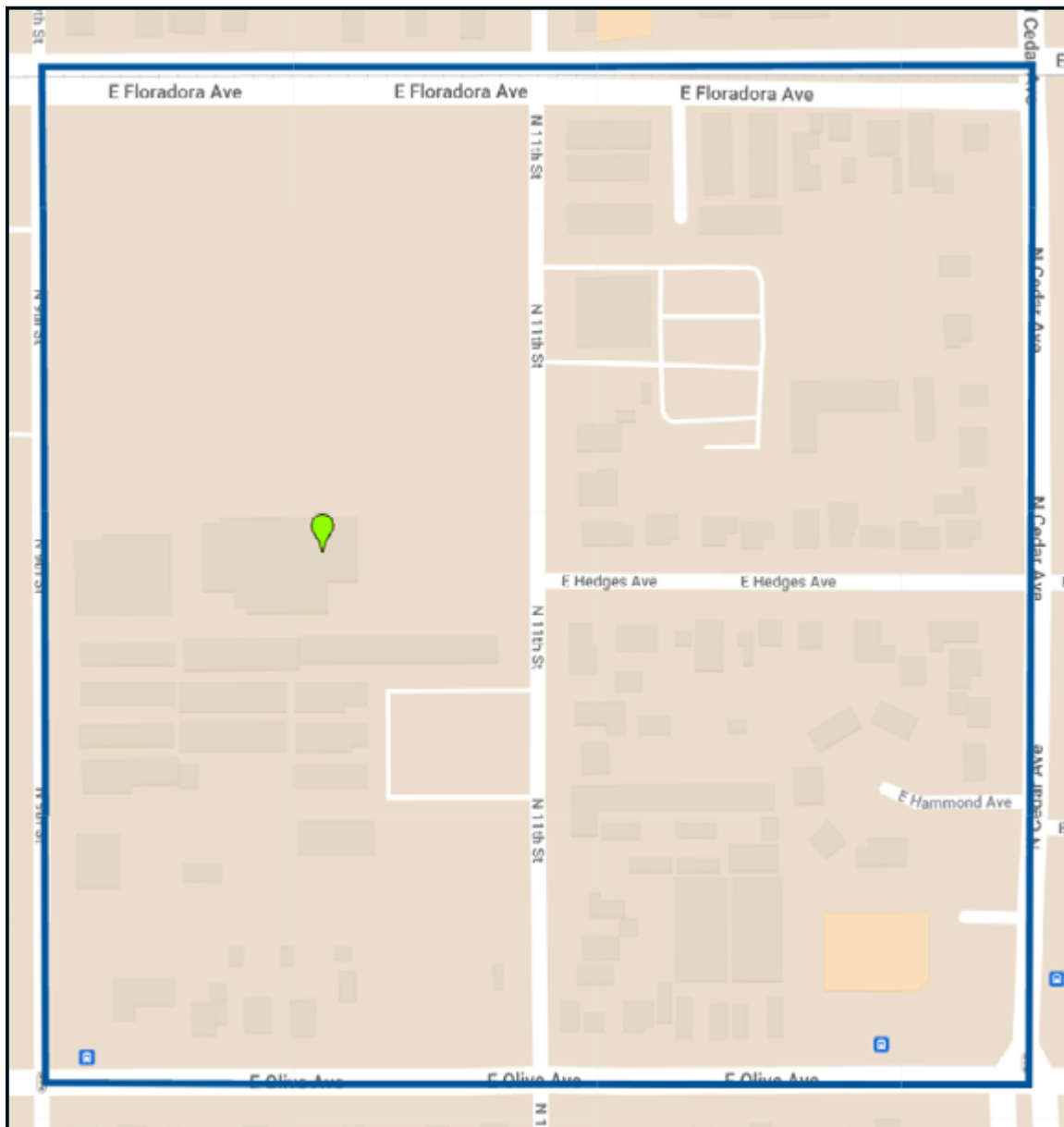
Figure 3: Mayfair Elementary School Pedestrian and Bicycle Crashes (2017-2021)

Data Source SWITRS 2017-2021. 2021 data is provisional as of May 2023.

Walking and Biking Assessments

Workshop participants conducted walking and biking assessments along two key routes that students and families use to access their respective schools. Participants identified community assets, assessed infrastructure conditions, and observed how road users engage with the built environment. The following summarizes the walking and biking assessment focused on Yosemite Middle School, Mayfair Elementary School, Cedar Avenue, and East Floradora Avenue.

Route One: Yosemite Middle School



Walking and Biking Assessment, Route One

9th Street at the entrance of Yosemite Middle School

Assets

- A yellow continental crosswalk on 9th Street connects the school parking lot to the main entrance of Yosemite Middle School and alerts drivers of students and other pedestrians crossing the street. The crosswalk is heavily faded and could benefit from restriping to be high-visibility. A school crossing sign accompanies the crosswalk, which provides more visibility to those crossing the street.



ABOVE: A school crossing sign accompanies the yellow crosswalk at the entrance of Yosemite Middle School.



ABOVE: A high visibility sign on 9th Street alerts drivers to reduce their driving speed as they approach speed humps ahead.

- There are two sets of speed humps located along 9th Street; one set is located at the beginning of the campus near the 9th Street/East Olive Street intersection, and the other is located at the end of the campus, near the 9th Street/East Floradora Avenue intersection. These speed humps provide traffic-calming and reduce drivers' speeds on a street that has high pedestrian traffic volumes. High-visibility signage accompanies the speed humps, alerting drivers to reduce their speed to 10 MPH as they approach the speed humps.



ABOVE: Students leaving campus at school dismissal using the crosswalk located at the school entrance.

- There are trees on the school property that provide shade to people walking on the sidewalk next to the school. The sidewalk surrounding Yosemite Middle School is in good condition and wide enough for people who may need to use a stroller or an assisted mobility device.



ABOVE: Large shade trees inside Yosemite Middle School campus provide shade to pedestrians walking in the area.

- Yosemite Middle School campus aides and an administrator help students during arrival and dismissal times to ensure they can travel safely to and from school. Their presence during dismissal times also encourages students to leave campus promptly to reduce the volume of pedestrian traffic.

Concerns

- There is only one entrance to Yosemite Middle School on 9th Street during arrival and dismissal times. Limited school entrances, the lack of a designated drop-off/pick-up location, and double-parked drivers exacerbate traffic congestion on 9th Street, which impacts traffic flow on East Floradora Avenue and East Olive Street. Students are often dropped off and picked up by vehicles stopped in the middle of the road, which blocks visibility and creates the potential for near misses between all road users. Traffic congestion resulting from these behaviors and patterns on 9th Street leads to backed-up traffic which blocks the crosswalk on 9th Street and the East Floradora Avenue/9th Street intersection, which forces pedestrians to walk between cars and creates the potential for near misses between all road users.



LEFT: Two students cross the street in between cars during school dismissal.



RIGHT: A driver pulls into the marked crosswalk, reducing the space available to students crossing the street.



ABOVE: Drivers line up on 9th Street at school dismissal time.

- The 9th Street/East Olive Street intersection is heavily trafficked by students and families traveling to and from Yosemite Middle School. During arrival and dismissal times, this intersection can feel unsafe for pedestrians crossing the area due to driver behavior. Participants shared that drivers making an unprotected left turn onto East Olive Street from 9th Street are often in a rush and do not look for pedestrians crossing. Participants also reported that while this is a signalized intersection, there is not sufficient time for pedestrians to cross the street before the signal turns red. Students are forced to rush when crossing the street, which creates near-miss scenarios. Three reported hit-and-runs involving youth pedestrians occurred at this intersection, which further highlights the unsafe conditions for pedestrians.

