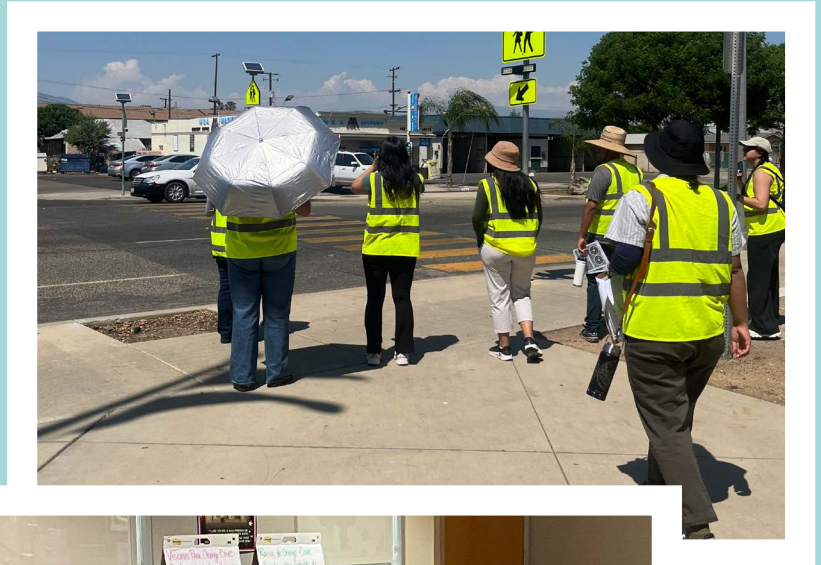
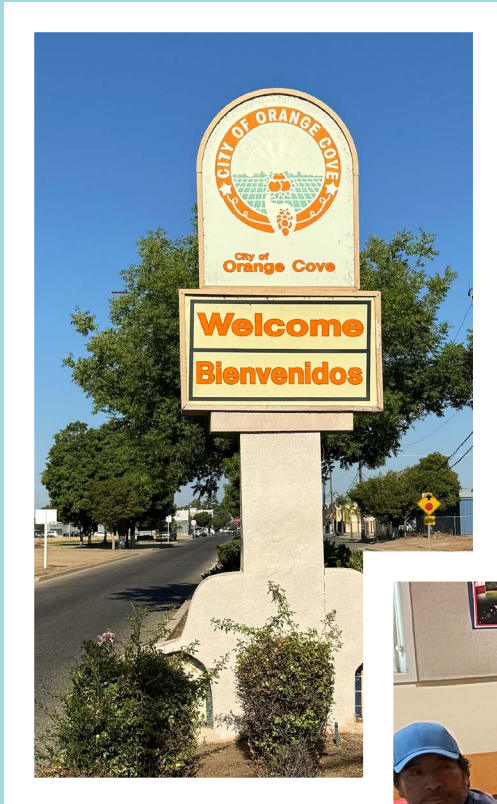


Orange Cove Summary and Recommendations Report

Comunidades Activas y Seguras (Active and Safe Communities)



Summer 2024



Berkeley

Safe Transportation Research and Education Center

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

Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Orange Cove a safer place to walk and bike. Their contributions prompted meaningfully informed discussions and strengthened the workshop’s outcomes.

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

The Orange Cove Planning Committee:

Andrea Islas	Cultiva la Salud
Carlos Cervantes	Cal Fresh Healthy Living (FDPH)
Claudia Angulo	Community Member
Claudia Sandoval	Cal Fresh Healthy Living (FDPH)
**Evelyn Morales	Cultiva La Salud
**Isaiah Lopez	Boys & Girls Club of Fresno County, Orange Cove Unit
Lucia Pineda	Cultiva La Salud
Lupita Arcos	Cultiva La Salud
Rosemarie Amaral	Cal Fresh Healthy Living (FDPH)
Susie Rico-Vasquez	Cal Fresh Healthy Living (FDPH)
Victoria “Vicky” Gonzalez	Cultiva la Salud

**Planning Committee Lead/Program Applicant

This report was prepared by:

California Walks

Karen Rodriguez
<https://calwalks.org>

UC Berkeley Safe Transportation Research and Education Center (SafeTREC)

Lucia Ornelas
<https://safetrec.berkeley.edu>

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

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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). It falls under the Community Pedestrian and Bicycle Safety Program (CPBSP), which seeks to reduce pedestrian and bicyclists fatalities and serious injuries in California by working with communities to integrate the Safe System Approach into programs, policies, and design decisions related to active transportation. This program supports the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking and biking safety in California communities.

The training for Orange Cove was collaboratively planned and facilitated by Cultiva La Salud, the Planning Committee, Cal Walks, and SafeTREC to:

1. Empower vulnerable road users (those who walk, bike, roll, or use an assistive mobility device) in Orange Cove to identify areas of concern and improvement for pedestrian and bicycle safety on Park Boulevard, South Avenue, 9th Street, South Jacobs Center Street, and areas near the Sheridan Elementary School, Citrus Middle School, and Orange Cove High School zones;
2. Create a space to exchange ideas with local stakeholders and identify solutions to improve active transportation infrastructure that supports pedestrian and bicyclist safety; and
3. Identify multimodal priorities for the community and the next steps to further active transportation options for residents.

The Comunidades Activas y Seguras (CAyS) program uses the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks and SafeTREC (Project Team) worked with the Planning Committee to develop workshop goals and tailor the curriculum to address the community's safety needs and priorities.

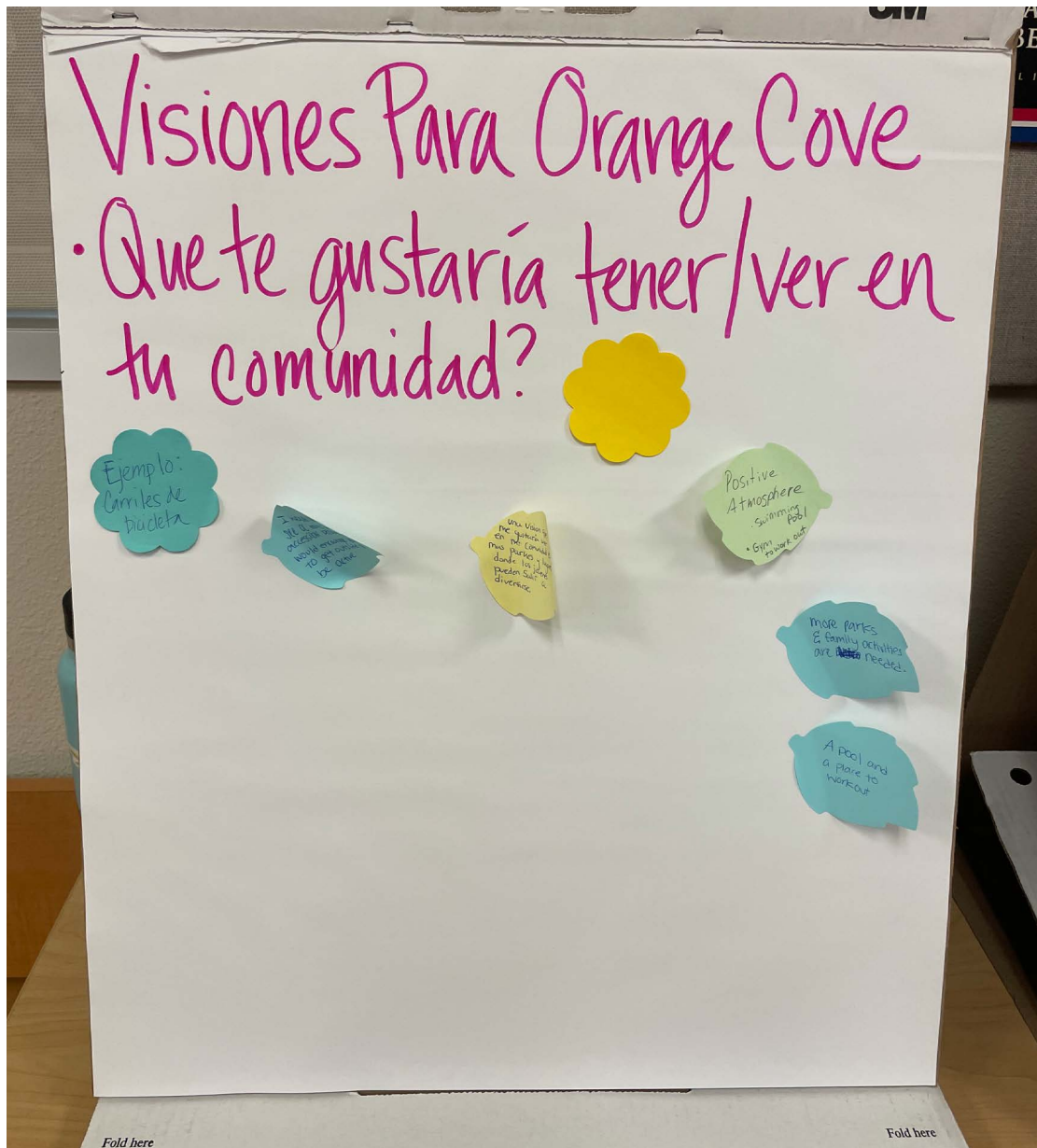
The in-person training was held on July 25, 2024, at the Orange Cove Branch Library and convened 16 participants, including community members and representatives from Cultiva La Salud, the Boys & Girls Club of Fresno County (Orange Cove Unit), the CalFresh Healthy Living Program within Fresno County's Department of Public Health, Caltrans District 6, and the City of Orange Cove. It consisted of:

- A visioning activity where participants imagined their ideal community and identified the community's priorities;
- An activity that facilitated personal and cultural connections to the seven principles of our adapted Safe System Approach;
- A virtual walking and biking assessment and analysis of pedestrian and bike crash data; and
- A tailored RadioNovela activity to convey the story of the community and to promote awareness of traffic safety conditions in Orange Cove.

The focus area for this workshop was the Orange Cove community within the following boundaries: Park Boulevard to the north, Monson Avenue to the west, Hill Valley Road to the east, and Parlier Avenue to the south.

This focus area included roads of concern like Park Boulevard, South Avenue, 9th Street, and South Jacobs Center Street, all of which were assessed during the walking and biking assessment. It also included the Orange Cove Branch Library, Sheridan Elementary School, Citrus Middle School, Orange Cove High School, James O. Eaton Memorial Park, and the Boys & Girls Club of Fresno County, Orange Cove Unit. The Planning Committee selected this area because they sought to identify traffic calming strategies and infrastructure improvements to encourage active transportation and improve the safety of those walking, biking, and rolling.

This report summarizes the workshop's outcomes and provides the Planning Committee with recommendations for implementing safety improvements informed by Orange Cove community members.



ABOVE: Workshop participants contributed to a visioning activity, in which they provided ideas for what they would like to see in their community as well as what resources they currently enjoy in their community. Participants added sticky notes to poster boards to convey their ideas. See Appendix C for transcribed feedback from the activity.

Safe System Approach

The impacts of traffic crashes extend beyond victims and their loved ones and include substantial economic and societal impacts, including medical costs, lost productivity, and quality of life. Preliminary Statewide Integrated Traffic Records System (SWITRS) data for 2022 indicate that traffic crashes caused nearly 4,500 preventable deaths and over 200,000 injuries statewide. People walking, biking, and rolling are especially vulnerable to death or serious injuries when a crash occurs. The strategies of the CPBSP focus on infrastructure improvements, behavior change, and nurturing safety champions.

The Safe System Approach to road safety was developed in response to the Vision Zero goal of zero deaths or serious injuries on our roads¹. It was founded on the principle that people make mistakes, and the road system should be adapted to anticipate and accommodate human errors. With this framework, it is increasingly important to engage all stakeholders, from transportation engineers and city planners to vehicle manufacturers to law enforcement and everyday users, to design and operate a transportation system that minimizes serious consequences in the event of a crash. The U.S. Department of Transportation, the California Office of Traffic Safety, and Caltrans have all adopted a Safe System Approach to road safety planning.

The CPBSP adapted the Federal Highway Administration's (FHWA) Safe System Approach to make the framework more impactful for grassroots community engagement.

The FHWA identifies six key principles within their framework; we emphasize the need to prioritize equity throughout the system to address historic disinvestments and institutional biases. The seven principles of our adapted Safe System Approach are:

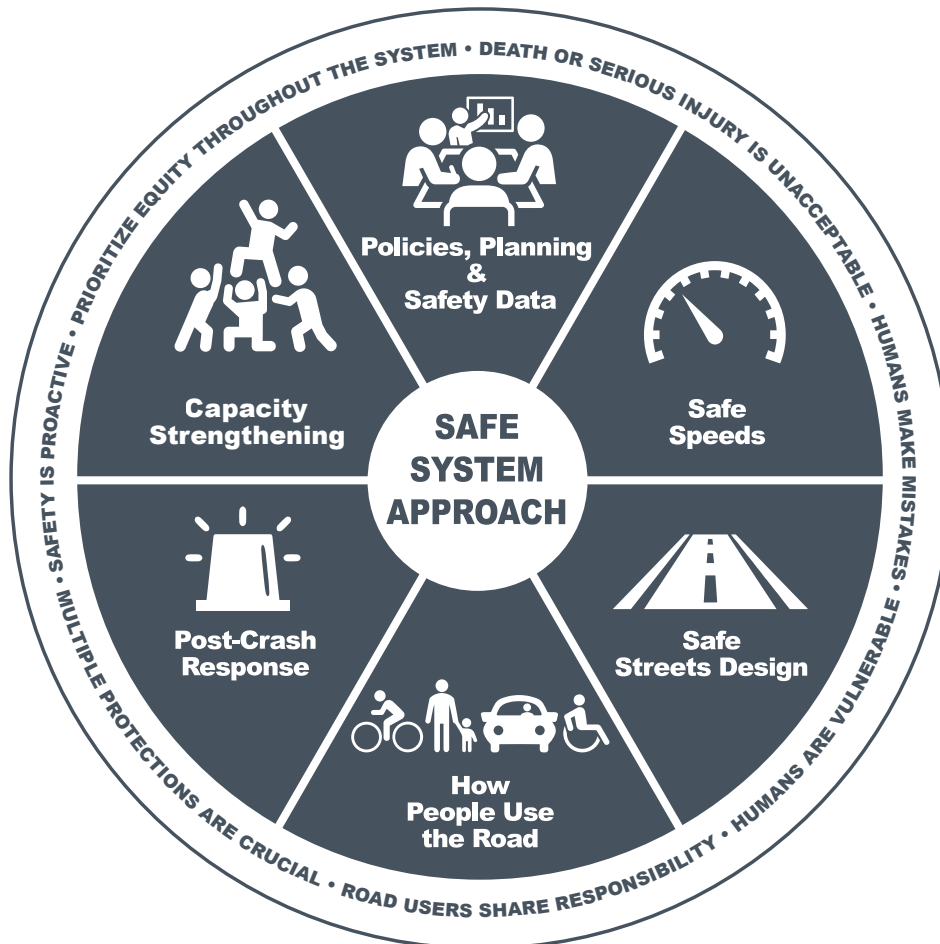
1. Death or serious injury is unacceptable.
2. Humans make mistakes.
3. Multiple protections are crucial.
4. All road users share responsibility.
5. Humans are vulnerable.
6. Safety is proactive.
7. Equity is a priority throughout the system.

¹ Johansson, R. (2009). Vision Zero - Implementing a policy for traffic safety. *Safety Science*, 47, 826-831.

We replaced the FHWA’s safe vehicles element with two new elements, capacity strengthening and policies, planning, and safety data, to reflect the need to engage historically marginalized communities and invest in active transportation safety. Safe vehicles assume turnover of household vehicles for those with new technology; vehicle ownership itself is relatively low in communities where the CAyS program works. Instead, we want to provide communities with active transportation safety data and language to advocate for safety improvements that promote multimodal transportation in their communities. The six elements of our adapted Safe System Approach are:

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

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



ABOVE: The Safe System Approach. The CAyS program uses an adapted the Safe System Approach to engage residents and safety advocates to develop a community-driven action plan. Depicted in this figure are its seven principles in the outer wedge and six elements in the inner wedge.

