

Between 2019 and 2023, there were 846 fatal or severe injury crashes in Fresno

What is the problem?

Between 2019 and 2023, **each year on average, more than 40 people lost their lives and 125 suffered severe injuries in traffic crashes on Fresno's streets.** The consequences of crashes were particularly severe for people walking; **more than 280 pedestrians died or were severely injured.**

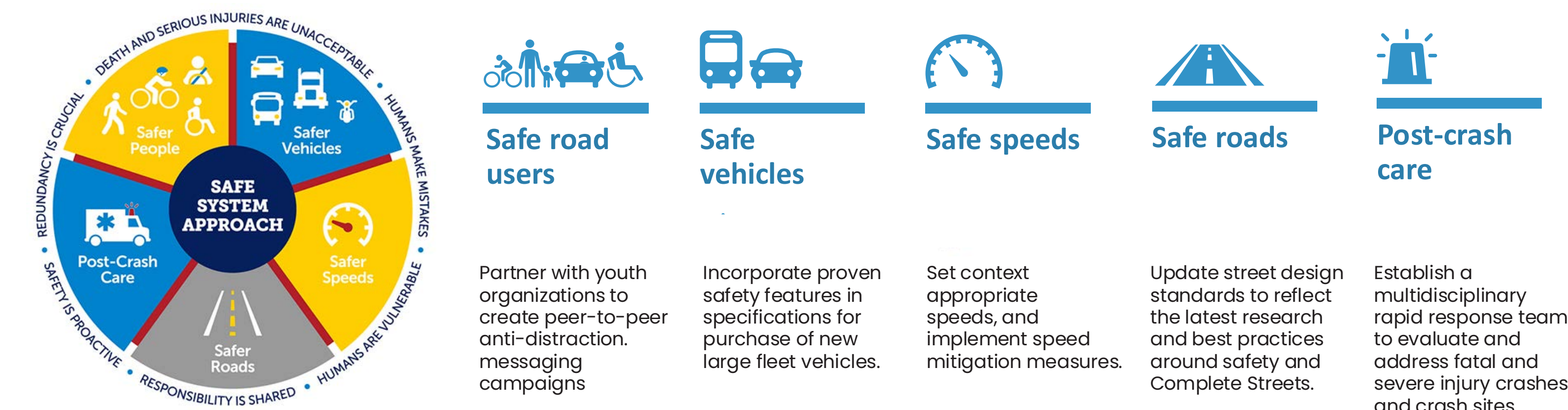
The **Fresno Vision Zero Action Plan** outlines strategies and recommendations to **eliminate all traffic fatalities and severe injuries** while promoting safe, healthy, and equitable mobility for all road users.

Rooted in the **Safe System Approach**, the plan emphasizes that human life and health are paramount, and the transportation system must be designed to accommodate human error and vulnerability.

What is the Safe System Approach?

A Guiding model to address roadway safety that uses a human-centered approach. The model uses a holistic method to road safety, acknowledging that there is a shared responsibility between those that design, build, operate, and use the street network.

The **Safe System Approach** uses the following Strategies and Actions:



What does the Fresno Vision Zero Action Plan entail?



Crash data analysis to understand when, where, and why crashes are happening.



Community member, stakeholder, and decision maker engagement to collect input, provide feedback, and inform the planning process.



Identification of strategies, projects, priorities, and policy changes to eliminate fatal and serious crashes on Fresno streets.



Grant funding preparation so the City of Fresno can apply to funding opportunities for transportation safety improvements and implementation.



When did it happen?



What did we do?



What did we learn?

What did we hear?

HALF of all people who took the survey **know someone who has been seriously injured or killed in a crash in Fresno**

5% (44 people) who took the survey have been **personally seriously injured**

TOP COMMUNITY CONCERNS

Design + Infrastructure	Driver Behaviors
<ul style="list-style-type: none">» Intersections feel unsafe» No sidewalks or places to bike» Too many cars» Difficult to see oncoming drivers at intersections/crosswalks» Poor street lighting	<ul style="list-style-type: none">» Distracted driving (cell phones, screens)» Reckless or aggressive driving» Drivers running through red lights or stop signs» Impaired driving (drugs/alcohol)» Drivers speeding

"I bike with the assumption that every driver is trying to kill me."

