ZERO FATALITIES
VISION ZERO FRESNO
SAFER STREETS

Fresno Vision Zero Action Plan

April 2026 Draft

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Vision Zero Task Force

The following agencies, organizations, groups, and departments constituted the Task Force:

Agencies

- Caltrans
- City of Clovis – Planning & Development Services
- City of Fresno – FAX
- County of Fresno – Public Health Department
- County of Fresno – Public Works and Planning Department
- Fresno City College
- Fresno Council of Governments
- California State University of Fresno
- Central Unified School District
- Clovis Unified School District
- Fresno Unified School District
- Sanger Unified School District
- Community Regional Medical Center

Organizations

- Fresno County Bicycle Coalition

Groups

- Active Transportation Advisory Committee (ATAC)
- Disability Advisory Commission (DAC)

Departments

- City Manager's Office
- City of Fresno – Fire Department
- City of Fresno – Planning & Development Department
- City of Fresno – Parks After School, Recreation & Community Services (PARCS)
- City of Fresno – Police Department
- City of Fresno – Public Utilities Department
- City of Fresno – Public Works Department

We would also like to thank the following community-based organizations for their participation in the Vision Zero Action Plan process, and their ongoing commitment to reducing fatal and severe collision across Fresno.

- Every Neighborhood Partnership
- Fresno Building Healthy Communities
- Fresno County Bicycle Coalition
- Jackson Neighborhood Community Development Corporation (CDC)

Contents

1.

Introduction and Plan Purpose

Fresno is facing a preventable traffic safety crisis, with an average of more than 40 deaths and 125 severe injuries each year on city streets. Vision Zero commits the City to eliminating these tragedies by 2050 through a Safe System Approach that prioritizes human life, designs for human error, and embeds safety into every transportation decision. This Plan establishes the framework, leadership commitment, and urgency needed to shift from reactive responses to proactive, life-saving action.

What is Vision Zero?

Vision Zero is a strategy focused on eliminating traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all.

The most recent data from the National Highway Traffic Safety Administration (NHTSA) show that in 2023, **more than 40,900 people were killed** in motor-vehicle crashes on American streets, and **nearly 2.5 million people were injured.** This translates to **one person killed every 13 minutes** and **five people injured every minute.** Every fatal or severe collision is not just a statistic — the people impacted are our friends, family, and neighbors. A Vision Zero approach recognizes that these traffic deaths are preventable.

A New Way of Thinking About Safety: the Safe Systems Approach

The Safe System Approach is a guiding model for addressing roadway safety that centers human needs and behaviors. The model uses a holistic method for achieving road safety, acknowledging that there is a shared responsibility between those that design, build, operate, and use the street network. The recommendations, strategies, and actions outlined in this Plan are rooted in the Safe System approach and guided by the following principles:

- **Death and severe injury are unacceptable.** While preventing every crash may not be possible, it is possible and necessary to design a system where no one loses their life or suffers devastating injuries just trying to get from place to place.
- **Humans make mistakes:** Whether it's a moment of distraction or a wrong decision, the road system should be built to absorb common human errors and prevent those mistakes from turning into tragedies.
- **Humans are vulnerable:** When crashes do happen, people are vulnerable to the forces involved. Streets, speeds, and vehicles should be designed with these physical limits in mind, reducing the risk of deadly or disabling outcomes.
- **Responsibility is shared:** There are many different players that make the transportation system safe or unsafe. Elected officials, planners, engineers, school officials, automotive designers, and people moving on streets need to work together to create a safe roadway network.
- **Safety is proactive:** A crash should not have to happen to prove that something is unsafe. Transportation agencies should use the best practices and research to proactively identify and address dangerous locations.
- **Redundancy is crucial:** Safety works best when multiple strategies, like safe street design, appropriate speeds, protective infrastructure, and safe behavior work together to catch problems before they become deadly.

In a Safe System, No Singular Strategy is Sufficient

The Safe Systems Approach requires concurrent commitment strategies that address all the root causes of fatal and severe collisions

Safe Road Users

Active transportation public education campaign: Conduct a public education campaign, building on existing OTS-funded and community-based programs, to shift norms around traffic safety.

Safe Vehicles

Municipal Fleet Safety: Improve safety across municipal fleets through updated purchasing and management policies and the use of telematics and other technologies to monitor, support, and reinforce safe driving practices.

Safe Speeds

City of Fresno Traffic Calming Program: Expand and clarify the City's Residential Speed Hump Policy to include other traffic calming treatments, using the Vision Zero Major Streets Traffic Calming Toolkit and Mobility Design Guidelines to guide design, implementation, and maintenance.

Safe Roads

Daylighting: Provide public education on the purpose and safety benefits of daylighting, and implement consistent, easily recognizable treatments to improve visibility and reduce conflicts at intersections and crossings.

Post-Crash Care

Technology upgrades: Implement traffic signal technology, such as emergency vehicle preemption and coordinated signal progression, to reduce emergency response times, improve responder safety, and support faster access to medical care following serious crashes.

The Time is Now: A Traffic Safety Crisis in Fresno

Nationwide, roadway design has historically prioritized vehicle efficiency and movement over human safety. As a direct result, Fresno is one of many cities in the United States experiencing an epidemic of preventable deaths and serious injuries.[1] Like many peer cities, crashes involving people walking, bicycling, or riding motorcycles, account for a disproportionate share of fatal and severe injury outcomes in Fresno.

The data points to a traffic safety crisis in the City of Fresno: **Between 2019 and 2023, each year on average, more than 40 people lost their lives and 125 suffered severe injuries in traffic crashes[2]** on Fresno's streets. The consequences of crashes were particularly severe for people walking - more than 280 pedestrians died or were severely injured over five years. In addition, the pedestrian fatality rate for the broader Fresno Metro area is one of the highest in the nation; Smart Growth America's 2024 Dangerous by Design report[3] ranks the Fresno metro seventh in the nation—out of more than 100 metro areas—for pedestrian fatalities, with pedestrian fatality rates trending upward over time.

> **"Just the number of fatalities in certain intersections around Fresno is appalling. I've lived by a couple of them and it's heartbreaking how many have flowers or photos of killed loved ones."**
>
> ***– Fresno VZAP Community Survey, April 2025***

Between 2019 and 2023 in Fresno, there were

217
fatal crashes

629
severe injury crashes

In 2024, the Fresno Metro Area was

ranked #7
most dangerous metro area for pedestrians out of 101 metro areas

1 According to the United States Department of Health and Human Services (DHHS) Office of Disease Prevention and Health Promotion (OASH), "motor vehicle crashes are the second leading cause of death from unintentional injuries in the United States. In addition, the rate of motor vehicle crash deaths in the United States is about twice the average rate of other high-income countries.

2 Traffic crashes included in this report do not account for crashes where people were struck by trains. Local media from 2019 does indicate that between 2013 and 2017, Fresno County was on the top 10 list of counties where people were struck by trains according to the Federal Railroad Administration (https://kmph.com/news/local/trains-hitting-people-fresno-county-very-high-on-list).

3 Smart Growth America – Dangerous by Design, 2024 (Pp 10-11) https://www.smartgrowthamerica.org/signature-reports/dangerous-by-design/ (Page 10)

A Vision Zero Movement is Born in Fresno

For two decades, City of Fresno community members have been advocating for safer streets in Fresno. Fresno City Council members built on this momentum by stating publicly that roadway safety is a top priority for them and their constituents. In response, the staff from the City of Fresno's Public Works Department pursued ambitious and competitive funding for a Safe Streets for All grant from the Federal Department of Transportation. In 2022, the City was awarded funding to complete a Vision Zero Action Plan as part of the inaugural Safe Streets for All cohort.

A memorial erected in memory of a victim of traffic violence. Photo taken near Woodward Park, December 2024

Responding to the Crisis: A Vision Zero Plan for Fresno

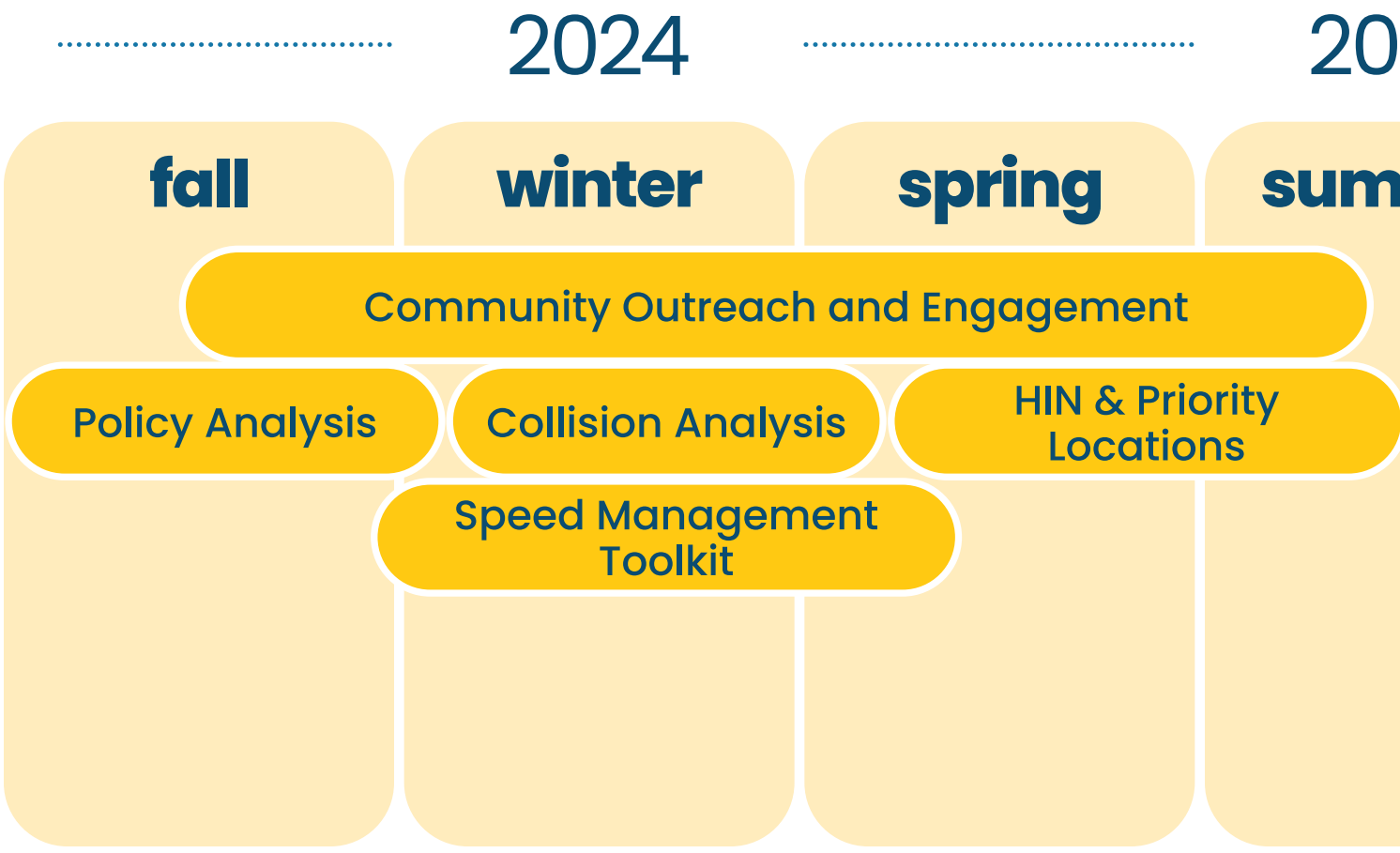
Implementing the City's Vision Zero Action Plan now is critical. Fresno has built momentum towards a culture of safety and has articulated a clear commitment to eliminating traffic fatalities and severe injuries while improving health, safety, and equitable mobility for all. Acting now ensures that this momentum translates into measurable, life-saving outcomes.

The City of Fresno acknowledges that achieving this goal will require a commitment to a fundamental shift in the day-to-day "business" of transportation in the City of Fresno, moving away from practices that tolerate severe crashes as inevitable, and toward a system that proactively designs streets for human life. This Plan provides the framework to make that shift, and the scale of harm on Fresno's streets makes implementation not just important, but urgent.

"Si es importante eliminar los accidentes lamentablemente la solución viene después de tanto accidente."

"If it's important to eliminate accidents, unfortunately the solution comes only after so many accidents."

– Fresno VZAP Community Survey, April 2025



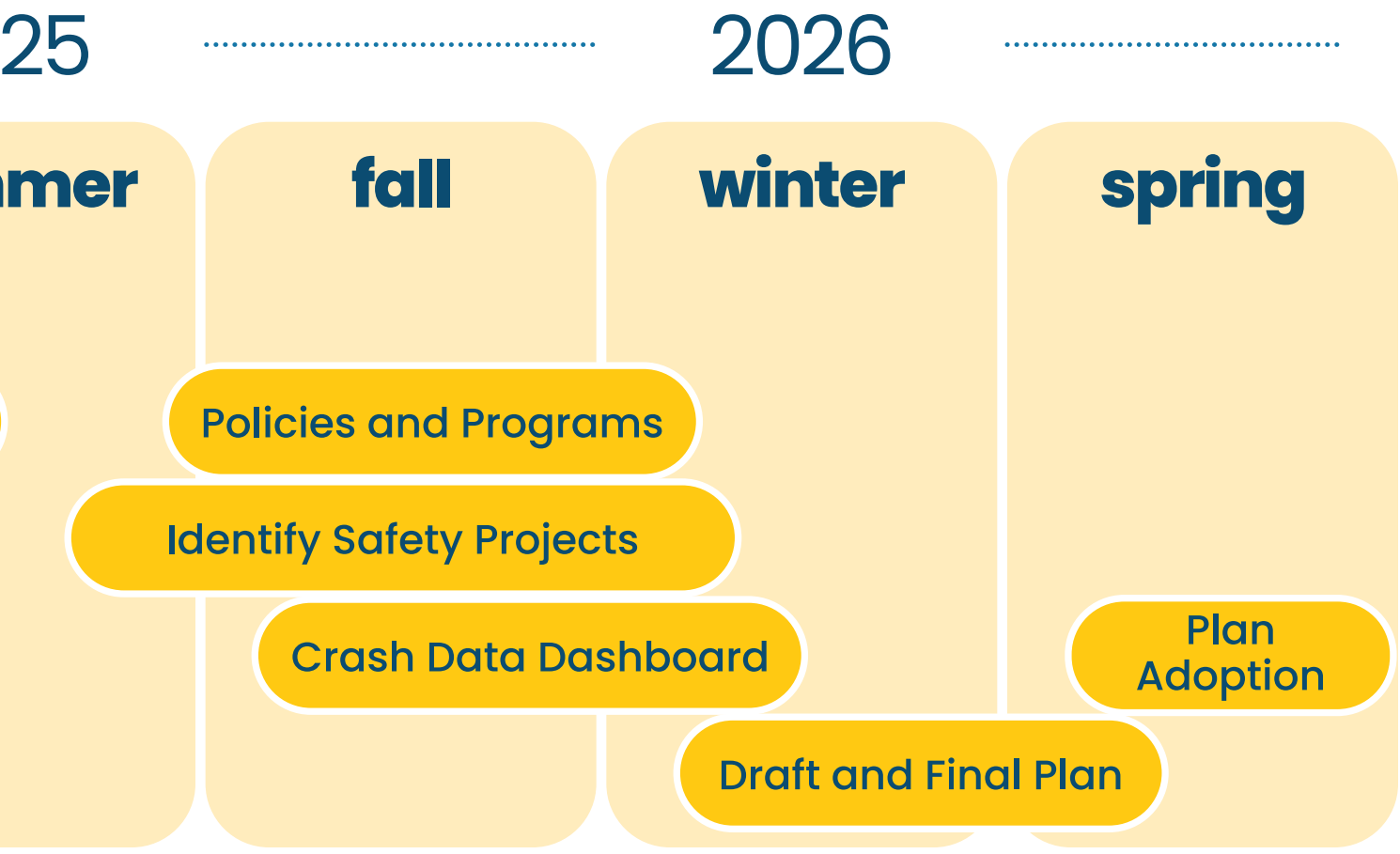
Rooted in the Safe System Approach, this plan emphasizes that human life and health are paramount, and the transportation system must be designed to accommodate human error and vulnerability. The Fresno Vision Zero Action Plan outlines strategies and recommendations to eliminate all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for all road users. This Plan:

Analyzes crash data to understand when, where, and why crashes are happening in Fresno;

Documents comprehensive engagement with community members, stakeholders, and decision makers to understand how they are impacted by Fresno's road safety crisis;

Identifies strategies, projects, priorities, and policy changes that aim to eliminate fatal and serious crashes on Fresno streets; and

Prepares the City of Fresno to apply for future funding opportunities to implement transportation safety improvements.



Goal: Zero Fatalities and Serious Injuries by 2025

City of Fresno Goal for Zero

The City of Fresno is committed to reaching zero deaths and eliminating severe injuries on roadways by 2050, acknowledging that loss of life is preventable and not inevitable.

Vision for Change

To achieve zero deaths and severe injuries, the City of Fresno envisions citywide transformation towards a Proactive Safety Culture characterized by:

Institutional Change (Governance and Systems)

City departments, local agencies, and partner organizations demonstrate shared responsibility for safety by aligning policies, practices, and operational procedures with the Safe System Approach. There is a transition from reactive, collision-driven safety planning to proactive strategies that identify and address high-risk behaviors and high-exposure locations and conditions before serious injuries or fatalities occur.

Community Change (Public Norms and Behavior)

Community members – including people walking, bicycling, driving, taking transit, and using electric mobility devices – look out for one another on the roads. There is a measurable shift in community behavior, expectations, and dialogue around transportation safety, reinforcing that safe travel is a shared responsibility and a core community value.

Leadership Commitment

Achieving Vision Zero in Fresno requires strong, visible leadership and shared accountability across City government. Eliminating traffic deaths and severe injuries by 2050 is not the responsibility of a single department—it is a Citywide commitment that must be reflected in policies, programs, investments, and everyday decision-making.

City leadership sets the expectation that human life and health are the highest transportation priorities by supporting policies that prioritize safety over speed and convenience, directing resources to high-risk locations and communities, and embedding the Safe System Approach across all transportation-related activities. This commitment ensures Vision Zero remains central over time, even as staff, funding sources, and priorities evolve.

Leaders from Community Based Organizations participate in a Safety 101 Workshop, October, 2024

2.

A Strong Foundation for Safe Streets

Fresno's Vision Zero Action Plan builds on more than a decade of safety investments. This plan does not exist in isolation but builds on region-wide safety efforts. Together, initiatives led by the City, County, Council of Governments, FAX, school districts, and other key partners will advance Fresno's culture of safety.

Over A Decade of Road Safety Investments in Fresno

The City of Fresno Vision Zero Action Plan represents the culmination of more than a decade of sustained investment and action by Fresno area agencies to improve roadway safety. The timeline below highlights key milestones, programs, and projects undertaken by the City—and its partners—that have helped advance Fresno's evolving culture of safety on its streets.