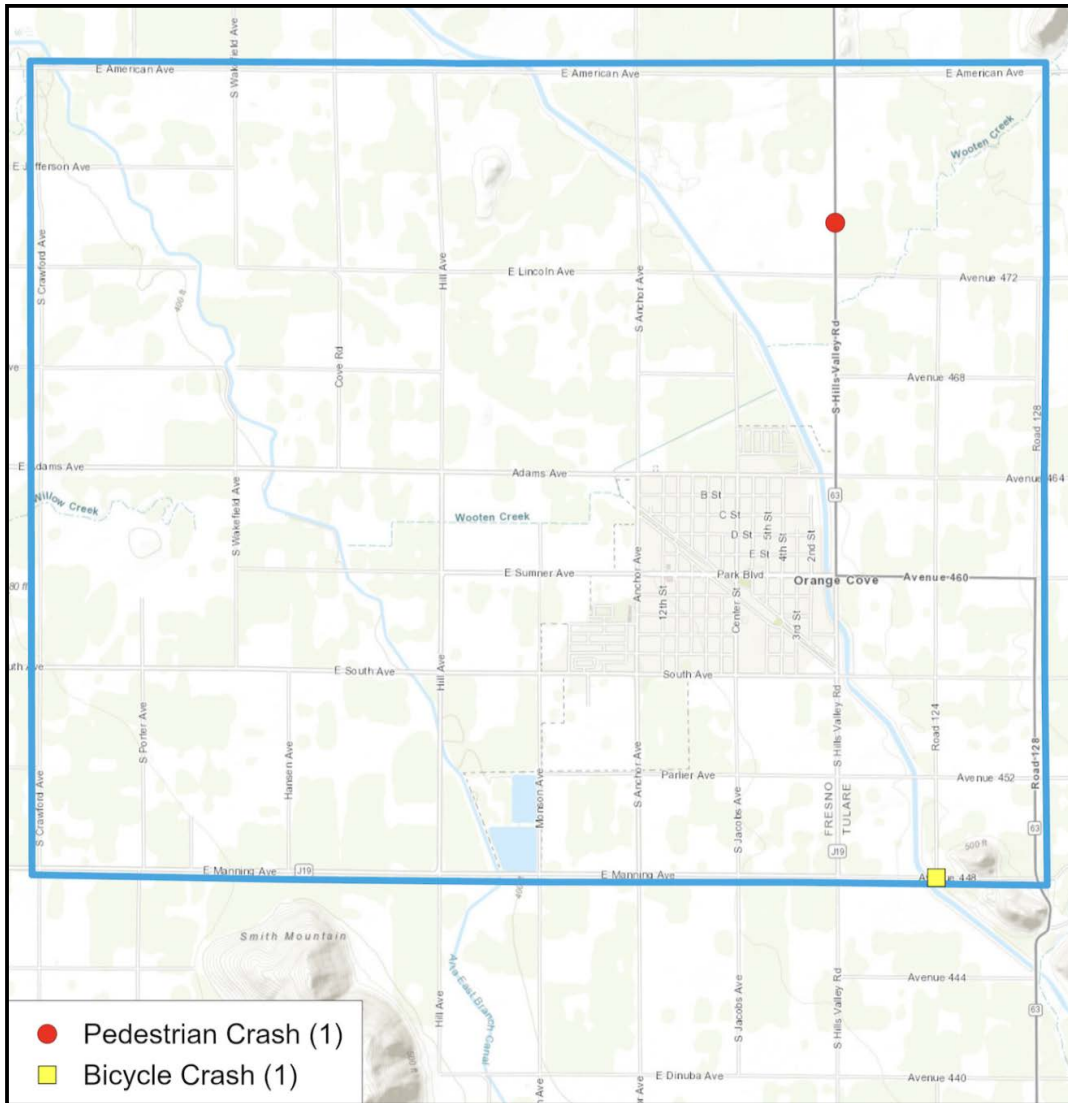
Background and Data

The Project Team collected and analyzed data in the City of Orange Cove, located in Fresno County. According to [Data USA](#), the City had 9,635 residents in 2022, with 96% of the population being Hispanic, 37% under 18 years of age, and 56% between 18 and 65 years of age. Of all households in Orange Cove in 2022, 46.5% lived under the poverty level and the median household income was \$33,671 per year. In comparison, the percentage of households under the poverty level in Fresno County and the State of California were 18.7% and 12.2% in 2022, respectively, according to the [United States Census Bureau](#). According to the 2018-2022 [California Healthy Places Index \(HPI\)](#), Orange Cove ranks in the 1.6 percentile, which means it is one of the least healthy places in the state. Orange Cove only has healthier community conditions than 1.6% of other California cities and towns. Fresno County ranks higher on this index at 12.5%. Factors that are considered in California HPI rankings include economics, education, social determinants, transportation, housing, clean environment, healthcare access, and others.

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians and bicyclists in Orange Cove and surrounding unincorporated areas. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2019 to 2023. Collision data for 2022 and 2023 is provisional as of April 2024. A full discussion of the pedestrian and bicycle collision data can be found in Appendix A.

Pedestrian and Bicycle Crash Data

In the most recent five years of data, from 2019 to 2023, there was one pedestrian crash and one bicycle crash reported in Orange Cove. One pedestrian crash was reported approximately one mile northeast of the City's boundaries, which was a fatal crash that occurred on South Hills Valley Road (State Route 63) in the evening in April 2021, when a person driving a truck hit an adult male pedestrian in his 30s. The primary collision factor (PCF) in this pedestrian crash was a pedestrian violation. One bicycle crash involving a male bicyclist in his 30s who experienced a minor injury was reported approximately one mile south of the City's boundaries. This bicycle crash occurred at the East Manning Avenue/Road 124 intersection in the morning in April 2019, and the PCF for the crash was other improper driving from the bicyclist. According to feedback from the Planning Committee, near-misses are common, and pedestrian and bicycle crashes occur more often than they are reported. Participants and community members noted that crash reports involving pedestrians, bicyclists, or vehicles may not be submitted due to hesitation or fear of interacting with law enforcement, particularly if a community member is experiencing homelessness or does not hold a license.



ABOVE: Pedestrian and Bicycle Injury Crashes (2019-2023). Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.



ABOVE: Pedestrian Crash Location: On South Hills Valley Road (State Route 63).

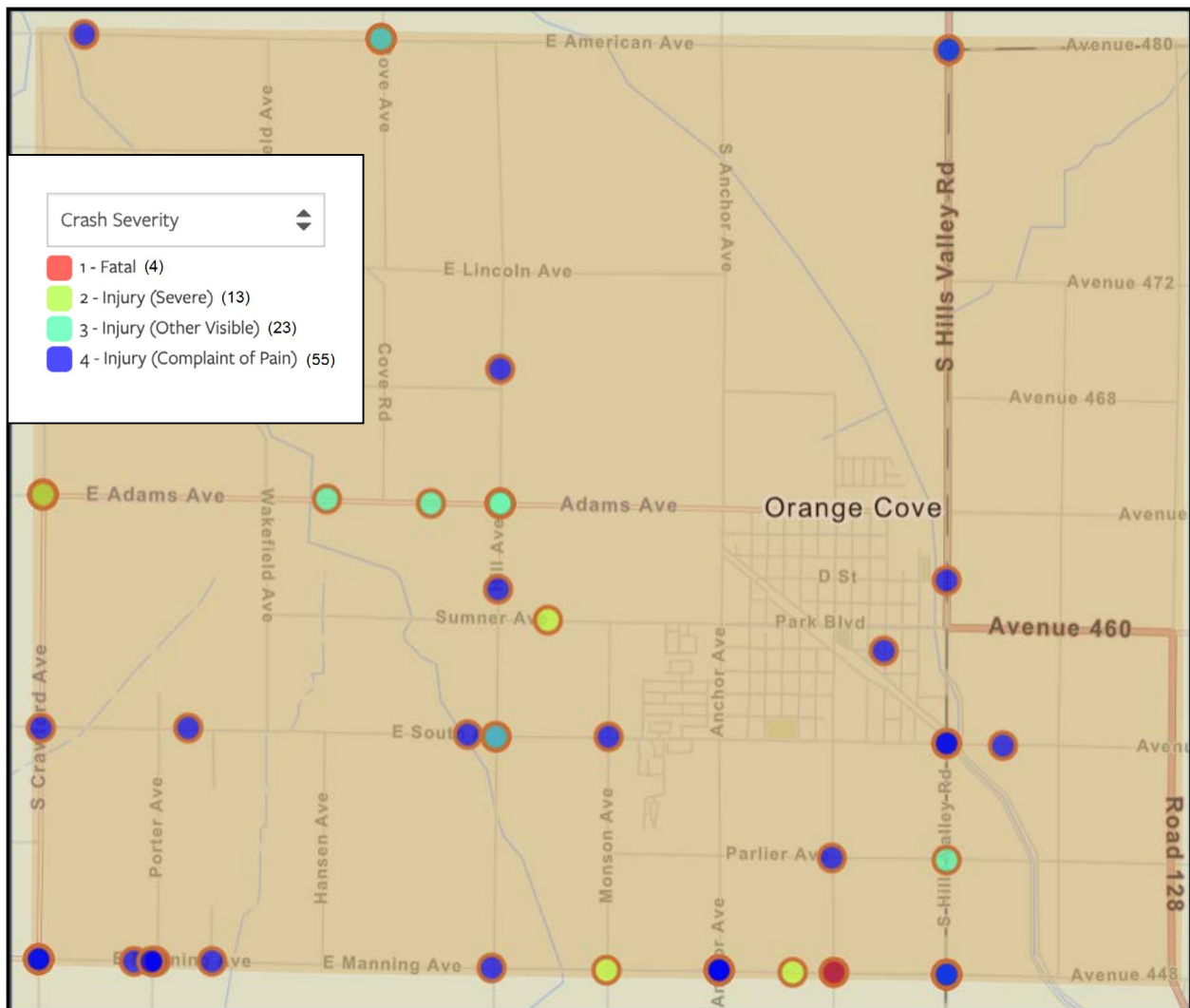


ABOVE: Bicycle Crash Location: East Manning Avenue/Road 124 Intersection.

Vehicle Crash Data

Due to the low number of pedestrian and bicycle crashes, vehicle crash data was analyzed to provide insight into driver behavior that pedestrians and bicyclists may be exposed to in Orange Cove. From 2019 to 2023, there were 95 crashes involving cars reported within 20 square-miles of Orange Cove, inside the boundaries of East American Avenue to the north, Road 128 (State Route 63) to the east, Manning Avenue (Avenue 448) to the south, and Crawford Avenue to the west. Thirteen of the 95 crashes resulted in serious injuries and four resulted in fatalities. The PCFs most commonly reported were violation of automobile right-of-way (in 57 crashes), improper turning (in 13 crashes), violation of traffic signals and signs (in 9 crashes), unsafe speeds (in 9 crashes), and driving or bicycling under the influence of alcohol or drugs (in 3 crashes). Drivers traveling at speeds over the posted speed limit, even in the presence of pedestrians and bicyclists, were also observed during the site visit. Workshop participants underscored that many drivers do not respect the rules of the road or yield to pedestrians.

Of the 95 crashes, eight of them occurred within Orange Cove or along the city boundary. Two intersections within the project focus area were the site of crashes: the G Street/4th Street intersection (the location of one crash) and the South Avenue/South Hills Valley Road intersection (the location of three crashes). A crash that involved an 18-year-old male driver who suffered fatal injuries and another male driver in their 30s who suffered minor injuries occurred approximately 0.5 miles south of the project focus area at the Manning Avenue/South Jacobs Center Street intersection in the evening in August 2020. The 18-year-old driver was traveling in the southbound direction on Jacobs Avenue when he violated the automobile right-of-way of the other driver at the stop sign on Jacobs Avenue at the intersection.



ABOVE: Vehicle Injury Crashes (2019-2023). Data source: Statewide Integrated Traffic Record System (SWITRS) 2019-2023. 2022 and 2023 data are provisional as of April 2024.

Walking and Biking Assessment

Workshop participants conducted a tabletop mapping activity to assess and share their experiences traveling across Orange Cove and within one key walking and biking assessment route: Park Boulevard to the north, South Jacobs Center Street to the east, South Avenue to the south, and 9th Street to the west. This mapping activity also captured safety concerns from participants within the workshop focus area. Workshop participants were asked to:

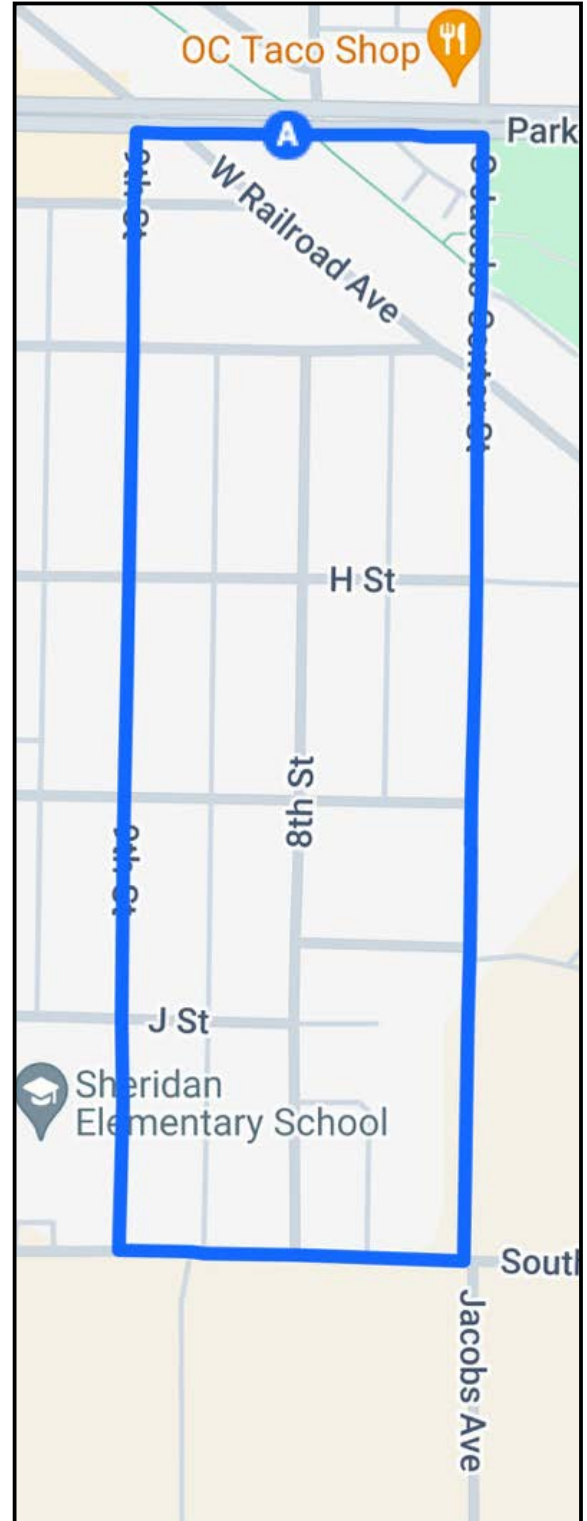
- Assess infrastructure conditions;
- Identify local amenities; and
- Observe how road users engaged with the built environment.

Participants identified:

- Community assets like safe spaces for children and youth to play, places for community members to gather outdoors, and aspects of the environment like infrastructure conditions that support safety for people who walk, bike and roll.
- Community concerns like places or roads that may be unsafe or hazardous for people to walk, bike, and roll, as well as concerns for vulnerable groups like older adults, people who use an assistive mobility device, or families with children.

This tabletop activity supplemented an initial in-person walking and biking assessment conducted with members of the Planning Committee that occurred during the site visit.

In 2017, the Orange Cove community also participated in a Community Pedestrian and Bicycle Safety Training (CPBST) workshop focused on the northern end of the city and identified similar concerns and recommendations as those identified during this CAyS workshop held in 2024. The 2017 Orange Cove [Community Pedestrian and Bicycle Safety Training \(CPBST\), Orange Cove Summary and Recommendations Report](#) provides further details.



ABOVE: Orange Cove Site Visit Walking and Biking Assessment Route.

Walking and Biking Assessment: Route: Park Boulevard, South Jacobs Center Street, South Avenue, and 9th Street

Assets

1. Orange Cove benefits from a multi-use trail along Railroad Avenue that diagonally traverses the City of Orange Cove in a northwest to southeast direction, providing a space for residents to walk, bike, and roll. Portions of the trail provide pedestrian-scale lighting, tree shade, and separate travel lanes for people walking, biking, or rolling. A white continental crosswalk with bulb-outs across South Jacobs Center Street provides protection and visibility for pedestrians and bicyclists. It is located at the part of the trail that traverses James O. Eaton Memorial Park, crosses the street, and continues to the Orange Cove Branch Library.
2. The Class II bike lanes, or standard bike lanes, in both directions on G Street provide bicyclists with a designated space on the road marked by paint. G Street runs through a primarily residential area and connects to Anchor Avenue to the west and West Railroad Avenue and South Jacobs Center Street to the east, all of which are main thoroughfares in Orange Cove.
3. Participants noted that bus stops on Park Boulevard are convenient and accessible to the public. There is a [Fresno County Rural Transit Agency \(FCRTA\) Orange Cove Transit](#) bus stop located near the library adjacent to the white continental crosswalk on South Jacobs Center Street.
4. Throughout the community, there are high-visibility crosswalks that make students and families feel safer when walking or rolling, such as the yellow continental crosswalk on Park Boulevard (directly in front of the Orange Cove Branch Library), the South Avenue/11th Street intersection, and near the high school entrance on South Anchor Avenue. The yellow continental crosswalk at the Park Boulevard/8th Street intersection is accompanied by high-visibility pedestrian crossing signs, which alert drivers of pedestrians crossing the street, and pedestrian-activated Rectangular Rapid Flashing Beacons (RRFBs) which may further increase pedestrian visibility.
5. James O. Eaton Memorial Park is adjacent to the Orange Cove Branch Library and along the multi-use trail. This public park is also in the center of Orange Cove, providing residents with green, outdoor space and recreational or passive activities. At the south end of this park are the [Orange Cove Senior Center](#) and Orange Cove Daycare Center. These community centers provide residents with critical resources.
6. The [Orange Cove Branch Library](#) offers meeting spaces, programs and services, clubs and activities, events, homework help, and other resources for community members. The [Boys & Girls Clubs of Fresno County, Orange Cove Unit](#) promotes positive outcomes for youth through social and safety education and hands-on interactive skill-building activities that intentionally develop critical thinking. The two facilities are in proximity to each other.