- The paint on the speed humps and crosswalk located on 9th Street is heavily faded, creating visibility issues for drivers and pedestrians. Drivers may be unable to see the speed humps ahead of time, so they may continue traveling at higher speeds instead of slowing down. The crosswalk paint is also low visibility and very faded, which can create the potential for near misses for pedestrians crossing the street.



ABOVE RIGHT: The crosswalk at the 9th Street/East Olive Street intersection is challenging for students and other pedestrians crossing the street. There is insufficient timing for pedestrians crossing the street, and driver behavior has resulted in multiple hit-and-runs at this location. RIGHT: Aerial view of the location where the reported hit and runs occurred.





ABOVE: The yellow crosswalk that connects the Yosemite Middle School entrance to the school parking lot is very faded.

- The paint on the speed humps and crosswalk located on 9th Street is heavily faded, creating visibility issues for drivers and pedestrians. Drivers may be unable to see the speed humps ahead of time, so they may continue traveling at higher speeds instead of slowing down. The crosswalk paint is also low visibility and very faded, which can create the potential for near misses for pedestrians crossing the street.

Cedar Avenue

Assets

- Cedar Avenue is a main street that is used by students and families walking and biking to and from nearby schools, including Yosemite Middle School and Mayfair Elementary School. There are high-visibility school crossing signs posted north-south on Cedar Avenue, alerting drivers of children and families crossing ahead. Road markings alert drivers to slow ahead of the crossing at Hedges Avenue. A high-visibility yellow continental crosswalk follows the signage at the Cedar Avenue/Hedges Avenue intersection and is used by students and families crossing to and from Yosemite Middle School. A high-visibility school crossing sign



ABOVE: A high visibility pedestrian crossing sign accompanies the crosswalk at the Cedar Avenue/Hedges Avenue intersection.

- A striped bike lane begins at the Cedar Avenue/Hammond Avenue intersection. A posted bike lane sign accompanies the bike lane, which alerts drivers of people biking on Cedar Avenue. The bike lane provides a separate space for people biking, which may reduce conflict between drivers and bicyclists.



ABOVE: A striped bike lane on Cedar Avenue is accompanied by a Bike Lane sign, alerting drivers to people biking in the area.



ABOVE: A cyclist waits for the bus at the FAX bus stop in front of Walgreens.

- A Fresno Area Express (FAX) bus stop is located in front of Walgreens near the Cedar Avenue/East Olive Street intersection and in front of the One Body International Ministries church, right before the East Olive Street/9th Street intersection. FAX is available to students and residents who rely on public transportation to get to school and other destinations. The bus line travels to northwest Fresno, beginning at the East Belmont Avenue/North Villa Avenue intersection to the West Brawley Avenue/West Fountain Way intersection. Both bus stops have sheltered seating and standing areas, as well as an additional bench for people to sit on as they wait for the bus. There is also a trashcan and a bike rack nearby. Concerns

Concerns

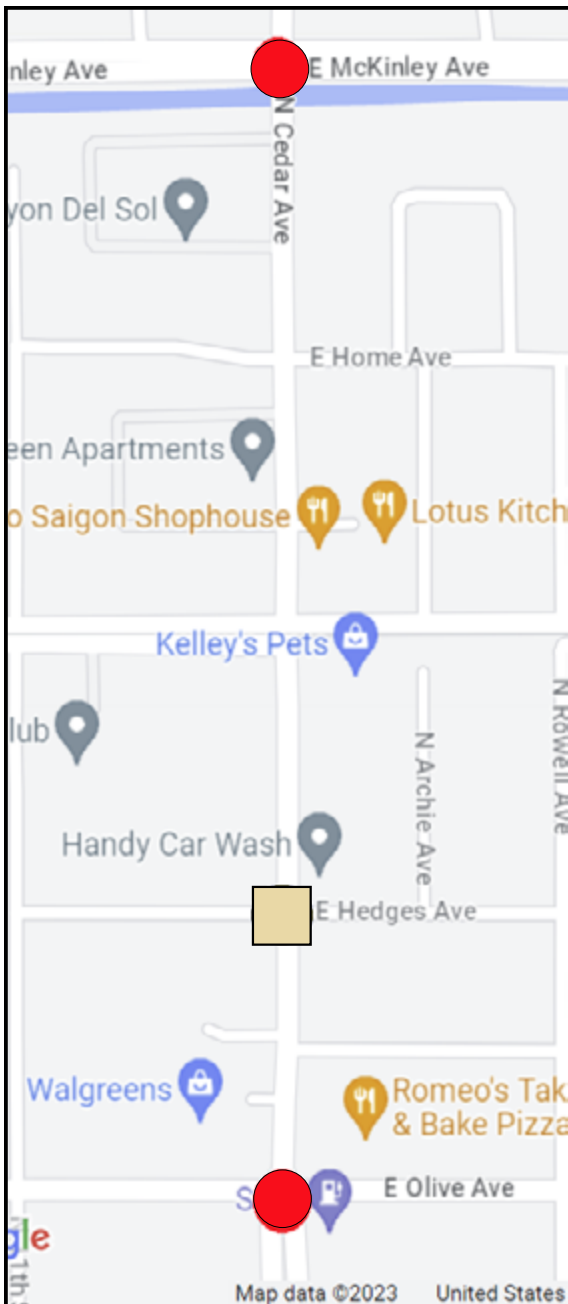
- Very few trees line the sidewalk on Cedar Avenue, making it uncomfortable for people walking and biking during warmer weather due to the lack of shade.
- Drivers use Cedar Avenue as a thoroughfare to access State Route 180 (SR-180), a state highway that runs through San Joaquin County, and seem to be traveling at speeds higher than the posted 40 MPH speed limit. The high vehicle speeds make it feel unsafe for people walking and biking, especially when they have to cross Cedar Avenue at one of the many uncontrolled marked crosswalks.



LEFT: Very few trees line the sidewalk along Cedar Avenue.



ABOVE: The SR-180 signage can be seen traveling south on Cedar Avenue.



	Intersections
●	Signalized (2)
■	Uncontrolled/Marked (1)

ABOVE: Map view of the distance between signalized intersections on Cedar Avenue. The red dots represent a signalized intersection, and the yellow square represents the uncontrolled marked crosswalk.



ABOVE: The Cedar Avenue/East Olive Street intersection is one of the few signalized intersections pedestrians can access to safely cross the street.