Plans/Programs | Funding/Awards | Partner Agency Initiatives

2014

DEC. 2014
City of Fresno **adopted** the General Plan: Mobility and Transportation Element

SEPT. 2015
City of Fresno **completed** the Recommendations to Improve Pedestrian Safety in the City of Fresno report

MAR. 2017
City of Fresno **adopted** the Active Transportation Plan

2016–2023
The city has been **awarded funding** through HSIP during cycles 8, 10, 11, and 12

2018
City of Fresno **adopted** the Fresno Safe Routes to School Action Plan

DEC. 2018
City of Fresno **funded** Highway Safety Improvement Program (HSIP) Cycle 9 Projects

SEPT. 2019
City of Fresno **adopted** a Complete Streets Policy

SEPT. 2020
City of Fresno **completed** the Fresno Systemic Local Roadway Safety Plan

MAY 2020
Fresno Area Express (FAX) **adopted** a Public Transit Agency Safety Plan

FEB. 2020
City of Fresno **completed** the City of Fresno Trail Network Expansion Feasibility Plan

FEB. 2022

City of Fresno **implemented** the Residential Speed Hump Program

JUL. 2024

City of Fresno **secured funding** to develop a Mobility Design Guide

SEPT. 2025

Fresno County **initiated development** of a SS4A-**funded** Safety Action Plan

2018–2023

City of Fresno PARCs Department, through the Office of Traffic Safety, has been **awarded** funding for Bicycle and Pedestrian Safety Programs every year except 2019

NOV. 2024, ONGOING

City of Fresno **began** an Active Transportation Plan update

2020–2026

City of Fresno **participated** in the Statewide Zero Traffic Fatalities Task Force established by AB 2363

2026

2023 AND 2024

City of Fresno **received** state and national transportation awards: Transportation Project of the Year Award (APWA 2023) and IPI Diamond Award and Project of the Year Award (2024)

MAR. 2025, ONGOING:

Fresno County **launched** a Safe Routes to School Program

FEB. 2023

City of Fresno was **awarded** a Safe Streets and Roads for All Action Plan Grant (FY 2022)

JUN. 2024, ONGOING

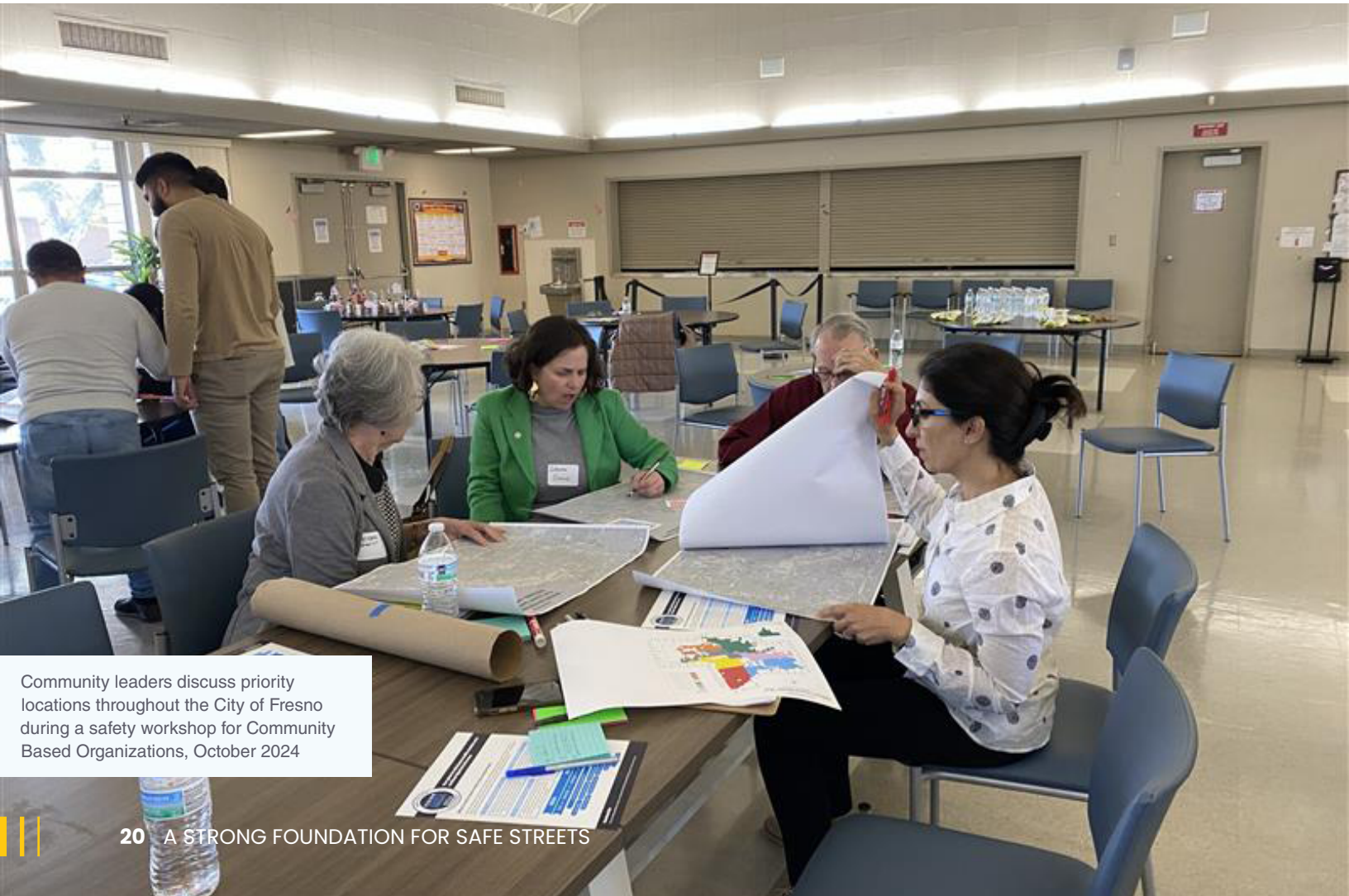
Fresno Unified School District **initiated** the Fresno Unified Safe Routes for Students Plan

MAY 2026

City of Fresno is scheduled to **adopt** the Vision Zero Action Plan

What is Different About this Process?

Prior transportation safety plans are fundamentally reactive - they focus on responding to the history of collisions at specific locations through once-off projects and spot treatments. While it is critical to address safety at high-collision locations, the scale of the road safety crisis in Fresno demands holistic, proactive, systemic interventions. The Vision Zero Action Plan was developed through a proactive, collaborative process that centered safety as a shared responsibility across City departments, community partners, and residents. The planning process integrated data-driven analysis with feedback from engagement with stakeholders and community members to identify systemic risks, prioritize high-injury locations, and develop strategies grounded in the Safe System Approach to prevent severe injuries and fatalities before they occur.

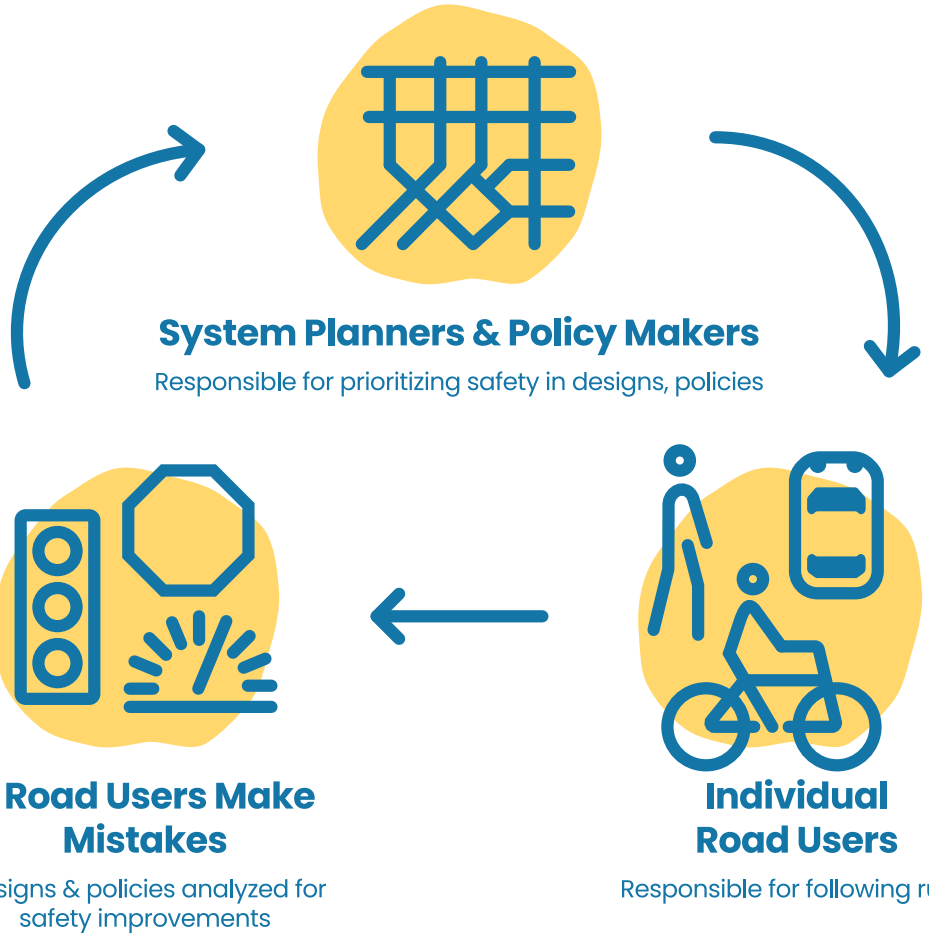


Community leaders discuss priority locations throughout the City of Fresno during a safety workshop for Community Based Organizations, October 2024

Moving From Individual Responsibility to a System Approach

The National Vision Zero network recognizes that many factors contribute to road safety - including roadway design, vehicle speeds, road-user behaviors, technology, and policies. Historically, road safety efforts in the United States have focused on individual responsibility, separating user behavior (such as speeding and failing to follow the rules of the road) from other factors that influence safety (like design and policy). **The Vision Zero movement recognizes that while road user behavior is a key factor in ensuring system safety, it is a complex problem that must be tackled in coordination with design, policy, and planning.** The figure below shows the relationship between:

- **Individual road users** who are responsible for following the rules
- **Planners and policy-makers** who are responsible for prioritizing safety in decision-making, and
- **Implementing agencies** who are responsible for ensuring design and operations help prevent collisions, and help reduce the severity of those collisions when they happen.



Source: Vision Zero Network

3.

A People-First Approach

The Vision Zero Action Plan is rooted in deep, city-wide engagement. The process centered community voices, equity, and cross-department collaboration to identify community priorities and systemic risks. The result is a people-first roadmap that aligns data, lived experience, and strategies to create safer streets for everyone.

Comprehensive Citywide Engagement

A people-first approach was essential to developing a Vision Zero Action Plan that prioritizes protecting the lives and wellbeing of everyone who travels in Fresno, especially those who have historically been underserved or disproportionately impacted by roadway safety conditions. To ground the Plan in community experience, the City conducted broad, inclusive, and accessible outreach, including extensive multilingual engagement and hosted events and pop-ups in each City Council district to reduce barriers to participation and reach a wide range of communities. By pairing community voices and local knowledge with technical analysis, the Plan is shaped by the people it is intended to serve.

Feedback gathered throughout the planning process directly informs the Plan's priorities and recommended actions. Input from residents, community-based organizations, and stakeholders was used alongside crash and roadway data to identify and validate priority corridors and segments, elevate locations where people feel there are opportunities to enhance safety, and refine the types of improvements most needed. Community priorities also shaped the development of policies, programs, and education efforts that are recommended to address the user behaviors and operational characteristics contributing to severe and fatal crashes.

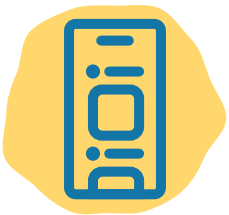
1 "Safety 101" Workshop for Community Based Organizations

1 Community Open House

2 focus groups with youth and seniors

5 Task Force meetings

12 pop-ups at schools, parks, and community events



A dozen social media posts

1 bilingual Walk + Talk

1 bilingual survey, over 1,000 responses

Thousands of multilingual printed publicity materials

3 community bike rides & bike clinics

"Before winter break, on Sunnyside Ave. two young boys were killed in a collision with an amazon truck. As an educator its very hard when something like that happens to young adults, because you can see them as school one day, then they are gone the next."

– Fresno VZAP Community Survey, April 2025

What did we hear?

1000+ **people** took the community survey

50% **Half** of all people who took the survey know someone who has been **seriously injured or killed** in a crash in Fresno.

40+ **5% (44 people)** who took the survey have been **personally seriously injured.**

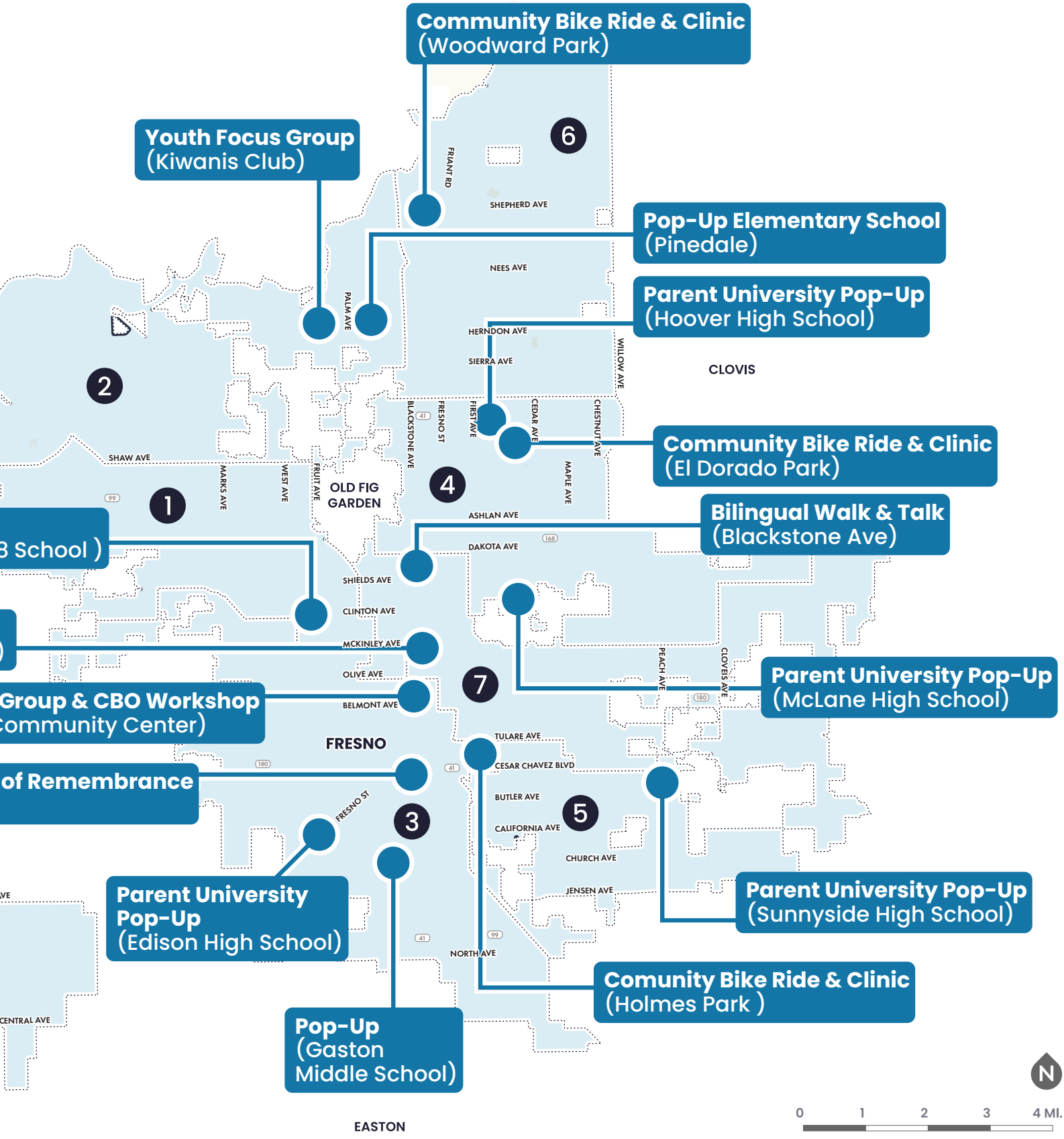
Community members shared that their top concerns when navigating Fresno's roads are:

Infrastructure Gaps and Interactions with Cars

- Intersections feel unsafe, and it can be difficult to see oncoming drivers at intersections and crosswalks
- There are areas with limited sidewalks, and there aren't enough safe places to bicycle
- There are too many cars on the roads
- There is poor street lighting

Road User Behaviors

- Distracted driving (cell phones, screens)
- Reckless or aggressive driving
- Drivers running through red lights or stop signs
- Impaired driving (drugs/alcohol)
- Drivers speeding
- People crossing outside of crosswalks and bicycling outside of bike lanes


Community Bike Ride & Clinic (Woodward Park)
Youth Focus Group (Kiwanis Club)
Pop-Up Elementary School (Pinedale)
Parent University Pop-Up (Hoover High School)
Community Bike Ride & Clinic (El Dorado Park)
Bilingual Walk & Talk (Blackstone Ave)
Parent University Pop-Up (McLane High School)
Parent University Pop-Up (Sunnyside High School)
Comunity Bike Ride & Clinic (Holmes Park)
Pop-Up (Gaston Middle School)
Parent University Pop-Up (Edison High School)
of Remembrance
Group & CBO Workshop Community Center)
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CLOVIS
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EASTON
FRIANT RD
SHEPHERD AVE
NEES AVE
PALM AVE
HERNDON AVE
SIERRA AVE
WILLOW AVE
BLACKSTONE AVE
FRESNO ST
FIRST AVE
CEDAR AVE
CHESTNUT AVE
MAPLE AVE
SHAW AVE
MARKS AVE
WEST AVE
FRUIT AVE
ASHLAN AVE
DAKOTA AVE
SHIELDS AVE
CLINTON AVE
MCKINLEY AVE
OLIVE AVE
BELMONT AVE
PEACH AVE
CLOVIS AVE
TULARE AVE
CESAR CHAVEZ BLVD
BUTLER AVE
CALIFORNIA AVE
CHURCH AVE
JENSEN AVE
NORTH AVE
CENTRAL AVE
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Partnerships with Community-Based Organizations

Community-based organizations (CBOs) and community advocates played a central role in shaping and strengthening the plan's outreach and engagement approach. In coordination with City staff, the project team convened a group of CBOs and community advocates to build project buy-in, share high-level findings, gather feedback on engagement strategies, and help disseminate information and publicize opportunities for public participation. Four CBOs were compensated through paid partnerships to conduct deeper, on-the-ground engagement with underserved and highly impacted communities through strategies such as community walking tours and bike rides. Highlights from the CBO and project team-led engagement are pictured on the following pages. CBOs and Community Advocates included the following groups:

Community Organizations and Agencies involved in the Vision Zero Action Plan

Advocacy and Policy Organizations

- Central Valley Community Foundation
- Central Valley IAF – St Anthony Mary Claret Catholic Church
- Every Neighborhood Partnership*
- Fresno Building Healthy Communities*
- Fresno County Bicycle Coalition*
- Safe2School
- US Green Building Council

Neighborhood Specific Organizations

- Better Blackstone
- Chinatown Fresno Foundation
- Hidalgo Community Development Corporation (CDC)
- Highway City Community Development Inc.
- Jackson Community Development Corporation (CDC)*

Institutional, Service, and Community Partners

- Fresno Cycling Club
- Fresno Housing Authorities
- Fresno Interdenominational Refuge Ministries (FIRM)
- Fresno Metro Ministry
- Gazarian Real Estate Center
- Organizacion las Panchas
- Pequeños Empresarios
- Sierra Challenge Running Club
- The Children's Movement Resident Council
- The Fresno Center
- Tree Fresno

*Indicates compensated CBO

Vision Zero Taskforce

The Vision Zero Taskforce was established to guide development of the Action Plan, align decision-makers and partner agencies, and sustain the cross-sector coordination necessary for long-term implementation. Through a series of five virtual meetings, the Taskforce helped build a shared understanding of Fresno's safety challenges, identify general priorities for improvement, and provide input on which strategies were most appropriate for different locations and contexts across the city.

The Fresno Vision Zero Task Force met 5 times to discuss the following topics:

Meeting Dates	Topic(s)
September 23, 2024	Project Overview and Introduction, Taskforce Roles and Responsibilities, Safe System Approach overview, and Challenges and Opportunities Discussion
November 18, 2024	Community Engagement Overview and Brainstorm Discussion, Policy and Procedure Review, Collision Analysis Overview
May 21, 2025	Community Engagement Highlights and Key Outcomes, High Injury Network and Priority Locations Overview, Major Streets Traffic Calming Toolkit
November 4, 2025	Policy and Program Working Meeting, including Safe System Approach Case Studies, Strategy Mapping, and Prioritizing Equity and Collaboration
March 31, 2026	Review and provide feedback on the Draft Plan

FIGURE 1 Example of multilingual public-facing project materials

Senior Center Focus Group

Ted C Wills Community Center
October 30, 2024
20 Attendees
Hosted by Project Team

Bilingual Walk and Talk

Blackstone Ave. | December 7, 2024
26 Attendees
CBO Partner: Every Neighborhood Partnership (ENP)

CBO Workshop

Ted C Wills Community Center
October 30, 2024
22 Attendees
Hosted by Project Team

Community Bike Ride and Clinic #2

Holmes Park | February 22, 2025
50 Attendees
CBO Partner: Fresno County Bicycle Coalition

Community Bike Ride and Clinic #1

Woodward Park | December 8, 2024
55 Attendees
CBO Partner: Fresno County Bicycle Coalition

Community Bike Ride and Bike Rodeo

El Dorado Park | March 30, 2025
53 Attendees
CBO Partner: Fresno County Bicycle Coalition

4.

Traffic Safety in Fresno

Crash data reveal that Fresno's most severe crashes are not random—they are concentrated on a small share of high-speed and high-volume arterial and connector corridors and at intersections, and disproportionately impact people walking, biking, and riding motorcycles. Nearly 90% of fatal and severe injury crashes occur on just 14% of the City's roadway network, underscoring the power of targeted, systemic change. Safer street design, speed management, and intersection improvements are essential to preventing the most devastating outcomes.

What are the Underlying Conditions in Fresno?

Fresno is one of California's largest cities and the primary urban center of the San Joaquin Valley. With more than half a million residents spread across roughly 115 square miles, the city functions as a major economic and transportation hub for California's Central Valley. Like many large American cities that experienced significant growth during the automobile era, Fresno's road safety crisis is directly related to the underlying development patterns. While the data show that most fatal and severe collisions are associated with factors such as high vehicle speeds and volumes, the following underlying land use and transportation patterns create the conditions that allow these factors to occur.

Car-Dependent Land Use Patterns: Like many peer cities, Fresno's development pattern is characterized by suburban sprawl, with long distances between key community destinations like schools, parks, grocery stores, retail, and recreation. As a result, most residents need a car to reach daily destinations, increasing the volume of vehicles on the road. Higher vehicle volumes increase the likelihood of fatal and severe crashes via increased exposure to conflicts.

Auto-Oriented Street Network: Fresno's 20th-century, auto-oriented street network prioritizes vehicle throughput on wide, multi-lane arterials. Many schools and bus stops are located along these corridors, requiring students and transit users to cross high-volume, high-speed streets. Gaps in sidewalks, crossings, and lighting further increase exposure for people walking, biking, or rolling.