"My house has been hit by cars multiple times - the speed limit needs to change."

"We shouldn't have to lose a child before the city installs a crosswalk."

"Every day I see someone run a red light. I wait even when it's green."

"I almost died in a car accident. A driver ran a red on Herndon going 70 mph and hit me as I was turning left. I hate that I live in a city that forces me to drive."

What is the High Injury Network?

Between 2019–2023, 217 fatal crashes occurred in Fresno.
Each year for the past five years, over 40 people have died on Fresno’s streets.

The **High Injury Network (HIN)** identifies specific streets where the highest number of fatal and severe injury crashes occur.

81% of all injury crashes and
89% Fatal and Severe Injury crashes occur on the HIN

91% of these crashes took place on arterials and collectors.

What are Arterials and Collectors?

Multilane, high-volume and high-speed Streets.

Severe Injuries include broken bones, dislocation, severe lacerations, or unconsciousness.

Table 1: Fresno Crash Severity Summary, 2019-2023

SEVERITY	NUMBER OF CRASHES	PROPORTION OF CRASHES
Fatal Injury	217	4%
Severe Injury	629	11%
Minor Injury	1,695	30%
Possible Injury	3,116	55%
TOTAL	5,657	100%

Example High-Volume and High-Speed Streets:



Shaw Ave at First St



Ashlan Ave at First St



Shields Ave at Palm Ave



Herndon Ave between Maroa Ave and Blackstone Ave

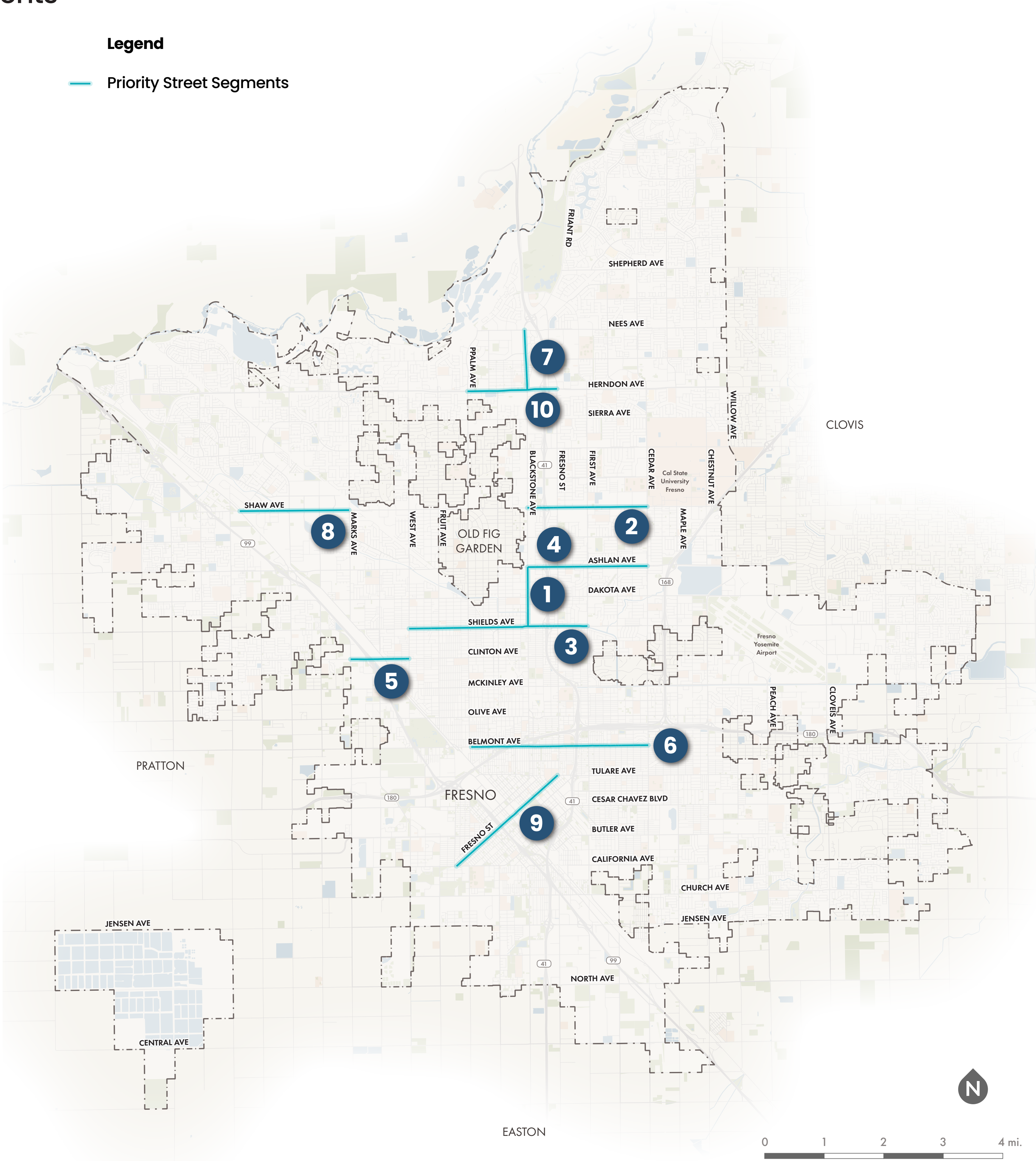


WHICH STREETS HAVE THE HIGHEST CRASH RATES?

25% of all crashes between 2019–2023 occurred on these streets:

1. Have you been involved in a crash or seen a crash along any of the street segments below? If YES – put a RED sticker(s) in the corresponding box(es) below.
2. Out of all the street segments below, which do you feel are the most dangerous for BIKING, WALKING, OR DRIVING? Place up to three stickers.
- You may choose whichever mode(s) you would like to respond to.

	STREET	FROM	TO	PLACE STICKERS HERE		
				BIKING	WALKING	DRIVING
1	Blackstone Ave	Ashlan Ave	Shields Ave			
2	Shaw Ave	Blackstone Ave	Cedar Ave			
3	Shields Ave	West Ave	First Ave			
4	Ashlan Ave	Blackstone Ave	Cedar Ave			
5	Clinton Ave	Marks Ave	West Ave			
6	Belmont Ave	Palm Ave	Cedar Ave			
7	Blackstone Ave	Nees Ave	Herndon Ave			
8	Shaw Ave	Golden State Blvd	Marks Ave			
9	Fresno St	Cesar Chavez Blvd	Divisadero St			
10	Herndon Ave	Palm Ave	Fresno St			



LET'S HEAR IT!

WHICH INTERSECTIONS HAVE THE HIGHEST CRASH RATES? 25% of all crashes between 2019-2023 occurred in these intersections:

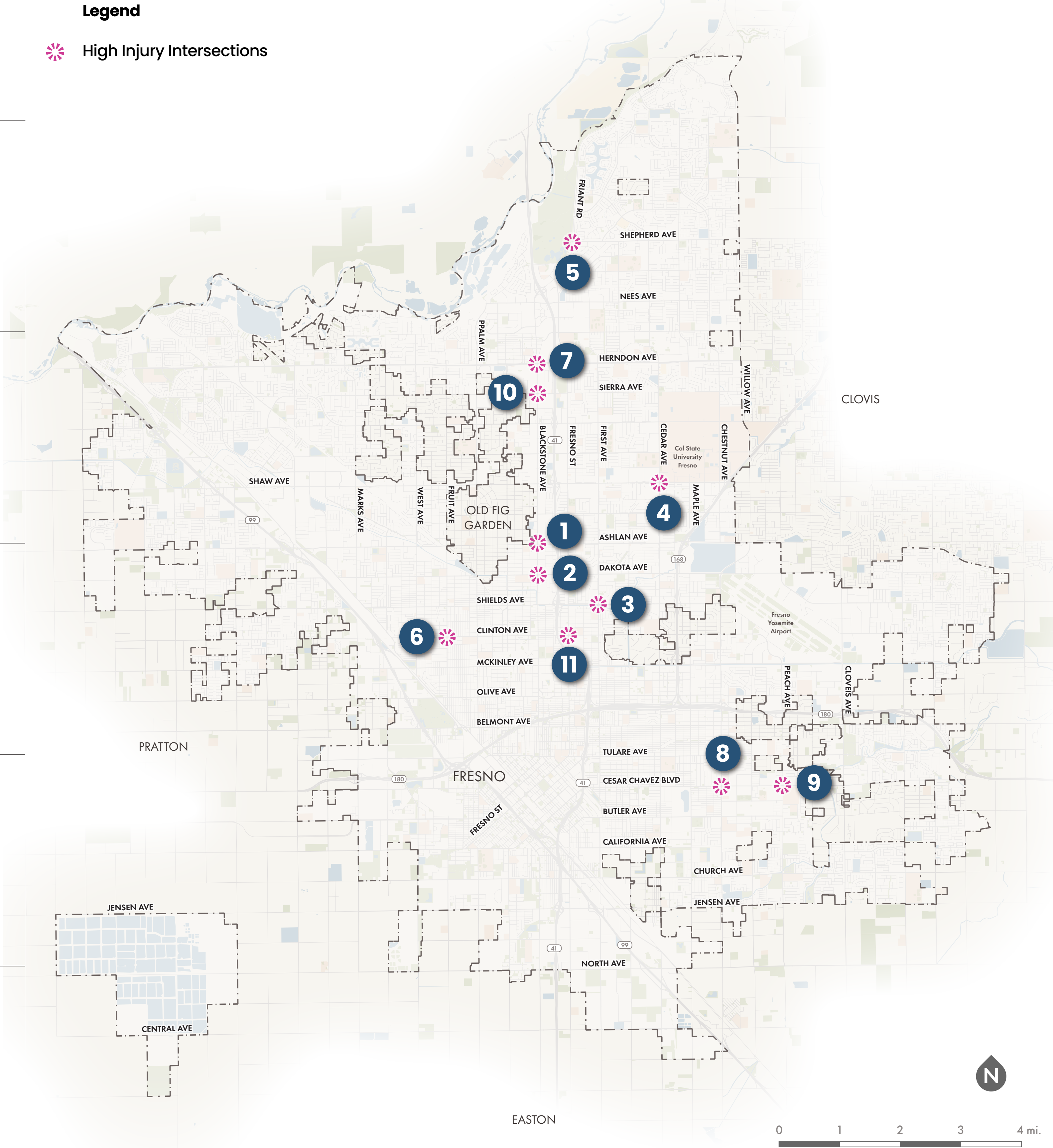


Place a dot in the table below if you or someone you know has been in a crash at any of the following intersections:



1	Blackstone Ave / Ashlan Ave	
2	Blackstone Ave / Dakota Ave	
3	First St / Shields ave	
4	Cedar Ave / Shaw Ave	
5	Friant Rd / Shepherd Ave	

6	Fruit Ave / Clinton Ave	
7	Blackstone Ave / Herndon Ave	
8	Chestnut Ave / Cesar Chavez Blvd	
9	Peach Ave / Cesar Chavez Blvd	
10	Blackstone Ave / Sierra Ave	
11	Fresno St / Clinton Ave	



What we heard

SURVEY RESPONSES

- » **36%** of people from the survey said intersections feel unsafe.
- » Of all Fatal and Severe Crashes, **82%** occurred at intersections.

Friant Rd and Shepherd Ave:

- » Recurring mention as a site of deadly crashes — especially involving cyclists.
- » Referred to as “Friant Roulette.”

“A girl in my youth group was killed crossing a street at night.”

Friant Rd & Shepherd Ave

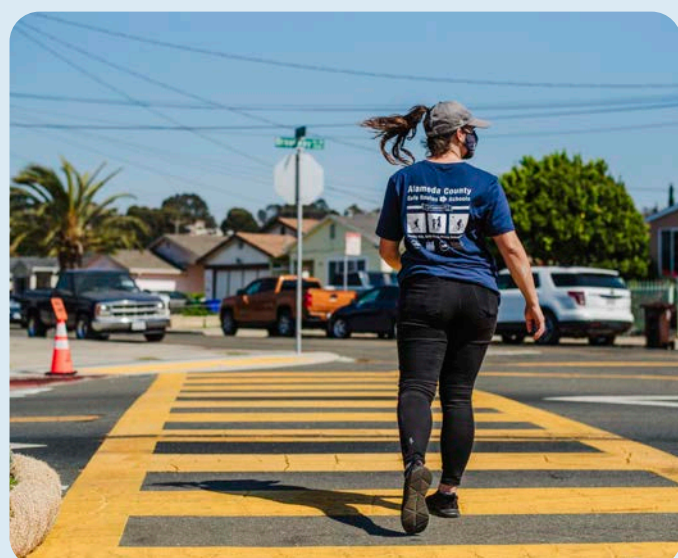
EXAMPLE LOCATION



What can we do about it?