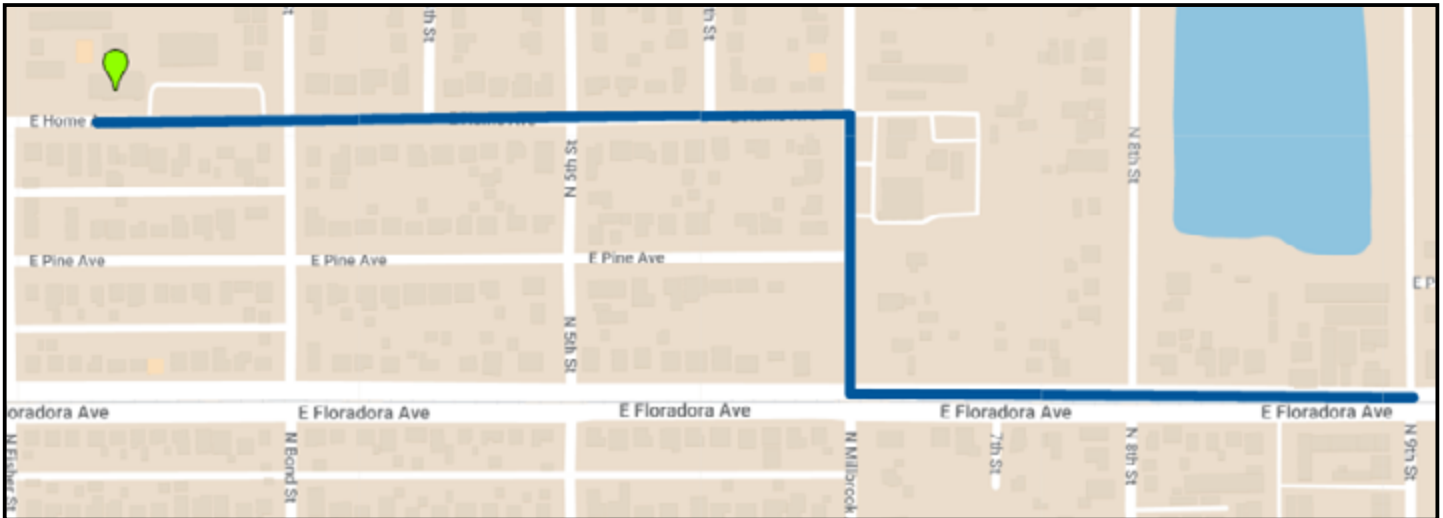
- There are few signalized intersections where pedestrians can safely cross the street. The closest signalized intersection from the Cedar Avenue/Hedges Avenue uncontrolled crosswalk traveling southbound is 0.5 miles away at the Cedar Avenue/McKinley Avenue intersection. The closest signalized intersection from the Cedar Avenue/Hedges Avenue uncontrolled crosswalk traveling northbound is 0.25 miles away at the Cedar Avenue/East Olive Street intersection. The marked crosswalk on Cedar Avenue/Hedges Avenue is a halfway point between the signalized intersections and gives pedestrians the opportunity to cross the street, but the high vehicle speeds and lack of signals make it feel unsafe to cross there.



ABOVE: The high visibility continental crosswalk at the Cedar Avenue/Hedges Avenue intersection is uncontrolled, which makes it feel unsafe for pedestrians crossing the street.

- The high-visibility continental crosswalk at the Cedar Avenue/Hedges Avenue intersection is uncontrolled. Though this crosswalk is largely used by students and families walking to and from Yosemite Middle School, there is no crossing guard present during arrival or dismissal times. Students and families crossing at the uncontrolled intersection often have to wait for longer periods of time before crossing, since drivers fail to slow down and yield to people waiting to cross the street.
- The striped bike lane beginning at the Cedar Avenue/Hammond Avenue intersection is not regularly used by bicyclists. Although the bike lane provides a separate space for people biking, people do not feel comfortable riding on the road. This is due to the lack of protection from vehicles that appear to be traveling at speeds higher than the posted speed limit.

Route Two: Mayfair Elementary School



ABOVE: Walking and Biking Assesment, Route Two

Assets

- The entrance to Mayfair Elementary School sits on Home Avenue, a primarily residential street. A set of speed humps are located on Home Avenue near the entrance of the school and provide traffic-calming, which reduces vehicle speeds on the street which has high pedestrian traffic. Accompanying the speed humps is high-visibility signage, alerting drivers to reduce their speed to 10 MPH ahead of the speed humps.
- High-visibility school zone signage is posted westbound on Home Avenue to alert drivers of the upcoming school zone and the high presence of youth walking in the area. This encourages safer driver behavior, such as traveling at lower speeds and watching for pedestrians crossing the street.
- A volunteer crossing guard is present during arrival and dismissal times at the Home Avenue/Bond Street intersection. The presence of crossing guards can make it feel safer for students and families crossing the street because they ensure that all vehicle traffic stops when children and other pedestrians are crossing.

RIGHT: A high-visibility school crossing sign on Home Avenue alerts drivers of a school crossing ahead.



ABOVE: A community member approaches the Home Avenue/Bond Street intersection, where a crossing guard is usually present during school arrival and dismissal times.

ABOVE: A high-visibility sign alerts drivers to reduce their speed ahead of speed bumps on Home Avenue, in front of Mayfair Elementary.

Concerns

- The roads along Home Avenue are cracked, uneven, and in need of repair. The poor road conditions result in inaccessible streets for seniors, people using mobility devices, and individuals with carts or strollers. The uneven roads also pose a hazard for people biking in the area, who risk falling and damaging tires due to cracks, potholes, and other paving issues. Additionally, crosswalks along Home Avenue have little visibility and are in need of repainting. The ramps connecting the crosswalk to the sidewalk lack ADA-compliant features that would make this more accessible to people using a wheelchair, for example. While there are yellow crosswalks on three legs of the Home Avenue/Bond Street intersection, they are all low visibility. A representative from Safe 2 School shared that a request has been placed to repaint this crossing, but the process can take anywhere from one week to several months.
- Several intersections along Home Avenue do not have marked crosswalks, including the Home Avenue/5th Street and Home Avenue/Millbrook Avenue intersections. Additionally, there is no signage for drivers to stop or yield to pedestrians crossing the intersections. The lack of marked crosswalks and signage can create visibility issues between road users and a potential risk for crashes and collisions between those walking and driving.

LEFT: Participants cross the street at the Home Avenue/5th Street intersection, where there is an unmarked crosswalk.



ABOVE: The Home Avenue/Bond Street intersection has faded crosswalks that are low visibility. The road also shows large cracks and is highly uneven, posing a hazard for people walking and biking in the area.

East Floradora Avenue

Assets

- High-visibility school zone signage is posted eastbound on East Floradora Avenue to alert drivers of the upcoming school zone and the high presence of youth walking in the area. There is a posted 25MPH speed limit sign, which alerts drivers to lower their speed as they enter the school zone. At the crosswalk at the East Floradora Avenue/9th Street intersection, nearest the Yosemite Middle School campus, a high visibility school crossing sign alerts drivers of students crossing in the area. Combined, the signage encourages lower vehicle speeds and increases the visibility of pedestrians crossing the street.
- The East Floradora Food Market is a convenient and accessible grocery store that provides residents with access to various food and produce.



ABOVE: A 25MPH speed limit sign is posted entering the school zone.



ABOVE: The Floradora Food Market, which provides residents with access to various food and produce.

Concerns

- East Floradora Avenue, between Millbrook Avenue and Cedar Avenue, has few marked crosswalks and those that do have faded paint. The East Floradora Avenue/9th Street intersection, which is at the beginning of the Yosemite Middle School campus, has yellow crosswalks available at three legs of the intersection but all are very faded and difficult to see. Participants shared they'd like to see existing crosswalks repainted, and new ones installed in the intersections where there currently are no marked crossings. Additionally, the existing stop bars for vehicles are faded, low-visibility, and at times, in the pedestrian pathway which can create conflict between drivers and other road users.
- The unpaved sidewalk traveling west on East Floradora Avenue between 7th and 8th Street is unpaved, uneven, and filled with dirt, rocks and other debris. Participants shared that they have seen people forced to use the road when traveling in a wheelchair or using a stroller. The sidewalk traveling east on East Floradora Avenue narrows after passing the East Floradora Avenue/11th Street intersection, with only a narrow space available for pedestrians walking. Light posts, bulky trash, mailboxes, and overgrown vegetation make the area for pedestrians even more narrow and, at times, inaccessible for people who may use a stroller or an assisted mobility device, such as a wheelchair. The paved sidewalk abruptly ends before reaching Cedar Avenue, forcing pedestrians onto the road. These sidewalk
- Abandoned cars are parked along the railroad tracks, some of which have not been moved in months, which can pose a hazard for trains traveling through the area. Bulky trash also sits along the railroad tracks, which can make the neighborhood look uncared for and makes it unpleasant for people traveling in the area. Though there are trash pickup days, people often use this area to dump large items. Abandoned cars and bulky debris along the railroad tracks create visibility issues for train operators, which can result in citations for responsible parties.
- Drivers traveling on East Floradora Avenue seem to be traveling at higher speeds than the 25 MPH posted speed limit. There is no posted stop sign at the East Floradora Street/9th Street intersection, which makes it unsafe for pedestrians crossing the street, especially students who are traveling to and from Yosemite Middle School. Pedestrians regularly have to wait for drivers to slow down and stop at the intersection before crossing.