Roads that Accommodate Higher Speeds: Data shows that wide, straight, multi-lane roads are associated with faster driving speeds, because drivers feel more comfortable traveling faster when there is more space to maneuver.[1] Higher speeds significantly increase crash severity and reduce driver reaction time. When exposed to these speeds, people walking, bicycling, driving, or riding motorcycles are exposed to the risk for serious injury and fatal collisions.

It is important to understand road user behavior and underlying transportation and land use conditions side by side. While the City can work to address design, policy, and infrastructure factors, every resident of Fresno - whether walking, bicycling, driving, taking transit, or riding a motorcycle - has a role to play in following the rules of the road. In Fresno, it is critical to address issues like reckless and distracted driving, driving under the influence, running red lights, and walking or bicycling outside of safe and protected facilities.

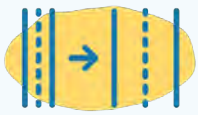
"American cities are among the most sprawling and car-oriented cities where, in most cases, driving is the only travel mode available to households for commuting and other transportation needs. Higher numbers of car trips and longer distances significantly increase the likelihood of car crashes and fatalities."

– Johns Hopkins Center for Injury Research and Policy, Narrowing Travel Lanes: A Safer Choice for U.S. Cities, 2023.

1 Johns Hopkins Center for Injury Research and Policy. (2023). Narrowing travel lanes: A safer choice for U.S. cities. Johns Hopkins Bloomberg School of Public Health. https://narrowlanes.americanhealth.jhu.edu/report/JHU-2023-Narrowing-Travel-Lanes-Report.pdf

How Roadway Characteristics Influence Speed

For the City of Fresno, vehicle speeds are the second highest contributing cause of severe injuries and fatalities during collisions. Managing vehicle speeds is a complex issue, but most research shows that roadway design has a significant impact on vehicle speeds. There are several key factors in how roadway design affects vehicle speeds:



Lane Widths

As marked travel lanes increase in width, vehicle speeds also increase. Recent research from Johns Hopkins University finds that lane widths wider than 12 feet are associated with less safe roadways. The National Association of City Transportation Officials (NACTO) recommends 10-11-foot-wide travel lanes in urban contexts to balance mobility and safety.

Edge Friction

Visual and physical cues along the roadway, like street trees on sidewalks or parked vehicles in the roadway, lead to calmer vehicle speeds. Street design elements that visually or physically narrow the roadway, particularly those with strong vertical elements (street trees or utility poles) lead to edge friction. This edge friction encourages more attentive driver behavior and slower driving speeds.

Visual Interruptions

Similar to edge friction, visual interruptions in the roadway can also lead to slower speeds. For example, curved roadways and streets with more frequent intersections can provide a varied driving environment that encourages driver attentiveness, according to research in the Journal of Planning Literature.

Posted Speed Limits

Simply reducing the posted speed limit along a corridor does not necessarily cause drivers to slow down, though well-marked slower speed limits can lower mean vehicle speeds by 1 to 3 miles per hour according to the National Highway Traffic Safety Administration. Recent changes to the California Vehicle Code in AB 43 allow cities to reduce speed limits by 5 miles per hour on HIN streets or on streets with higher volumes of people walking and biking. However, unless these posted speed limit changes are accompanied with traffic enforcement, they are unlikely to significantly change speeding behavior.

Like many elements of Vision Zero, street design alone cannot lead to safer roadway behavior. It is essential for road users to adjust their behavior to protect one another - including reducing their speeds, avoiding distractions like cell phones, and following the rules of the road. But the Safe System approach that leans on multiple layers of redundancy, including street design and speed management, can lead to safer streets for all road users.

What are the Underlying Conditions in Fresno?

Population and Environmental Considerations

A Diverse Population with Diverse Mobility Needs

Vulnerable Age Groups: Youth and older adults make up nearly 40% of Fresno's population. These populations are more likely to rely on walking, biking, and transit due to limited access to personal vehicles. These groups are also more physically vulnerable in traffic collisions and are overrepresented in crash data. Safe, accessible roadway design is especially critical to reduce severe and fatal injuries for these populations.

Income and Transportation Equity: Fresno's lower median household income and higher poverty rate than state and national averages limit transportation choices for many residents, increasing reliance on walking, biking, and transit. Targeted safety investments are essential to reduce inequitable exposure to severe traffic injuries and fatalities.

Ethnicity and Culture: Fresno's diverse population includes a large share of foreign-born residents and households that speak languages other than English. Language barriers can limit access to transportation services, safety information, and participation in planning processes, making multilingual materials and culturally responsive engagement essential for effective communication and education with residents. Table 2 summarizes the major racial and ethnic groups represented in the city.

TABLE 1 Median Household Income and Poverty Rate Comparison

	City of Fresno	California	National
Median Household Income	$66,804	$96,334	$78,538
Poverty Rate	20.9%	11.8%	10.6%

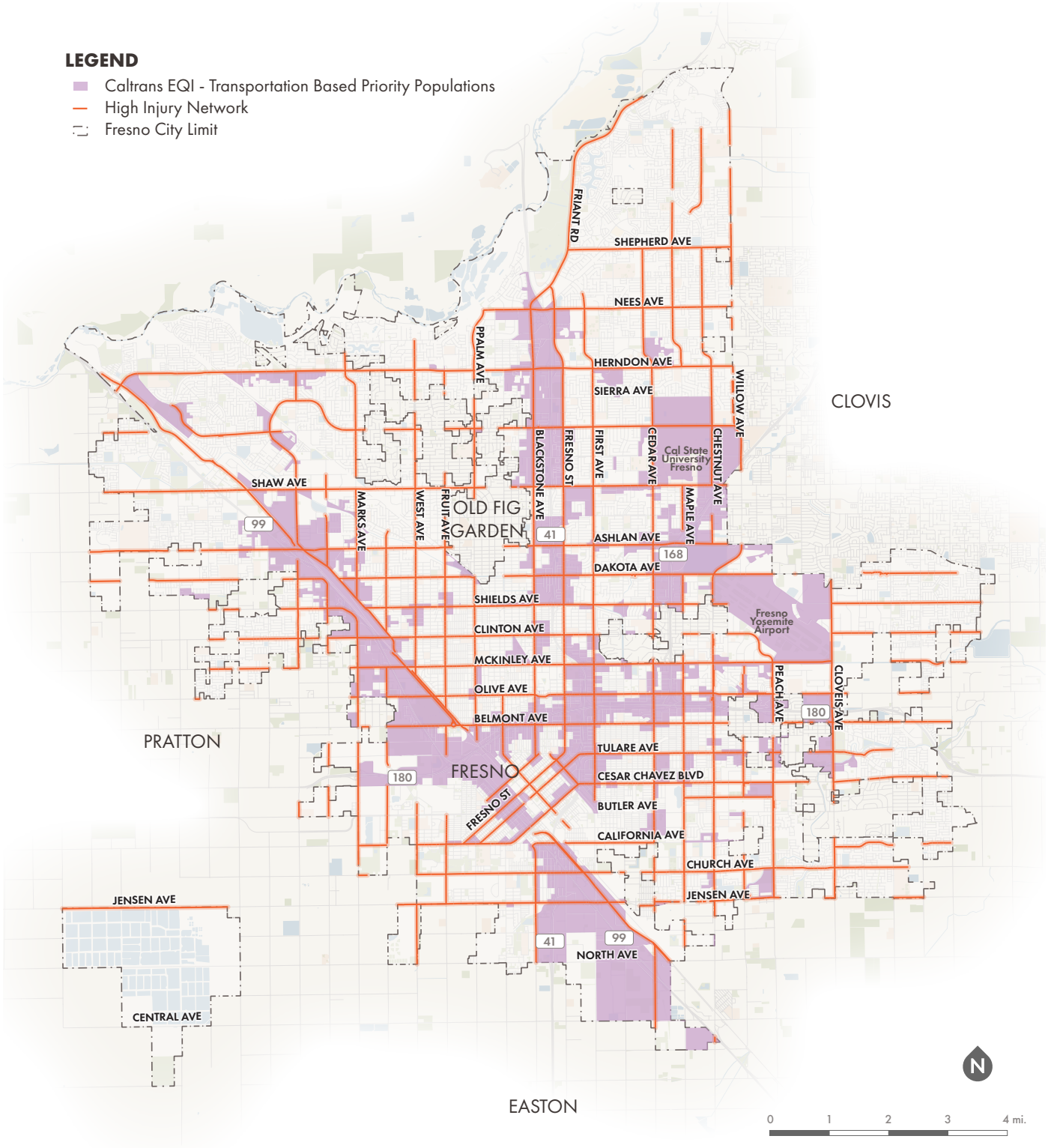
TABLE 2 City of Fresno Race and Ethnicity Demographics

Race/ Ethnicity	City of Fresno	California	National
Hispanic / Latino	50.6%	40.8%	20.0%
White	38.0%	69.8%	74.8%
Asian	14.2%	17.0%	6.7%
Black / African American	6.7%	6.4%	13.7%

Compounding Transportation, Environmental, and Geographic Barriers: Fresno's Central Valley location contributes to extreme heat and poor air quality that discourage walking and biking and increase health risks for people traveling without vehicles. When safe and comfortable travel options are limited, people who must walk, bike, or access transit face greater exposure to challenging roadway conditions. These systemic barriers disproportionately affect communities already facing higher crash risk, compounding transportation safety inequities.

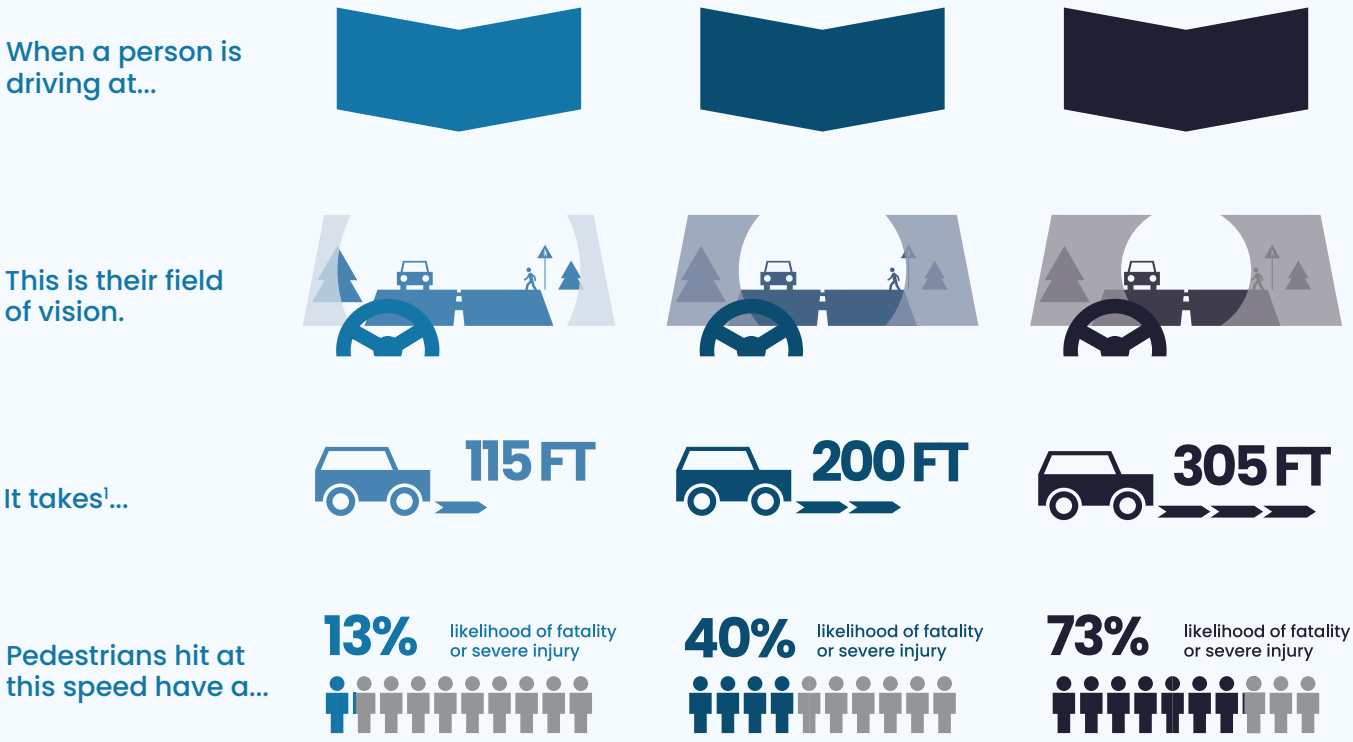
Equity: The Caltrans Transportation Equity Index identifies priority-based populations by combining transportation, environmental, health, and socioeconomic indicators to highlight communities that face greater transportation-related burdens and barriers. In Fresno, these populations are concentrated along major corridors, including Highways 99, 41, 180, and 168, which align closely with the City's High Injury Network. Residents in these areas experience overlapping challenges and are disproportionately exposed to high-speed, high-volume roadways, reinforcing the strong link between equity, exposure, and traffic safety risk.

FIGURE 2 Caltrans Transportation Equity Index Priority Populations and Fresno's High Injury Network



Safe Speeds

Assembly Bill 43, introduced in 2021, allows California cities to reduce the speed limit to 25 MPH in business and residential districts without a traffic study. Additionally, the California State Motor Vehicle Code 5 allows cities to reduce the standard school zone speed limit of 25 MPH to 15 MPH within 500 feet of schools for streets that are 30 MPH or less. However, even speeds of 30 MPH come with great risks for pedestrians: A study by the AAA Foundation for Traffic Safety found that the average risk of severe injury or fatality for pedestrians struck by a motor vehicle traveling 30 MPH is 40 percent, as illustrated in the graphic.[2]



1 Includes 2.5 seconds braking reaction time.

Sources

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W. A. Leaf, W.A. and Preusser, D.F. Literature Review on Vehicle Travel Speeds and Pedestrian Injuries Among Selected Racial/Ethnic Groups. DTNH22-97-D-05018 Task Order 97-03. U.S. Department of Transportation, 1999.
AASHTO Green Book—A Policy on Geometric Design of Highways and Streets, 7th Edition. American Association of State and Highway Transportation Officials, 2018.
Teff, B. 2013. Impact Speed and a Pedestrian's Risk of Severe Injury or Death. Accident Analysis & Prevention, 50(87): 1-8. DOI: 10.1016/j.aap.2012.07.022

2 Tefft, 2013. Impact speed and a pedestrian's risk of severe injury or death. AAA Foundation for Traffic Safety.

> **"This city, like most cities, isn't made for pedestrians. It's made for cars. I fear for my kids walking riding their bikes to school because there are no sidewalks, the speed limits are too high [...]"**
>
> ***– Fresno VZAP Community Survey, April 2025***

Traffic Safety in Fresno

Collision Trends

The project team analyzed five years of crash data (January 1, 2019 to December 31, 2023) to understand where, how, and why crashes are happening in Fresno. Understanding this data is a crucial step in identifying ways to make Fresno streets safer and prevent future crashes and fatal and severe injuries. This section focuses on fatal and severe injury crashes (FSI), as understanding those types of crashes can reveal highest risk locations and factors. The findings from this analysis serve as a foundation for identifying safety issues, prioritizing projects, and guiding future actions in Fresno.

Over the 5-year time period, **crashes in Fresno resulted in 217 deaths and left 629 people severely injured.** That means that **on average, 43 people lost their lives, and over 125 became severely injured each year.** Figure 3 shows the breakdown of fatal and severe injury crashes over the 5-year period. Figure 4 shows a map of all crashes in Fresno over the 5-year period, color coded by severity.

FIGURE 3 Fatal and Injury Crashes in Fresno, 2019–2023

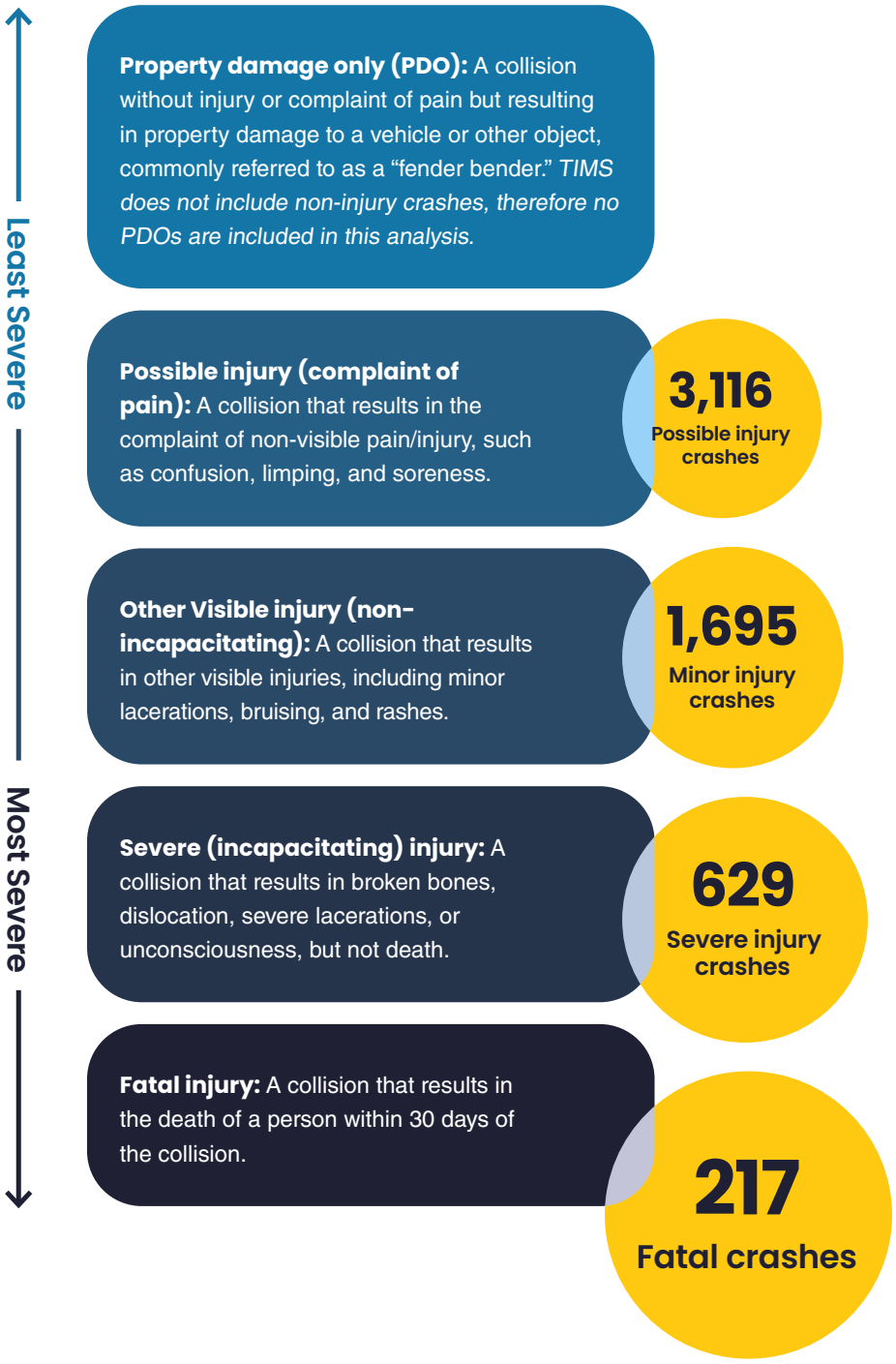
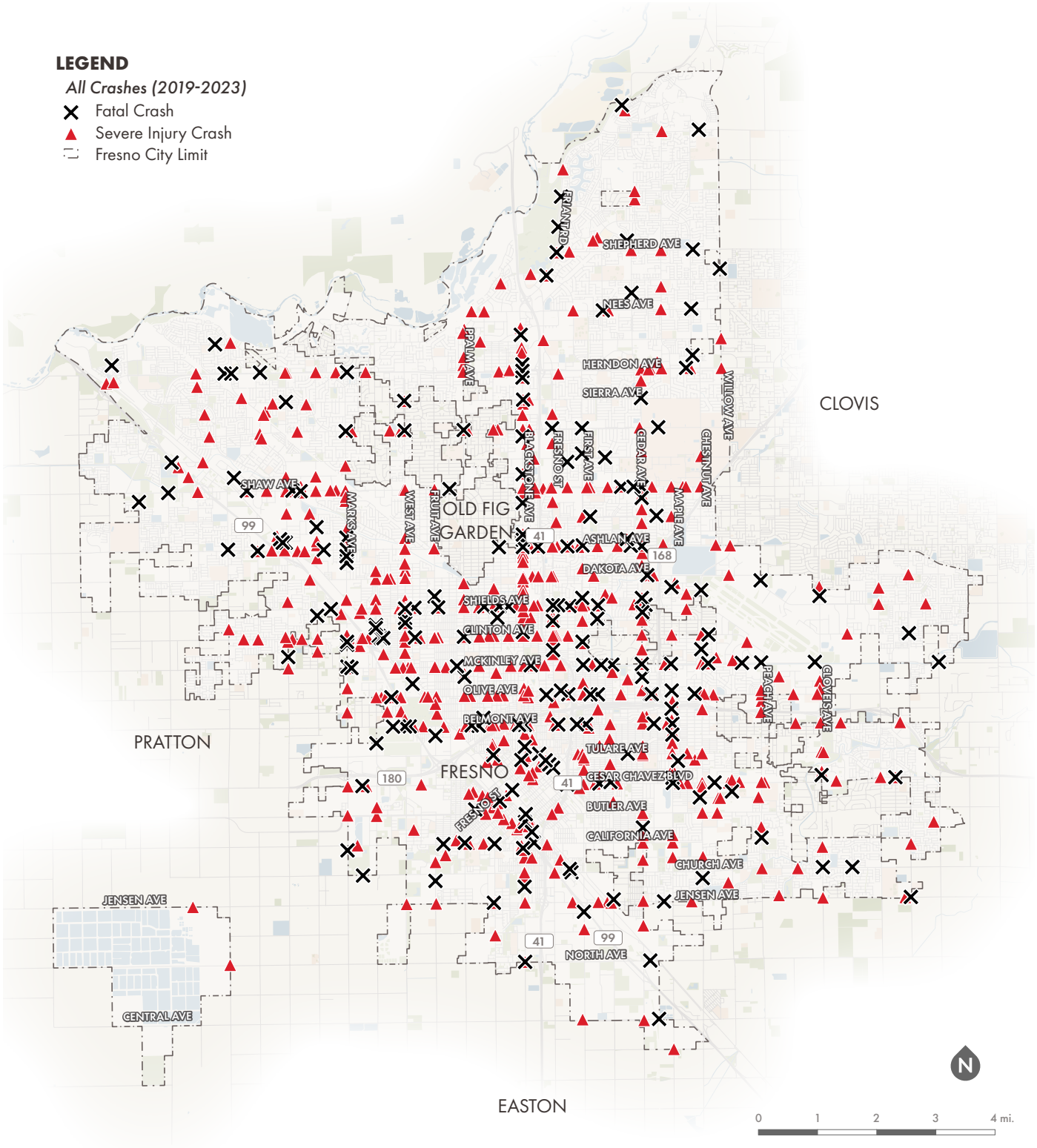