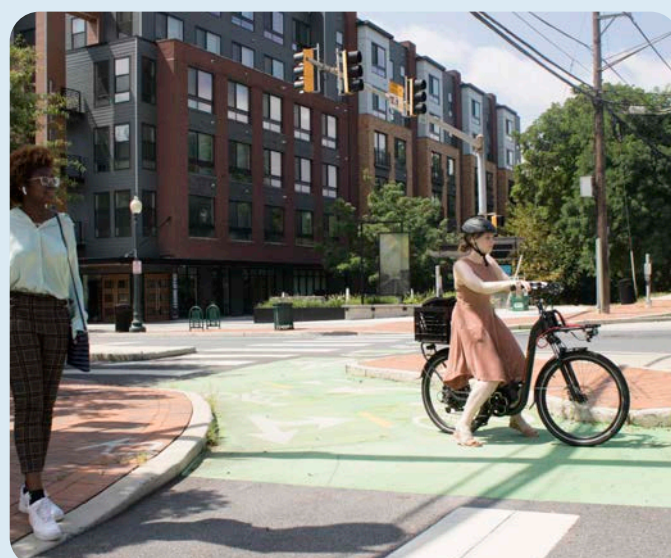
DESIGN + INFRASTRUCTURE

High Visibility Crosswalks



High visibility crosswalks use bold markings and designs to make crossings more visible, increasing safety for people walking and biking.

Protected Intersections



At intersections, corner islands, setback crossings, and dedicated bike and pedestrian space reduce conflicts and improve safety.

Remove Slip Lanes



Removing slip lanes make intersections safer by slowing turning vehicles, shortening crossings, and reducing conflicts.

No Right Turn on Red



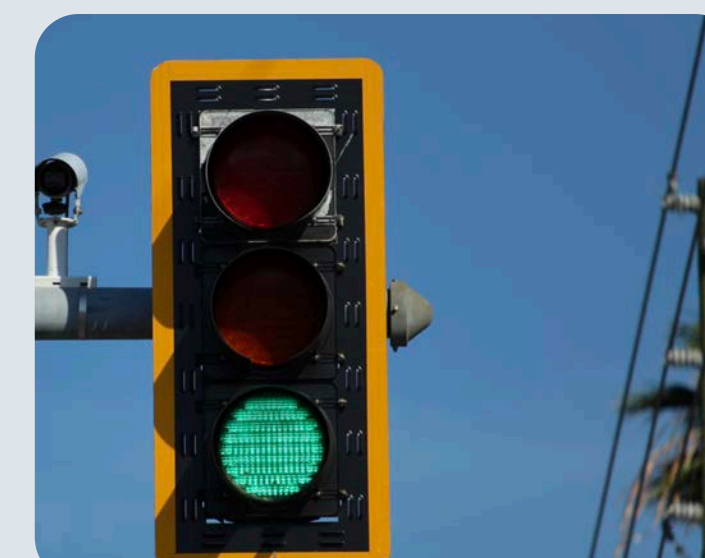
Allowing turns on red has been linked to more crashes, up **44%** for pedestrians and **59%** for people on bikes, according to a federal safety report.

Leading Pedestrian Interval



Leading Pedestrian Intervals let people start crossing **3–7 seconds** before vehicles move. This increases visibility and helps prevent conflicts.

Signal Timing and Conspicuity



Improved signal timing and visibility help drivers notice and respond to signals, reduce intersection crashes, and support safer crossings.