*RIGHT: The discontinued sidewalk on East
Floradora Avenue meets Cedar Avenue*



*ABOVE: The paved sidewalk discontinues on
East Floradora Avenue, and is replaced by an
uneven dirt path.*



*RIGHT: Participants walk on East Floradora
Avenue in a segment where the sidewalk
has mailboxes that narrow the area for
pedestrians.*



LEFT: A sofa chair sits in front of an abandoned car parked on East Floradora Avenue.



RIGHT: Large appliances are left near the sidewalk on East Floradora Avenue.



LEFT: Abandoned vehicles sit next to the railroad tracks on East Floradora Avenue.

- Drivers turning right onto Cedar Avenue from East Floradora Avenue make a rolling stop and block the pedestrian pathway before turning right. The curve of the lane seems to encourage drivers to not fully stop, which creates the potential for crashes and near misses. There is no marked crosswalk for pedestrians crossing the street, which can create unsafe conditions for pedestrians who rely on drivers to see them and stop. Pedestrians crossing the street have to be alert and on the lookout for drivers who are usually traveling at higher speeds and oftentimes not stopping to allow pedestrians to cross the street.
- East Floradora Avenue is divided by railroad tracks running through the middle of the street. Many students traveling to and from Yosemite Middle School and Mayfair Elementary must cross the railroad tracks when traveling to and from school. The lack of signage alerting drivers to pedestrians and bicyclists crossing in the area, creates the potential for near misses and crashes. Though people often walk and bike through the railroad-divided corridor, there is no infrastructure supporting pedestrians and bicyclists, which creates an unsafe environment due to visibility and inaccessibility issues. The pavement where pedestrians and bicyclists must cross is cracked and uneven, which poses a significant tripping hazard. The crossings are also inaccessible to people using assisted mobility devices, which may get caught in the cracks in the pavement or the railroad tracks themselves. Participants shared that the train passes pretty frequently, up to four times a day. Though there is railroad crossing signage posted, the signage is inconsistently placed along East Floradora Avenue and, there are no crossing gates that come down when the train passes to provide protection to those walking and biking near the tracks.



ABOVE: Aerial view shows the one-mile distance between signalized railroad crossings along East Floradora Avenue, indicated by the red dots.



LEFT: The posted speed limit on East Floradora Avenue is 25 MPH but many drivers appear to travel at higher speeds.



ABOVE: Participants at the East Floradora Avenue/Cedar Avenue T-intersection.



LEFT: A car waits in the pedestrian pathway before making a right turn onto Cedar Avenue.

RIGHT: The railroad runs through the middle of the road and divides East Floradora Avenue



LEFT: A railroad crossing sign is partially obstructed by the stop sign at the East Floradora Avenue/8th Street intersection.

RIGHT: There are no crossing gates at intersections on East Floradora Avenue. The closest railroad crossing gate with signals and lights indicating a train is approaching is on Cedar Avenue. The next signalized railroad crossing is approximately one mile away, at the East Floradora Avenue/First Street intersection.



Project Team Recommendations

The Project Team recommends the following for local stakeholder consideration.

Install a High-Intensity Activated Crosswalk (HAWK) beacon at Cedar Ave/Hedges Ave

The Project Team recommends the Planning Committee partner with Safe 2 School and the Fresno Department of Public Works to determine if a HAWK beacon can be installed at the Cedar Avenue/Hedges Avenue intersection, where there is an existing marked crosswalk. The Department of Public Works has a list of Capital Improvement Projects that are occurring around schools which will improve routes for students and families walking to and from school. Capital Improvement Projects can include new sidewalks and the addition of other safety improvements such as traffic signals, HAWKS, and streetlights. If the HAWK beacon is not warranted, the Planning Committee can advocate for other control devices, such as a pedestrian-activated Rectangular Rapid Flashing Beacon (RRFB). Alternatively, the Planning Committee can request crossing guards to support people who walk and bike at this intersection. Safe 2 School trains volunteer school crossing guards and has the resources and materials to prepare and support their volunteers.

- See the list of City of Fresno [Capital Improvement Projects](#) around schools.
- To contact the Fresno Department of Public Works, use the contact form [here](#).
- For more information about the Volunteer Crossing Guard program, visit [Safe 2 School](#)
- Contact Safe 2 School at: info@safe2schoolinc.org

Host an In-Person FresGo Community Training to Request Trash Clean-up and Roadway Repair Services

The Project Team recommends the Planning Committee and Cultiva la Salud plan an in-person workshop to teach community members in Fresno how to use the FresGo online services. Residents shared that large amounts of trash often block the sidewalks and roads along East Floradora Avenue and these obstructions limit the space available for pedestrians on the sidewalks, forcing them to walk on the road. Residents also shared that various roadways and crosswalks are in need of repair and restriping. FresGo is an online service that allows residents to request various city services, including street and trash cleaning services, roadway restriping, and sidewalk repairs. A Safe 2 School representative encouraged residents to submit their requests for restriping crosswalks, especially those near school zones, as they work closely with the Fresno Department of Public Works to ensure these requests are addressed. Hosting an in-person workshop will provide a hands-on approach to using FresGo, and will increase residents' comfort with submitting their requests for cleaner and walkable sidewalks.

- Access the FresGo Online form: [FresGo](#)
- To download the FresGo Mobile Application: for [iPhone](#), for [Android](#).

Join the Active Transportation Advisory Committee (ATAC) Meetings

As the first step in collaborating with the ATAC, the Project Team recommends the Planning Committee join ATAC meetings, which take place on the fourth Wednesday of every month, both in-person and virtually. The Planning Committee can provide public comment and elevate their concerns around Safe Routes to School and infrastructure improvements. Additionally, the ATAC has a Fiscal Year 2023-2024 Work Plan which summarizes the current and upcoming programmatic and infrastructure active transportation projects in Fresno. The Planning Committee can review the work plan to see how it aligns with the community's needs. One of the listed projects is sidewalk improvements, ADA ramp improvements, and crosswalk surface improvements around Yosemite Middle School, which would improve the walking and biking conditions and safety for students walking to and from the school.

- To view the ATAC meeting dates: [Calendar](#).
- Residents can use the [Agenda Item Request Form](#) to submit agenda items two weeks prior to the next scheduled meeting.
- To view the current ATAC Work Plan: [ATAC Workplan](#).
- For more information about the purpose of a Bicycle Pedestrian and Advisory Committee, see the [Best Practices for Bicycle and Pedestrian Advisory Committee Report](#).

Develop an Updated Safe Routes to School and Vision Zero Action Plan

The Project Team recommends the Planning Committee partner with Safe 2 School, Cultiva la Salud, and ATAC to include Safe Routes to School (SRTS) elements in the Vision Zero Action Plan. The City of Fresno received a Safe Streets for All grant in 2022 to complete a Vision Zero Action Plan. The Vision Zero Action Plan's goal is to create actionable, measurable strategies by emphasizing design and policy solutions for complete streets and improved safety throughout the community. Vision Zero is a strategy to eliminate all traffic fatalities and serious injuries on a city, county, or state's streets. This is accomplished while increasing safe, healthy, and equitable mobility for all people using the street but especially vulnerable users. The Fresno SRTS Action Plan was developed in 2018 and may be useful in identifying the community priorities to include in the Vision Zero Action Plan. The collaboration between these two initiatives can benefit from the involvement of advocates in the school and parent communities, local government, and community-based organizations to engage students and parents while encouraging safe mobility within school communities and beyond. The Vision Zero Action Plan has been an agenda item discussed during previous ATAC meetings, which are open to the public and public comment. The Planning Committee can use the public comment time to share their thoughts and input about the Vision Zero Action Plan and highlight SRTS elements that should be included.