FIGURE 4 Fatal and Severe Crashes in Fresno, 2019–2023, Crossroads and TIMS data



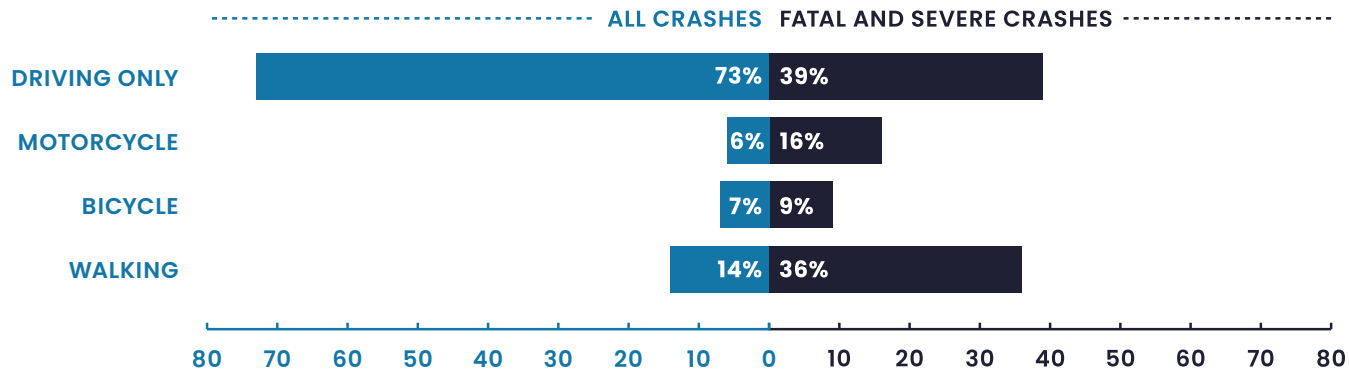
Top Crash Trends

Overall, the crash trends analysis reveals that fatal and severe injury crashes in Fresno are highly concentrated at intersections and are driven by a combination of pedestrian exposure, speed, and impaired driving. The volume, regularity, and consistent nature of Fresno's crashes across many locations point to systemic safety issues rather than isolated incidents. This also highlights clear opportunities for targeted interventions. The following key findings highlight the leading issues contributing to severe and fatal crashes on Fresno's roads.

People Walking, Biking, or Riding Motorcycles are Disproportionately Impacted

Vulnerable road users is a term used to describe road users who do not travel inside the protection of a vehicle and are therefore more vulnerable to death and injury when crashes occur. This includes people walking, and people riding bicycles or motorcycles. **In Fresno, crashes that involve vulnerable road users make up just 27% of all crashes, but 61% of fatal and severe injury crashes (Figure 5). This means that the people who are least protected during a crash are the most likely to die or be severely injured.** Of fatal and severe injury crashes involving vulnerable road users, 36% involved pedestrians, 16% involved motorcyclists, and 9% involved bicyclists. This further reinforces that **people walking are most at risk on Fresno's roads.**

FIGURE 5 All Crashes by Mode vs Fatal and Severe Crashes by Mode, 2019-2023

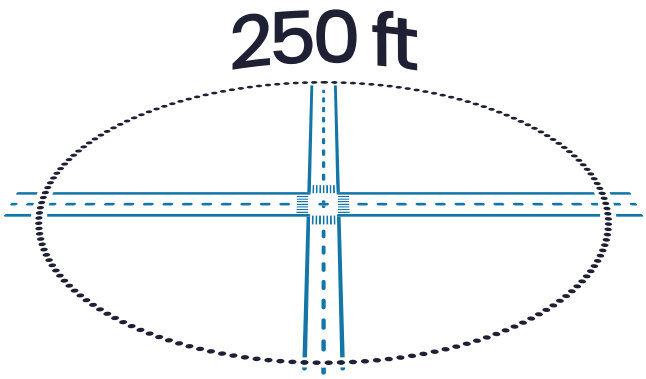


> **" I was using the crosswalk at Tulare & 6th, crossing safely with the "walk" sign lit for us to go. I was pushing my 1 year old in a stroller, and my 2.5 year old was riding a push bike next to me. He moved ahead of me out of reach, while I eyed a Nissan Pathfinder turning left that was supposed to yield to us. I started yelling and waving my arms to get his attention but he did not stop and hit my son on his bike. This led to creating the Tulare Street Project through community advocacy."**
>
> ***– Fresno VZAP Community Survey, April 2025***

Crashes by Location:

Most Fatal and Severe Crashes in Fresno Happen at Intersections

Over the 5-year period evaluated, 86% of all crashes occurred within 250 feet of an intersection. 82% of fatal and severe crashes occurred at intersections and 18% occurred at non-intersections. This same distribution applies to fatal and severe crashes involving people walking and riding bicycles.



Key Takeaway: Reducing Conflicts at Intersections is a Priority in Fresno

The high proportion of crashes at intersections indicates that the way intersections are currently designed, controlled, and operated in Fresno contribute to predictable conflicts. This underscores the importance of intersection-focused safety interventions, including geometric redesign, signal timing, access management, and complementary enforcement and behavior-shaping strategies. There is also a need for safety strategies that include both design solutions and policies that prioritize reducing conflicts between roadway users.

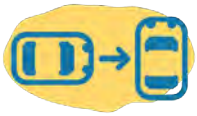
What are the different crash types?

From most common to least common in Fresno

The following categories are used by the Fresno Police Department to code crashes in an incident report.

36%

Pedestrian/Motor Vehicle: A crash in which a driver strikes a person traveling on foot, including people crossing the road, walking along the roadway, or in the shoulder or crosswalk.

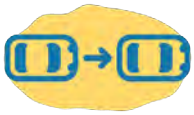


30%

Broadside: A crash in which a driver strikes another driver and the front of one vehicle strikes the side of the other vehicle. Typically occurring at intersections and commonly associated with drivers failing to yield, running red lights, or turning conflicts. (Also referred to as an angle crash.)

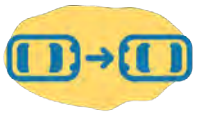
13%

Hit Object: A single-vehicle crash in which a driver strikes a fixed object, such as a tree, utility pole, sign, curb, barrier, or guardrail. These crashes are often associated with roadway departures and higher travel speeds.



8%

Rear End: A crash in which a driver strikes another driver traveling in the same direction, typically from behind. Often related to drivers following too closely, stopping suddenly, or congestion.



6%

Head-On: A crash in which a driver strikes another driver traveling in the opposite direction and the front ends of the two vehicles collide. Typically associated with people driving the wrong way, making unsafe passing maneuvers, or lane departure.

4%

Sideswipe: A crash in which the sides of two vehicles make contact while drivers are traveling in the same or opposite directions, often occurring when drivers change lanes or merge.

"I just got the green arrow to begin my left turn onto Herndon (I was first in line) with my precious grandchildren in the car, and in a blink, a car flew through the intersection on a red light ... a moment later and I would have been hit on the driver's side at a speed of probably 70mph."

– Fresno VZAP Community Survey, April 2025

Primary Collision Factors Explained

From most to least common in Fresno

The following categories are used by the Fresno Police Department in an incident report. Because police are typically not present when a crash occurs, they rely on eye-witness reports, video footage, and professional judgment to report each crash.

19%

Pedestrian Violation: A crash in which a pedestrian's action, such as crossing outside a crosswalk, against a signal, or unexpectedly entering the roadway, is identified as the primary contributing factor.

17%

DUI (Driving Under the Influence) Driving or Cycling: A crash in which alcohol and/or drug impairment of a driver is identified as the primary contributing factor, affecting judgment, reaction time, or vehicle control.

16%

Unsafe Speed: A crash in which a driver is traveling too fast for roadway, traffic, or environmental conditions, regardless of whether the posted speed limit is exceeded. This includes speeds that are unsafe due to weather, congestion, or roadway design.

13%

Traffic Signs and Signals: A crash resulting from a driver's failure to obey traffic control devices, such as running a red light, stop sign, or disregarding other regulatory signs or signals.

10%

Automobile Right of Way: A crash in which a driver fails to yield the right of way to another motor vehicle, commonly occurring at intersections, during merging, or when entering or crossing a roadway.

6%

Improper Turning: A crash caused by an unsafe or illegal turning movement, such as improper left or right turns, wide turns, turning from the wrong lane, or turning without adequate clearance.

4%

Pedestrian Right of Way: A crash in which a driver fails to yield to a pedestrian who has the legal right of way, such as a pedestrian in a marked or unmarked crosswalk or crossing with a walk signal.

15%

Other: Crashes attributed to less common or unspecified factors that do not fall into the primary categories above, including miscellaneous driver actions, environmental factors, or conditions not otherwise classified.

"I was waiting for the traffic signal at Audubon & Friant to change so I could cross the street. When the light changed, I stepped off the curb to cross when someone made a left turn from eastbound Audubon to northbound Friant. I had taken 2 steps into the street when I realized a car was turning on a red light. They were driving very fast, which is common in NE Fresno."

– Fresno VZAP Community Survey, April 2025

Crashes by Type:

Crashes in which a person walking is struck by a driver are the most common crash type in Fresno

Among fatal and severe injury crashes, Pedestrian/Motor Vehicle crashes accounted for the largest share (36%), followed by broadside crashes (30%) and Hit Object crashes (13%). These types of crashes indicate opportunities for systemic roadway treatments that address conflict areas between users, turning movements, and high-speed environments.

Key Takeaway: There is a mismatch between **pedestrian travel patterns and crossing opportunities.**

Pedestrians crossing outside marked or protected crossings or against signals account for the largest share of severe outcomes. This pattern indicates a mismatch between pedestrian travel patterns and available crossing infrastructure. The severity of these crashes also reflects limited redundancy in the system—when a person walking is struck by a driver, higher vehicle speeds greatly increase the likelihood of serious injury or death. These findings highlight the need for engineering solutions that provide safer, more frequent, and more intuitive crossings at locations of high pedestrian demand, paired with education and outreach that reinforce safe crossing behaviors.

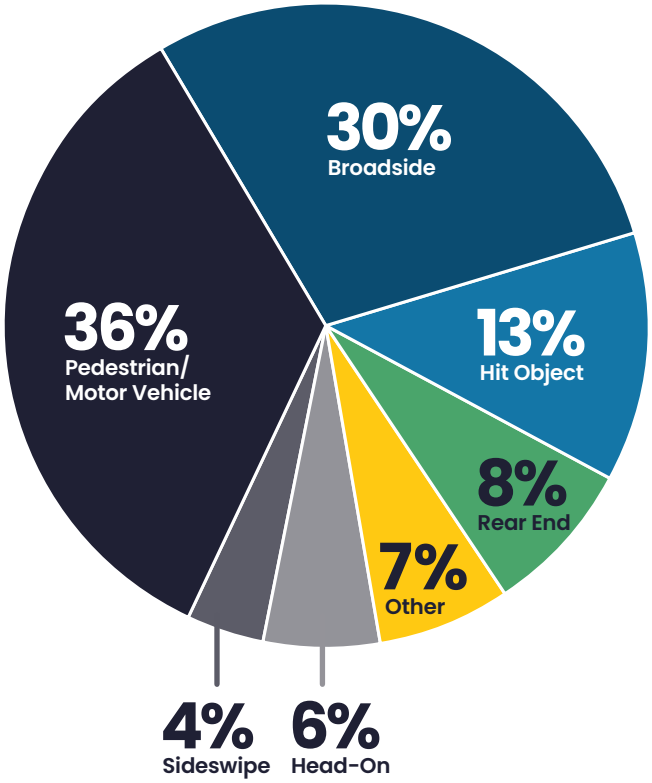


FIGURE 6 Fatal and Severe Injury Crashes by Type, 2019-2023 (Crossroads data)

Why "Pedestrian Violations" Often Reflect System Design, Not Individual Choice

Pedestrian "violations" frequently occur in locations where the built environment does not provide safe, convenient, or intuitive crossing opportunities. In response to Fresno's large arterial roadways and long distances between marked crossings, people sometimes choose to cross mid-block - often near critical destinations such as schools, transit stops, parks, and neighborhood services.

For children, older adults, and people with mobility limitations, these conditions are especially challenging. In many cases, crossing outside of a marked crosswalk is a predictable response to roadway design that prioritizes vehicle movement over safe pedestrian access. Addressing these crashes requires changes to street design, crossing frequency, signal timing, and speed management - not enforcement alone.

Crashes by Primary Collision Factors:

Fatal and severe crashes are driven by predictable, system-level design and operational failures - not isolated individual behavior - and therefore require systemic interventions

Figure 7 illustrates that fatal and severe injury crashes are most frequently associated with pedestrian violations (19%), DUI-related behavior (17%), and unsafe speed (16%). Together, these factors point to a combination of high-risk behaviors and roadway environments that fail to safely manage speed and protect vulnerable road users. While the shares are lower, it is still notable that traffic control compliance and right-of-way violations further highlight how intersection design and driver behavior contribute to severe crashes.

Key Takeaway: Crashes involving **pedestrians and impaired driving** are far more likely to result in severe injury or death.

These crash types represent a relatively small share of total crashes, but they produce disproportionately high severity outcomes, reflecting the vulnerability of people walking and the extreme risk posed by impairment. This reinforces the Safe System Approach that recommends managing crash forces through design while also prioritizing interventions that prevent the most dangerous behaviors from occurring in the first place.

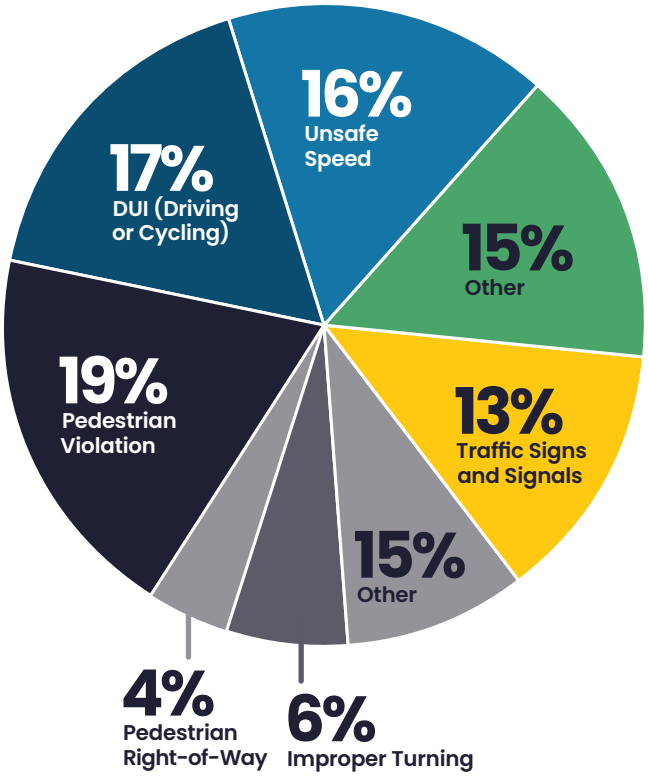


FIGURE 7 Fatal and Severe Injury Crashes by Primary Collision Factor, 2019-2023, (Crossroads data)

Key Takeaway: High-severity crashes are disproportionately associated with **risky driving behaviors.**

Driving under the influence (DUI) is the second most common contributor to high-severity crashes, followed by unsafe speeds, showing that the most severe outcomes are concentrated among a smaller set of high-risk behaviors. This indicates a need for roadway designs that reduce opportunities for speeding and severe errors, alongside targeted enforcement, policy, and public health strategies to address impaired and reckless driving. The Safe Systems approach recognizes that even with design and behavior improvements, humans will make mistakes. Systemwide strategies that reduce the severity of collision when they happen--such as lowering vehicle speeds and ensuring rapid emergency response and effective post-crash care—are essential for reducing fatal and severe collisions.

Crashes by Time of Day:

Lighting conditions alone are not a primary cause of fatal and severe injury crashes, but do contribute to crash severity.

Most fatal and severe crashes occur during daylight or at night in areas with street lighting, suggesting that lighting conditions alone are not a primary cause of crashes. However, a higher proportion of FSI crashes occur at night (48%) compared to all injury crashes (30%), indicating that reduced visibility may contribute to more severe outcomes, particularly when combined with factors such as unsafe speeds and driving under the influence.

Key Takeaway: Most fatal and serious injury crashes occur in **daylight or lit conditions.**

The concentration of severe crashes outside of dark or unlit environments suggests that limited visibility alone does not explain crash severity. This finding points toward systemic safety issues, such as speed, conflict complexity, and user behavior, that must be addressed through holistic design and operational strategies rather than lighting improvements alone.

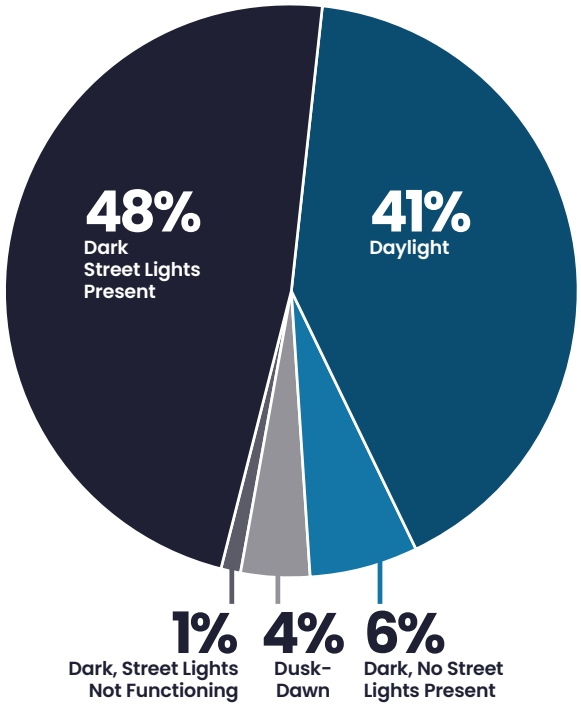


FIGURE 8 Fatal and Severe Injury Crashes by Lighting Conditions, 2019-2023, (Crossroads data)

Behavioral factors play a major role in severe crashes but are shaped by the roadway environment. Many high-severity crashes are associated with behavioral violations; however, these behaviors often occur in environments that encourage or fail to safely accommodate them. This reinforces that neither roadway design nor behavior change interventions are enough in isolation. Effective safety strategies must combine engineering, policy, enforcement, education, and community engagement to prevent severe outcomes.

At least once a week the street light turns green and then someone comes flying through the red light. I wait ten seconds before going into the intersection now after too many close calls. I also like to walk my daughter to school but because we have to cross a main street (Fruit Street) without a stop sign we have to walk down to the intersection and it adds too much time to our walk commute. If we had more stop signs and crosswalks we would move through the city differently.

High Injury Network

A High Injury Network (HIN) uses crash data to identify street segments where severe and fatal crashes are most concentrated. Crash concentrations are normalized by segment length to allow fair comparisons across corridors. Rather than focusing on exposure-based crash rates, the HIN prioritizes locations where the greatest number of serious injuries and fatalities occur, helping target improvements where they can have the greatest safety impact.

Key Elements of High Injury Networks[3] include the following:

- A network of corridor segments where the highest concentrations of collisions occur
- In California, the High Injury Network must consist of a subset no greater than 20% of the local jurisdiction's roadways
- Typically based on three to five years of crash data
- Typically focused on fatal and severe injury crashes

Fresno's High Injury Network

Fresno's HIN represents about 14% of the City's roadway miles, but accounts for 81% of all crashes and 89% of FSI crashes. This data suggests that targeting 14% of the City's roadways with systemic safety treatments has the potential to address the vast majority of severe crashes.