Assets



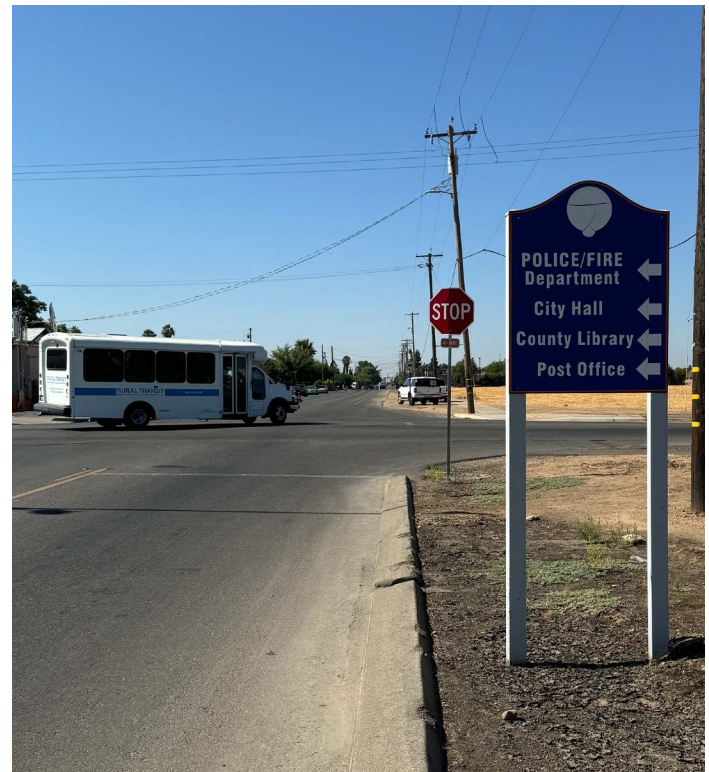
ABOVE: A pedestrian walks with a child in a stroller northbound on Park Boulevard across a high visibility yellow continental crosswalk supported by RRFBs.



ABOVE: Designated bike lanes like the Class II bike lanes located on G Street support biking and rolling.



ABOVE: The multi-use trail parallel to Railroad Avenue traverses the City diagonally in a northwest to southeast direction, providing a designated outdoor space to walk, run, roll, or bike. The trail provides pedestrian-scale lighting in some areas.



ABOVE: There is an FCRTA Orange Cove Transit bus stop located near the Orange Cove Branch Library and James O. Eaton Memorial Park. Participants shared that the bus stops are convenient and easy to access.

Assets, continued



ABOVE: The Orange Cove Branch Library provides meeting rooms and services for children, youth and families in Orange Cove.



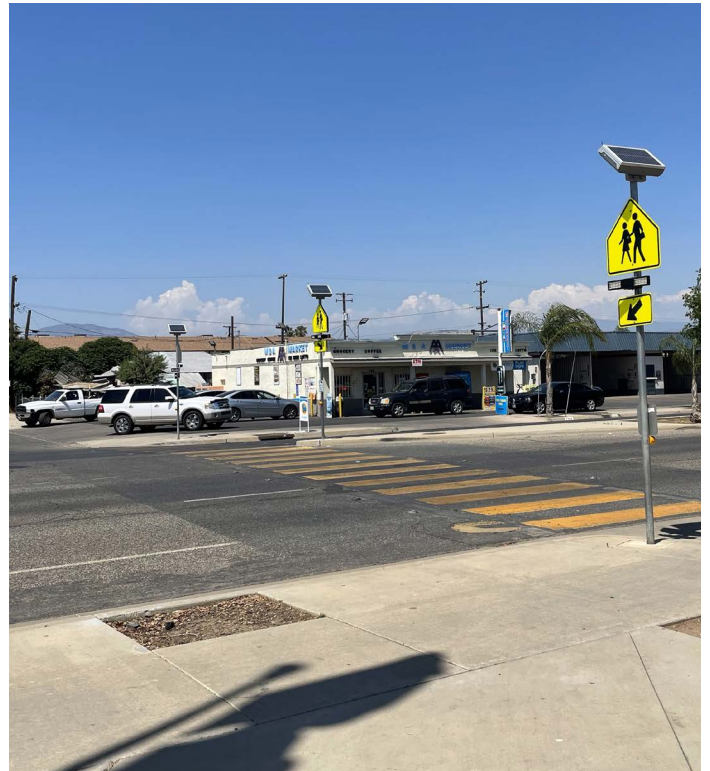
ABOVE: The Boys & Girls Clubs of Fresno County support development and education for children, youth and families in Orange Cove.



ABOVE: A sign for James O. Eaton Memorial Park is visible from South Jacobs Center Street. The park provides outdoor spaces and a play structure for families and youth.

Assests, continued

The Project Team observed different kinds of crosswalks in Orange Cove, including a high visibility yellow continental crosswalk protected by RRFBs (top), a white continental crosswalk (middle), and a yellow standard crosswalk (bottom).



Concerns

1. Many roads in both residential and commercial areas in Orange Cove lack sidewalks or only have sidewalks on one side of the road. In some areas, raised tree roots cause sidewalks to be cracked and uneven. Participants shared there is an urgent need for construction of new sidewalks: 1) in school zones and nearby residential areas to improve safety for students who walk, bike, and roll to school, and 2) in the commercial shopping center near the Park Boulevard/Anchor Avenue intersection to improve the safety for people who use assistive mobility devices (i.e. power chairs or mobility scooters) and families who live in the nearby apartment complexes.
 - a. On South Avenue, heading west towards Sheridan Elementary School and Citrus Middle School, there are sidewalks on only one side of the road on its north leg. There are no sidewalks on its south leg from the South Avenue/South Jacobs Center Street intersection to the Citrus Middle School baseball field fence on South Avenue.
 - b. On Park Boulevard and Sumner Avenue, there are no paved sidewalks on either side of the road from the Park Boulevard/Anchor Avenue intersection to the western boundary of the City that ends on Sumner Avenue. This road experiences high pedestrian traffic from families and children who live in the nearby apartment complexes and older adults who use power chairs.
2. Participants expressed the need for pedestrian and bicycle infrastructure improvements that help students, families, and people who use assistive mobility devices travel safely in their community. Specifically, participants expressed their concern with the Park Boulevard/South Jacobs Center Street intersection, the South Avenue/South Jacobs Center Street intersection, and the South Avenue/Anchor Avenue intersection due to their lack of pedestrian crossing signage and high-visibility crosswalks, and noted that the intersections may benefit from the installation of High-Intensity Activated Crosswalk (HAWK) beacons to protect pedestrians.
3. There is a need for traffic calming infrastructure to address high-risk driver behavior. Participants noted that even in school zones, drivers appear to travel at speeds far higher than the posted speed limit, and do not always adhere to the rules of the road. This places pedestrians at a higher risk as an increase in speed [has been shown](#) to increase the risk of serious injuries or death in a pedestrian crash. Participants underscored that roads are unsafe due to the limited number of traffic calming measures like speed bumps, bulb-outs, and traffic lights that may reduce drivers' speeds. Participants also identified a need for four-way stop signs at the 9th Street/I Street, 9th Street/H Street, 10th Street/I Street, and 10th Street/H Street intersections.
4. There is a need to improve signage to protect students and families who walk, bike, and roll to get to and from school. For example, there are no high-visibility pedestrian crossing signage, school zone signage, or protected crosswalks on the following corridors near or adjacent to the schools: South Avenue, South Jacobs Center Street, 9th Street, and 10th Street.
 - a. The crosswalk paint of the yellow standard crosswalk at the South Avenue/9th Street intersection near Sheridan Elementary School is damaged and faded, and there is no pedestrian crossing signage at the intersection.
 - b. Many school-aged students cross the South Jacobs Center Street/South Avenue intersection to and from school. There are no crosswalks or high-visibility pedestrian crossing protections, markings, or signs at this intersection and the markings for the four-way stop sign are faded. This crossing is about 1,000 feet away from Sheridan Elementary School, one-half a mile away from Citrus Middle School, and one mile away from Orange Cove High School.

- c. Participants underscored that South Jacobs Center Street and South Avenue are the two main roads that students use to walk or bike to and from school and that some students travel long distances across the City using the roads. Major conflicts for pedestrian and bicyclist safety may arise because these roads are also designated truck routes for semi-trailer cargo shipping trucks. For example, drivers of large trucks make wide turns, occasionally [running up onto the corners of sidewalks](#), need more space to stop than passenger vehicles, generally have limited visibility, and cannot see directly behind their truck when reversing. Many large semi-trailer cargo shipping trucks were observed on these roads during the site visit in the presence of pedestrians and bicyclists.
5. The widespread presence of potholes and damaged or cracked roads in the workshop focus area, and throughout the City, constitutes a tripping hazard and makes it especially difficult for people using assistive mobility devices, pushing strollers, or biking to navigate the roads safely.
 - a. Heavy damage, including large and uneven cracks and large potholes in the road, exists near the 9th Street/Park Boulevard intersection.
 - b. The portion of the West Railroad Avenue road near the Orange Cove Branch Library, where students and families access resources, is damaged with large and uneven cracks. Large cargo trucks parked on this street may affect the visibility of and prevent people who walk, bike or use an assistive mobility device to travel safely. This portion of the road also lacks sidewalks on its south leg.
6. Orange Cove lacks pedestrian-scale lighting. Participants noted that installing pedestrian-scale lighting on the multi-use path and throughout Orange Cove would improve visibility of and for people walking, biking, or rolling. Poorly lit roads in the early mornings and evenings, coupled with limited high-visibility road markings, make it difficult for pedestrians and bicyclists to safely navigate streets, while reducing visibility for drivers, including those who drive large semi-trailer cargo shipping trucks on truck routes that travel through the City.
7. Weather contributes to increased risk of injury from a traffic crash.
 - a. During the peak rainy season (January through March in Fresno County), heavy flooding on damaged parts of the roads (including potholes and cracks in the asphalt) puts all road users at increased risk of a crash, particularly vulnerable ones who walk, bike, or use an assistive mobility device in flooded areas. Flooding also reduces the visibility of damage in the road that could cause people walking, biking, or rolling to trip or fall. The canal located directly southeast of the Orange Cove Branch Library parking lot also becomes flooded and receives tall grass overgrowth during the peak rainy season, creating unsafe conditions for youth who gather in the area.
 - b. Fog reduces road visibility especially during the fall and winter season, increasing risk for all road users, especially pedestrians and bicyclists.
 - c. Participants shared that scorching temperatures during the summer months, which reach [average highs](#) of 93°, 99°, and 98° in June, July, and August, respectively, make it uncomfortable to walk, bike, or roll. Tree shade, which can provide respite from summer heat, is limited throughout the City, with little to no tree shade on heavily traveled roads.
 - d. Participants also shared concerns over wildfire smoke which impacts air quality and affects residents' ability to walk, bike, or roll outdoors.
8. There is a vested interest among community members for the implementation of programs that enhance safety for students and families who walk, bike, and roll to and from school. Safe Routes to School (SRTS) programs were identified as opportunities to address active transportation safety concerns for students and families. Specifically, participants expressed a need for a Designated Safe Routes program, a Walking School Bus program, and a Safe Routes Messaging Campaign to increase awareness and knowledge surrounding safe road use for student safety as well as safe driving behavior.

Concerns



ABOVE: There are no sidewalks on the south leg of South Avenue from the South Avenue/South Jacobs Center Street intersection to the Citrus Middle School baseball field fence on South Avenue.

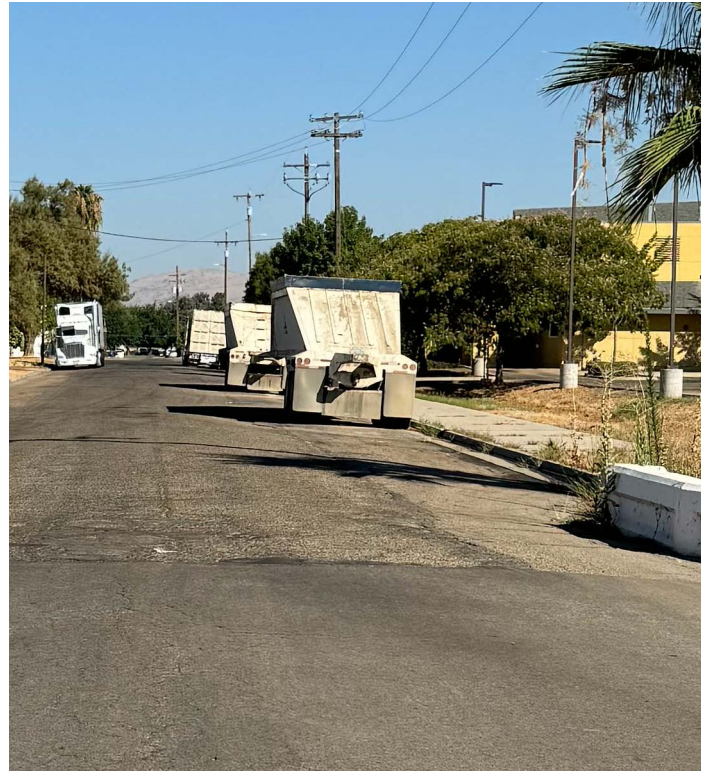


ABOVE and RIGHT: Many school-aged students cross the South Jacobs Center Street/South Avenue intersection to get to and from school. There are no crosswalks or high-visibility pedestrian crossing protections, markings, or signs at this intersection.

Concerns, continued



ABOVE: There is a lack of high-visibility road markings and crosswalks at the Park Boulevard/Anchor Avenue intersection.



ABOVE: A portion of the West Railroad Avenue road near the Orange Cove Branch Library is damaged with cracks. Large semi-trailer cargo trucks parked on this street may affect visibility and prevent people who walk, bike, or use an assistive mobility device to travel safely.



ABOVE: On Park Boulevard and Sumner Avenue, there are no paved sidewalks on either side of the road from the Park Boulevard/Anchor Avenue intersection to the western boundary of the City that ends on Sumner Avenue.

Concerns, continued

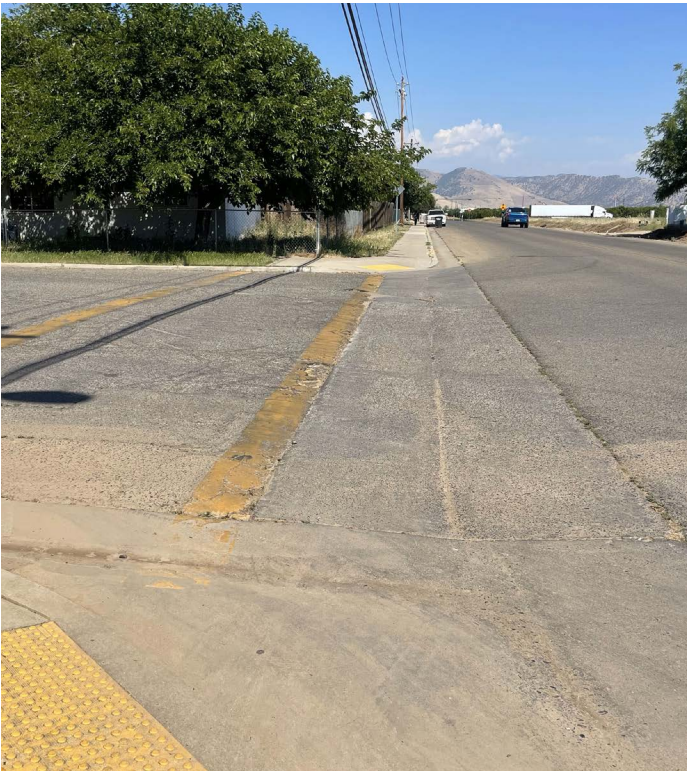


ABOVE: The four-way stop adjacent to Sheridan Elementary School at the 9th Street/J Street intersection demonstrates faded crosswalk markings, severe cracks, and potholes.

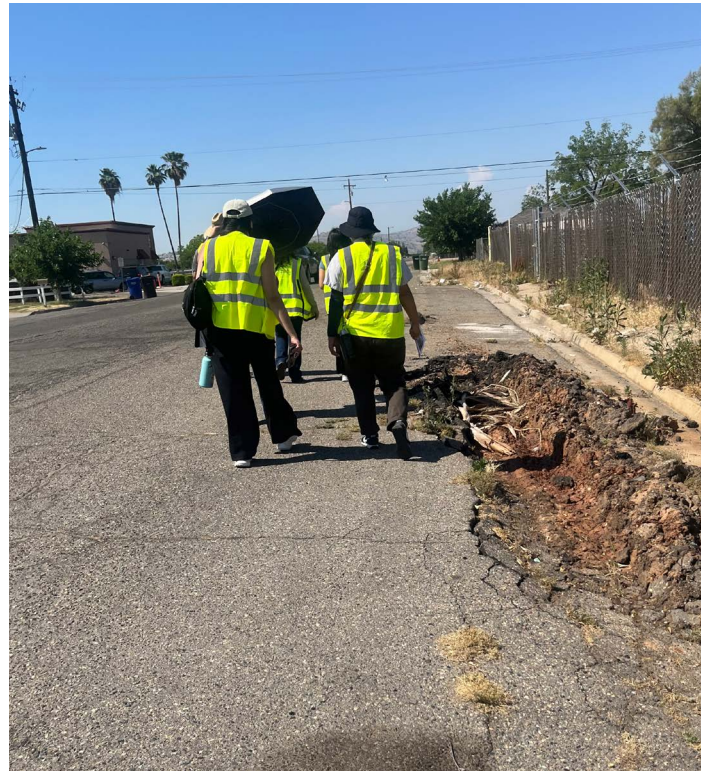


ABOVE: South Jacobs Center Street and Park Boulevard intersect at a four-way stop in the center of Orange Cove. This central intersection lacks visible road markings and high-visibility crosswalks. The yellow standard crosswalk marking paint is faded.

Concerns, continued



ABOVE: The crosswalk adjacent to Sheridan Elementary School at the South Avenue/9th Street intersection is cracked and does not have any pedestrian crossing signage. South Avenue, located in the background, has sidewalks on only one side of the road, on its north leg. Large semi-trailer cargo trucks, like the one seen in the photo, travel along South Avenue.



ABOVE: There is damage including large and uneven cracks and large potholes in the road near the 9th Street/Park Boulevard intersection.