- To learn more about the relationship between both initiatives, see the [Vision Zero and Safe Routes to School: Partners in Safety](#) Publication.
- The [Fresno Safe Routes to School Action Plan](#) can provide insight into the community's actionable steps.
- To learn more about Vision Zero, visit [Vision Zero Network](#).
- For guidance on implementing Vision Zero in your community, see [Vision Zero Implementation Toolkit](#).
- For guidance on building a SRTS task force, see [Defining Roles and Partnerships for Safe Routes to School](#).
- To view the ATAC meeting dates: [Calendar](#).
- Residents can use the [Agenda Item Request Form](#) to submit agenda items two weeks prior to the next scheduled meeting.

Request a Protected Left-Turn Phase at the 9th Street/ East Olive Avenue Intersection

The Project Team recommends that the Planning Committee request the City of Fresno Public Works Department consider adding a protected left turn phase to separate vehicular traffic turning left and pedestrians traveling north and south. Noting that this could potentially be a high cost improvement, depending on the signal equipment that is needed and associated costs, the Planning Committee can work with Public Works to determine if an interim solution is appropriate. For example, Public Works could prohibit left-turns during the morning commute hours until funding for a capital improvement, like traffic signals, becomes available. Currently the department is working on a number of [Capital Improvement Projects](#) (CIP) around Fresno schools, including a complete sidewalks project on Floradora Avenue near Yosemite Middle School. Given the number of students injured in crashes involving left-turning vehicles at the 9th Street/East Olive Avenue intersection, the Planning Committee could advocate for adding this intersection to the Public Works Department's list of priority CIP projects.

The Planning Committee can get in contact with Fresno's Public Works Director, Scott Mozier, at scott.mozier@fresno.gov. Additional contact information for the department includes their contact form at <https://www.fresno.gov/publicworks/#contact-us>. The Planning Committee may also choose to submit this request via the [FresGO](#) application by selecting Traffic>Traffic Signal>New Traffic Signal and adding information to support their request.

Determine if Signal Timing Modifications or Leading Pedestrian Intervals are Needed to Improve Crossing Experience at the 9th Street/ East Olive Avenue Intersection

The Project Team recommends that the Planning Committee work with the City of Fresno Public Works to determine if signal timing modifications or leading pedestrian intervals (LPIs) are needed to ensure that pedestrians using the west and east crosswalks have sufficient time to cross the street. Participants shared that they often have to run when they cross the intersection because they do not have sufficient time to get across safely. Given the high pedestrian volumes during arrival and dismissal times, the Planning Committee could ask Public Works to adjust the cycle length to account for pedestrian and vehicle volumes at peak and off-peak times.

The Planning Committee can get in contact with Fresno's Public Works Director, Scott Mozier, at scott.mozier@fresno.gov. Additional contact information for the department includes their contact form at <https://www.fresno.gov/publicworks/#contact-us>.

Install Railroad Crossing Gates On East Floradora Avenue

The Project Team recommends that the Planning Committee partner with Safe 2 School to advocate for the installation of railroad crossing gates along East Floradora Avenue. Though many students and families regularly cross the railroad tracks to get from one side of the street to the other, these are passive crossings that do not have automatic lights or crossing gates alerting road users of passing trains. Participants shared that the train passes regularly, and it is concerning that there are no railroad crossing gates to alert road users of approaching trains. The crossing gates would serve as a visual cue to let all road users know that a train is approaching, and may reduce conflict between the passing train and all road users.

- To contact San Joaquin Valley Railroad about Safety and Compliance, email Jason Woods at jwoods@gwrr.com.
- For more information, visit the US Department of Transportation: Federal Highway Administration [Pedestrian and Motorist Resources](#)
- [Operation Lifesaver, Inc.](#), a railroad safety education leader, has multiple resources including a [Safety Guide](#) for railroad crossings.

Apply for Sidewalk Funding

The Project Team recommends that the Planning Committee, with support from Safe 2 School, advocate for the City of Fresno to apply for the Active Transportation Program (ATP) Grant. The ATP grant provides funding for bicycle and pedestrian projects statewide. Some goals of the ATP include increasing the proportion of trips accomplished by walking and biking and increasing the safety and mobility of non-motorized users. Improving sidewalk conditions and increasing sidewalk connectivity would improve the walking conditions and benefit the health of the community, as it would reduce the number of pedestrians walking on unfit sidewalks and pathways. ATP has funded many Safe Routes to School projects to increase the safety and health of students and families walking to and from school. Safe 2 School has established relationships with school communities in Fresno, and could potentially support the identification of priority areas where sidewalk improvements can be made. The ATP Cycle 7 kicked off this year with informational workshops hosted in the Southern California region and in the Northern California region.

- The Cycle 6 [Fresno County Project Summary](#), provides a snapshot of the proposed project which focuses on sidewalk improvements and enhancements
- To view the informational workshop recording hosted in the Southern California region, visit [2025 Active Transportation Program Kick-Off Workshop](#)
- The Active Transportation Research Center (ATRC) offers [Disadvantaged Communities Technical Assistance Program](#) to prospective applicants. For additional resources, visit [ATRC Resources](#).
- For additional funding and programming opportunities, visit [California Active Transportation Safety Information Pages \(CATSIP\)](#).

Los Caminos de las Vías: Radionovela

During the training, participants created a Radionovela, a podcast that highlights community concerns and proposes solutions through the power of storytelling. This audio-visual project is intended to be used as a tool for advocacy to create their local community visions for a healthy walkable and bikeable community. This episode and all past Camino de las Vías podcasts can be found on Soundcloud. A transcript of the Radio Novela can be found in the appendix of this report.

This episode highlights the experience of community members and students walking and biking to school in Fresno. Participants shared that they are in need of better infrastructure, such as sidewalks, crosswalks, and bike lanes, to ensure the safety of students walking to and from Yosemite Middle School and Mayfair Elementary School. Participants believe these routes would be safer for students and residents with these infrastructure improvements. To read a transcript of the audio, see the Appendix.

Appendix

- Crash Data
- Transcript of RadioNovela Project Team Recommendations

History of Crashes Involving Pedestrians and Bicyclists Near Mayfair Elementary School and Yosemite Middle School

Site Visit – May 31, 2023
Ana Lopez, ana.lopez@berkeley.edu

Berkeley SafeTREC

What is a pedestrian crash?



- Crash between a pedestrian and a motor vehicle
 - Includes one person on foot, skateboard, stroller, wheelchair, electric assisted mobility device
- A crash can result in multiple victims among pedestrians

What is a bicycle crash?