Systemic Intersection Safety Program



Applies low-cost citywide improvements at stop signs and signals, focusing on busy areas and locations with crash histories. Improvements include larger signal heads, better timing, warning signs, bigger or more signs, reflective posts, and clearer pavement markings. These upgrades improve visibility, reduce crashes, and make intersections safer.



What we heard

SURVEY RESPONSES

- » The top three driver behaviors that make people who took the survey feel unsafe on Fresno streets include:
 - » Distracted Driving (use of cell phones, screens)
 - » Reckless or aggressive driving
 - » Impaired driving (drugs or alcohol)
- » People who took the survey reference Herndon Ave. as a location where reckless driving often occurs.

"A friend was driving under the influence and wasn't in the right place to drive and ended up getting in a car accident."



Herndon Ave

EXAMPLE LOCATION



What can we do about it?

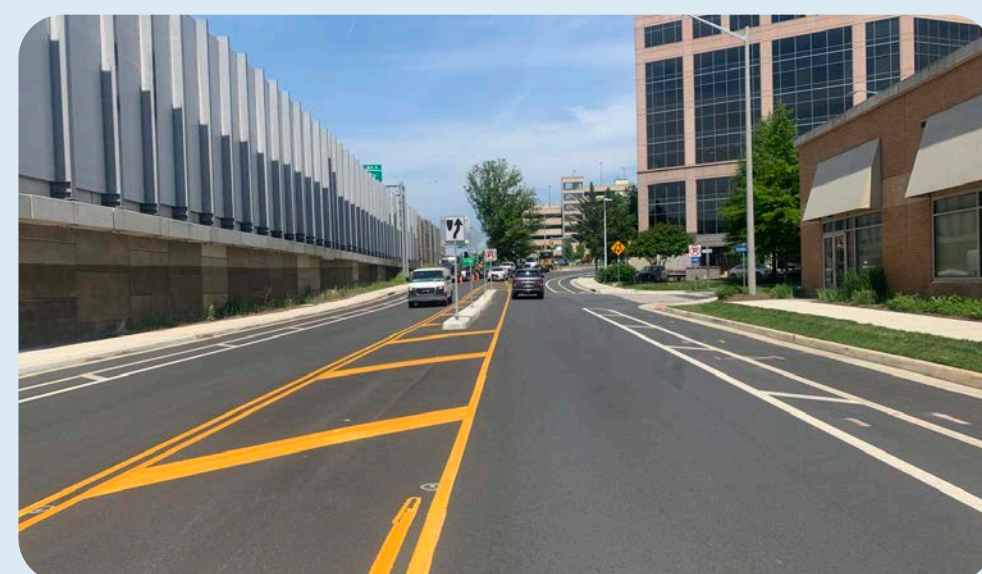
DESIGN + INFRASTRUCTURE

Road Diets



Road diets remove travel lanes to calm traffic, reduce conflicts between different street users, and make room for bike lanes or wider sidewalks.

Narrow Travel Lanes



Narrower lanes slow drivers, reducing crash risk and severity while also freeing up space for walking and biking.

Warning Signs



Warning signs and flashing beacons alert drivers to people walking or biking. They improve visibility and help prevent crashes in high-risk areas.

Driver Behavior Education



Educate parents and teens on distracted driving using proven strategies. Expand outreach to college students to reduce crashes among new, young drivers. Require behavior-based education courses for teens and first-time drivers.

POLICY + PROGRAMS

Post Crash Care Response



Quick and effective emergency response saves lives. Efforts include faster detection and response. Emergency vehicle preemption and regional coordination—like trauma care systems—can reduce fatality rates by up to 50%.

Enforcement



City police should support programs that address dangerous driving. This includes DUI checkpoints, drug recognition training, and applying for traffic safety grants.

What we heard

SURVEY RESPONSES

- » People who took the survey identified speeding as one of the top 5 behaviors that make Fresno streets feel unsafe.
- » Higher speeds lead to more severe injuries and fatal outcomes.
- » People who took the survey reference West Ave. as a street where speeding often occurs.

"I frequently have near misses when I bike on roads, like West Avenue, with a paint only bike lane, speeding drivers, and bus stops in the bike lane."