ABOVE: The three stop signs in close proximity to each other at the G Street/West Railroad Avenue/South Jacobs Center Street intersection, near the Orange Cove Branch Library, create confusion.

Project Team Recommendations

Throughout the planning process, the Project Team spoke with community members, staff members from Cultiva La Salud and the Boys & Girls Club, CalFresh Healthy Living, Caltrans District 6, and City of Orange Cove officials to identify programmatic and infrastructure improvements within the focus area. Workshop participants and Planning Committee members shared concerns regarding the lack of complete sidewalks throughout the City, weather-related safety concerns, lack of pedestrian-scale lighting that heightens safety concerns for students and families, and a need for bike lanes along main thoroughfares. Additional concerns include speeding drivers, wide roads, and a lack of driver adherence to stop signs, crosswalks, and rules of the road. They also shared concerns about the lack of high-visibility road markings and infrastructure that supports people walking, biking, and rolling. During the workshop planning process, the Project Team observed vested interest and a strong sense of community among residents, staff members, and city officials, which in turn makes the implementation of Project Team recommendations more likely to succeed. Workshop participants and Planning Committee members alike spoke about the desire for infrastructure changes that promote pedestrian and bicyclist safety like bike lanes and improved sidewalk connectivity, widespread pedestrian-scale lighting throughout the City and along the multi-use trail, marked crosswalks, additional stop signs, and HAWK beacons. Workshop participants also expressed interest in Safe Routes to School programming, such as a Walking School Bus Program and Designated Safe Routes.

Apply for Safe Streets and Roads for All Grant Funding

The Project Team recommends the City of Orange Cove apply for funding through the Safe Streets and Roads for All (SS4A) Planning and Demonstration grants to support the development of a Safe Routes to School program. Pilot programs for behavioral or operational activities that include one or more elements of the [Safe System Approach](#) are eligible demonstration activities (see [Planning and Demonstration Activities - SS4A](#) for more information about eligible activities). Partners like Cultiva la Salud and the Boys & Girls Clubs of Fresno County, along with the City of Orange Cove and County of Fresno, could partner with the Kings Canyon Unified School District to identify and pilot a Safe Routes to School program, including a Walking School Bus program or Bike Rodeos that promote bicycle safety education. The SS4A program provides funding on an annual basis with applications typically accepted in early and mid-summer.

Resources

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

Implement Safe Routes to School Programming

The Project Team recommends that the Planning Committee work with [Kings Canyon Unified School District](#) and Fresno County Department of Public Health and their CalFresh Healthy Living Program to implement Safe Routes To School (SRTS) programming for Sheridan Elementary School, Citrus Middle School, and Orange Cove High School. Participants during the workshop noted that anecdotally, they were aware of pedestrian crashes involving four students near the school in the past school year alone, including one crash involving two students who were crossing near their school within a marked white standard crosswalk with the pedestrian signal on when a driver hit them. [Safe Routes to School](#) programming consists of educational and engaging programs that use collaborative efforts among students, parents, and school administration to cultivate a safer environment for walking, biking, and rolling. A SRTS program that includes all or some of these efforts based on each school's priorities and capacity would be an opportunity to begin fostering a safe walking, biking, and rolling culture among the school and greater Orange Cove community, and can include a robust set of educational and engaging programs and events such as:

- **Parent School Transportation Committee:** Participants shared that parents volunteer their own time, resources and knowledge to provide crossing guard duty support with little to no materials, resources, or training for the parent volunteers. This opportunity will allow for an organized method to provide arrival and dismissal crossing guard duties, as well as other SRTS programming mentioned above. Sheridan Elementary, Citrus Middle School, and Orange Cove High School participants and district administrative staff can coordinate and form a parent-led coalition among the three schools to create a Transportation Committee which helps lead and organize SRTS events and workshops, form relationships with local and regional community groups, and provide training and support.

Resources

- Refer to the [National Association for Pupil Transportation](#) to access certification training.
- The [California School Crossing Guard Training](#) provides insight to training and capacity building for new and seasoned crossing guards, as well as best practices and proper techniques.
- **Designated Safe Routes:** These routes typically have better walking and biking infrastructure to support students, families, and people walking, rolling, and biking. There are various streets and intersections in the vicinity of both school sites that have no pedestrian-scale lighting, incomplete sidewalks, and lack marked crosswalks. This is an opportunity for the school district to identify the routes that are relatively safer and encourage students and families to use them to reduce potential conflict between all road users. It can also make it easier to identify which corridors to prioritize bike and pedestrian safety improvements on.

Resources

- The [Safe Routes to School Basics: Resources for Planning, Creating and Sustaining a Safe Routes to School Program](#) can help guide the development of a School Travel Plan (page 6).
- The [New Jersey Safe Routes to School Travel Plan Guide](#) provides a detailed overview of the elements of a school travel plan and provides examples of content that schools can include and adapt to fit their needs.

- **Walking School Bus Program:** Participants noted that there are many school aged children and youth who walk to and from school, as well as drivers who do not respect the pedestrian right-of-way and exhibit unsafe driver behavior, such as rolling stop signs and driving at high speeds. Others noted that middle school aged students can also participate in unsafe walking behavior like crossing abruptly without looking or walking in the road. A Walking School Bus Program is a group of school students who walk together to school, typically accompanied by one or more adult(s). The intent is to create visibility of school zone presence, practice safe walking behavior, and engage in multimodal activities such as walking. This would be an opportunity for students to walk safely to and from school, and for parents to oversee safe pedestrian and driver behavior. The Project Team recommends Sheridan Elementary School and Citrus Middle School to connect within their Parent Teacher Organization and train parents or school staff that are available to guide students walking to and from school.

Resources

- Reference [What is Walking School Bus](#) and [Walking School Bus Guide](#) for more information on walking school bus programming.
- Review the [Safe Routes to School Toolkit](#).
- **Bike Rodeo:** Participants shared that many middle to high school aged youth use bikes to get to and from school. Similar to elementary students, older youth face unpredictable driver behavior and can also partake in unsafe biking behavior like biking on the sidewalk and in the road and not adhering to safe bike practices. Some participants also noted that school aged youth who ride bikes to school do so without the adequate protective gear like helmets and reflective lights, or with broken bicycle parts. Bike rodeos typically include a simulated bike course to help students learn about bike safety, a bike clinic with bike inspections and repairs, and distribution of biking safety gear and materials. This is an opportunity for schools to incorporate bike safety practices at an early age and reinforce them throughout the different school age groups. Regional organizations like CalFresh Healthy Living can help provide educational and engagement support for local groups like Cultiva la Salud and the Boys & Girls Club alongside school administration leading these efforts.

Resources

- Refer to [An Organizer's Guide to Bicycle Rodeos](#).
- Refer to [Bike Rodeo Checklist](#) and [Bike Rodeo Station Guide](#).
- Refer to [Bicycle Rodeo Ideas](#).
- Connect with the [Fresno County Bicycle Coalition](#) who have League Cycling Instructors (LCIs) that could support bike education efforts.
- **Safe Routes Messaging Campaign:** To further support a safe walking and biking experience for students and families walking to and from school, participants noted driver behavior needs to improve. The intent is to develop a community-led walking and biking safety messaging campaign to place safety messages for road users to stay alert and share the road. Safety messages can be placed in the surrounding areas of the schools, such as bus shelters, utility boxes, and other areas of concern.

Resources

- Refer to [Safe Routes to School Messaging for Pros](#).
- Refer to [Safe Routes to School: Key Messages for Children](#) and [All Drivers Near the School](#).
- Refer to the [Office of Traffic Safety Grants](#) to support pedestrian and bicycle safety.

Sidewalk Installation and Gap Closure

The Project Team recommends the Planning Committee, in collaboration with the City of Orange Cove's Public Works Department, install and complete sidewalk networks in the [school zones](#) (this includes the streets along the school and the area one to two blocks around it) for Sheridan Elementary School and Citrus Middle School, the 0.5 mile radius around the schools to include the distance that students typically need to walk or bike to get to and from school, residential areas in proximity to the schools, and along main thoroughfares like Park Boulevard, South Jacobs Center Street, and South Avenue. Sheridan Elementary School and Citrus Middle School, both of which are adjacent to South Avenue, serve students between five and fourteen years of age. These children walk, bike, and roll along and across South Avenue, a wide two-lane road often traveled by large semi-trailer cargo trucks, and nearby residential streets to get to school. There is a need for improved sidewalk connectivity for vulnerable road users as well, particularly among older adults. Participants noted that many older adults use an assistive mobility device like a wheelchair or power chair to travel through their community. They shared that many of these road users travel in the road alongside cars due to the lack of sidewalks, particularly near the commercial shopping center on the west side of the City on Park Boulevard. Temporary low-cost solutions like striping or bollards can be used to designate pedestrian space along the shoulder until funding is available for construction.

- **Sidewalks for students in school zones and surrounding residential areas:** South Avenue, adjacent to both Sheridan Elementary School and Citrus Middle School and the location of several townhomes and apartment complexes, has a large amount of pedestrian and bike traffic. However, the road has sidewalks on only the westbound side from the South Avenue/South Jacobs Center Street intersection to where the Citrus Middle School field is visible on South Avenue (see this concern depicted in the photo on page 16). Located in a residential area near the two schools, G Street and J Street also lack sidewalks at various points, with participants noting that students and pedestrians will walk in the road on J Street when traveling to and from school because it is missing a sidewalk, particularly on the westbound side of the road. Sidewalks near the Sheridan Elementary school zone on South Avenue and South Jacobs Center Street are narrow and difficult to navigate. The Project Team also observed that students chose to walk in the road among drivers, creating hazardous conditions where school aged children interact with drivers and large semi-trailer cargo trucks.
- **Sidewalks for the commercial shopping center on Sumner Avenue and western city boundary:** Participants noted that there is a large older adult population, many of whom use a power chair or assistive mobility device to travel in their community. These individuals use their assistive mobility devices to travel through the City to the shopping center by the Anchor Avenue/Park Boulevard intersection on the west side of the City. There are also large apartment complexes near this shopping center, lending to heavy pedestrian traffic from families and children that live there. Despite the shopping center experiencing heavy traffic by pedestrians and people who use assistive mobility devices, there is a lack of sidewalks on both sides of the road in the area. As a result, these residents walk and use their assistive mobility devices in the road which can be unsafe due to proximity to cars and large semi-trailer cargo trucks. Specifically, there are no sidewalks on either side of the road from the Park Boulevard/Anchor Avenue intersection to the western boundary of the City that ends on Sumner Avenue.

Resources

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

Urban Greening and Beautification

Weather related safety concerns arise from January through March when heavy rain causes flooding in the roads and canal which, coupled with potholes and cracks in the pavement, creates dangerous conditions for people walking, biking, and rolling. The Project Team recommends that the City of Orange Cove partner with the Department of Public Works to develop a plan for flood-prone areas to anticipate the need to clear silt and debris and to make the necessary repairs to roadways. This may include revising maintenance protocols, implementing flood monitoring systems, empowering resident champions for local adoption of storm drains to clear them, and more.

The Project Team recommends the City of Orange Cove explore the installation of **street trees, or a tree shade canopy**, on Park Boulevard, South Jacobs Center Street, South Avenue, and Anchor Avenue. Participants expressed concern over wildfires that impact air quality and scorching temperatures during the summer months as well as uncomfotability when walking, biking, and rolling outdoors in the heat. Tree shade, which can provide respite from summer heat, is limited throughout the city with little to no tree shade on the heavily traveled roads. Tree shade provides a [natural cooling effect](#) that reduces surface temperatures while simultaneously improving air quality by absorbing CO2 and filtering air pollutants. [Studies show](#) that street trees can also be effective in traffic calming by creating a visual separation between drivers and those walking as well as the [perception of narrowing the width](#) of the roadway. This is an effective way to support and encourage walking and biking year-round, allowing pedestrians, bicyclists, and other road users respite from the heat during hotter seasons. [Studies also show](#) that extreme heat disproportionately affects low-income communities and people of color.

Community beautification can provide additional heat mitigation for people who walk, bike, or roll in their communities, while outdoor hubs like green streets [enhance pedestrian and bicycle access and safety](#). Beautification projects like enhanced infrastructure also improve safety by transforming dividing highways into spaces that unify communities, a [key action area](#) of Clean California District 6. The Project Team recommends that the City of Orange Cove explores the installation of [parklets](#), seating areas, trees, public art, and landscaping near the Orange Cove Branch Library to draw more people outside, [increasing community engagement](#) and enhancing pedestrian and bicycle safety. The Planning Committee identified the large empty lot adjacent to the library parking lot as one location that could be enhanced by beautification efforts, especially given its central location and foot traffic near its vicinity. Participants expressed the need for signage at the existing park, James O. Eaton Memorial Park, to discourage drinking and unsafe activities that some adults engage in at the park. Families and children feel unsafe in the areas of the park where these adults partake in such activities, suggesting that certain areas should be designated for children only.

Resources

- The California Transportation Commission (CTC) accepts applications for local transportation climate adaptation programs during the grant cycle. The CTC and Caltrans have developed a [list of additional programs that fund active transportation projects and elements](#) to serve as a resource for cities, counties, and agencies looking to fund active transportation projects in their communities.
- The Caltrans Clean California Local Grant Program provides funding for local communities to beautify and improve local streets and roads, tribal lands, parks, pathways, and transit centers. For more information please review the [Clean California Local Grant Program Fact Sheet \(PDF\)](#).
- Review the Caltrans [Traffic Calming Guide](#) for more information on how trees can support traffic calming and road safety.
 - For additional resources about implementing trees and forestry, review the [Urban Forestry Toolkit](#). [Tree Fresno](#) supports the implementation of programs and events that increase the amount of trees, greenways, and beautiful landscapes in the San Joaquin Valley.

Infrastructure to Improve Pedestrian and Bicycle Safety

The Project Team recommends the City of Orange Cove explore the installation of bike lanes, identified by participants as a need for people, students, and families who use a bike, electric bike, or scooter to get to and from school. Participants underscored the need for pedestrian and bicyclist safety infrastructure improvements such as:

- Designated **bike lanes** for safer travel throughout the City, particularly in places without sidewalks. Participants shared that the number of students who use electric bikes and scooters (e-bikes/e-scooters) has increased and they would benefit from the increased safety provided by bike lanes. Marked bike lanes will visually separate road users to improve safety for bicyclists, [increase ridership](#), and help jurisdictions better manage roadway capacity. Participants expressed a need for bike lanes along main thoroughfares like:
 - Park Boulevard from the western to eastern city boundaries;
 - Jacobs Avenue from the northern to southern city boundaries; and
 - the lengths of South Avenue and Railroad Avenue.
- Improved **pedestrian-scale lighting**, identified as an opportunity to help increase the visibility and safety of people who walk, bike, and roll. Due to the safety concerns stemming from lack of visibility of and for people who walk, bike, and roll, and stray dogs who roam the area, there is a need for pedestrian-scale lighting throughout the City, particularly near the school zones for Sheridan Elementary School and Citrus Middle School, the Orange Cove Branch Library, and along the length of the multi-use trail for pedestrians and bicyclists. The Project Team recommends that the City of Orange Cove conduct a lighting audit to identify inadequately lit areas for safety improvements. Roadway and pedestrian-scale lighting can be used to improve the visibility of people crossing the street and accessing the community's parks and recreation spaces.

Resources

- The Active Transportation Program (ATP) provides funding for programs like the Bicycle Transportation Program (BTA), Safe Routes to School (SR2S), and the Transportation Alternatives Programs (TAP). For more information, please see the [Active Transportation Program Guidelines](#).
- With an increase in e-bike/e-scooter use among students in Orange Cove, there may be a need for increased knowledge and education about safety for these transportation modes. California Highway Patrol (CHP) offers resources like [Electrical Bicycle Safety Training](#) that includes a training [course](#) on relevant topics.
- Review the [Pedestrian Lighting Primer](#) (FHWA) for next steps on how to improve lighting.

Complete Streets Plan

The Project Team recommends the Planning Committee, in collaboration with the City of Orange Cove, develop a Complete Streets Plan for the City of Orange Cove. **Complete Streets Design** is a way to increase safety and support mobility for all types of road users. A [complete street](#) prioritizes safety, connectivity, and comfort for users including people of all ages and abilities who walk, bike, and roll in their community. Elements of a Complete Streets Design vary based on community context and roadway type, but may include high-visibility road markings, pedestrian signals, [traffic calming](#) measures like [speed tables](#) and modified vehicle travel lanes (road diets), streetscape, and median islands. The implementation of a Complete Streets Plan will help address community concerns related to high-risk driver behaviors, such as a lack of adherence to rules of the road and driving above the posted speed limit, that are prevalent throughout the City.

- **Priority Roads for a Complete Streets Plan:** The Project Team recommends that the following roads be prioritized for a Complete Streets Plan to align with community input gathered at the site visit and workshop. Jacobs Avenue/South Jacobs Center Street which connects northern and central Orange Cove to the south end of Orange Cove. This street intersects with South Avenue and both are heavily transited by students, parents and families entering and exiting the school zones for Sheridan Elementary School and Citrus Middle School. As such, these two roads would significantly benefit from complete streets design safety treatments.

The Project Team recommends the City of Orange Cove explore the installation of **traffic control devices at priority intersections** identified by community members to help protect road users like students, families, and assistive mobility device users. This includes the installation of traffic control devices that best address the traffic safety needs of the intersection, with a priority for people walking and biking. This may include traffic signals, HAWKs, and other devices, based on what is warranted in the [California Manual on Uniform Traffic Control Devices \(MUTCD\)](#). During the workshop, participants expressed their concern with the Park Boulevard/South Jacobs Center Street intersection, the South Avenue/South Jacobs Center Street intersection, and the South Avenue/Anchor Avenue intersection due to their lack of pedestrian crossing signage and high-visibility crosswalks. As such, these three intersections were identified as places that would highly benefit from safety treatments like HAWK beacons to complement the addition of pedestrian crossing signage and high-visibility crosswalks.