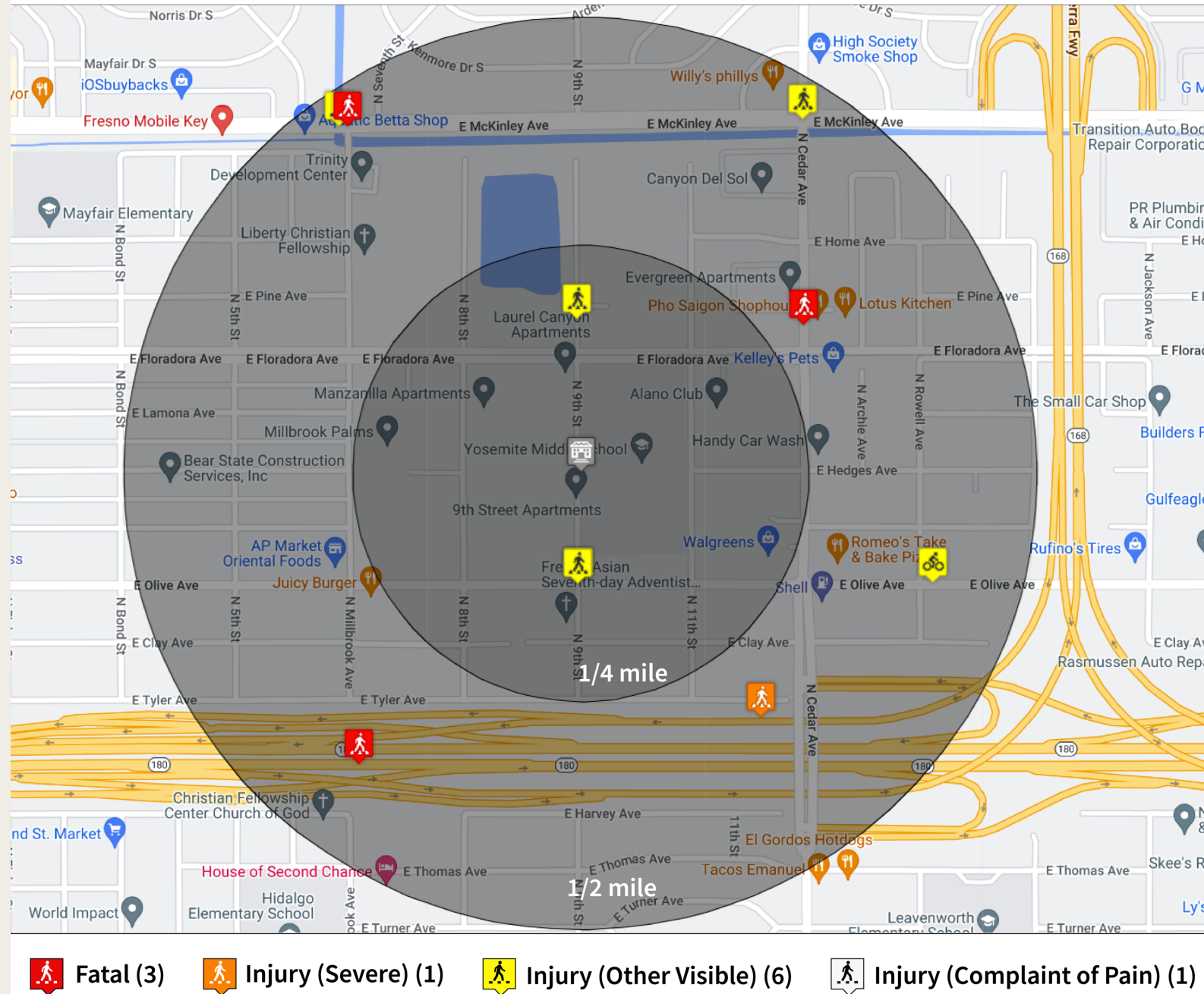
- Crash between a bicycle and a motor vehicle
- Bicycles are considered vehicles and therefore infractions committed by a "driver" could have been committed by a motor vehicle driver or by a bicyclist.

Pedestrian and bicycle crashes, 2017-2021 at Yosemite Middle School

- 10 pedestrian crashes and 1 bicyclist crash

Data source: Integrated State Traffic Registration System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

Yosemite Middle School, Pedestrian & Bicycle Crash Map (2017-2021)
1292 North Ninth Street | Fresno | Fresno County | CDS: 10621666061204

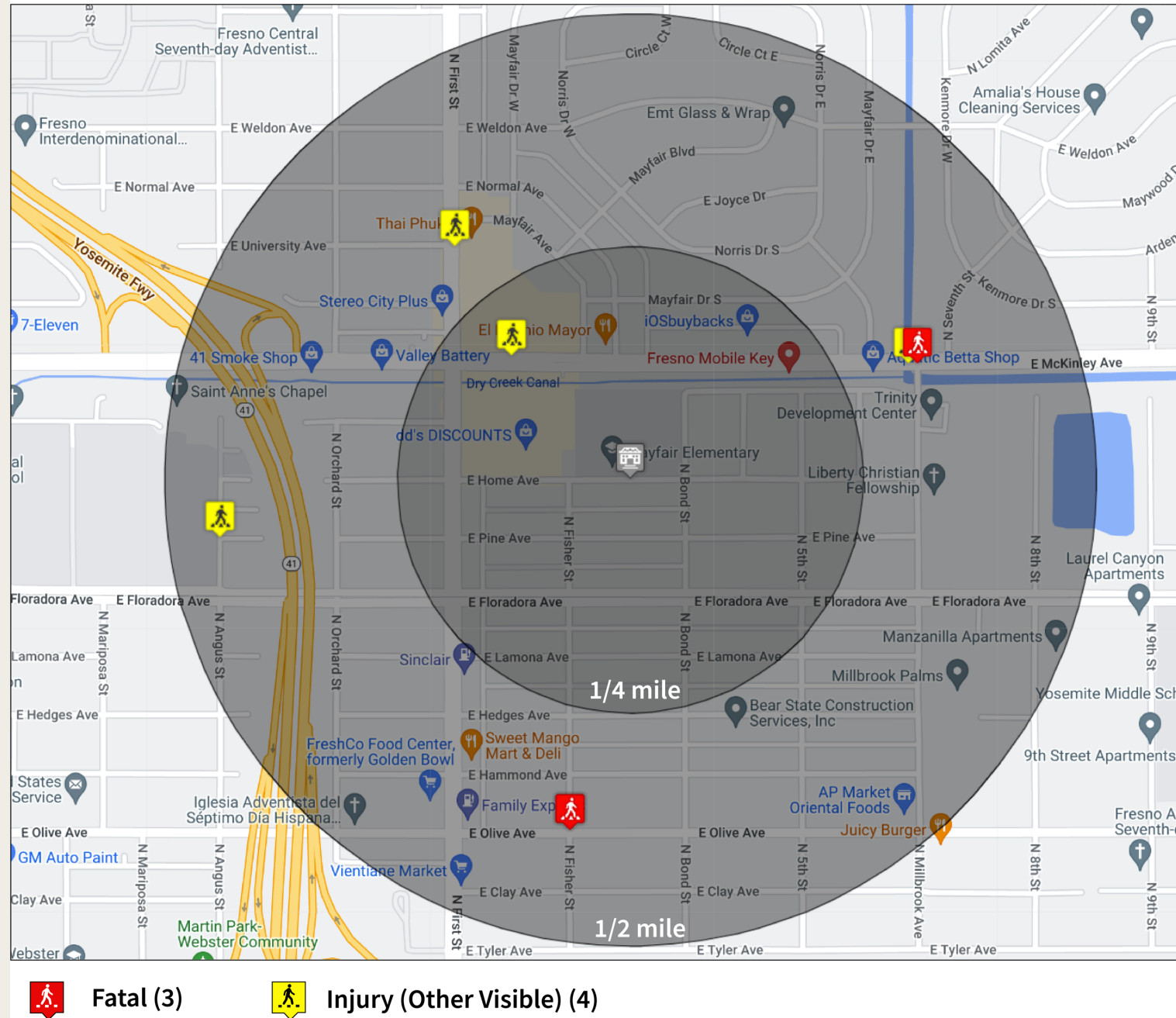


Pedestrian and bicycle crashes, 2017-2021 in Mayfair Elementary School

- 7 crashes involving a pedestrian or bicyclist
- There were 3 pedestrian deaths and 4 people with visible injuries