West Ave

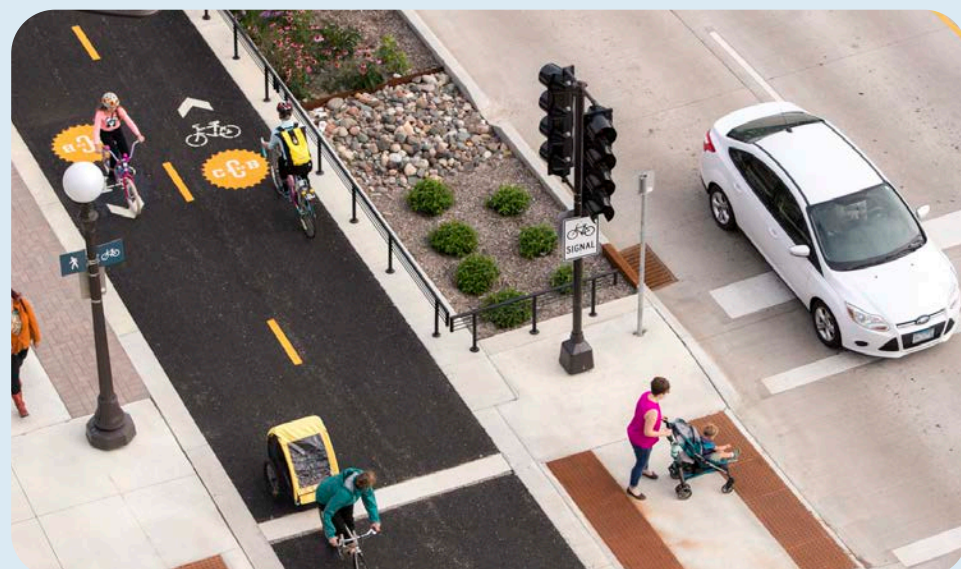
EXAMPLE LOCATION



What can we do about it?

DESIGN + INFRASTRUCTURE

Road Diets



Road diets remove travel lanes to calm traffic, reduce conflicts between different street users, and make room for bike lanes or wider sidewalks.

Speed Humps



Speed humps and cushions slow drivers on neighborhood streets. They are simple, effective tools to reduce speeding in areas with higher volumes of walking and biking.

Chicanes and Lane Shifts



Chicanes and lane shifts add gentle curves to straight streets, using visual and physical changes to slow vehicles and keep drivers alert.

Speed Limits



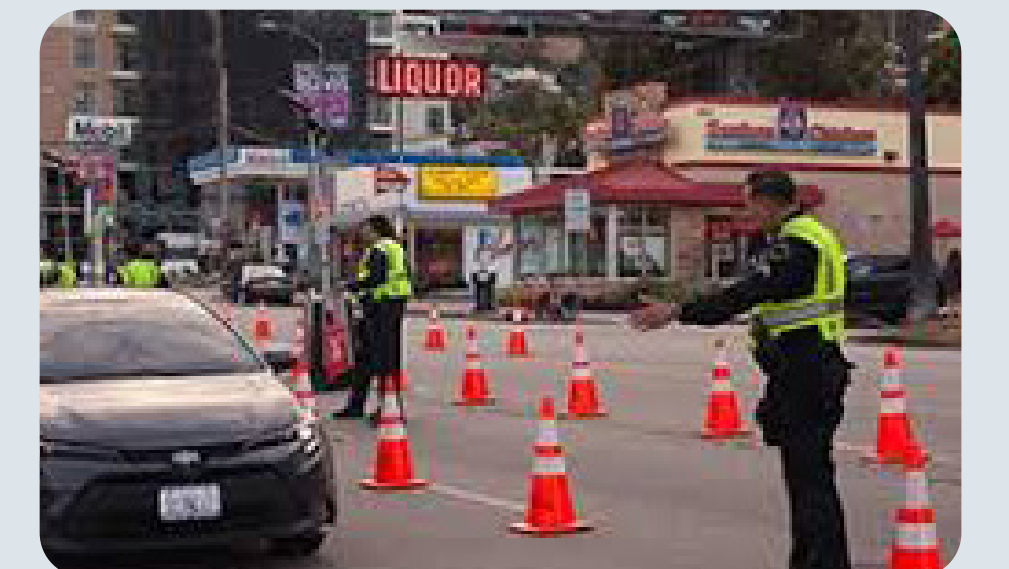
Safe speed limits are key to managing traffic safety. Use research and context to guide how limits are set, and apply AB 43 to lower speeds where needed for safety and intended street use.