Resources

- The Active Transportation Program (ATP) provides funding for programs like the Bicycle Transportation Program (BTA), Safe Routes to School (SR2S), and the Transportation Alternatives Programs (TAP). For more information, please see the [Active Transportation Program Guidelines](#).
- The [Safe Streets and Roads for All: Planning and Demonstration Activities](#) page provides a detailed overview of the grant, eligible grant activities, and activity requirements. For any questions about the Safe Streets for All grant, please contact SS4A@dot.gov.

Policy

The Project Team recommends the Orange Cove City agencies consider collaboration among community stakeholders to establish community-led policy to help inform and guide active transportation priorities.

- **Pedestrian and Bicycle Safety Action Plan:** The Project Team recommends the Orange Cove Public Works Department work alongside community based organizations such as Cultiva La Salud to develop a [Pedestrian and Bicycle Safety Plan](#). A Pedestrian and Bicycle Safety Plan helps identify and assess pedestrian and bicycle safety, offer infrastructure and programmatic solutions, and set a long term vision and goals for a community that is safe to walk and bike. As the Orange Cove community continues to develop and grow, a pedestrian and bicycle safety plan can help guide development to ensure pedestrian amenities and safety are prioritized.

Resources

- The U.S. Department of Transportation Federal Highway Administrations' [How to Develop a Pedestrian and Bicycle Safety Action Plan](#) offers a detailed guide on how to develop and implement a Pedestrian and Bicycle Safety Plan.
- Review the [Walk San José Pedestrian Safety Plan](#) that provides further details on what a multi-stakeholder process can look like.
- **Active Transportation Committee:** The Project Team recommends the City of Orange Cove develop an Active Transportation Committee. This would be an opportunity to engage and sustain community feedback for active transportation and multimodal priorities. Participants shared there is a disconnect between community participation and community forums that can guide active transportation issues and solutions in Orange Cove. Implementing an Active Transportation Committee can help support furthering pedestrian and bicycle safety goals by ensuring a space for a diverse group of Orange Cove community members to:
 - Advise staff and the City Council on the implementation, criteria, and priority of pedestrian and bicycling-related policies and projects;
 - Encourage broader public participation and involvement in walking and bicycling projects and program implementation and other active transportation matters;
 - Review and discuss current walking and bicycling issues and advise staff and council on how to fix the issues; and
 - Propose and develop the Pedestrian and Bicycle Safety Action Plan and community events within the City of Orange Cove.

Resources

- Reference the [City of Costa Mesa Active Transportation Committee](#) for further guidance on implementing an Active Transportation Committee.
- Reference the [Active Transportation Planning Toolkit for Small- and Mid-Sized Communities, 2022](#) for a comprehensive guide on how to develop an Active Transportation Plan.
- **Community Benefits Agreement:** The Project Team recommends that local community groups explore establishing a Community Benefits Agreement with incoming private developer groups for future development projects to ensure community priorities expressed, such as: beautification and landscaping, wide sidewalks and comfortability, community art and activities, are incorporated in future plans. A Community Benefits Agreement can help establish community priorities and offer community representation in future development projects.

Resources

- [What is a Community Benefits Agreement](#) by City Bureau
- Reference [Examples of Community Benefit Agreements](#) in action in other communities.

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 RadioNovela can be found in the appendix of this report.

This episode highlights the experience of Orange Cove community members and their vision for a safer community to walk, bike or roll. To read a transcript of the audio, see Appendix E.

Resources

The following resources were referenced in this report:

- [Active Transportation Planning Toolkit for Small-and Mid-Sized Communities \(2022\)](#)
 - [City of Costa Mesa Active Transportation Committee](#)
- [Bicycle Lanes - FHWA](#)
 - [Bicycle Lanes - Safety Benefits \(PDF\)](#)
- [Boys & Girls Clubs of Fresno County](#)
- [CalFresh Healthy Living Program - FDPH](#)
- [California Healthy Places Index \(HPI\)](#)
- [California Manual on Uniform Traffic Control Devices \(MUTCD\) - Caltrans](#)
- [Caltrans District 6](#)
- [City of Orange Cove](#)
- [Complete Streets - FHWA](#)
- [Cultiva La Salud](#)
- [Electrical Bicycle Safety Training - CHP](#)
 - [Training course](#)
- [Fresno County Rural Transit Agency \(FCRTA\) Orange Cove Transit](#)
- [Finding Relief in the Shade - US Forest Service](#)
- [Green Streets and Community Open Space - US EPA](#)
- [How Street Trees Help Make Our Roads Safer](#)
- [How to Develop a Pedestrian and Bicycle Safety Action Plan](#)
 - [How to Develop a Pedestrian Safety Action Plan](#)
 - [Walk Safe San José Pedestrian Safety Plan](#)
- [Impact Speed and a Pedestrian's Risk of Severe Injury or Death](#)
- [Kings Canyon Unified School District](#)
- [Orange Cove - Data USA](#)
- [Orange Cove Branch Library](#)
- [Orange Cove, California - US Climate Data](#)
- [Orange Cove Police Department Animal Control - City of Orange Cove](#)
- [Parklets - NACTO](#)
- [Pedestrian Lighting Primer - FHWA](#)
- [Quick Build Guide - California Bicycle Coalition \(CalBike\) & Alta Planning + Design](#)
- [Recommendations to Improve Pedestrian & Bicycle Safety for the City of Orange Cove \(2017 CPBST\)](#)
- [Safety Tips for Pedestrians - FMCSA](#)

- [Senior Center Department - City of Orange Cove](#)
- [Speed Table - NACTO](#)
- [Traffic Calming Guide - Caltrans](#)
- [Traffic Calming to Slow Vehicle Speeds - US DOT](#)
- [Tree Fresno](#)
- [Trees for Traffic Calming](#)
- [United States Census Bureau](#)
- [Urban Forestry Toolkit](#)
- [Vision Zero - Implementing a Policy for Traffic Safety](#)
- [What is a Community Benefits Agreement?](#)
 - [Examples of Community Benefit Agreements](#)
- [What is a Safe System Approach? - US DOT](#)

Funding-Specific Resources

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

Safe Routes to School (SRTS) Resources

- [An Organizer's Guide to Bicycle Rodeos](#)
 - [Bike Rodeo Checklist](#)
 - [Bicycle Rodeo Ideas](#)
 - [Bike Rodeo Station Guide](#)
- [California School Crossing Guard Training](#)
- [Fresno County Bicycle Coalition](#)
- [National Association for Pupil Transportation](#)
- [New Jersey Safe Routes to School Travel Plan Guide](#)
- [Safe Routes to School - Safe Routes Partnership](#)
- [Safe Routes to School Basics: Resources for Planning, Creating and Sustaining a Safe Routes to School Program](#)
 - [Safe Routes to School Toolkit](#)
- [Safe Routes to School Messaging for Pros](#)
 - [Safe Routes to School: Key Messages for Children](#)
 - [SRTS Guide: All Drivers Near the School](#)
- [SRTS Guide: Around the School and Understanding the School Environment](#)
- [SRTS Guide: The Walking School Bus: Combining Safety, Fun and the Walk to School](#)
 - [Walking School Bus Guide](#)

SafeTREC Resources

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

Appendix

- Appendix A: Crash Data Presentation
- Appendix B: CAyS Esri Community Analyst Data
 - English
 - Spanish
- Appendix C: Transcription of Visioning Activity
- Appendix D: Transcription of Table-Top Activity
- Appendix E: Transcription of RadioNovela

Estrategias del Sistema Seguro y Historial de Choques Peatonales y Ciclistas

Safe System Strategies & Walking and Biking Crash Data

Taller
Orange Cove, CA

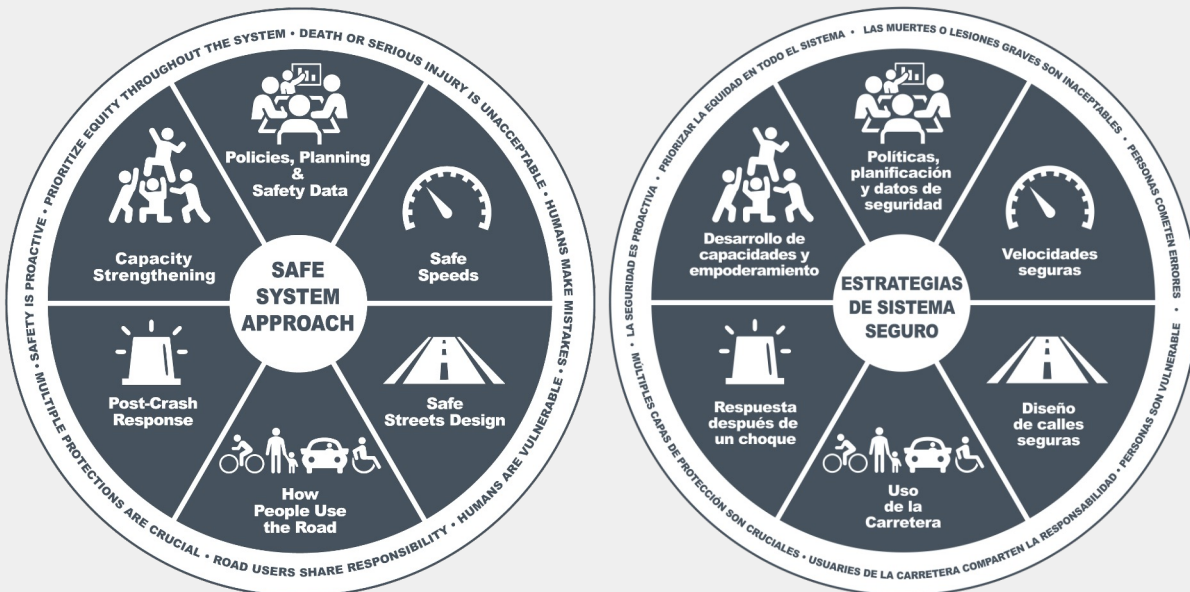
Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

California Walks
Stepping Up for Health, Equity, & Sustainability



1

Estrategias del Sistema Seguro Safe System Strategies



2

Principios Principles

- | | |
|--|---|
| 1. Personas cometen errores | 1. Humans make mistakes |
| 2. Personas son vulnerables | 2. Humans are vulnerable |
| 3. Usuarios de la carretera comparten la responsabilidad | 3. Road users share responsibility |
| 4. Múltiples capas de protección son cruciales | 4. Multiple protections are crucial |
| 5. La seguridad es proactiva | 5. Safety is proactive |
| 6. Las muertes o lesiones graves son inaceptables | 6. Death or serious injury is unacceptable |
| 7. Priorizar la <i>equidad</i> en todo el sistema | 7. Prioritize <i>equity</i> throughout the system |

3

Campaña de mensajes de seguridad Safety Messaging Campaign



Ubicación / Location: Lancaster, CA
Foto / Photo: Ciudad de Lancaster

Mensajes para la seguridad de ciclistas:

- ¿Los niños usan casco cuando andan en bicicleta?
- Otros comportamientos

Bicycle safety messages:

- Do children wear helmets when they ride their bikes?
- Other behaviors

4

Programa Comunitario de Rutas Seguras a la Escuela Safe Routes to School (SRTS) Community Program



Fuentes / sources: [Walk Sacramento](#) and [Vision Zero for Youth](#)

- Autobús escolar a pie
- Tren de bicicletas
- Iniciativa Juvenil Vision Zero
- Walking School Bus
- Bike Train
- Vision Zero for Youth

5

Marcas de alta visibilidad y carriles para bicicletas High-visibility Crosswalks & Bike Lanes



Fuente / source: [California Walks](#)

- Señalización y marcas
- Carriles para bicicletas
- Cruces de peatones
- Señales de límite de velocidad
- Signage & Markings
- Bike lanes
- Crosswalks
- Speed limit signs

6

Embellecimiento Beautification



Lot near Orange Cove Branch Library
Orange Cove, CA



Downtown District - St. Louis, MI
Fuente / source: [Community Improvement District](#)

- Mediante la combinación de medidas de embellecimiento y arte en espacios públicos, este esfuerzo realza las comunidades y mejora los espacios para caminar y recrearse.
- By the combination of beautification measures and art in public spaces, this effort enhances communities and improves spaces for walking and recreation.

Fuente / source: [Clean California](#)

7

Semáforo Peatonal Hybrid Beacon (HAWK)

Cómo usar un semáforo peatonal HAWK
Cruce Peatonal Activado de Alta Intensidad
(Por sus siglas en inglés - High Intensity Activated Crosswalk)

LOS PEATONES		LOS CONDUCTORES	
VEN ESTO	HACEN ESTO	VEN ESTO	HACEN ESTO
	PRESIONAN EL BOTÓN		CONDUCEN
	SE DETIENEN Y ESPERAN		REDUCEN LA VELOCIDAD
	PARA QUE SE ACTIVE LA SEÑAL PARA CAMINAR		UNA PERSONA HA DETENIDO EL SEÑAL PARA CAMINAR
	COMIENZAN A CRUZAR		SE PREPARAN PARA DETENERSE
	SIEMPRE OBSERVAN A LOS VEHICULOS		SE DETIENEN Y LE DAN PASO A LOS PEATONES COMO CON CUALQUIER SEMÁFORO, PERO SIEMPRE ALTRÓ
	TERMINAN DE CRUZAR		SE DETIENEN PRIMERO Y PUEDEN CON PRECAUCIÓN SI NO HAY ALGUNA PERSONA
			LOS PEATONES PASAN

Fuente / source: [City of Phoenix](#)

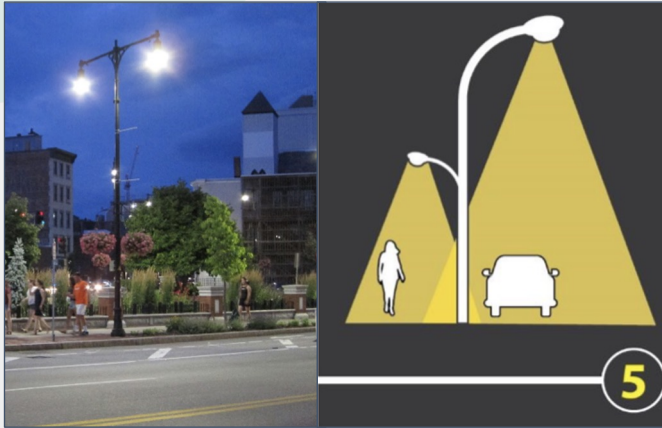


Fuente / source: [Urban Bikeway Design Guide](#)

- Una señal de cruce marcada que es activada por personas que caminan
- A hybrid beacon is a marked crossing signal that is activated by people walking

8

Iluminación a escala peatonal Pedestrian-Scale Lighting



Fuente / source: [Federal Highway Administration](#)

- Los niños en edad escolar se benefician especialmente de una mejor iluminación
- One population that especially benefits from improved and pedestrian-scale lighting is school-age children

9

Historial de Choques Peatonales y Ciclistas Walking and Biking Crash Data

10

Cómo se recopilan los datos de choques

How Crash Data is Collected



Un peatón y/o ciclista está involucrado en choque.

A pedestrian and/or bicyclist is involved in a crash.



Las personas involucradas llaman a la policía. La policía llega a la escena y escribe un informe de choque.

Law enforcement arrives at the scene and writes a crash report.



Los informes de choque se envían a la policía (CHP) y se compilan en una base de datos estatal conocida como SWITRS.

Crash reports are sent to CHP and compiled into the statewide database, SWITRS.

Vistazo de datos de la ciudad de Orange Cove

City of Orange Cove Data Snapshot (2023)



Orange Cove City, CA

Programa Comunitario Sobre la Seguridad de Peatones y Ciclistas

Hogares por debajo del nivel de pobreza (2023):

- En el condado de Fresno: 18.6%
- En el estado de California: 12.2%
- En los estados unidos: 11.5%

Fuente | source: [U.S. Census](https://www.census.gov)

Key Facts



23%

Hogares con 1+ Personas con Discapacidad



8%

Población 65+



27%

Hogares sin Vehículo



45%

Hogares por Debajo del Nivel de Pobreza

Perfil de Viaje



0%

Tomó Transito Público



22%

Compartió Coche



2%

Caminó al Trabajo



0%

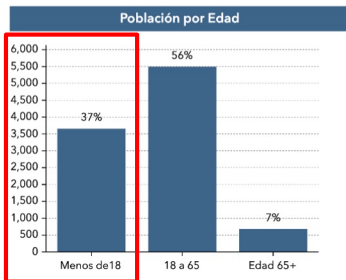
Viajó en Bici al Trabajo

2023 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (93.73)
The smallest group: Pacific Islander Alone (0.10)

Indicator	Value	Diff
White Alone	23.34	-12.37
Black Alone	0.50	-4.32
American Indian/Alaska Native Alone	1.54	-0.65
Asian Alone	0.85	-10.76
Pacific Islander Alone	0.10	-0.06
Other Race	54.27	+25.27
Two or More Races	19.40	+2.88
Hispanic Origin (Any Race)	93.73	+38.80

Bars show deviation from Fresno County



Ingreso del Hogar (2021)

Ingreso del Hogar	Cantidad	Porcentaje
Ingreso del Hogar Medio	\$29,645	
Ingreso del Hogar Medio < \$10,000	151	6%
Ingreso del Hogar Medio \$10,000 - \$14,999	287	12%
Ingreso del Hogar Medio \$15,000 - \$19,999	267	11%
Ingreso del Hogar Medio \$20,000 - \$24,999	220	9%
Ingreso del Hogar Medio \$25,000 - \$29,999	289	12%
Ingreso del Hogar Medio \$30,000 - \$34,999	212	9%
Ingreso del Hogar Medio \$35,000 - \$39,999	95	4%
Ingreso del Hogar Medio \$40,000 - \$44,999	81	3%
Ingreso del Hogar Medio \$45,000 - \$49,999	176	7%
Ingreso del Hogar Medio \$50,000 - \$59,999	142	6%
Ingreso del Hogar Medio \$60,000 - \$74,999	90	4%
Ingreso del Hogar Medio \$75,000 - \$99,999	163	7%
Ingreso del Hogar Medio \$100,000 - \$124,999	91	4%
Ingreso del Hogar Medio \$125,000 - \$149,999	70	3%
Ingreso del Hogar Medio \$150,000 - \$199,999	34	1%
Ingreso del Hogar Medio \$200,000+	26	1%

Inversiones para comunidades desfavorecidas Disadvantaged Community Grants

Programa de transporte activo:

Programas que incluyen el Programa de transporte en bicicleta, Rutas seguras a la escuela, y Programas de alternativas de transporte.