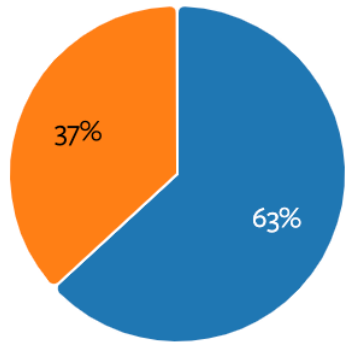
Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

Mayfair Elementary, Pedestrian & Bicycle Crash Map (2017-2021)
3305 East Home Avenue | Fresno | Fresno County | CDS: 10621666006407

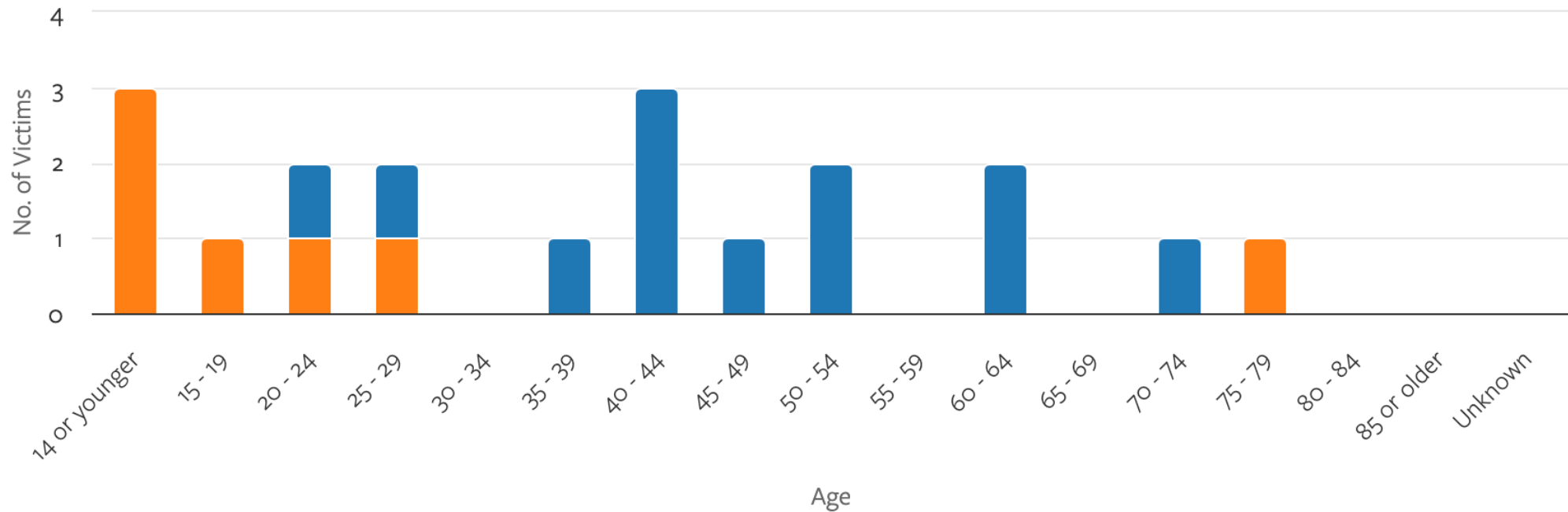


Pedestrian and Bicycle Crashes 2017-2021

By age and gender of the victim

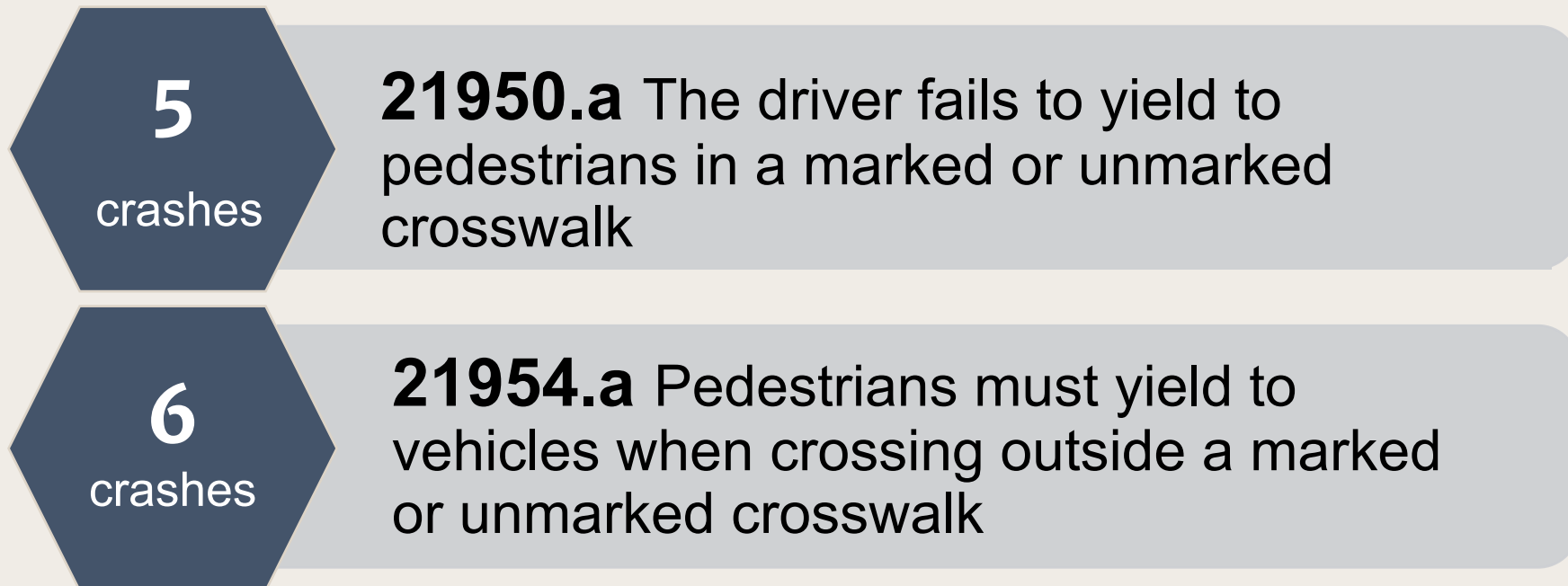


● Male
● Female



Pedestrian and Bicycle Crashes (2017-2021)

Most Frequently Cited Violations in Crashes with Injuries



Heat Map of Pedestrian and Bicycle Crashes at Mayfair Elementary and Yosemite Middle School



E. Olive Ave y 9th Street



3/12/2020
7:36 a.m.

Victim: 14 year old, girl

Injury: Complaint of pain

Infraction:

- Driver did not yield the right of way

Driver was turning left



11/29/2021
8:10 a.m.

Victim: 15 year old, girl

Injury:
Suspected injury

Infraction:

- Driver did not yield the right of way

Driver was turning left



12/02/2021
7:48 a.m.