Data Sharing



Share data between City departments, including Police and Public Works to find and fix streets with speeding issues. Apply for state grants to support focused speed enforcement.

Speed Education Programs



City Police Department should support programs that address dangerous driving, including: DUI checkpoints, drug recognition training, and applying for traffic safety grants.

What we heard

SURVEY RESPONSES

- » Between 2019–2023, of the 846 fatal and severe injury crashes:
 - » **36%** involved pedestrians
 - » **9%** involved bicyclists
 - » **16%** involved motorcycles
- » Crashes involving vulnerable road users (people walking, biking, or using motorcycles) tend to include a higher proportion of fatal and severe injury crashes.

“The major streets like Shaw or Blackstone have no bike lanes. The busiest streets are the most dangerous for pedestrians and cycling. A bike lane is necessary for public safety.”

Shaw Ave

EXAMPLE LOCATION



What can we do about it?

DESIGN + INFRASTRUCTURE

Pedestrian Refuge Islands



Pedestrian refuge islands provide a safe place to stop when crossing wide or busy streets, making crossings easier and safer.

Protected Intersections



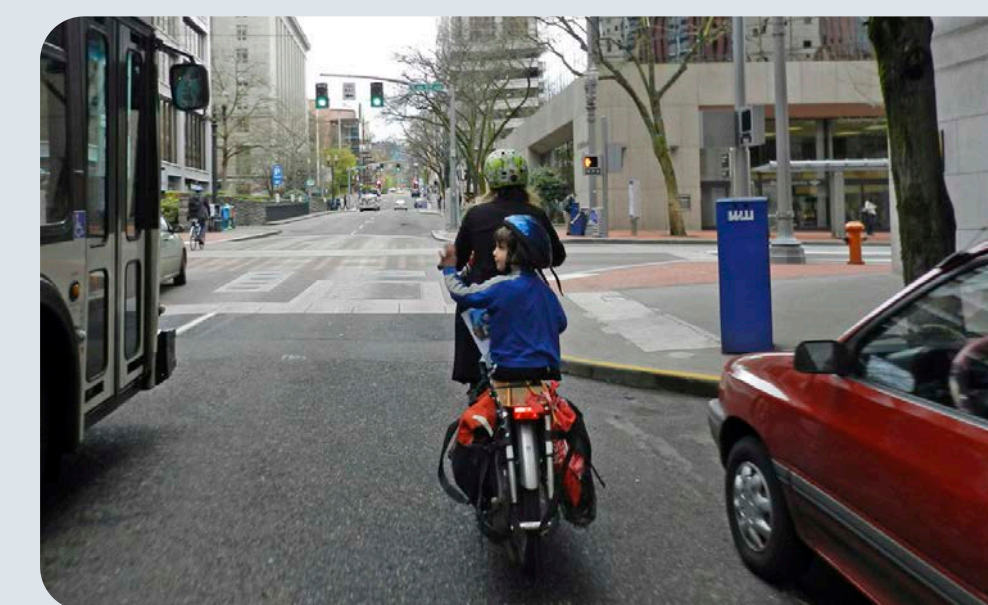
At intersections, corner islands, setback crossings, and dedicated bike and pedestrian space reduce conflicts and improve safety.

Advance Stop Lines



Advanced stop lines are markings placed a few feet ahead of crosswalks that improve safety and visibility for people walking and biking, and can often include bike boxes that let cyclists wait ahead of cars at signals.

Training for Motorcycle Users



Because motorcycles offer less protection than vehicles, work with motorcycle dealers to promote rider training, and encourage use of helmets, gloves, boots, and other protective gear.

POLICY + PROGRAMS

School Programs



Street safety education in schools equips children with essential skills for walking and biking safely, including how to cross streets, wear helmets, and understand traffic signs—laying the foundation for lifelong safe travel habits.

Driver Training



Train drivers to safely share the road with people walking, biking, and using mobility devices. This can increase awareness and reduce conflicts with vulnerable road users.