Figure 9 illustrates the City of Fresno's HIN. The HIN is not confined to neighborhoods or districts within Fresno but is distributed citywide. This widespread pattern reveals that serious crashes are associated with major corridors, as opposed to isolated parts of the City, and impact a broad range of community members.

> **"I walk early in the morning every day and the near misses I have experienced as a pedestrian are (with) drivers who are making right turns, not yielding the right of way when I'm crossing, drivers who stop at traffic lights in the crosswalk instead of behind the white line, and drivers exiting parking lots who drive onto the sidewalk instead of stopping behind it. I have seen law enforcement officers, City bus drivers and delivery trucks do this in addition to average drivers. I have also seen many red light runners since I walk along Shaw Avenue."**
>
> ***– Fresno VZAP Community Survey, April 2025***

3 High Injury Network | SoCal Transportation Safety Resource Hub

The roadway segments identified on the HIN are dominated by arterial and collector roadways. These roadways typically feature wider cross-sections, higher vehicle speeds, and more complex traffic movements. Nearly half of the HIN consists of arterial streets, while local roads make up less than 5%. Arterials typically carry higher traffic volumes and serve more travel activity than local streets. As a result, they experience more potential conflict points and interactions between roadway users, which contribute to a greater number of severe and fatal crashes occurring on these corridors.

- **Arterial roads:** major, high-capacity routes for long-distance traffic flow (e.g., Shaw Avenue, Blackstone Avenue, Veterans Boulevard (Super-Arterial)
- **Collector roads:** medium-sized streets that connect traffic between arterial and local roads (e.g., Fresno Street, Clinton Avenue, Barstow Avenue)

The High Injury Network provides a clear framework for understanding the systemic nature of fatal and severe crashes in Fresno. By understanding the nature of these corridors (including land use patterns, collision history, blocks, number of lanes, etc.), the City can more effectively invest in systemic treatments to reduce serious crashes in these locations.

91% of crashes on the HIN took place on arterials or collectors.

What are arterials and collectors?

Multilane, high-volume and high-speed streets.

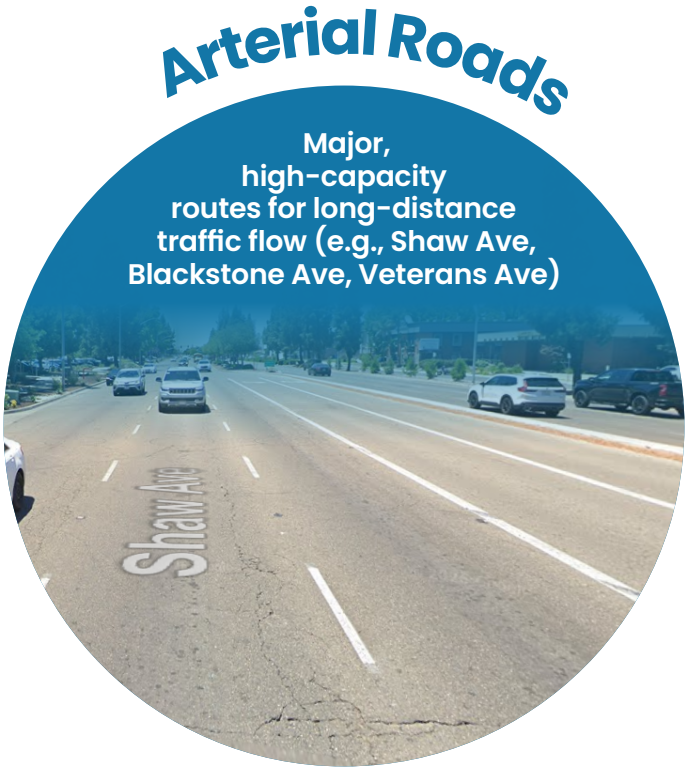
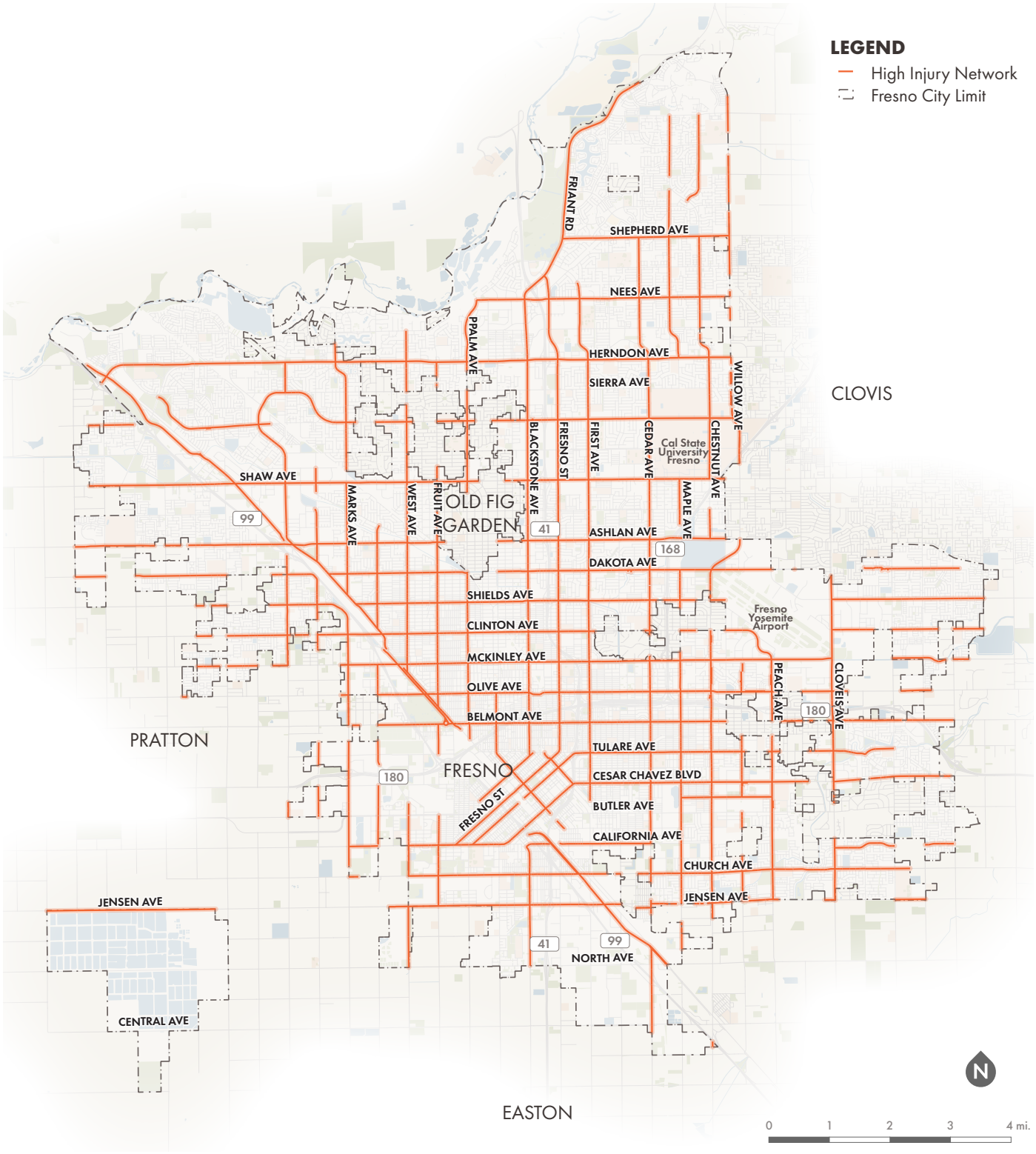


FIGURE 9 City of Fresno High Injury Network, 2025, (Crossroads and TIMS data)

81% of all injury crashes and **89% of fatal and severe injury crashes** occur on the HIN.



Reducing Speeds on the High Injury Network

The High Injury Network also provides a strong foundation for implementing speed limit reductions under California's AB 43. By formally designating the HIN as safety-priority corridors, the City can use documented crash history and roadway context to support speed limit reductions on the corridors where severe crashes are most concentrated. Because the HIN covers a relatively small share of the overall street network - well within the statute's allowance of up to 20 percent of a jurisdiction's streets - the City also retains flexibility to accommodate evolving crash trends without requiring frequent changes to posted speed limits. Leveraging the HIN in this way supports a proactive, data-driven approach to speed management that advances citywide safety goals while focusing implementation where it will have the greatest impact.

City of Fresno Adopts 20 MPH School Zone Speed Limits

On February 26, 2026, the Fresno City Council adopted a resolution establishing a 20 MPH speed limit in school zones to improve safety for students and families traveling to and from school. The resolution builds on California Assembly Bill 382 (AB 382), which authorizes cities to reduce speed limits from 25 MPH to 20 MPH on streets within school zones.

This state legislation was enacted to help communities create safer conditions for children walking and biking to school by allowing lower speeds in areas with high concentrations of young pedestrians. By adopting the 20 MPH school zone speed limit, Fresno is implementing this authority to improve safety around schools and better protect students and families traveling through these areas.

Lower vehicle speeds significantly reduce both the likelihood and severity of crashes involving pedestrians. Slower speeds give drivers more time to react to unexpected movements by children and other pedestrians, and crashes that do occur are far less likely to result in serious injury or death. The new 20 MPH school zone speed limit supports Fresno's broader efforts to improve traffic safety and create safer streets for students and families.

5.

Ready to Act: Vision Zero Recommendations

Eliminating traffic deaths requires more than isolated projects. It demands coordinated policies, programs, and design changes that reshape how safety is prioritized citywide. This chapter outlines clear, implementable actions across Safe Road Users, Safe Speeds, Safe Roads, Safe Vehicles, Post-Crash Care, and Safety Data, with a focus on high-risk corridors and priority populations. Together, these strategies embed the Safe System Approach into everyday decision-making and move Fresno from commitment to action.

Balancing Proactive Systemic Change and Targeted Safety Action

Vision Zero is grounded in a proactive, systemic approach that seeks to prevent fatal and severe injury crashes before they occur by transforming policies, standards, and everyday practices. While the HIN provides a broad framework for where systemic safety interventions should be applied over time, it is neither feasible nor effective to implement all improvements simultaneously. Targeting a smaller set of priority corridors and intersections within the HIN allows the City to address the most urgent safety risks, align projects with existing implementation pipelines - such as roadway resurfacing, capital programs, grants, and local funding measures - and deliver near-term safety benefits. These focused investments complement ongoing efforts to plan and institutionalize systemic safety treatments across the entire HIN, ensuring that short-term actions reinforce long-term transformation.

How Proactive and Targeted Safety Interventions Work Together

TABLE 3 Proactive and Targeted Safety Interventions

Approach	Description	Examples	Benefits	Limitations
Proactive (Systemic) Safety Interventions	Citywide or network-based strategies designed to reduce risk before crashes occur by changing policies, standards, and default practices.	• Updating street design standards • Citywide speed limit policy changes • Systemic speed management on arterials • Signal timing policies that prioritize pedestrian crossing time • Safe System–aligned capital planning	• Reduces risk across the entire network • Prevents crashes before they happen • More equitable and consistent outcomes • Aligns with Safe System and Vision Zero principles	• Often slower to implement • May require policy changes and institutional shifts • Benefits may be less visible in the short term
Targeted (Location-Specific) Safety Interventions	Location-specific projects focused on corridors and intersections with a documented history of fatal and severe injury crashes.	• High Injury Network corridor projects • Intersection redesigns at high-crash locations • Quick-build safety improvements • Grant-funded capital projects	• Delivers near-term safety benefits • Aligns well with existing funding and delivery pipelines • Helps demonstrate progress and build momentum • Addresses urgent safety needs	• Reactive by nature • Limited to locations with historical crash data • Cannot, on their own, eliminate systemwide risk

On December 7, 2024, community members joined a bilingual Walk and Talk led by Every Neighborhood Partnership, walking along Blackstone Avenue and discussing safety challenges along the corridor.

Programs and Policies

How Programs and Policies can Make a Difference

The crash trends identified earlier in this plan show that the fatal and severe injury crashes in Fresno follow clear and predictable patterns. These crashes are specific to street types and in intersections where higher speeds, impaired driving, and exposure of people walking and biking combine to create unsafe conditions. Addressing these patterns requires more than isolated street design projects; it calls for coordinated programs and policies that shape how safety is prioritized and implemented across the City.

Programs and policies help ensure that safety is built into everyday transportation decisions, from street design and operations to enforcement, maintenance, and the behaviors and decisions of people using the transportation system. They allow the City to act proactively, focusing on known high-exposure locations before severe crashes occur. Policies also help align City departments around shared safety goals and provide a consistent framework for prioritizing investments, especially on the High Injury Network and in communities most impacted by traffic violence. When the City acts proactively and invests in safety, it sends a message to other local agencies, organizations, and community members that the City prioritizes a culture of safety.

By establishing clear expectations and priorities, programs and policies make safety improvements more consistent, equitable, and lasting, supporting Fresno's progress toward the goal of eliminating traffic deaths and serious injuries.

Applying the Safe System Approach to Programs and Policies

The Safe System Approach recognizes that people make mistakes and that streets should be designed so those mistakes do not result in severe injury or death. Applying this approach to the programs and policies that the City and other agencies and organizations commit to shifts the focus from blaming individual behavior and inevitability to improving the conditions that shape how people travel.

In practice, this means prioritizing lower speeds, safer intersections, and better protection for people walking, biking, and using transit—especially on the streets and corridors identified in earlier sections of this plan. It also means pairing proactive street design changes with programs that address risky behaviors of all roadway users, such as unsafe operation and impairment.

By embedding Safe System principles into City policies and programs, Fresno can take a consistent, citywide approach to safety, one that reduces the risk of severe crashes, limits their impact when they occur, and supports a culture of safety for everyone.

Priority Policies, Programs, and Populations

The priority policies and programs summarized on the following pages reflect a coordinated, citywide strategy to improve traffic safety in Fresno. Developed through collaboration with City departments, the Vision Zero Taskforce, and community stakeholders, these priorities are informed by crash trends, the High Injury Network, and community input. Together, they complement infrastructure investments by addressing the underlying conditions that contribute to fatal and severe injury crashes. Many of these actions expand or formalize work the City and its partners are already doing.

Organized to align with established safety objectives, the policies and programs span a range of strategies, with many focused on improving safety for people walking, biking, and using transit—particularly populations that experience disproportionate traffic-related harm. The table identifies lead and supporting partners and intended priority populations, providing a clear framework for embedding safety into everyday decision-making and supporting a coordinated, systemic approach to reducing fatal and severe injury crashes citywide.

The following pages also document priority actions for each aspect of the safe system approach. Priority actions are those that the City of Fresno and its partners will focus on implementing in the next 5 years.

Safe System Approach Objective

Safe Road Users

› PRIORITY ACTION

1. Applied and Experiential Education for all road users

including drivers, people walking, bicycling, and using micromobility devices such as e-scooters and e-bikes:

Education programs are integral to create a culture of shared responsibility for traffic safety.

The City is committed to working with partners to update and expand transportation safety education programs using the Safe System approach. This requires collaboration with institutions currently leading transportation education programs, including Fresno COG, Fresno County, Fresno Unified School District, the Fresno Police Department, and community organizations like the Fresno Bicycle Coalition.

Enhanced educational programs will center hands-on, experiential, and behavior-focused strategies that allow participants to practice safe behaviors and understand risk in real-world contexts. They may include interactive demonstrations, temporary street safety events, youth bicycle and pedestrian safety trainings, Train-the-Trainer opportunities for educators and community partners, proactive engagement with parents and caregivers, or other strategies to meet the needs of diverse road users.

To enhance the efficacy of these programs, they can be supplemented by resources that support safer driving habits, including information on tools such as Intelligent Speed Assist (ISA) and other in-vehicle technologies designed to reduce speeding and support safer teen driving.

- **Lead Agency:** School Districts; Youth Educational Partners; Fresno Police Department; PARCs
- **Supporting Partners:** Fresno Police Department; PARCS; Fresno Department of Public Health; Valley Children's Healthcare; Fresno Fire Department; community-based safety organizations
- **Key Outcomes:** Increased awareness and adoption of safe behaviors among drivers (especially teens), pedestrians, bicyclists, and e-scooter/e-bike users, supporting safer shared roadway use and reduced injuries.
- **Priority Populations Identified:** Pedestrians, youth, seniors

"Education. Educate drivers, educate cyclists, educate pedestrians, educate everyone!"

"Create avenues to educate people on traffic safety - especially those tailored to communities who aren't able to access such information through general channels of info."

"Re-educate the public of the dangers of distracted driving. Also teaching young drivers the importance of all the rules of the road, not just the ones they studied to get their license."

– Fresno VZAP Community Survey, April 2025

› **PRIORITY ACTION**

2. High-Risk Behavior Driving Enforcement and Training:

Strengthen enforcement of the most dangerous driving behaviors, including speeding, reckless driving, and impaired driving, through targeted enforcement strategies and enhanced officer training. Expand training opportunities such as ARIDE (Advanced Roadside Impaired Driving Enforcement) and DRE (Drug Recognition Expert), and other professional training programs to support effective and safety-focused traffic enforcement. Align enforcement priorities with Safe System principles by focusing resources on behaviors and locations associated with the highest concentrations of severe crashes.

- **Lead Agency:** Fresno Police Department
- **Supporting Partners:** Department of Public Works; Fresno Fire Department; California Highway Patrol
- **Key Outcomes:** Reduced high-risk driving behaviors and improved capacity for effective, safety-focused traffic enforcement
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. Bus Driver Training Program Expansion:

Expand on Bus Driver Training programs to include:

- Proactive retraining for drivers involved in preventable accidents, with emphasis on root cause analysis and corrective actions.
- Dedicated or protected bus lanes, potentially shared with bicycles, to minimize traffic interactions and improve safety.
- Enhanced equipment such as mirror monitors (already in use), audible alerts for pedestrians during bus turns, and exploration of additional technologies to reduce collisions

- **Lead Agency:** FAX
- **Supporting Partners:** Fresno County Rural Transit Agency
- **Key Outcomes:** Reduced frequency and severity of preventable FAX-involved crashes
- **Priority Populations Identified:** Pedestrians, youth, seniors

4. Build Community Capacity:

Build long-term community capacity for traffic safety by empowering trusted local leaders and residents with the tools, knowledge, and resources to advocate for safer streets. Use hands-on engagement strategies, such as pop-up demonstrations, temporary installations, and interactive events, to help community members experience proposed changes, provide feedback, and co-create solutions grounded in lived experience.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Community-based organizations; neighborhood associations; faith-based organizations; schools; public health partners; youth and senior-serving organizations
- **Key Outcomes:** Increased community capacity to meaningfully engage in and advocate for traffic safety improvements
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safe Road Users

5. Internal Capacity Building / City Staff Training:

Provide required Safe System Approach training for City staff and partner agencies, supported by agency-specific guidance, experiential learning, and technical resources that translate Safe System principles into day-to-day decision-making and implementation. Include training on the use, limitations, and differences among local, state, and federal crash data sources to improve interpretation, coordination, and application of safety data.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** City departments including: Planning & Development Department; Fresno Police Department; Fresno Fire Department; Fresno Area Express (FAX); PARCS; Public Utilities
- **Key Outcomes:** Increased staff understanding and consistent application of the Safe System Approach across City departments and partner agencies, improved coordination across departments when planning, designing, and implementing transportation projects, earlier identification of safety impacts in routine City decisions and projects
- **Priority Populations Identified:** Pedestrians, youth, seniors

6. Safe Routes to Transit:

Partner with Fresno Area Express and Department of Public Works to establish performance targets and implement improvements that enhance safety and accessibility for people walking, biking, and waiting at transit stops.

- **Lead Agency:** Department of Public Works
- **Key Outcomes:** Improved safety and accessibility for people walking, biking, and waiting at transit stops
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safe System Approach Objective

Safe Vehicles

› PRIORITY ACTION

1. Municipal Fleet Safety:

Improve safety across municipal fleets through updated purchasing and management policies and the use of telematics and other technologies to monitor, support, and reinforce safe driving practices.

- **Lead Agency:** General Services Department
- **Supporting Partners:** City departments including: Department of Public Works; PARCS; Fresno Fire Department; Department of Public Utilities – Solid Waste Division; Fresno Police Department
- **Key Outcomes:** Reduced frequency and severity of preventable crashes involving municipal fleet vehicles

2. Contractor Fleet Safety Requirements:

Require contractors working on City-funded projects to meet basic fleet safety standards, including driver training, vehicle safety equipment, and safe operating practices, consistent with Vision Zero goals.