- [Consulte mas información aqui.](#)

Active Transportation

Program (ATP): Programs including the Bicycle Transportation Program (BTA), Safe Routes to School (SR2S), and Transportation Alternatives Programs (TAP).

- [You can find out more here.](#)

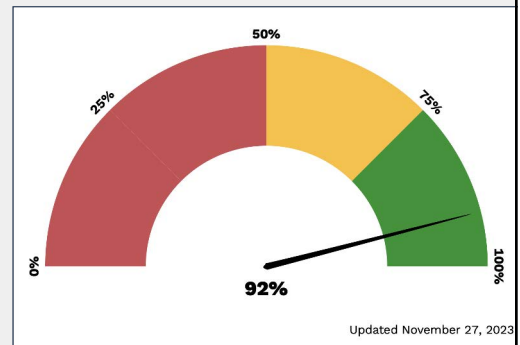


Fuente / source: [CTC](#)

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Inversiones para comunidades desfavorecidas Disadvantaged Community Grants

- Las comunidades desfavorecidas de California son el objetivo específico.
- El 92% de los fondos totales del proyecto ATP (5.73 mil millones de dólares de 6.2 mil millones de dólares) benefician a comunidades desfavorecidas.
- Disadvantaged communities in California are specifically targeted.
- 92% of the total ATP project funds (\$5.73 billion out of \$6.2 billion) benefit disadvantaged communities.



Fuente / source: [Rebuilding California](#)

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2018-2022 Índice de lugares saludables de California 2018-2022 California Healthy Places Index

La ciudad de Orange Cove tiene condiciones comunitarias más saludable que solo el 1.6% de otras ciudades de California.

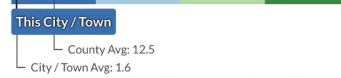
- El condado de Fresno ocupa un lugar más alto con 12.5%.

Orange Cove has healthier community conditions than just 1.6% of other California cities.

- The County of Fresno ranks higher at 12.5%.

HPI Score (3.0): 1.6 percentile

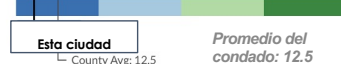
Less → More healthy conditions



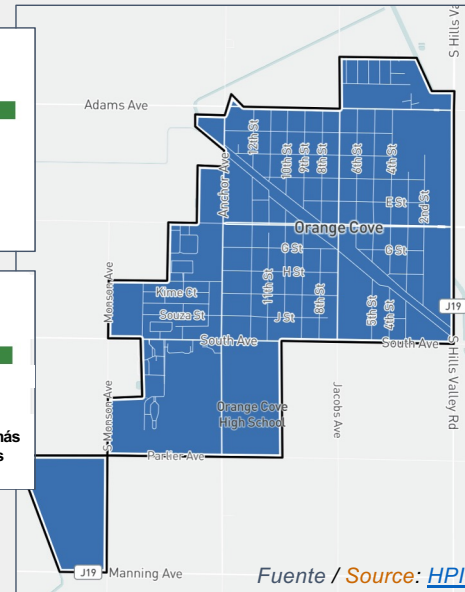
This City / Town has healthier community conditions than just 1.6% of other California Cities / Towns.

Puntaje de HPI (3.0): 1.6 percentil

Menos → Condiciones más saludables



Esta ciudad tiene condiciones comunitarias más saludables que solo el 1.6% de otras ciudades de California.



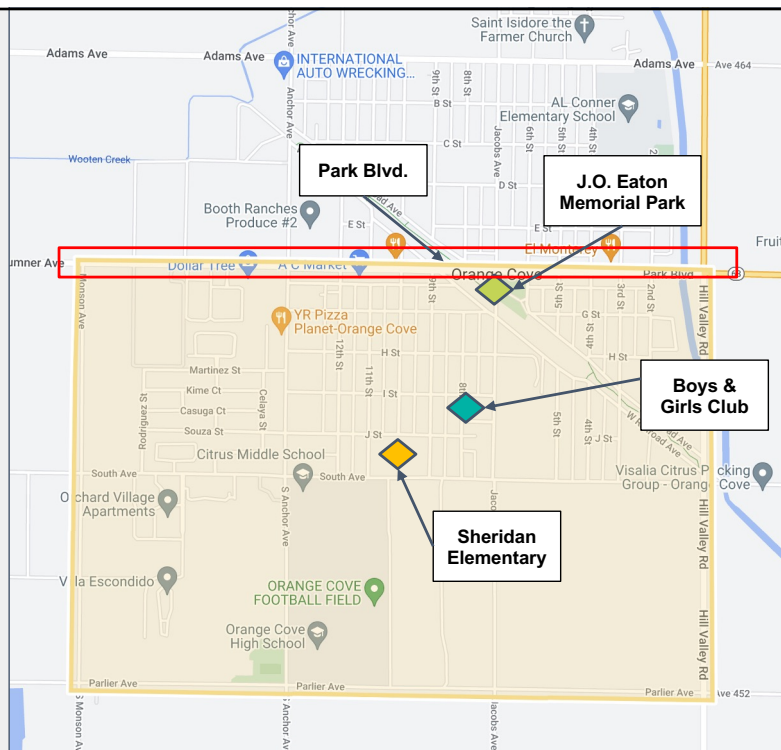
Fuente de datos: Índice de lugares saludables de California (HPI v3.0) del 2018 al 2022.

Fuente / Source: [HPI](#)

Área de enfoque Focus Area

El comité de planificación eligió un área de enfoque de la Escuela Primaria Sheridan, el Boys & Girls Club, Bulevar Park, Parque de J.O. Eaton, y las áreas de interés de la comunidad circundante.

The Planning Committee chose a focus area of Sheridan Elementary School, the Boys & Girls Club, Park Boulevard, J.O. Eaton Memorial Park, and surrounding community areas of interest.



Fuente / Source: [Google Maps](#)

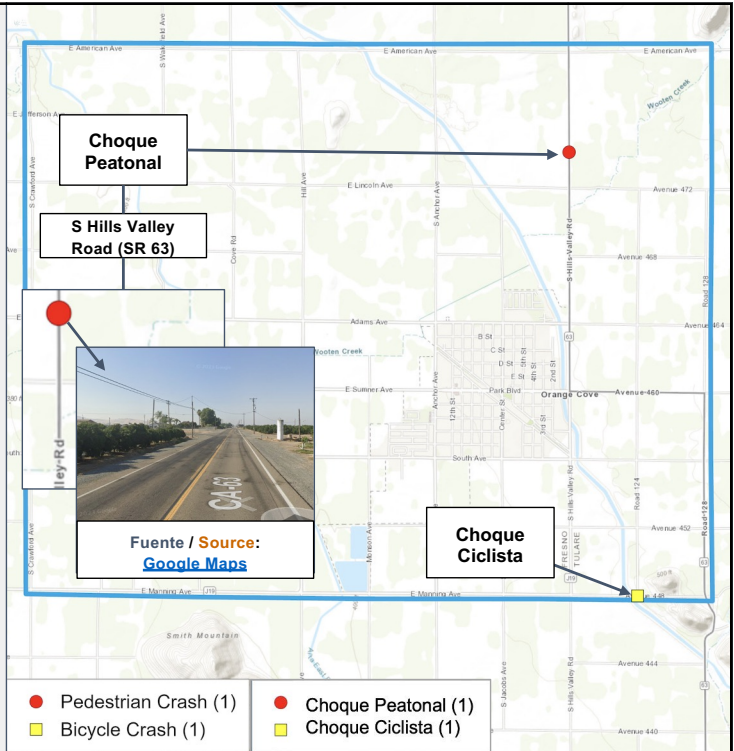
Resumen de choques ciclistas y peatonales Overview of Bicycle & Pedestrian Crashes 2019-2023

Hubo 1 choque peatonal (*reportado*) en el área de enfoque.

- **Ubicación:** Calle Hills Valley Sur (noreste de la ciudad, parte de ruta estatal 63)
- **Nivel de gravedad:** Choque fatal de peaton

There was 1 pedestrian crash (*reported*) in the focus area.

- **Location:** S Hills Valley Rd. (northeast of the city, part of State Route 63)
- **Severity Level:** Fatal pedestrian crash



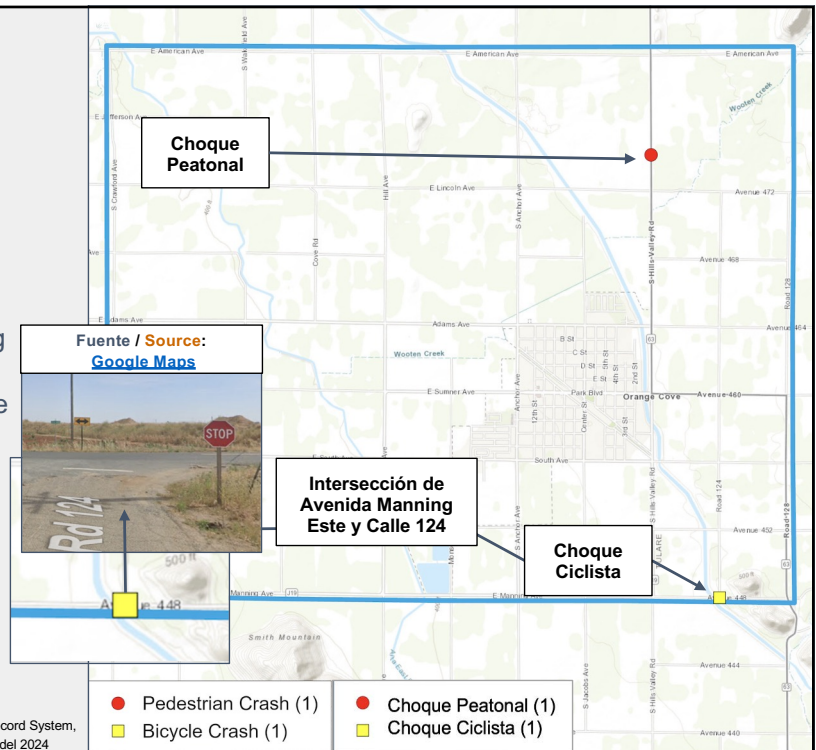
Resumen de choques ciclistas y peatonales Overview of Bicycle & Pedestrian Crashes 2019-2023

Hubo 1 choque ciclista (*reportado*) en el área de enfoque.

- **Ubicación:** Avenida Manning Este y Calle 124
- **Nivel de gravedad:** Queja de dolor (menos gravedad)

There was 1 bicyclist crash (*reported*) in the focus area.

- **Location:** E Manning Ave. and Road 124
- **Severity Level:** Complaint of pain (lower severity)



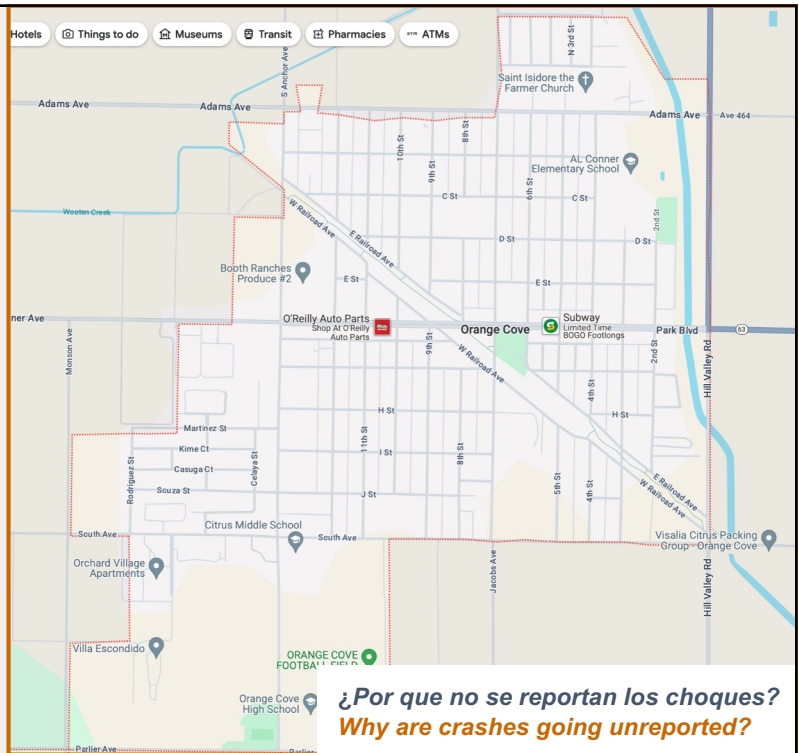
Resumen de choques ciclistas y peatonales Overview of Bicycle & Pedestrian Crashes

¿Que te parece?

- ¿Hay sitios o intersecciones dentro la ciudad o área de enfoque del taller donde ocurren choques de peatones y ciclistas, o sitios donde casi ocurrió un choque?

What do you think?

- Are there areas or intersections in the city or workshop focus area where pedestrian and bicyclist crashes occur, or areas where there are near-misses?



¿Por que no se reportan los choques?
Why are crashes going unreported?

Fuente / Source: [Google Maps](#).

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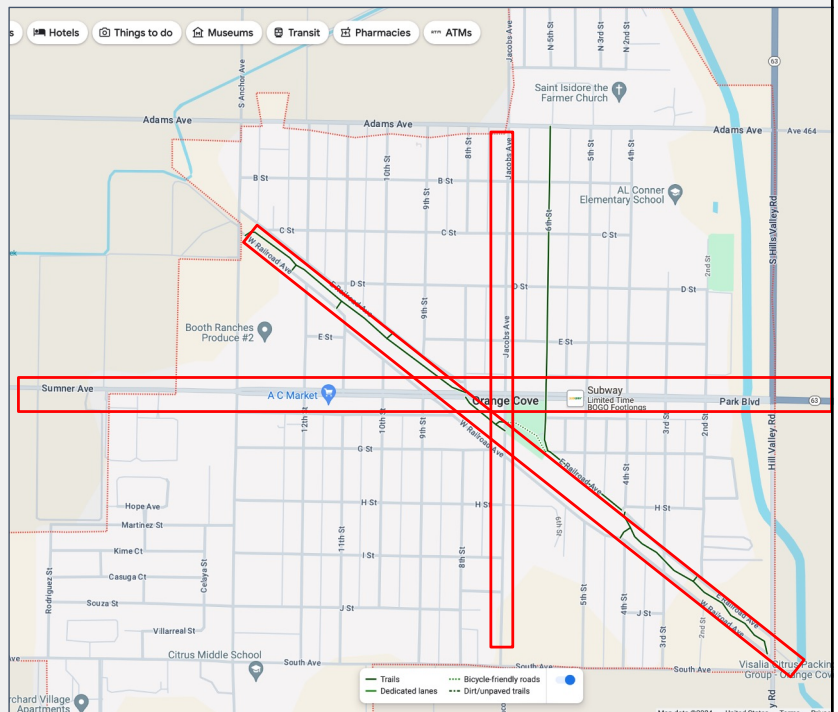
Carriles de bicicletas Bike Lanes

Estamos proponiendo carriles de bicicletas a lo largo de corredores principales (Bulevar Park y Avenida Jacobs) y a lo largo de Avenida Railroad Este que cruza el parque Eaton.

¿En qué otro lugares serían útiles los carriles de bicicletas para una mayor conectividad en la ciudad?

We are proposing bike lanes along the main corridors (Park Blvd. and Jacobs Ave.), and along E Railroad Ave. that crosses through Eaton Park which is part of the city pedestrian trail.

Where else would bike lanes be useful for connectivity?



Fuente / Source: [Google Maps](#).