Victim: 12 year old. girl

Injury:
Visible injury

Infraction:

- Driver did not yield the right of way

Driver was turning left



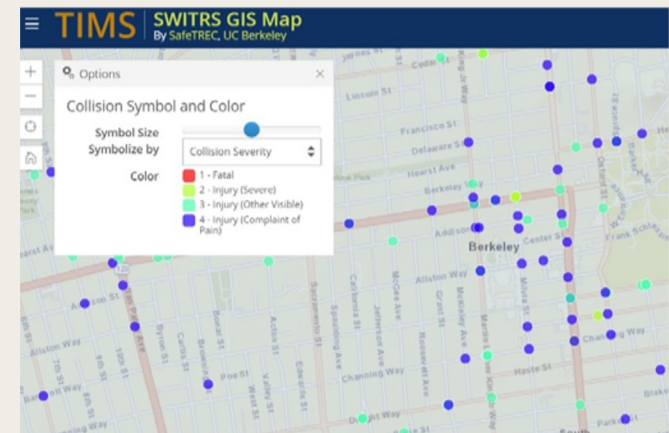
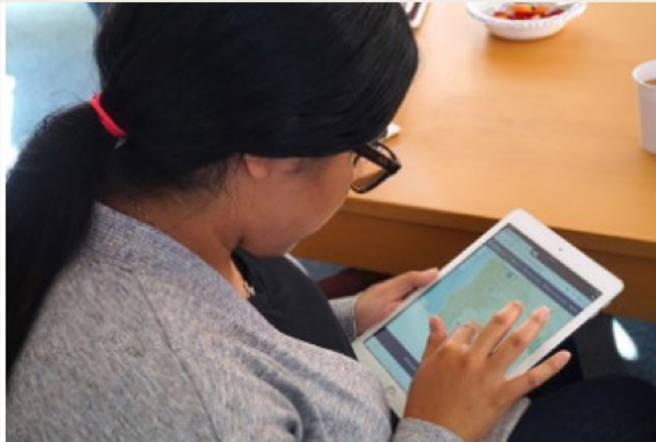
Additional Resources

Street Story

Street Story is a tool for gathering community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near crash, or where you feel safe or unsafe traveling.

streetstory.berkeley.edu



Transport Injury System (TIMS)

TIMS is a web-based tool that allows users to analyze and map data from the California State Integrated Traffic Log System (SWITRS).

To further explore crash data, sign up for a free account to access tools and resources on TIMS.

tims.berkeley.edu

Appendix: Los Caminos de la Vía Radionovela Transcript

To listen to this Spanish language mini-podcast, visit bit.ly/los-caminos-de-la-via.

The following is a transcript for the Radionovela, which has been translated from the Spanish audio. Some content may have been edited to provide more clarity.

English Transcript

Participant: What I like about Fresno is all the community organizations that are here. For example, we have partners from Fresno BHC (Building Healthy Communities) and Cultiva, Leadership Counsel. Yes, there are many people who want to try to make changes.

Participant: In Fresno, there is great diversity and that makes it a very striking place, we would say right, because we have the opportunity to have people from different cultures and different representations. So, that's something nice about our community.

Participant: What I like and enjoy about my community, my neighbors are practically covering each other, we help each other. Sometimes they tell me 'Hey Mari, I'm going to Mexico, take a look at my house' and we're here to help each other in what is my community. I honestly love that. I have a school nearby. I love my school. I love teachers. I love the community.

Narrator: Hello everyone, everyone. Welcome to our new episode of Caminos de la Vía. Los Caminos de la Vía is a project of California Walks and UC Berkeley SafeTREC and focuses on helping Spanish-speaking communities create audio content that can be used as a tool for advocacy and education to improve pedestrian and bicycle safety. This mini-podcast highlights community concerns through storytelling, helps raise awareness about pedestrian and bicycle safety, and proposes community-led solutions. In our segment today, we talk to the community around Yosemite High School and Mayfair Elementary School in the city of Fresno. We talked about their concerns about the safety of students walking to and from school. Participants are mothers and volunteer crossing guards at schools. They are calling for more support to make the routes to school and the streets in their neighborhoods safer for everyone. Participants share their priorities for a safer, healthier Fresno.

Participant: ...safer streets with more lighting. Well-maintained sidewalks.

Participant: I would like to see parks, safe parks, where everyone can go at any time and not have any type of fear. That they can enjoy talking not only about the infrastructure, that they are parks built outside of freeways. Parks where you can breathe air, clean air. I would like that too.

Participant: I would like to see a healthy Fresno. That the air is healthy, and that the roads, and the paths to school are safe as well.

Narrator: Fresno is a city in the San Joaquin Valley in Fresno County. Between the years 2012 and 2021, there were 18 crashes involving pedestrians and 3 crashes involving people on bicycles within a half-mile of Yosemite Middle School. The pedestrian and bicycle crashes were concentrated at two intersections, including the intersection of 9th Street and East Olive Avenue, which was highlighted as one of the concerns in the

community. A mother shares the importance of improving the traffic signal at this intersection to give pedestrians more time to cross the street.

Participant: Right now what is most important to me is the traffic light at Yosemite Middle School, and the sidewalks. That is the priority for me because that is what is urgent for us. Not only is this Mayfair, but high school students also pass by. They also come from Leavenworth (Elementary) and sometimes they walk there to go home.

Narrator: In the other focus area, within a half mile of Mayfair Elementary School, 20 pedestrian crashes and seven bicycle crashes were reported between the years 2012 and 2021. Participants share their experiences walking to schools. They comment on the state of the cracked or uneven pavement of the streets and sidewalks on the way to school...

Participant: When we are walking. The pavement is super bad. Most of us realized that. Priority for everyone because if you roll your ankle. Where does it end? I have rolled my ankle many times, and it has reached a point where I can no longer even walk.

Participant: And one of my main concerns. There are a lot of good things, but one of my main concerns lies with the train tracks. The train, as far as we know, runs four times a day and there aren't many signs. And that worries me when the children are walking.

Narrator: They also comment on loose dogs as a safety concern that prevents pedestrians and cyclists from feeling comfortable in the community.

Participant: Firstly, the dogs that walk on the street. Many times they have scared my children when we want to ride a bike or walk when we want to be active.

Participant: But I can't walk from my house to the boulevard because there are many dogs. They chase us when we are walking and try to bite us. And it's not one, it's many dogs.

Narrator: Participants share their observations about bike lanes and how they could alleviate the conditions they face when they want to use other modes of transportation, such as buses or bicycles.

Participant: About the bicycle lines that are being added to the streets. For me, it is something that helps us be safer, but there are many people complaining that it is causing more traffic. That it's not safe because we are in more danger if we like to ride a bicycle.

Participant: I have noticed, but here the transit system is not so good. I don't see, let's say, places where the routes are not, as followed or there are no places where someone can take a bus or use that means of transportation instead of a car. Here, if you don't drive a car, you can't get around.

Narrator: Participants identified groups that have provided resources and support and agencies and personnel from whom they could receive further support to achieve the vision for a safer Fresno.

Participant: The interested parties are the non-profit organizations, because thanks to those organizations, like Cultiva, Metro Ministry, they are the ones (where I) learned to advocate for this pedestrian crossing. And they are a fundamental part of the community because they focus on different areas. And I think we should take those non-profit

organizations more seriously, and they should take us more seriously. Because by working together, we can make big changes.

Participant: With the Air District agency, because they talk to different governments, and they are doing things like fixing the streets and all that so that they can walk. They are also planting trees.

Participant: (We invited) the (Fresno) City Councilmembers to this meeting. We were in communication for a couple of months, and guess what? They were conspicuous by their absence today. And that, that really hurts me. Our people should be used to that by now. The message here is that we should not get used to this, because it is not okay. It's not okay. They should have been here today and they are not.

Narrator: The participants want more support from stakeholders and community groups in Fresno to bring change to their community. Participants have existing relationships with organizations such as Cultiva la Salud and Safe 2 School. Their strong network of parents and volunteers who support the school crossing guard program can continue to support efforts to create safer routes for students and residents who walk and bike. Thank you for joining us and be sure to listen to the rest of the Caminos de la Vía episodes. We invite you to read the Fresno executive summary in the description. To learn more about Safe and Active Communities, visit the California Walks and UC Berkeley SafeTREC websites. See you later!

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

For more information, please visit:

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

For questions, please email:

safetrec@berkeley.edu or cpbst@calwalks.org

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



Berkeley SafeTREC