- **Lead Agency:** General Services Department
- **Supporting Partners:** Department of Public Works; Fresno Fire Department; Fresno Police Department; Fresno Area Express (FAX); Public Utilities; City Attorney's Office
- **Key Outcomes:** Reduced frequency and severity of preventable crashes involving contractor-operated vehicles on City-funded projects

The project team conducted a vehicle size and front blind spot demonstration using a large truck and cardboard cutout showing the size of the average kindergartner child

The Impact of Vehicle Size

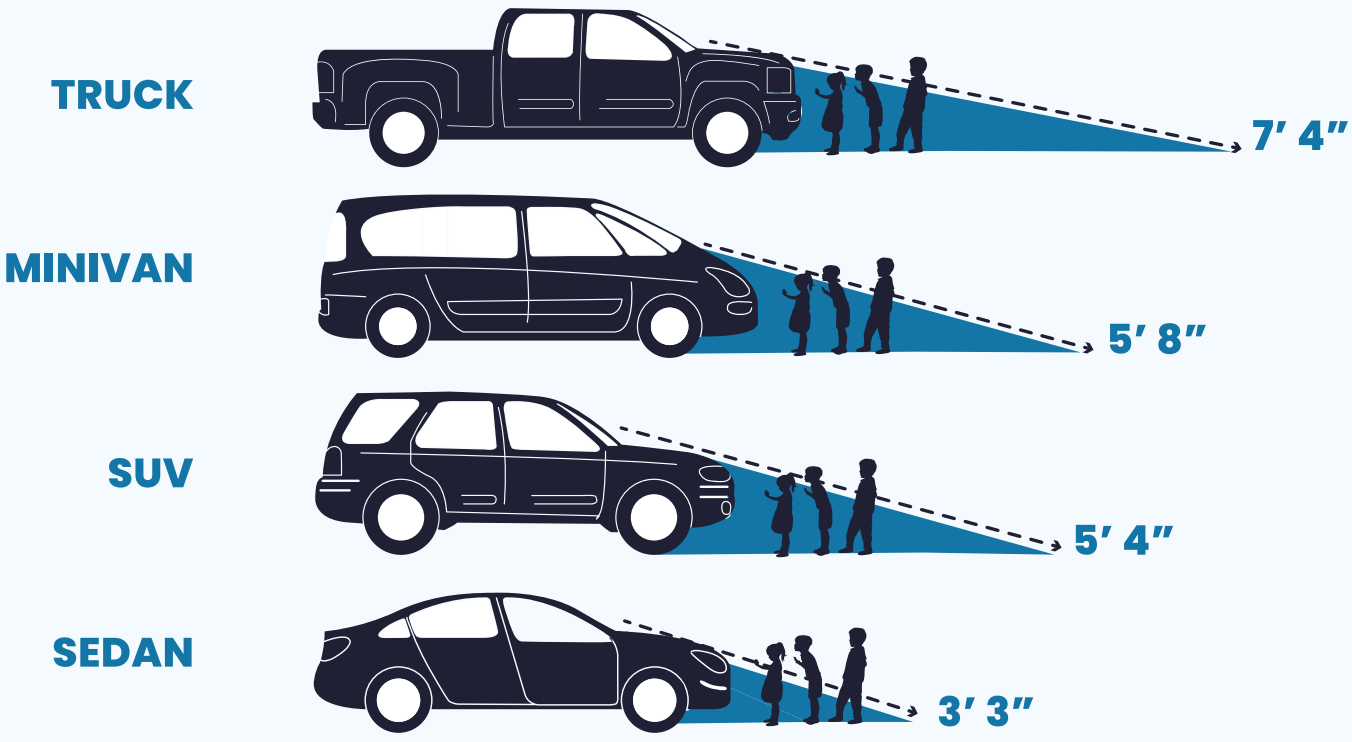
Across the nation, vehicle size has grown over the last two decades. The prevalence of large trucks and SUVs in Fresno exacerbates the risk associated with high vehicle speeds and reckless driver behavior. Research shows that larger vehicles are more dangerous for people walking and bicycling than standard-size sedans.

Larger trucks and SUVs have substantial front blind spots that make it harder to see children crossing in front. During a crash, tall SUV or truck bumpers strike pedestrians higher, in the torso or head, resulting in more severe injuries. Tyndall (2024) found that just a 4-inch increase in the front-end height of a vehicle increases the pedestrian fatality risk by 22%.[1]

Due to the popularity of large vehicles in Fresno, it is important that community members receive education about the risks, and how to adjust their behavior to protect students walking near vehicles.

The relationship between vehicle size, speeding, and crash severity also underscores the urgency of infrastructure treatments that slow driver speeds.

Front Blindspot



1 Tyndall, J. The effect of front end vehicle height on pedestrian death risk. *Economics of Transportation*, 2024.

Safe System Approach Objective

Safe Speeds

› PRIORITY ACTION

1. Safe Speed Limits:

Establish speed limits that reflect the surrounding street context, such as land use, street design, and the presence of people walking, biking, and accessing transit. Support reduced speed limits through enhanced speed limit signs, travel lane narrowing, public education campaigns, and targeted speed enforcement. To increase efficiency and avoid duplication, public education and messaging efforts should be coordinated with the California Office of Traffic Safety (OTS) and NHTSA Communications Calendar to complement existing high-visibility enforcement campaigns.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department; Fresno Area Express (FAX); Fresno Fire Department; CA Office of Traffic Safety; NHTSA
- **Key Outcomes:** Lower vehicle speeds on streets with high pedestrian and bicycle activity
- **Priority Populations Identified:** Pedestrians, youth

2. Play streets:

Temporarily or permanently limit through traffic on neighborhood streets to create low-speed, people-focused spaces for play, walking, biking, and community activities.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Community-based organizations; PARCS; neighborhood associations; Fresno Police Department; Fresno Fire Department
- **Key Outcomes:** Reduced vehicle speeds and cut-through traffic on residential streets; increased safe outdoor activity and community use of neighborhood streets; improved perceptions of safety among residents, particularly children and seniors
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. School Zones:

Improve safety in school zones by evaluating and applying context-appropriate speed limits and implementing a combination of engineering, education, and enforcement strategies to support safe speeds during school travel times. This recommendation is aligned with the City Council's February 26, 2026 resolution establishing a 20 mph speed limit in school zones, consistent with California Assembly Bill 382 (AB 382), which authorizes cities to reduce speeds on streets near schools during school hours.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Police Department; school districts; PARCS; Fresno Fire Department
- **Key Outcomes:** Reduced vehicle speeds and improved driver compliance in school zones
- **Priority Populations Identified:** Pedestrians, youth

Safe Speeds

4. City of Fresno Traffic Calming Program:

Expand and clarify the City's Residential Speed Hump Policy to include other traffic calming treatments, using the Vision Zero Major Streets Traffic Calming Toolkit and Mobility Design Guidelines to guide design, implementation, and maintenance.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department; Fresno Police Department
- **Key Outcomes:** Increased use of a broader range of traffic calming strategies tailored to street context; reduced vehicle speeds and cut-through traffic on neighborhood and major streets; improved safety and comfort for people walking, biking, and rolling; greater community understanding of available traffic calming options
- **Priority Populations Identified:** Pedestrians, youth, seniors

Assembly Bill 413 (AB 413): California's Daylighting Law

California's 2024 daylighting law (AB 413) allows cities to prohibit parking within 20 feet of an intersection. This law brings California in line with more than 40 other states that already restrict vehicle parking near intersections for visibility.

While this was a state law that significantly changed the legality of parking across California, individual cities are responsible for explaining the change and determining whether or how to implement these parking restrictions. Most cities have relied on enforcement (issuing parking citations to cars parked in the 20-foot zone near intersections) and/or engineering (marking curbs red in these 20-foot zones) to implement AB 413.

Key Considerations:

Enforcement: An enforcement-focused approach relies on broad public messaging about daylighting in general, along with specifics on the change to California Vehicle Code. While any city can now issue parking citations to vehicles parked in the daylighting zone, most cities have issued no-fee warning citations or educational materials to parked vehicles prior to true enforcement.

Marking: Painting curbs red, or marking parking restrictions with No Parking signs, at intersections is among the most effective ways to implement AB 413, though the logistics of undertaking such a citywide effort are daunting. The City could proactively paint curbs red or install signs at a subset of intersections where visibility may be a contributing factor to collisions to have the greatest safety impact. By focusing this effort on intersections on the HIN or near schools (in which the benefit of improved visibility is greater for those who cannot see over or see through a vehicle), the City could use limited resources to better improve safety citywide.

"Hardened Daylighting": Research from the New York City DOT in 2025 has found that hardened daylighting, or daylighting that includes a physical barrier like posts or wheel stops, had a greater safety benefit than daylighting with signs alone. Hardened daylighting also allows roadway space to be reallocated to different uses that do not impede visibility: bike or scooter parking, neighborhood parklets with planters, community art, or expansions of sidewalk space.

Safe System Approach Objective

Safe Roads

› PRIORITY ACTION

1. Red Light Cameras:

Explore the implementation of SB 720, which allows automated enforcement of red light violations. Using crash data, identify a subset of intersections on the HIN where this automated enforcement could be deployed. The priority intersections identified in this plan may be good candidates for initial evaluation.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department
- **Key Outcomes:** Automated enforcement

2. Pedestrian Policy and Design Standards:

Create and adopt a policy and design guide for pedestrian crossings, and update roadway and streetscape design standards to improve pedestrian safety and accessibility. Standards should provide clear, context-sensitive guidance for crossing spacing and safety treatments, and incorporate design strategies that discourage speeding while maintaining required lane widths, turning radii, vertical clearance, and access for emergency and service vehicles.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department; Department of Public Utilities - Solid Waste Division; Fresno Police Department; Planning & Development Department; Fresno Area Express (FAX)
- **Key Outcomes:** Improved pedestrian safety and accessibility through clear, context-sensitive design standards; ensure safe operation for emergency and service operations and vehicles

3. Complete Streets Policy:

Update and implement the City's Complete Streets policy to explicitly align with Vision Zero and the Safe System Approach by prioritizing speed management, pedestrian safety, and equitable investments on the High Injury Network, while ensuring safe, continuous access for all users during construction and maintenance.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department
- **Key Outcomes:** More consistent, safety-focused application of Complete Streets treatments on high-injury corridors, resulting in lower speeds and improved safety for people walking, biking, and using transit

4. Traffic control:

Coordinate traffic control plans among the City, Fresno Police and Fire Departments, and school districts to improve pedestrian safety, manage vehicle speeds, and maintain reliable emergency access during school travel periods, construction, and special events.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Fire Department; Fresno Police Department; school districts
- **Key Outcomes:** Reduced conflicts between emergency vehicles, pedestrians, and general traffic during peak activity periods

Safe Roads

5. Daylighting:

Provide public education on the purpose and safety benefits of daylighting, and implement consistent, easily recognizable treatments to improve visibility and reduce conflicts at intersections and crossings.

- **Lead Agency:** Planning & Development Department
- **Supporting Partners:** Fresno Police Department; Department of Public Works
- **Key Outcomes:** Improved visibility and reduced conflicts at intersections and crossings
- **Priority Populations Identified:** Improved visibility and reduced conflicts at intersections and crossings

6. Intersection control evaluation:

Incorporate Caltrans Intersection Safety and Operational Assessment Process (ISOAP) and Intersection Control Evaluation (ICE) guidance into City decision-making for evaluating and changing intersection control types to improve safety outcomes.

- **Lead Agency:** Capital Project Department
- **Supporting Partners:** Fresno Police Department; Fresno Fire Department; Department Public Works; Caltrans
- **Key Outcomes:** Improved safety outcomes at intersections through appropriate control selection

There are so many red light runners in this city and I truly think that we need to get red light cameras up. There are just too many close calls.

– Fresno VZAP Community Survey, April 2025

Safe System Approach Objective

Post-Crash Care

› PRIORITY ACTION

1. Technology upgrades:

Implement traffic signal technology, such as emergency vehicle preemption and coordinated signal progression in locations where this does not already exist in Fresno, to reduce emergency response times, improve responder safety, and support faster access to medical care following serious crashes. Consider additional technology strategies, such as Haas alerts in emergency vehicles.

- **Lead Agency:** Department of Public Works; Fresno Fire Department
- **Supporting Partners:** Fresno Fire Department; Fresno Police Department; Fresno Area Express (FAX); Caltrans; Clovis Community Medical Center
- **Key Outcomes:** Reduced emergency response and transport times following severe crashes

2. Partnerships:

Partner with trusted community-based organizations to connect people impacted by traffic crashes to recovery resources, peer support, and services, and to provide culturally responsive post-crash outreach in communities disproportionately affected by traffic violence.

- **Lead Agency:** Community-based organizations
- **Supporting Partners:** Fresno Department of Public Health; Fresno Fire Department; Fresno Police Department; hospitals and trauma centers; victim support organizations; Community Medical Center
- **Key Outcomes:** Improved access to post-crash recovery resources and support for people and families impacted by traffic violence
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. Crash review and analysis:

Expand post-crash analysis beyond fatal crashes to include serious injury and high-risk crash types through multidisciplinary review involving transportation, public safety, and health partners. Use findings to identify systemic contributing factors and inform targeted engineering, policy, and operational safety improvements.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department; Fresno Fire Department; Fresno Department of Public Health; hospitals and trauma centers; Planning and Development Department; Clovis Community Medical Center
- **Key Outcomes:** Improved identification of systemic factors contributing to severe and fatal crashes
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safe System Approach Objective

Safety Data

› PRIORITY ACTION

1. Database coordination:

Coordinate and align the City's crash database (Crossroads) with statewide databases (TIMS and SWITRS) to better understand differences in definitions, reporting practices, and timelines, reduce data discrepancies, and support more consistent safety analysis and decision-making.

- **Lead Agency:** Fresno Police Department
- **Supporting Partners:** California Highway Patrol; Caltrans; Department of Public Works
- **Key Outcomes:** Improved consistency and reliability of crash data used for Vision Zero analysis and reporting

2. Vision Zero dashboard:

Create a data dashboard to track progress towards accomplishing Vision Zero actions and meeting key metrics. (In Progress)

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Fresno Police Department
- **Key Outcomes:** Improved transparency and accountability for Vision Zero progress and safety outcomes
- **Priority Populations Identified:** Pedestrians

3. Bike and pedestrian volumes:

Update intersection data collection to reflect California MUTCD guidance and more accurately measure bicyclist and pedestrian volumes, supporting data-driven safety improvements and equitable prioritization.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Planning & Development Department; Fresno Police Department; Fresno Area Express (FAX)
- **Key Outcomes:** Improved accuracy and use of bicyclist and pedestrian volume data in safety analysis and project decision-making and implementation prioritization
- **Priority Populations Identified:** Pedestrians

4. Motorcycle crashes:

Improve identification and tracking of motorcycle-involved crashes within the City's Crossroads database to resolve discrepancies with statewide data and support more accurate safety analysis and targeted countermeasures.

- **Lead Agency:** Department of Public Works
- **Key Outcomes:** More accurate and consistent identification of motorcycle-involved crashes across City and state data systems
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safety Data

5. Data coordination:

Partner with hospitals and trauma centers to establish shared, HIPAA-compliant Vision Zero safety metrics and reporting processes that improve understanding of injury severity, outcomes, and response times, and support more effective post-crash care and safety interventions.

- **Lead Agency:** Fresno Department of Public Health, in coordination with the Department of Public Works
- **Supporting Partners:** Hospitals and trauma centers; Fresno Fire Department; Fresno Police Department; Fresno Department of Public Health
- **Key Outcomes:** Improved understanding of fatal and serious injury outcomes to inform post-crash care and safety investments
- **Priority Populations Identified:** Pedestrians, youth, seniors

Safe System Approach Objective

Other Planning and Coordination Strategies

› **PRIORITY ACTION**

1. Planning coordination and alignment:

Coordinate Vision Zero implementation with related City and regional efforts, including the Fresno Active Transportation Plan, Fresno Unified Safe Streets for Students program, and Fresno County Vision Zero initiatives, to align priorities, develop coordinated project lists, and strengthen future grant applications.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Planning & Development Department; Fresno Unified School District; Fresno County; Fresno Council of Governments
- **Key Outcomes:** Improved coordination and consistency across City and regional safety initiatives
- **Priority Populations Identified:** Pedestrians, youth, seniors

› **PRIORITY ACTION**

2. Vision Zero Task Force:

Establish a standing Vision Zero Task Force to coordinate implementation across City departments and partner agencies. The Task Force will meet regularly (e.g., quarterly) to review crash trends and performance metrics, coordinate priority safety projects and policies, and address cross-departmental implementation barriers.

- **Lead Agency:** Department of Public Works
- **Supporting Partners:** Mayor and City Manager's Office; Fresno Police Department; Planning & Development Department; Fresno County; Caltrans; Fresno Council of Governments; Fresno Unified School District
- **Key Outcomes:** Improved interdepartmental coordination and accountability for implementing Vision Zero strategies and tracking progress toward reducing severe and fatal crashes.
- **Priority Populations Identified:** Pedestrians, youth, seniors

3. Safety scoring criteria:

Update safety scoring criteria within major transportation funding programs (e.g., TIP) to place greater weight on crash history and severity, speed risk, High Injury Network locations, and benefits to people walking, biking, and using transit, ensuring funded projects advance Safe System and Vision Zero outcomes.

- **Lead Agency:** Fresno Council of Governments
- **Supporting Partners:** Department of Public Works; Fresno Police Department; Planning & Development Department; Caltrans, Fresno County
- **Key Outcomes:** Funding decisions that more consistently prioritize projects with the greatest potential to reduce severe and fatal crashes.
- **Priority Populations Identified:** Pedestrians, youth, seniors

Other Planning and Coordination Strategies

4. Safety plan updates:

Regularly (every five years) update City-led traffic safety plans to reflect new data, completed projects, and emerging risks, and to maintain eligibility for state and federal safety funding programs. When the next update occurs, consider combining the Local Roadway Safety Plan (LRSP) and Vision Zero Action Plan into a single comprehensive safety plan.

- **Lead Agency:** Department of Public Works
- **Key Outcomes:** Continued eligibility for state and federal safety funding programs
- **Priority Populations Identified:** Pedestrians, youth, seniors

Systemic Safety Treatments

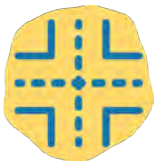
The crash patterns in Fresno show that fatal and severe crashes tend to occur under similar conditions across many locations, particularly on major streets with higher speeds, wide cross-sections, and frequent turning and crossing activity. Addressing these conditions effectively requires more than isolated, location-by-location fixes. Systemic safety treatments offer a way to improve safety across the city by applying proven proactive design strategies.

As part of the Vision Zero Action Plan, the City developed a Major Streets Traffic Calming Toolkit (Appendix D) to identify a set of flexible, context-sensitive treatments that can be applied consistently across Fresno's street network to manage speeds, reduce conflicts, and improve safety for people walking, biking, driving, and using transit. When implemented in a coordinated and citywide manner, these treatments can help create more predictable, safer streets, reduce the likelihood of severe crashes, and support long-term progress toward Vision Zero.

Four Types of High-Impact Systemic Safety Treatments

The treatments included in the Major Streets Traffic Calming Toolkit, and as part of the location-specific engineering recommendations, fall into four "types" of treatments. The following categories provide a helpful organizing principle but are not mutually exclusive (treatments may correspond to more than one category):

Travel Lanes



Intersections and Crossings

Speed Management

Signs and Signals

Travel Lanes

Countermeasures that focus on design and operational improvements to lane configurations to enhance safety and mobility.

TABLE 4 Travel Lane Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
Road diets / lane reconfiguration	Reduces speeds, simplifies movements, and lowers crash frequency and severity	Interim restriping, paint, flexible delineators, modular curb
Narrowed travel lanes / visual friction	Encourages lower operating speeds and improved driver attention	Lane restriping, paint, edge lines, flexible posts
Hardened centerlines	Reduces head-on and sideswipe crashes	Painted centerlines, rumble striping
Median refuge islands (lane reallocation)	Reduces pedestrian exposure and supports two-stage crossings	Painted medians, delineators, modular refuge islands
Reallocation of roadway space for bicycle facilities	Improves predictability and reduces conflicts between modes	Striping, buffered bike lanes, flexible posts, curb stops
Slip Lane Treatment	Slows turning vehicles, shortens pedestrian crossings, and reduces pedestrian–vehicle conflict points.	Paint, flexible delineators, modular pedestrian refuge islands, temporary curb extensions

Example Travel Lane Interventions:

Medians and Pedestrian Islands

Road Diet

Slip Lane Treatment

Narrowed Lanes/ Visual Friction

Hardened Centerline

Intersections and Crossings

Countermeasures that address design and operational improvements at intersections and pedestrian crossing locations.

TABLE 5 Intersections and Crossings Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
High-visibility crosswalk markings	Increases pedestrian visibility and driver yielding	Durable high-visibility striping
Curb extensions (bulb-outs)	Shortens crossing distances and slows turning speeds	Paint, modular curb, delineators
Protected intersections	Reduces conflict points and improves multimodal safety	Interim protection using striping and posts
Advanced stop lines	Improves sight lines and reduces vehicle encroachment	Pavement markings
Median refuge islands (crossing-focused)	Allows pedestrians to cross in stages and reduces exposure	Painted refuge areas, posts, modular islands
Protected left turns	Reduces turning conflicts by separating left-turn movements from opposing traffic	Paint, flexible delineators, modular median extension, planter-protected median

Example Intersection and Crossing Interventions:

Protected Intersection

Crosswalk Visibility Enhancements

Protected Left Turns

Advanced Stop Lines

Median Refuge Island

Speed Management

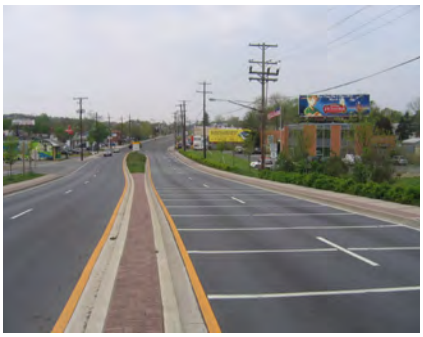
Countermeasures that focus on reducing motorists' speeds, recognizing the strong relationship between speed and crash severity.