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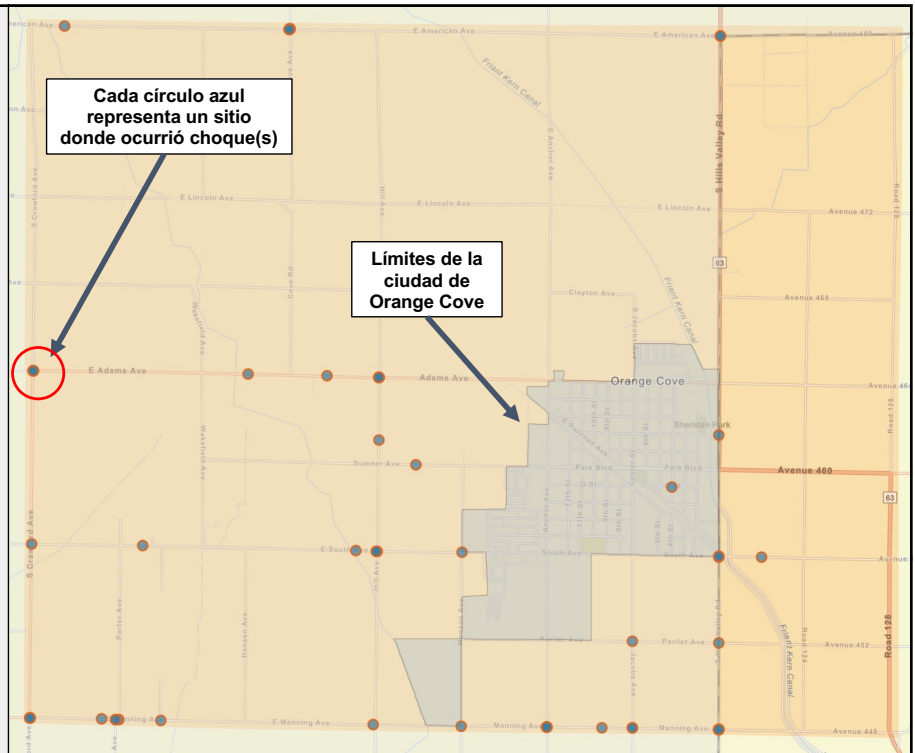
Datos de choques autom3viles

Vehicle Crash Data 2019-2023

El mapa aqu3 muestra las ubicaciones de 95 choques involucraron autom3viles que fueron reportados dentro y cerca de la ciudad.

This map shows the location of 95 crashes involving cars that were reported within and near the city.

Fuente de datos: Registro integrado nacional del tr3fico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023; los datos del 2022 v el 2023 son provisional a partir de abr. del 2024



Resumen de choques autom3viles

Overview of Vehicle Crashes 2019-2023

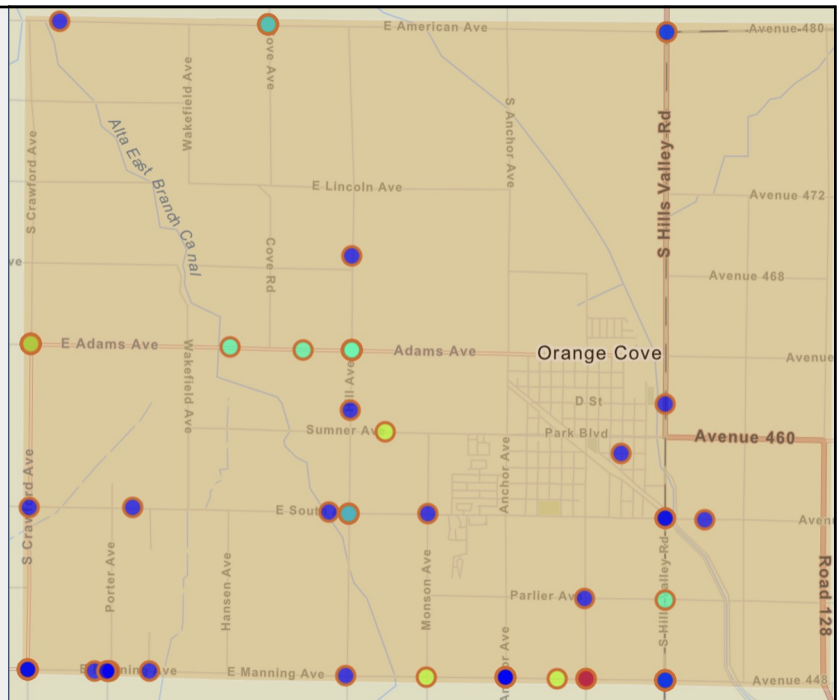
De 95 choques autom3viles:

- 4 choques resultaron fatales
- 13 choques resultaron con lesiones graves
- 23 choques resultaron con lesiones visibles
- 55 choques resultaron con quejas de dolores

Out of 95 vehicle crashes:

- 4 crashes were fatal
- 13 crashes resulted in serious injuries
- 23 crashes resulted in visible injuries
- 55 crashes resulted in complaints of pain

Crash Severity	Gravedad de lesi3n
1 - Fatal	1 - Incidentes fatales
2 - Injury (Severe)	2 - Lesiones severas
3 - Injury (Other Visible)	3 - Lesiones (Otras visibles)
4 - Injury (Complaint of Pain)	4 - Lesiones (Queja de dolor)



Fuente de datos: Registro integrado nacional del tr3fico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023; los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

Resumen de choques autom3viles Overview of Vehicle Crashes 2019-2023

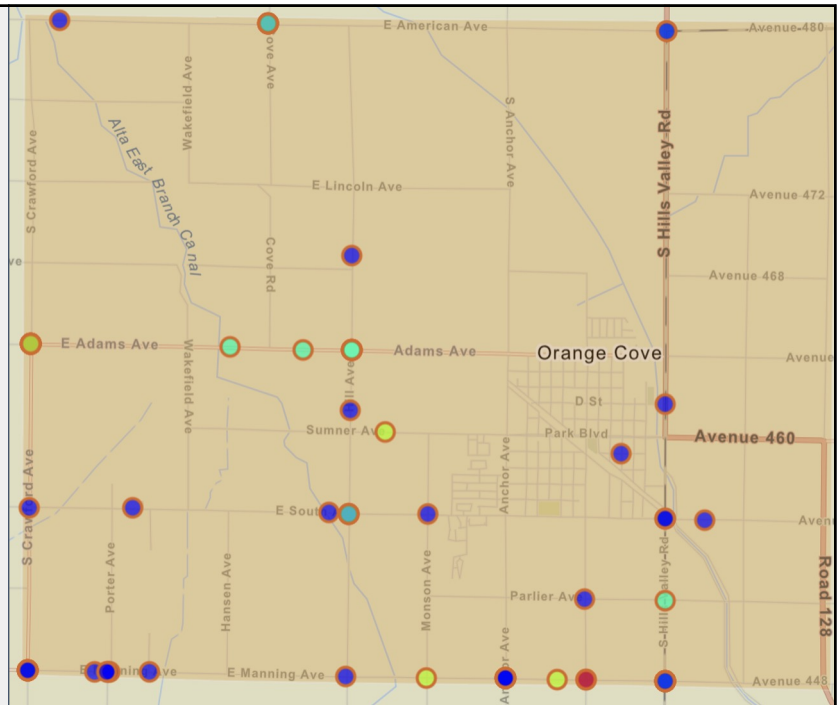
Los 95 choques resultaron en 178 v3ctimas.

- Trabajamos dentro de un sistema de seguro que se compromete a lograr cero muertes y lesiones graves en accidentes de transporte.

The 95 vehicle crashes resulted in a total of 178 victims.

- We work within a Safe System Framework that commits to zero traffic deaths and serious injuries.

Crash Severity	Gravedad de lesi3n
1 - Fatal	1 - Incidentes fatales
2 - Injury (Severe)	2 - Lesiones severas
3 - Injury (Other Visible)	3 - Lesiones (Otras visibles)
4 - Injury (Complaint of Pain)	4 - Lesiones (Queja de dolor)

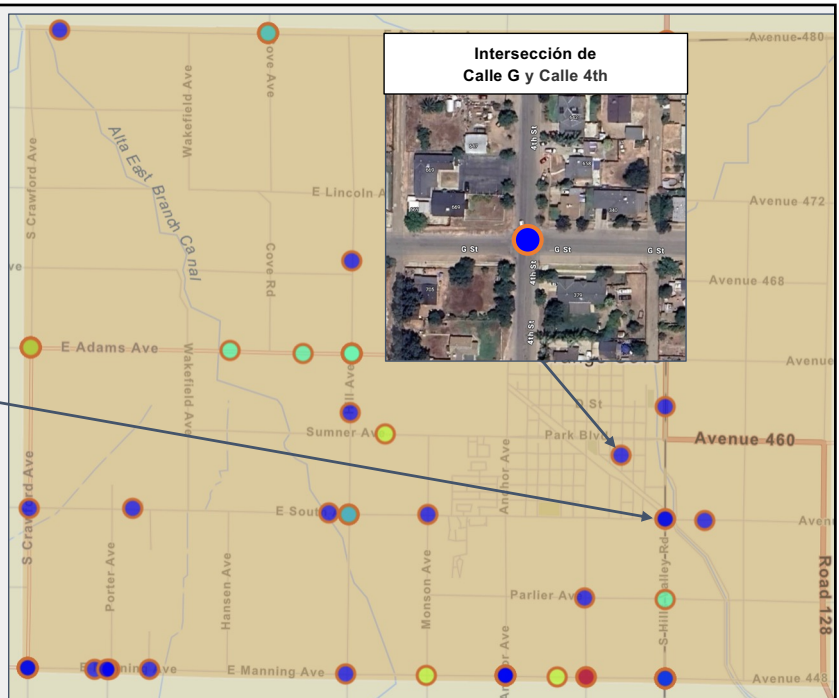


Fuente de datos: Registro integrado nacional del tr3fico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023; los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

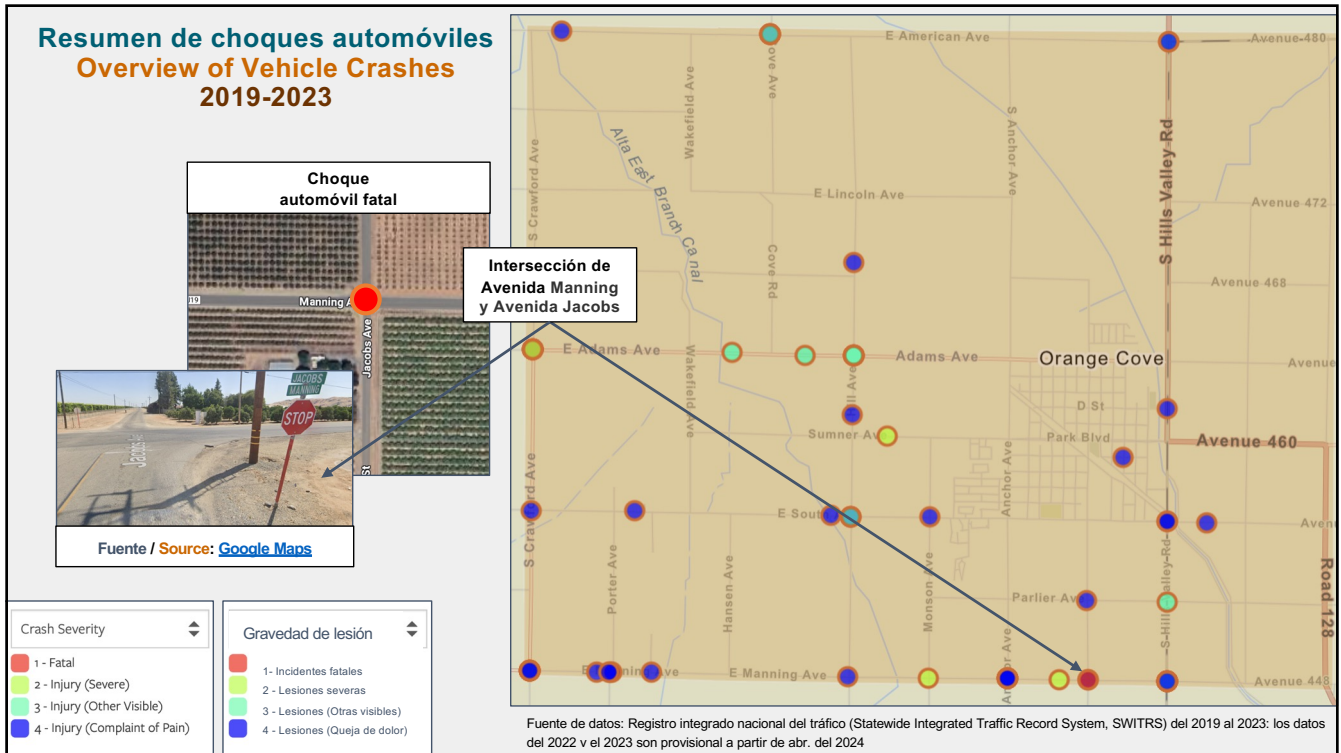
Resumen de choques autom3viles Overview of Vehicle Crashes 2019-2023



Crash Severity	Gravedad de lesi3n
1 - Fatal	1 - Incidentes fatales
2 - Injury (Severe)	2 - Lesiones severas
3 - Injury (Other Visible)	3 - Lesiones (Otras visibles)
4 - Injury (Complaint of Pain)	4 - Lesiones (Queja de dolor)



Fuente de datos: Registro integrado nacional del tr3fico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023; los datos del 2022 v el 2023 son provisional a partir de abr. del 2024



Resumen de choques autom3viles Overview of Vehicle Crashes 2019-2023

Infracci3n del PCF: El elemento o acci3n de manejar que mejor describe la causa primaria o principal del choque.

Principales 2 tipos de infracciones del PCF en Orange Cove (2019-2023):

- **Violar el derecho de paso de los autom3viles:** Realizar una acci3n sin respetar el derecho de paso de otro conductor.
- **Giro inadecuado:** Girar a una distancia lejos de una acera, girar sin utilizar las se1ales de giro o realizar un tipo giro prohibido por la se1alizaci3n.

PCF Violation: Element or driving action which, in the investigating officer's opinion, best describes the primary or main cause of the collision.

Top 2 PCF Violations in Orange Cove (2019-2023):

- **Violating automobile right-of-way:** Making a maneuver without respecting the right-of-way of another driver.
- **Improper turning:** Turning at a distance unnecessarily far from a curb, turning without using turn signals, or making a type of turn prohibited by signage.

Fuente de datos: Registro integrado nacional del tr3fico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023; los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

Fuente / Source: [Glossary of Primary Collision Factor \(PCF\) Terms](#)

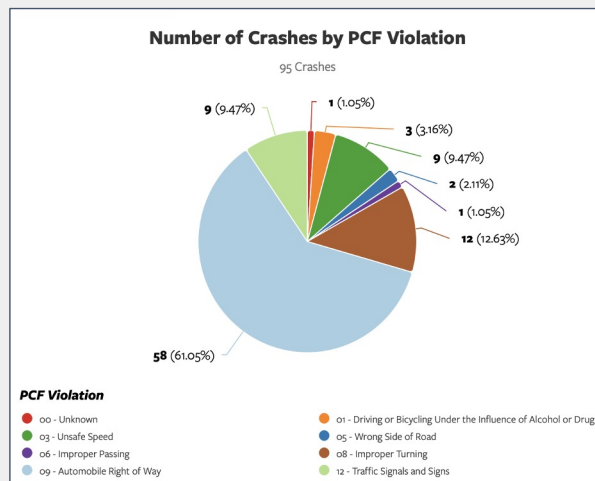
Resumen de choques autom3viles Overview of Vehicle Crashes 2019-2023

Principales tipos de infracciones (PCF):

- 58 choques ocurrieron por violar el derecho de paso de los autom3viles
- 12 choques ocurrieron por giro inadecuado
- 9 choques ocurrieron por violar las se1ales de tr1nsito
- 9 choques ocurrieron por velocidades inseguras

Top PCF Violation Types:

- 58 crashes were due to violating automobile right of way
- 12 crashes were due to improper turning
- 9 crashes were due to violating traffic signals and signs
- 9 crashes were due to unsafe speeds



Fuente de datos: Registro integrado nacional del tr1fico (Statewide Integrated Traffic Record System, SWITRS) del 2019 al 2023: los datos del 2022 v el 2023 son provisional a partir de abr. del 2024

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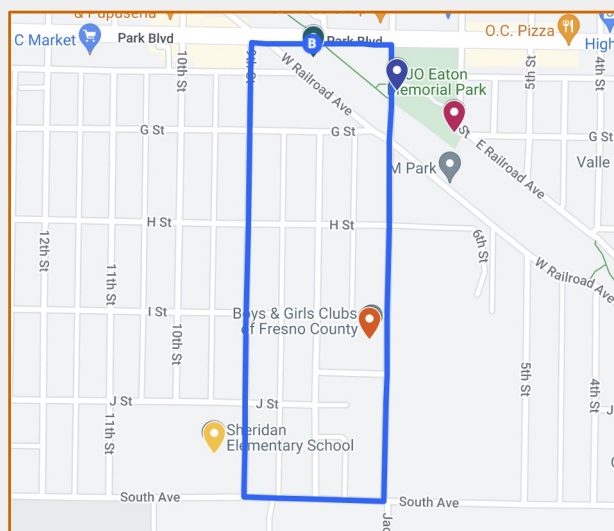
Caminata Virtual Virtual Walking Route

La biblioteca de Orange Cove al Boys & Girls Club y la Escuela Primaria Sheridan

- Caminata de 1.3 millas distancia

Orange Cove Branch Library to the Boys & Girls and Sheridan Elementary School

- 1.3 miles in distance



Fuente / Source: [Google Maps](https://www.google.com/maps)

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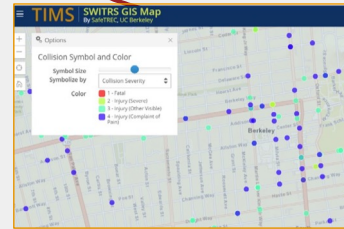
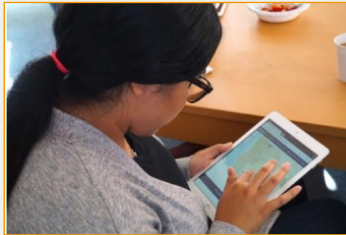
Otros recursos

Historias de la Vía Pública

Historias de la Vía Pública es una herramienta para recopilar comentarios de la comunidad sobre cuestiones de seguridad en el transporte.

Comparta historias en la plataforma sobre dónde ha estado en un choque o casi ocurrió un choque o accidente, o donde se siente seguro o inseguro al viajar.

streetstory.berkeley.edu



Transportation Injury Mapping System (TIMS)

[TIMS](http://tims.berkeley.edu) es una herramienta basada en web donde los usuarios pueden analizar y mapear datos del Sistema Integrado de Registros de Tráfico del Estado de California (SWITRS).