TABLE 6 Speed Management Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
Speed limit reductions on safety priority corridors (AB 43)	Reduces crash likelihood and severity on high-risk corridors	Signage changes supported by policy action
Corridor-wide traffic calming	Lowers operating speeds and improves driver compliance	Paint, striping, flexible posts, speed cushions
Speed humps / speed cushions	Reduces vehicle speeds on residential and collector streets and improves safety for people walking and biking (note: not appropriate on arterials)	Temporary or modular speed humps/ cushions, rubber or asphalt overlays
Speed management near schools	Reduces risk for children and caregivers	Striping, signage, temporary curb elements
Signal coordination to discourage speeding	Reduces excessive speeds between intersections	Signal timing and progression adjustments
Chicanes	Reduces vehicle speeds and increases driver awareness by introducing horizontal deflection in the travel lane	Interim restriping, paint, flexible delineators, modular or planter-based, temporary curb extensions

Example Speed Management Interventions:

Context-Sensitive Speed Limits



Optical Speed Bars

Speed Feedback Signs

Chicanes

Speed Humps/Speed Cushions

Signs, Signals, and Pavement Markings

Countermeasures that relate to regulatory, warning, and traffic control devices guiding street user behavior.

TABLE 7 Signs, Signals, and Pavement Marking Treatments

Systemic Intervention	Primary Safety Benefit	Options for Rapid Implementation
Leading Pedestrian Intervals (LPIs)	Improves pedestrian visibility and reduces turning conflicts	Signal timing changes
Pedestrian Hybrid Beacons (PHBs)	Increases driver yielding at uncontrolled crossings	Permanent installation required (limited quick-build flexibility)
Rapid Rectangular Flashing Beacons (RRFBs)	Improves yielding compliance at unsignalized crossings	Permanent installation required (limited quick-build flexibility)
Signal timing and clearance interval adjustments	Reduces red-light running and broadside crashes	Signal timing updates
Improved signal head visibility	Improves driver compliance and awareness	Repositioning or upgrading signal heads
In-street pedestrian crossing signs	Increases driver awareness and yielding	Temporary or modular sign installations
High visibility pavement markings	Improves roadway visibility and driver awareness, helping users identify crossings and conflict areas	Paint, flexible delineators, reflective markers

Example Signs, Signals, and Pavement Marking Interventions:

High Visibility Pavement Markings

Leading Pedestrian Intervals

Pedestrian Hybrid Beacons

Rapid Rectangular Flashing Beacons

In-Street Pedestrian Crossing Signs

Senate Bill 720 (SB 720): Red Light Cameras

Explore the implementation of SB 720, which allows automated enforcement of red light violations. Using crash data, identify a subset of intersections on the HIN where this automated enforcement could be deployed. The priority intersections identified in this plan may be good candidates for initial evaluation.

California's 2025 red light camera law (SB 720) allows automated enforcement of red-light violations in cities across the state. Red-light running has typically been classified as a moving violation, requiring a law enforcement officer to identify the driver of a vehicle to issue such a citation. However, this law allows jurisdictions in California to implement automated red light camera systems and issue civil penalties to the registered owner of a violating vehicle.

Automated enforcement systems can significantly reduce red light running and improve traffic safety. The impact of red-light safety cameras is well documented: an Insurance Institute for Highway Safety (IIHS) study found that cameras reduced the fatal red light running crash rate of cities by 21%.

Key Considerations:

- **Locations:** The City of Fresno is eligible to install automated enforcement under this law. A critical early step is to identify intersection approaches on the HIN that would be good candidates for this technology: pulling crash histories to identify incidents of red-light running across the City and their impacts of safety. This will create an eligible list of locations that could be further screened by land use contexts, population centers, and constructability restrictions.
- **Analysis:** SB 720 requires that implementing jurisdictions document the potential impacts of automated enforcement on their populations, and that red-light cameras be placed in areas that are geographically and socioeconomically diverse.
- **Program:** SB 720 allows cities to utilize automated enforcement cameras for red-light running by following a consistent program. Cities must first issue warning notices before issuing citations, the systems must be well-marked with signage in advance, only civil penalties (not moving violations) of $100 may be issued, and penalties are issued to the registered owner of the vehicle (not necessarily the driver at the time of the violation).
- **Red Light Running Only:** While a separate California law, AB 645, allows certain cities to implement automated speed enforcement cameras, this is currently not authorized for the City of Fresno.

Designing Safer Streets that Support Emergency Response

Designing safer streets and maintaining reliable emergency response can sometimes see, like competing priorities. In practice, thoughtfully-designed safety treatments and early and ongoing coordination with emergency responders can support both goals.

- Safety-oriented street designs such as lane reductions, traffic calming, and protected bike lanes can affect emergency operations if not designed carefully.
- High-speed streets increase severe crashes, which generate emergency calls and strain response systems.
- Vision Zero and the Safe System approach emphasize designing streets that reduce severe crashes and coordinating with emergency responders.

60%
of Fresno Fire Department responses to medical aid calls[1]

14%
of fire department responses in the U.S. are to street incidents[2]

There are three complementary best practices or strategies for integrating emergency response needs with safer streets.

1. Design streets that support both safety and emergency vehicle access.

Design details can help ensure that street safety treatments do not measurably hinder emergency vehicle mobility. Examples include:

- Mountable curbs in bulb outs, medians, roundabouts, etc.

- Flexible delineators for vertical separation

- Speed humps with emergency vehicles wheel cutouts (speed cushions)

- Visual treatments (e.g., optical speed bars) that reduce motorists' speed without impacting emergency vehicle mobility

1 Fresno Fire Annual Report 2024; https://www.fresno.gov/wp-content/uploads/2025/04/2024-Annual-Report-FINAL.pdf

2 Topical Fire Report Series; June 2022; U.S. Fire Administration, FEMA https://www.usfa.fema.gov/statistics/reports/firefighters-departments/fire-department-run-profile-v22i1.html

Street redesigns can improve emergency vehicle mobility by organizing road space and streamlining operations. Examples include:

- Road diets that create dedicated two-way left-turn lanes that emergency responders can use as a through lane
- Protected bike lanes that can function as emergency access space
- Connected streets network that allow multiple routes for emergency response
- Dedicated emergency vehicle signal preemption

2. Promote coordination between transportation and emergency response agencies.

Early and continuous coordination between transportation and emergency response agencies helps ensure street safety projects account for safety and operational needs. Examples include:

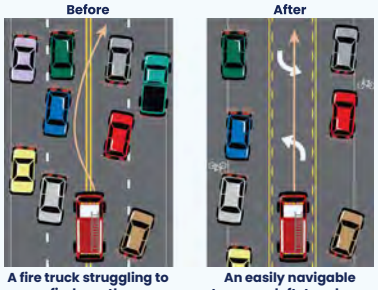
- Develop pre-approved standards for street design treatments with EMS and fire department
- Conduct on-the-ground reviews and short-term installations with street designers and emergency responders to test and iterate on designs
- Include fire department and other first responders in Vision Zero task forces and post-crash review teams

3. Adapt response models and equipment that work in safer street environments.

Emergency response practices and vehicle fleets can evolve alongside safer street design. Examples include:

- Deploy motor medic units and fire apparatuses that can navigate streets more easily.
- Institute dispatch strategies that send the appropriate vehicle type for the call.
- Designate priority emergency response routes where speed management treatments are strategically designed to maintain emergency mobility, while allowing for flexibility of treatments on other types of streets in the network.

An Iowa study of response times before and after 4-to-3 lane street conversions found that there was no impact to emergency response times.[3]



A fire truck struggling to find a path.

An easily navigable two-way left-turn lane.

3 Impact of 4-to-3 lane conversions on emergency response; July 2024; N. Corcoran, C.J. Hamann, M. L. Reyes, et. al; https://www.sciencedirect.com/science/article/pii/S2590198224001441

Priority Streets and Intersections

High Priority Locations

To advance the City's targeted safety intervention process, the project team identified five priority street segments and five priority intersections to focus investments over the next five years. The project team used a two-step process to identify the priority locations:

1. Analyze collision data to identify the 10 corridors and 10 intersections in the city with the highest rate of fatal and severe collisions. Located on the high injury network, over 25% of fatal and severe injury crashes occurred at these 20 locations.
2. Analyze demographic, land use, and destination data, and community input to narrow the high-collision locations to the top 5 priority corridors (Table 8) and top 5 priority intersections (Table 9). Data used to identify the final priority locations included:
   - Proximity to bus routes and stops
   - Proximity to community centers
   - Proximity to parks
   - Proximity to schools
   - Community engagement comments and responses
   - Caltrans Equitable Transportation Index – Transportation-Based Priority Populations
   - Locations with a high concentration of bicycle and pedestrian involved injuries and fatalities

The final 10 locations (Figure 10) represent key opportunities in Fresno for reducing fatal and severe injuries through coordinated infrastructure and non-infrastructure strategies. These locations reflect not only crash history, but also community context, access needs, and equity considerations.

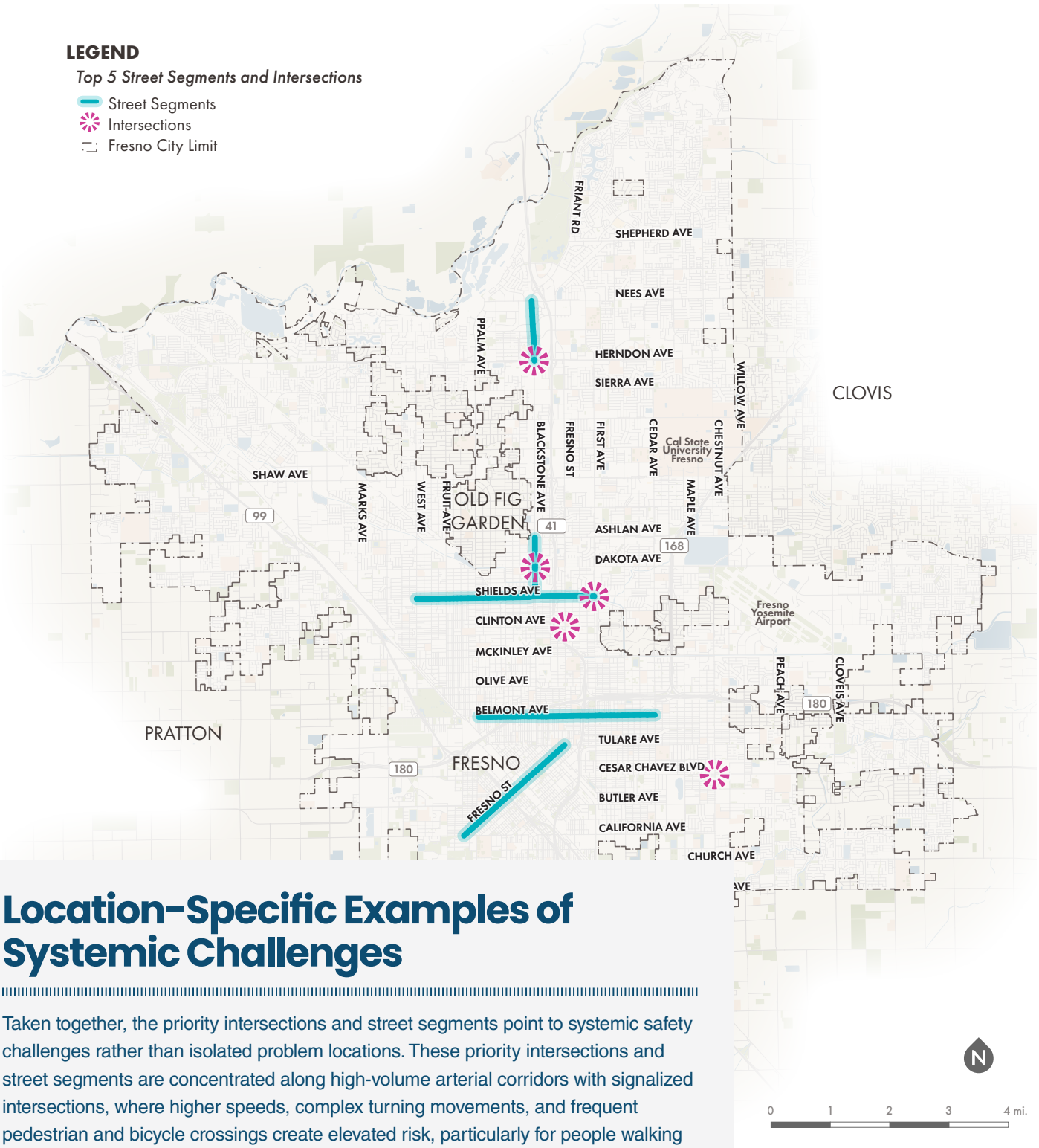
TABLE 8 Top 5 Priority Street Segments

Street Name	From	To
Blackstone Avenue	Nees Avenue	Herndon Avenue
Blackstone Avenue	Ashlan Avenue	Shields Avenue
Belmont Avenue	Palm Avenue	Cedar Avenue
Fresno Street	César Chávez Boulevard	Divisadero Street
Shields Avenue	West Avenue	First Street

TABLE 9 Top 5 Priority Intersections

Intersection	Cross Street A	Cross Street B
	Blackstone Avenue	Herndon Avenue
	Blackstone Avenue	Dakota Avenue
	Shields Avenue	First Street
	Clinton Avenue	Fresno Street
	César Chávez Boulevard	Chestnut Avenue

FIGURE 10 Top 5 High Priority Street Segments and Intersections



Location-Specific Examples of Systemic Challenges

Taken together, the priority intersections and street segments point to systemic safety challenges rather than isolated problem locations. These priority intersections and street segments are concentrated along high-volume arterial corridors with signalized intersections, where higher speeds, complex turning movements, and frequent pedestrian and bicycle crossings create elevated risk, particularly for people walking or riding bikes. Recurrent crash patterns, such as turning conflicts, broadside crashes, and crashes involving pedestrians and motorcycles, highlight the influence of existing conditions and operating characteristics on crash severity. Many priority locations also reflect overlapping risk factors, reinforcing the need for corridor-based, data-driven safety strategies aligned with the High Injury Network and state policy tools.

Priority Safety Projects

As discussed in Chapter 3, the High Priority Opportunity locations represent the most impactful opportunities for reducing fatal and severe injuries through coordinated infrastructure and non-infrastructure strategies.

The following section highlights recommended safety improvements for the top five priority intersections and top five priority street segments. These recommendations draw primarily from the Major Streets Traffic Calming Toolkit, while also identifying additional opportunities to address location-specific safety challenges. These locations are intended to serve as examples of how the City can apply similar countermeasures to other locations throughout Fresno that share similar contexts, characteristics, and risk factors. A high-level overview of the treatments applied to each street segment and intersection are included below. Corridor and intersection profiles are also included to provide additional context. For full project recommendations, including corridor and intersection profiles, see Appendix E.

Community members that use all modes of travel participated in Vision Zero Action Plan process, including people who walk, bicycle, take transit, drive, ride motorcycles and use small-wheeled devices like scooters, skateboards and one-wheels

CORRIDOR PROFILE

1 Fresno Street

from Cesar Chavez Boulevard to Divisadero Street

Crash data from 2019–2023

Speed Limit
40

Functional Class
Arterial

Segment Length (Miles)
2.5

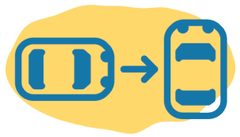
Lane Count
4

Vehicle Volumes
TBD

Total Crashes
114

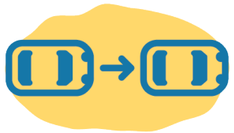
Killed or Seriously Injured
13

Top 3 Crash Types



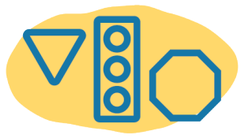
60%
Broadside

18%
Vehicle & Pedestrian Crash



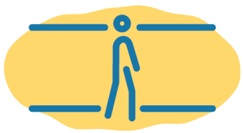
6%
Rear End

Top 3 Primary Collision Factors



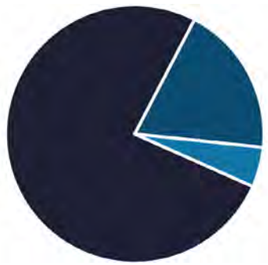
35%
Traffic Signals & Signs

18%
Automobile Right of way



9%
Pedestrian Right of Way

Crashes by Mode

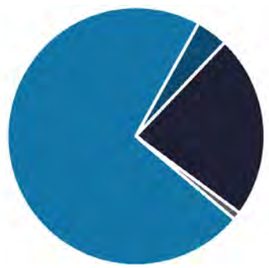


76%
Motor Vehicle or Motorcycle-Involved

19%
Pedestrian-Involved

5%
Cyclist-Involved

Lighting Conditions



72%
Daylight

4%
Dusk/Dawn

23%
Dark - Streetlights

1%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

Partial Bike Lane

Sidewalk Present

Crash Locations

Intersection
100%

Mid-block
0%

Land Use Context

- Main arterial into and through Downtown Fresno
- Provides Access to CA-99
- High Concentration of Pedestrian & Bicycle Collisions*

Community Assets

53
Bus Stops**

4
Schools***

2
Parks***

1
Hospital*

* As identified using the Safe Streets Priority Finder tool
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"The street I live on (Fresno Street between C Street and Cesar Chavez Boulevard) is increasingly unsafe for pedestrians and cyclists. There is little protection for cyclists on this busy street."

– Fresno VZAP Community Survey, April 2025

See next page for corridor maps.

RECOMMENDATIONS

1 Fresno Street

from Cesar Chavez Boulevard to Divisadero Street

Fresno Street: Cesar Chavez Boulevard to CA-99

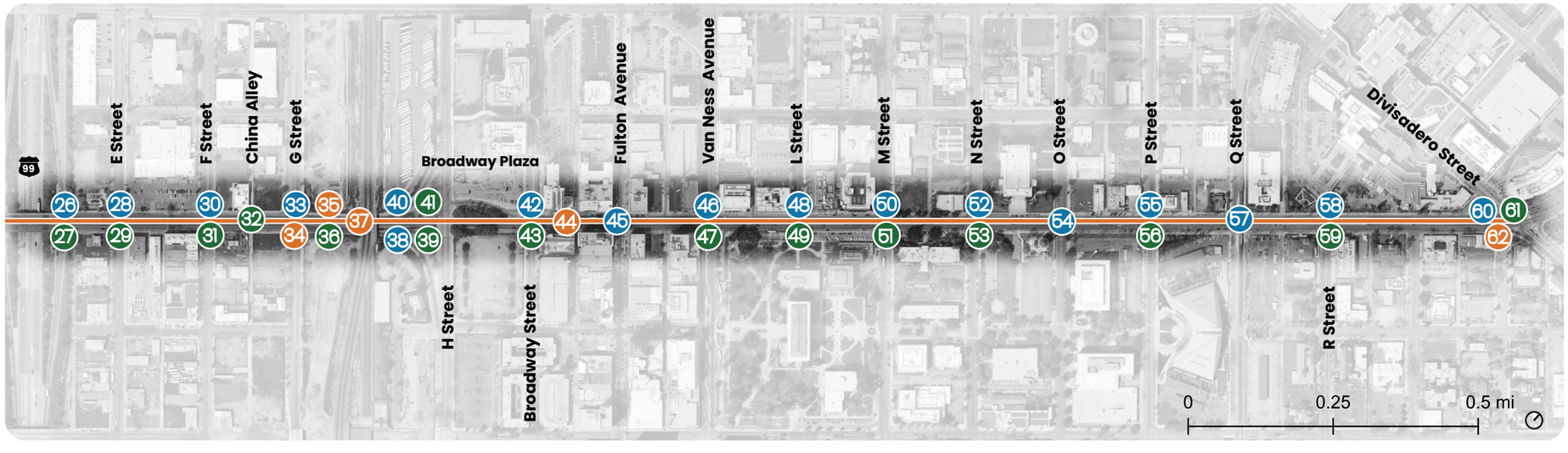
Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatment Type
Speed Management

Fresno Street: CA-99 to Divisadero Street



1 Fresno Street

from Cesar Chavez Boulevard to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Cesar Chavez Blvd and Fresno St	1	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Skew angle increases pedestrian exposure and crash risk	Square-up intersection	Improve Intersection sight distance	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
Fresno St, Cesar Chavez Blvd to Kearney Blvd	2	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas	Visual Friction	✔		
Fresno St, Cesar Chavez Blvd to C St	3	Travel Lanes	Corridor prioritizes motor vehicle mobility over safe operations.	Study the potential for a road diet	Reallocating road space can enhance safety for all road users		✔	
Martin Ave and Fresno St	4	Intersection and Crossing	Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	Yielding Compliance Near School	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distances	Curb Extensions	Shorten crossing distance and slow turning speeds	✔		✔
	5	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
	6	Travel Lanes	Ensure slow, controlled turns near school	Harden Centerline	Slower turning speeds	✔		
Klette Ave and Fresno St	7	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhance Vulnerable Road User crossing visibility, Planned Class 1 Bikeway in Fresno ATP			✔
Pottle Ave and Fresno St	8	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
Fresno St, Pottle Ave to C St	9	Signs and Signals	No School Zone	Establish School Zone Conditional Speed limit	School Zone Speed Limit to 20 or 15 MPH	✔		
Collins Ave and Fresno St	10	Intersection and Crossing	Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	Yielding Compliance Near School	✔		
			Long crossing distances	Curb Extensions	Shorten crossing distance and slow turning speeds	✔		✔
	11	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Mayor Ave (south/east) and Fresno St	12	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	Yielding Compliance Near School	✔		
			Long crossing distances	Curb Extensions, on south approach	Shorten crossing distance and slow turning speeds	✔		✔
	13	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
	14	Travel Lanes	Unsafe crossing for people using mobility devices	ADA-compliant Pedestrian Refuge Island	Provides safe, accessible street crossing for people living with disabilities			✔
Kearney Blvd and Fresno St	15	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distances	Curb Extensions	Shorten crossing distance and slow turning speeds	✔		✔