Para explorar los datos de choques en más detalle, [regístrese](http://tims.berkeley.edu) para obtener una cuenta gratuita para acceder a las herramientas y recursos de TIMS.

tims.berkeley.edu

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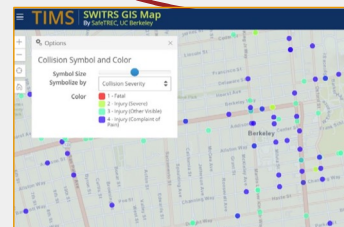
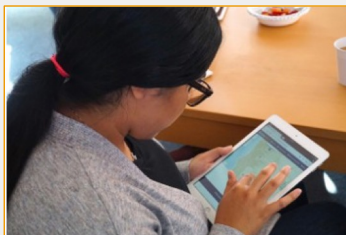
Additional Resources

Street Story

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

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

streetstory.berkeley.edu



Transportation Injury Mapping System (TIMS)

TIMS is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

tims.berkeley.edu

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

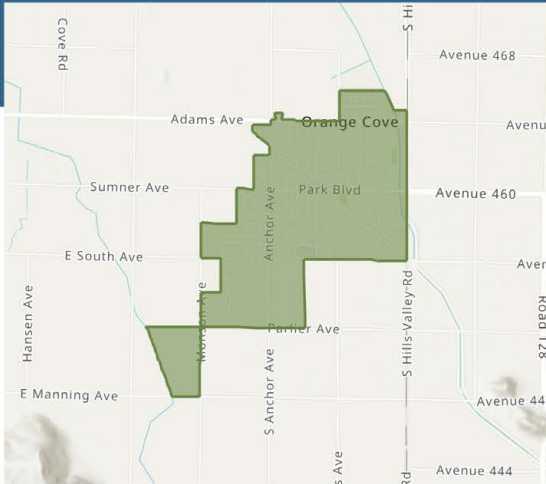
This presentation was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.



¡Gracias!
Thank you!

Orange Cove City, CA

Community Pedestrian and Bicycle Safety Program



Key Facts

22%
Households with 1+ Persons with a Disability

10%
Population 65+

27%
Households without a vehicle

46%
Households Below the Poverty Level

0%
Took Public Transportation

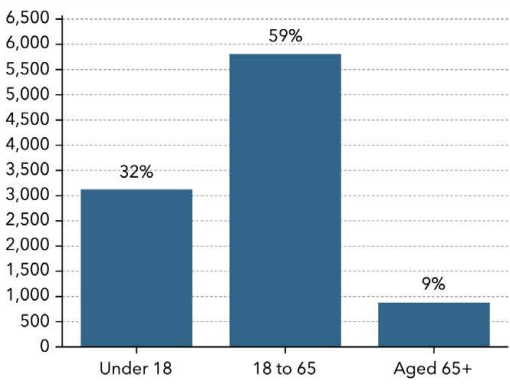
27%
Carpooled

2%
Walked to Work

0%
Bike to Work

Household Income (2021)		
Median Household Income	\$33,671	
Median Household Income < \$10,000	176	7%
Median Household Income \$10,000 - \$14,999	265	11%
Median Household Income \$15,000 - \$19,999	217	9%
Median Household Income \$20,000 - \$24,999	210	9%
Median Household Income \$25,000 - \$29,999	265	11%
Median Household Income \$30,000 - \$34,999	190	8%
Median Household Income \$35,000 - \$39,999	152	6%
Median Household Income \$40,000 - \$44,999	13	1%
Median Household Income \$45,000 - \$49,999	178	7%
Median Household Income \$50,000 - \$59,999	236	10%
Median Household Income \$60,000 - \$74,999	175	7%
Median Household Income \$75,000 - \$99,999	82	3%
Median Household Income \$100,000 - \$124,999	169	7%
Median Household Income \$125,000 - \$149,999	62	3%
Median Household Income \$150,000 - \$199,999	58	2%
Median Household Income \$200,000+	12	0%

Population by Age



2024 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (93.78)
 The smallest group: Pacific Islander Alone (0.11)

Indicator ▲	Value	Diff
White Alone	22.89	-12.31
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Other Race	54.58	+25.40
Two or More Races	19.46	+2.83
Hispanic Origin (Any Race)	93.78	+38.68

Bars show deviation from Fresno County

Ciudad de Orange Cove, CA

Programa Comunitario Sobre la Seguridad de Peatones y Ciclistas



Datos claves



22%

Hogares con 1+ Personas Con Discapacidad

Población Vulnerable



10%

Población 65+



27%

Hogares sin Vehículo



46%

Hogares por Debajo del Nivel de Pobreza

Perfil de Viaje



0%

Tomó Tránsito Público



27%

Compartió Coche



2%

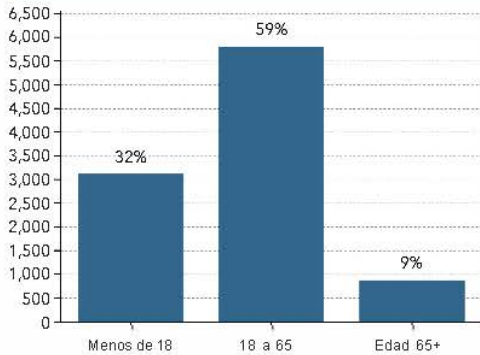
Caminó al Trabajo



0%

Viajó en Bici al Trabajo

Población por Edad



2024 Raza y Etnicidad (Esri)

El grupo más grande: Origen Hispano (Cualquier raza) (93.78)

El grupo más pequeño: Isleño del Pacífico (solo) (0.11)

Indicador	Valor	Desviación
Blanco (solo)	22.89	-12.37
Latinoamericano (solo)	0.50	-4.33
Indioamericano/Nativo de Alaska (solo)	1.58	-0.66
Asiático (solo)	0.88	-10.87
Isleño del Pacífico (solo)	0.11	-0.06
Otra Raza	54.58	+25.40
Dos o más razas	19.46	+2.83
Origen Hispano (Cualquier raza)	93.78	+38.68

Las barras del gráfico muestran la desviación del condado de Fresno

Ingreso del Hogar (2021)

Ingreso del Hogar Medio	Cantidad	Porcentaje
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Ingreso del Hogar Medio \$75,000-\$99,999	82	3%
Ingreso del Hogar Medio \$100,000-\$124,999	169	7%
Ingreso del Hogar Medio \$125,000-\$149,999	62	3%
Ingreso del Hogar Medio \$150,000-\$199,999	58	2%
Ingreso del Hogar Medio \$200,000+	12	0%

Visioning Activity Transcription
CAyS Program - Orange Cove
Orange Cove, California
July 25, 2024

Participants submitted the following responses to the questions below as part of the Visioning Activity for the CAyS Program during the workshop held on July 25, 2024.

Visiones Para Orange Cove (Visions for Orange Cove)

Prompt: ¿Que te gustaría tener/ver en tu comunidad? (English: What would you like to have or see in your community?)

Ejemplo: Carriles de bicicleta (Example: Bike lanes)

- Positive Atmosphere
 - Swimming Pool
 - Gym to work out
- Una visión que me gustaría ver en mi comunidad es más parques y lugares donde los jóvenes pueden salir a divertirse (English: One vision that I would like to see in my community is more parks and places where youth can go outdoors to get out and have fun).
- More parks and family activities are needed.
- A pool and a place to work out.
- I would like to see Orange Cove with accessible parks because that would encourage people to get outside and be active.

Raices de Orange Cove (Roots of Orange Cove)

Prompt: ¿Que te gusta o disfrutas de tu comunidad? (English: What do you like or enjoy in your community?)

Ejemplo: La biblioteca (Example: The library)

- Boys & Girls Club
- The bike trail/path

Table-Top Map Activity Transcription
CAyS Program - Orange Cove
Orange Cove, California
July 25, 2024

Participants submitted the following input for the table-top map activity for the CAyS Program during the workshop held on July 25, 2024.

Orange Cove Evaluación Virtual (Orange Cove Virtual Assessment) Group 1 Map

- Jacobs & Adams lacks HAWK or stop sign
- Park Blvd:
 - Speed is 55mph
 - HAWK Beacon
 - Farmworkers transit
- Senior Center crosswalk (South Jacobs Center Street).
- Adams lacks pedestrian-scale lighting.
- Cars block right-of-way (Park Boulevard). People w/assisted mobility will have to go on the road.
- No line at stop for drivers. Lack of lighting (Park Boulevard).
- Multi-use trail lacks lighting.
- 4-lanes to transit thru (Park Boulevard). Cars park on the sidewalk, block right-of-way.
- Lack 4-way stops (on 11th Street and 10th Street).
- Community led effort for 4-way stop (at the South Jacobs Center Street/South Avenue intersection). HAWK.
- Drivers increase speeds (South Avenue).
- Sidewalks are narrow. Sidewalk missing on one side (South Avenue).
- Sidewalk ends @ school zone (South Avenue).
- School-aged ped crash (on J Street near Sheridan Elementary School).
- Ped lighting (needed for Sheridan Elementary School).
- Ped lighting (needed for South Jacobs Center Street).
- Need lighting next to school zone.
- Lacks sidewalks (Park Boulevard near Sumner Avenue)
- Lacks crosswalk - signalized HAWK or RRFB (Park Boulevard/Anchor Avenue intersection).

Group 2 Map

- Next to packing house, streets are damaged lots of potholes and cracks.
 - Can cause damage to cars it is expensive.
- Bike lanes/carriles de bicicletas (for South Jacobs Center Street).
- Flashing beacon (needed for South Avenue/South Jacobs Center Street intersection).
- Bike lanes/carriles de bicicletas (for South Avenue).
- Street lights on 4th need repairs. Cannot see peds/bikes.
- There are no stop signs (on 10th Street).
- Flashing beacon (needed for Park Boulevard/12th Street intersection).

Other notes taken during Group 2 table-top activity:

- Cracks/potholes on 4th Street.
- One street where the junior high is does not have arrows or directions.
- Debris in the streets, glass. No street cleaner recently, used to have more cleaning.
- A volunteer was asked to get rid of their pallets. One person had also requested it, but it is expensive to do so, and they are volunteering.
- Canal – mandatory flood insurance.
- Concerns about overgrowth and wildfires.
- The Daycare Center is on 555 G Street.
- Many people use power chairs, elderly and older adults use power chairs as their main transportation.
- PHD sent notice of West Nile Virus.
- No stops along 9th:
 - Incomplete sidewalks
 - 9th Street/J Street can cross
- Some kids walk across the whole city alone to get to school.
- There are sidewalks 10th Street, but they are not complete.
- There are concerns at the South Avenue/Anchor Avenue intersection.
- The park is not safe. The library is safe for students.
- The skate park is safe and youth like to gather there.
- Lots of vulnerable people like those who are unhoused are on Park Boulevard. Both elderly and teens use Park Boulevard.
- No stops along 9th Street.
- No stops along 10th Street.
- Intersections of concern:
 - South Avenue/South Jacobs Center Street
 - South Avenue/9th Street

- 9th Street/I Street
 - 9th Street/J Street
- Lack of sidewalks on South Avenue and Park Boulevard/Sumner Avenue.
 - There is a Dollar Tree, apartments, Dollar General, Auto Zone, and Burger King here, all with no sidewalks.
- 4-way stops are challenging. Lights and crosswalks are needed.
- Lighting is urgently needed. It is not safe and there are not a lot of lights.
- HAWKs and beacons would increase visibility.
- Dangerous at the Sumner Avenue/Anchor Avenue intersection.
 - From the apartments to the stores here, there are no sidewalks.
- From Citrus Middle School to South Jacobs Center Street there are no sidewalks.
- No sidewalks where students walk. Need ped/bike signals.
- Many use a power chair or a wheelchair to get around.
 - It is necessary that everyone have a safe pedestrian crosswalk.
- There are obstructed sidewalks and cars park on top of them near the Park Boulevard/10th Street intersection.
- Drivers don't respect the road.

Orange Cove CAyS

RadioNovela Transcript

Participant 1: I would like to see the community of Orange Cove become more beautiful, where our children could ride their bikes to school. As a parent, it would be nice to have a bicycle to run errands, pick up groceries, and return home without having to rush. There are many cars, and they don't respect you when you walk to the store, market, or school and back. It would be great if the whole community could advocate for some designated streets to have this route create a safe and enjoyable route for traveling.

Narrator: Hello, everyone, everyone, and 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. It focuses on working with Spanish-speaking communities to create audio content that community members can use for advocacy and education to improve safety for people walking and biking. This mini-podcast highlights community concerns through storytelling, helps raise awareness about pedestrian and bicycle safety, and proposes community-led solutions. Today's segment features the stories of community members from Orange Cove, California, a city in Fresno County. Participants include residents of Orange Cove and community groups like Cultiva La Salud, the Boys and Girls Club, Orange Cove Unit, and Cal Fresh Healthy Living. Orange Cove community members expressed a desire for infrastructure and programmatic improvements to enhance the walking, biking, and rolling experience for everyone in Orange Cove.

Narrator: According to the 2018-2022 [California Healthy Places Index \(HPI\)](#), Orange Cove ranks in the 1.6 percentile, which means it is one of the least healthy places in the state. Factors that are considered in California HPI rankings include education, transportation, housing, clean environment, and others. Participants share that living an active lifestyle is important to them and their community. They take a moment to share what improvements they would like to see to promote more healthy, active lifestyles that incorporate walking and biking.

Participant 2: My community has a nice new track at the high school and also a large concrete stadium there, but I would like it to be open in the afternoons so community members could come.

Participant 3: I like how my community has marked and designated areas for cyclists, but I would like it to be more like other cities where these areas aren't just marked in white but in more visible colors, like a bright green. This would help highlight these zones for pedestrians and people walking their pets. It would allow drivers to easily identify these areas and respect them for those on bicycles. As it is now, people don't respect these zones as much. I think that if they were more clearly marked, it would be a benefit for everyone.

Participant 4: It is essential to have more lights on walking paths so people can enjoy walks in the evening. We could also set up exercise stations along the paths, which would make your time walking more enjoyable.

Narrator: Orange Cove community members share that their vision for a safe, walkable, and bikeable community includes infrastructure improvements that consider the needs of all road users and diverse abilities, including unhoused folks, elderly folks, people with disabilities, and people who live in areas with heavy motor vehicle traffic.

Participant 2: I would like to see more sidewalks made of concrete instead of dirt. For example, there are some houses near the church on Adams Street where the sidewalks are just dirt and not paved. Often, many houseless individuals or those looking for housing are seen riding their bikes on the street instead of the sidewalk because it's all dirt. Right now, with the rain, it becomes very muddy.

Participant 1: There are many elderly people or individuals with disabilities who use power chairs and are often seen on the sidewalks trying to cross the street. I think it would be a good idea if someone could donate a flag that rises about five feet in the air to indicate that a person in a wheelchair is coming. This would help make them more visible to drivers.

Participant 2: I would like to see a traffic light at the intersection of Park Boulevard, which becomes Sumner Avenue, and South Street. Specifically, there are many new apartments nearby and all the dollar stores and gas stations. Right now, there isn't a traffic light there, and it's a busy street with a lot of cars and pedestrians heading to places like Burger King. Having a light there would really help promote walking to the stores.

Narrator: Participants shared other elements they would like to see implemented in Orange Cove that may increase visibility for all road users and thus encourage more people to walk, bike, and roll. Participants shared how the climate, lack of lighting, and lack of animal services affect how people perceive walking, biking, and rolling safety in Orange Cove.

Participant 5: As we enter a season where the heat in the Central Valley is increasing, I think we can all agree that this year feels hotter than ever. It's very important that we have more shade, more trees, and more cover to help people who are walking. Access to water is also crucial because while you can bring a water bottle, it will eventually run out. Having a safe place to refill with cold water would be helpful.

At the same time, I'm not aware of any public restrooms. If someone wants to exercise or walk a few miles to lose weight and be active, not having access to water or public restrooms can be problematic. These are things that could be invested in to motivate people. It would say, "Hey, in my city, I have access to these resources that support me in being more active." I think that's very important for promoting activity in the community.

Participant 3: They are renovating the park on Second Street, but it still doesn't have enough lighting. In the winter, it gets dark early, so the kids don't have much time to be there at sunset. It would be great to improve the lighting in that park or create a new park where people can recreate, walk, and exercise outdoors. Honestly, we really need a new park in Orange Cove.

Participant 2: In the City of Orange Cove, there is no animal shelter, but there are too many stray animals roaming the streets without homes. This might concern or prevent community members from walking or biking, especially at night. There is also a significant lack of lighting on every street in Orange Cove. When it gets dark, whether early or late, it feels very dim, and the only lights visible are from the cars.

Narrator: Participants share their vision for a safe, walkable, and bikeable Orange Cove.

Participant 2: My main message to the members of the Orange Cove community is that we come together to amplify our voices about our concerns regarding walking and biking in Orange Cove.

Narrator: Participants want to see more collaboration between public agencies and the community to make walking, bicycling, and rolling safer in Orange Cove. Local community groups like Cultiva La Salud, the Boys and Girls Club Orange Cove unit, and Cal Fresh Healthy Living are committed to continuing to engage with the community about future projects related to walking, biking, and rolling safety that provide educational and engaging support where needed. 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 Orange Cove 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 **Comunidades Activas y Seguras (Active and Safe Communities) Program.**

For more information, please visit:

[Comunidades Activas y Seguras](#)

For questions, please email safetrec@berkeley.edu.

Visit SafeTREC on the Web at <https://safetrec.berkeley.edu/>.



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