1 Fresno Street

from Cesar Chavez Boulevard to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
A St and Fresno St	16	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Driver awareness of school pedestrian activity may be insufficient	In-Street Pedestrian Crossing Sign	May increase motor vehicle yielding compliance	✔		
			Long crossing distances	Curb Extensions, on A St north and south approaches	Shorten crossing distance and slow turning speeds	✔		✔
	17	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior near school	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
	18	Travel Lanes	Long crossing distance	Pedestrian Refuge Island	Provide option for two-stage crossing			✔
Fresno St, A St to C St	19	Travel Lanes	Limited bikeway delineation	Bicycle Lane Pavement Markings and 6" striping	Delineate bicycle facilities from travel lanes and clearly define road user space	✔		
	20	Speed Management	School zone conditional speed limit may be too high	Evaluate Lowering School Zone Speed Limit to 20 or 15 MPH		✔		
B St and Fresno St	21	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds		✔	
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
C St and Fresno St	22	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
Fresno St, C St to G St	23	Travel Lanes	No existing bicycle facilities	Class II Bikeway (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts		✔	
CA-99 northbound off-ramp and Fresno St	24	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	25	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
CA-99 southbound off-ramp and Fresno St	26	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	27	Signs and Signals	Skew angle increases pedestrian exposure and crash risk	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
E St and Fresno St	28	Intersection and Crossing	Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
	29	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
			Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
F St and Fresno St	30	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
	31	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Fresno St, between China Alley and G St, south side of street and center median	32	Signs and Signals	Unclear lane alignment	Lane Geometry Sign	Provide clear guidance and minimize conflicts	✔		
G St and Fresno St	33	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	34	Travel Lanes	Need additional communication of "No Left Turns"	Lane Geometry Pavement Markings	Provide clear guidance and minimize conflicts	✔		

1 Fresno Street

from Cesar Chavez Boulevard to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Fresno St, either side intersection with G St, northbound and south-bound lanes	35	Travel Lanes	Need additional communication of "No Left Turns"	Dotted Centerline Lane Extensions	Delineate travel paths	✔		
Fresno St between G St and train tracks, center median and north side of street	36	Signs and Signals	Need additional communication of "No Left Turns"	Lane Geometry Sign	Provide clear guidance and minimize conflicts	✔		
Fresno St, G St to Broadway St	37	Travel Lanes	No existing bicycle facilities	Class III Bikeway (planned in Fresno ATP)	Increases bicyclist visibility and motorist awareness		✔	
H Street, just before merging with Fresno St	38	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	39	Signs and Signals	Insufficient driver awareness at uncontrolled crossing	Rapid Rectangular Flashing Beacon (RRFB)	Crash Reduction Factor = 47% (FHWA Proven Safety Countermeasure)		✔	
Fresno St, upper ramp from Broadway St to Broadway Plz	40	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited crossing visibility	Advanced Yield Sign and Pavement Markings	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Limited advance warning of pedestrian crossing	Advanced Pedestrian Warning Sign	Increase motorist awareness of crossing	✔		
			Limited crossing visibility	Advanced Yield Markings	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	41	Signs and Signals	Insufficient driver awareness at uncontrolled crossing	Rapid Rectangular Flashing Beacon (RRFB)	Crash Reduction Factor = 47% (FHWA Proven Safety Countermeasure)		✔	
Broadway Plz/Broadway St and Fresno St	42	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	43	Signs and Signals	Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
Fresno St, Broadway St to Divisadero St	44	Travel Lanes	No existing bicycle facilities	Class II Bikeway (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts		✔	
Fulton St and Fresno St	45	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
Van Ness Ave and Fresno St	46	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	47	Signs and Signals	Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
L St and Fresno St	48	Intersection and Crossing	Pedestrian and bicycle crash history	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	49	Signs and Signals	Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
M St and Fresno St	50	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	51	Signs and Signals	Traffic signal head visibility	Backplates w/ Retroreflective Borders	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Broadside crash type history	No Left Turn/U-turn Blank Out Sign	Minimize broadside crashes	✔		
			Broadside crash type history	Protected Left Turn Phasing	Minimize broadside crashes		✔	

1 Fresno Street

from Cesar Chavez Boulevard to Divisadero Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
N St and Fresno St	52	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Near pedestrian generators	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	53	Signs and Signals	Pedestrian and bicycle crash history and near pedestrian generators	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
O St and Fresno St	54	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
P St and Fresno St	55	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Near pedestrian generators	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	56	Signs and Signals	Traffic signal head visibility	Backplates w/ Retroreflective Borders	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian and bicycle crash history and near pedestrian generators	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
Q St and Fresno St	57	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Line	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
R St/Maddy Dr and Fresno St	58	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Near hospital	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	59	Signs and Signals	Standard crosswalk markings limit crosswalk visibility and safety	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian Awareness for Left Turning Vehicles		✔	
Divisadero St and Fresno St	60	Intersection and Crossing	Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔	✔	
	61	Intersection and Crossing	Skew angle increases pedestrian exposure and crash risk	Square Up Intersection	Improve Intersection sight distance		✔	
	62	Travel Lanes	Intersection crash history	Harden Centerline	Minimize cross-centerline conflicts due to skewed intersection	✔		

CORRIDOR PROFILE

2 Blackstone Avenue

from Shields Avenue to Ashlan Avenue

Crash data from 2019–2023

Speed Limit
40

Functional Class
Arterial

Segment Length (Miles)
1

Lane Count
8

Vehicle Volumes
TBD

Total Crashes
83

Killed or Seriously Injured
20

Top 3 Crash Types

34%
Vehicle & Pedestrian Crash

28%
Broadside

23%
Rear End

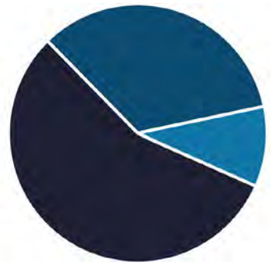
Top 3 Primary Collision Factors

24%
Unsafe Speed

20%
Traffic Signals & Signs

16%
Pedestrian Violation

Crashes by Mode

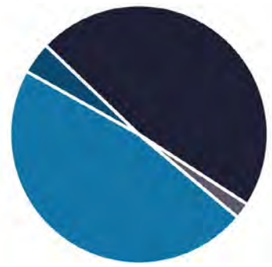


56%
Motor Vehicle or Motorcycle-Involved

34%
Pedestrian-Involved

10%
Cyclist-Involved

Lighting Conditions



47%
Daylight

4%
Dusk/Dawn

47%
Dark - Streetlights

2%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

Partial Bike Lane –

Sidewalk Present ✓

Crash Locations

Intersection
86%

Mid-block
14%

Land Use Context

- FAX Q Bus Rapid Transit Route
- Commercial & multi-family residences
- High Concentration of Pedestrian & Bicycle Collisions*

Community Assets

18 Bus Stops**

1 School***

1 Park***

N/A

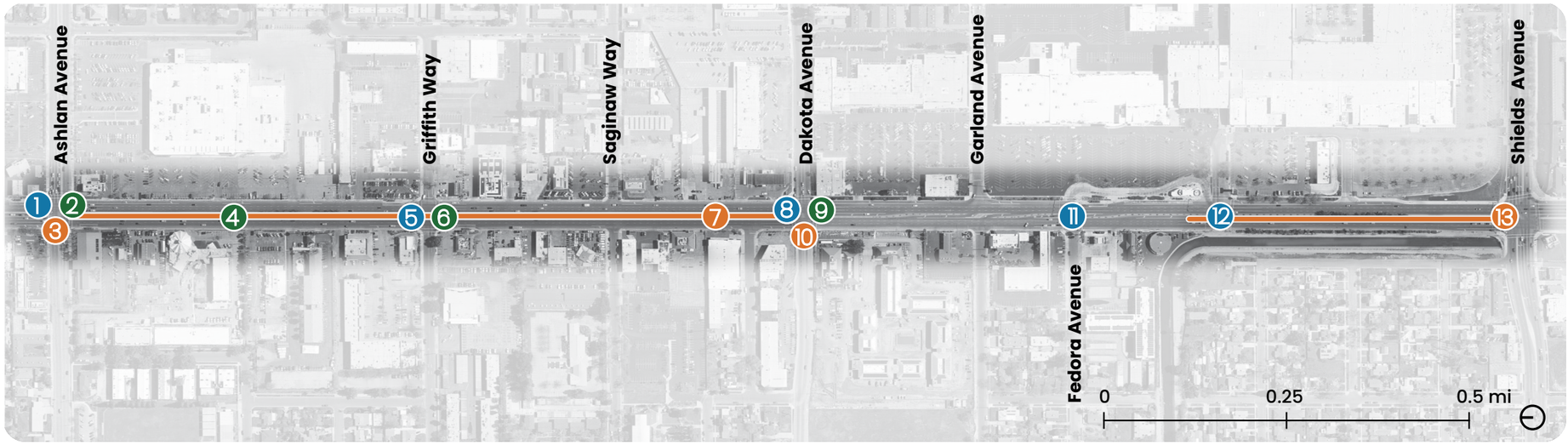
* As identified using the Safe Streets Priority Finder tool
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"I've seen so many accidents on Blackstone Avenue caused by high-speed traffic or distracted drivers."

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

2 Blackstone Avenue

from Shields Avenue to Ashlan Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Ashlan Ave and Blackstone Ave	1	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distances	Review Pedestrian Crossing Times	Ensure pedestrians have ample time to cross intersection	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	2	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
			Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
	3	Travel Lanes	Wide intersections create uncertainty about proper turning paths.	Dotted Lane Extension Lines - Left Turn	Delineate travel paths	✔		
Blackstone Ave, mid-block between Griffith Way and Ashlan Ave	4	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Griffith Way and Blackstone Ave	5	Intersection and Crossing	Long crossing distances	Review Pedestrian Crossing Times	Ensure pedestrians have ample time to cross intersection	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Limited pedestrian visibility when vehicles stop at crosswalk markings.	Advanced Stop Lines	Crash Reduction Factor = 25% (FHWA Proven Safety Countermeasure)	✔		
			Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	6	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
			Pedestrian and bicycle crash history	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian and bicycle awareness for left turning vehicles		✔	
Blackstone Ave, from Dakota Ave to Ashlan Ave	7	Travel Lanes	Corridor prioritizes motor vehicle mobility over safe operations.	Once projects south of Dakota are complete, study the potential of a road diet or reallocating roadway space, Business Access & Transit Lanes, wider sidewalks and eliminating right-turn lanes	Reallocating road space can enhance safety for all road users			✔
Dakota Ave and Blackstone Ave	8	Intersection and Crossing	See Blackstone Ave and Dakota Ave Profile for detailed recommendations.					
	9	Signs and Signals						
	10	Travel Lanes						
Fedora Ave and Blackstone Ave	11	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Blackstone Ave at Manchester Transit Center parking lot entrance	12	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Blackstone Ave, from Shields Ave, north along canal	13	Travel Lanes	No bicycle facilities present.	Class I Bikeway (planned in Fresno ATP)	Physically separates bikes from motor vehicles, minimizing bicycle–vehicle conflicts			✔

3

Shields Avenue

from West Avenue to First Street

Crash data from 2019–2023

CORRIDOR PROFILE

Speed Limit
40

Functional Class
Arterial

Segment Length (Miles)
3

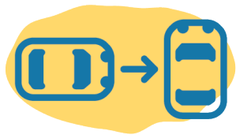
Lane Count
6

Vehicle Volumes
TBD

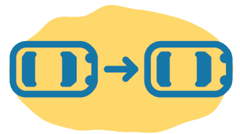
Total Crashes
125

Killed or Seriously Injured
28

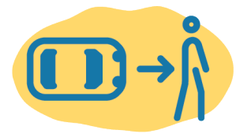
Top 3 Crash Types



50%
Broadside

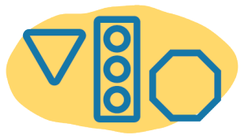


20%
Rear End



14%
Vehicle & Pedestrian Crash

Top 3 Primary Collision Factors

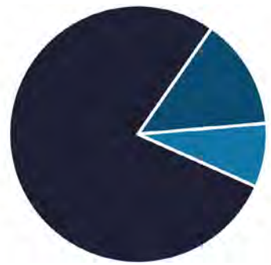


33%
Traffic Signals & Signs

18%
Unsafe Speed

12%
Autombile Right of Way

Crashes by Mode

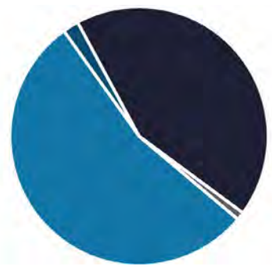


78%
Motor Vehicle or Motorcycle-Involved

14%
Pedestrian-Involved

8%
Cyclist-Involved

Lighting Conditions



54%
Daylight

2%
Dusk/Dawn

43%
Dark - Streetlights

1%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

Partial Bike Lane

Sidewalk Present

Crash Locations

Intersection
90%

Mid-block
10%

Land Use Context

- Major east-west connector
- Commercial and residential land use
- Provids access to CA-41

Community Assets

5
Bus Stops**

2
Schools***

1
Park***

N/A

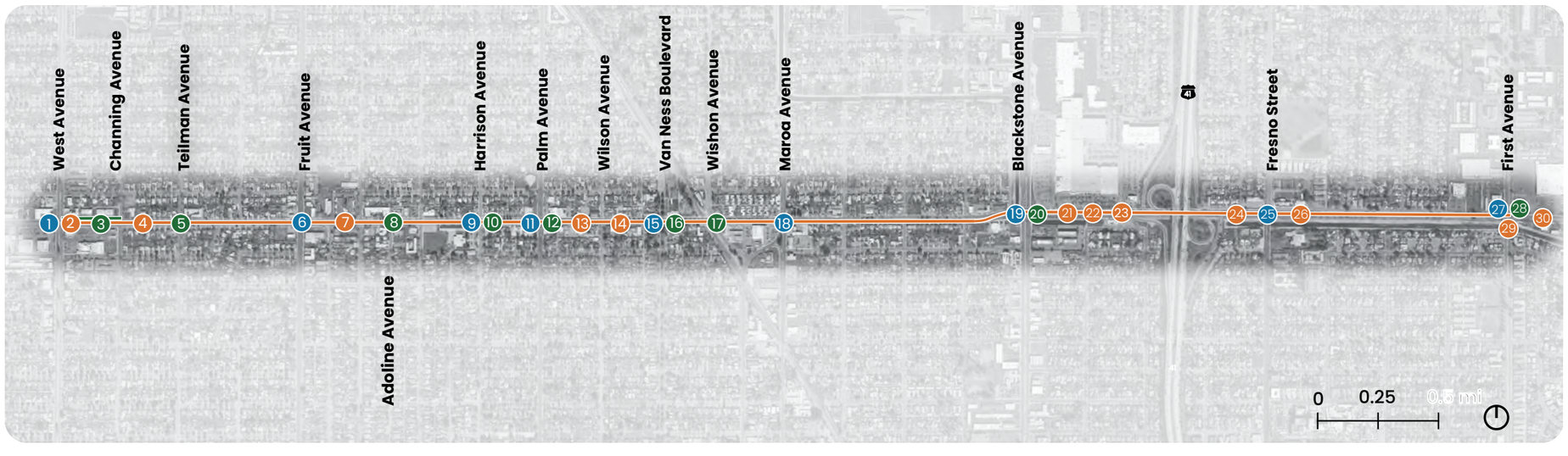
* N/A
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"[I see lots of] crashes around Blackstone Avenue/ Shields Avenue"

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

3 Shields Avenue

from West Avenue to First Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
West Ave and Shields Ave	1	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements	✔		
	2	Travel Lanes	Unclear turn-lane guidance	Lane geometry pavement markings and signs	Provide clear guidance and minimize conflicts	✔		
			Unclear bike lane termination and merging behavior.	Install Shared Lane Markings through the intersection in accordance with CA MUTCD guidance	Provide guidance to bicyclists and motorists	✔		
Shields Ave, from West Ave to Channing Way	3	Signs and Signals	Non-intersection broadside crash type history	Access Management	Numerous driveways and broadside collisions		✔	
Shields Ave, from West Ave to First Ave	4	Travel Lanes	Speed-involved crash history	Narrow Travel Lanes (10' inner/10.5' Outer)	Traffic Calming, Allows bicycle lanes to be buffered	✔		
			No existing bicycle facilities	Bicycle Lane Pavement Markings and 6" striping	Delineate bicycle facilities from travel lanes and clearly define road user space	✔		
Teilman Ave and Shields Ave	5	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), Median Diverter/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Fruit Ave and Shields Ave	6	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
			Broadside crash history	Consider protected-only left turn phasing	Minimize broadside crashes	✔		
Shields Ave, from Fruit Ave to Palm Ave	7	Travel Lanes	Corridor prioritizes motor vehicle mobility over safe operations.	Study the potential for a road diet, bicycle facilities, street side parking, eliminating right-turn lanes, curb extensions	Reallocating road space can enhance safety for all road users			✔
Adoline Ave and Shields Ave	8	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), Median Diverter/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Harrison Ave and Shields Ave	9	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety. Additionally, this crossing meets CA MUTCD guidance for proximity to school grounds.	Yellow High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if the SB dedicated right-turn lane is needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
	10	Signs and Signals	Crossing is near an elementary school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
Palm Ave and Shields Ave	11	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)		✔	
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
		Intersection and Crossing	Bicycle crash history	Two-stage bicycle turning boxes for bicyclist traveling on Shields Ave and turning to Palm Ave	Allows bicyclists to turn left in two stages, reducing conflicts with motor vehicle traffic.		✔	
	12	Signs and Signals	Broadside and rear end crash types history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Shields Ave, from Harrison Ave to train tracks	13	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking and No Parking Areas	Visual Friction	✔		
Shields Ave, from Fruit Ave to Blackstone Ave	14	Travel Lanes	No existing bikeways	Class II Bikeways (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts			✔
Van Ness Blvd and Shields Ave	15	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for bicycle and pedestrian facility improvements		✔	
	16	Signs and Signals	Broadside crash type history	Time of Day Protected/Permissive Left Turn Phasing via Flashing Yellow Arrows	Crash Reduction Factor = 16% (FHWA Proven Safety Countermeasure)		✔	

3 Shields Avenue

from West Avenue to First Street

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Wishon Ave and Shields Ave	17	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Maroa Ave and Shields Ave	18	Intersection and Crossing	Long crossing distances	Curb Extensions NW and NE corners	Shorten crossing distance and slow turning speeds	✔		✔
Blackstone Ave and Shields Ave	19	Intersection and Crossing	Large high-volume intersection with bikeways and bicycle crash history	Consider studying the need and potential for bicycle signals	May provide bicyclists a dedicated right-of-way, reducing conflicts and improving predictability.		✔	
		Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
	20	Signs and Signals	Broadside and rear end crash types history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Shields Ave, between Blackstone Ave and CA-41 underpass	21	Travel Lanes	Existing high stress bikeways terminate without notice/guidance	Bicycle Lane Guidance Markings	Provide guidance to bicyclists and motorists	✔		
		Travel Lanes	Limited bikeway delineation	Bicycle Lane Pavement Markings and 6" striping	Delineate bicycle facilities from travel lanes and clearly define road user space	✔		
		Travel Lanes	Long crossing distance	Consider the need for two lanes on the SB on-ramp from WB Shields Ave	Will allow a shorter crossing distance at the crosswalk and may improve pedestrian comfort and safety		✔	
		Travel Lanes	Skewed slip lanes encourage high-speed turns and reduce visibility, increasing crash risk for all road users.	Consider studying CA-41 ramps reconstruction; slip lanes should be perpendicular to Shields Ave, consistent with the Caltrans Highway Design Manual	Can slow turn speeds, improve sight distance, and minimize vulnerable road user-motor vehicle conflicts		✔	
Shields Ave, from Blackstone to Fresno St	22	Travel Lanes	High stress bicycling conditions	Class I Bikeways (planned in Fresno ATP)	Physically separates bikes from motor vehicles, minimizing bicycle–vehicle conflicts			✔
		Travel Lanes	No pedestrian walkways on southside of Shields Ave at CA-41	Sidewalks (EB Shields Ave)	Provides a pedestrian facility and guidance for pedestrians walking along Shields Ave			✔
Shields Ave entrance to parking lot between Blackstone Ave and CA-41	23	Travel Lanes	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Shields Ave, from CA-41 underpass to Fresno St	24	Travel Lanes	Existing high stress bikeways terminate without notice/guidance	Bicycle Lane Guidance Markings	Provide guidance to bicyclists and motorists	✔		
Fresno St and Shields Ave	25	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for continuous bicycle facilities and pedestrian facility improvements		✔	
Shields Ave, from Fresno St to First St	26	Travel Lanes	No on street bikeways	Class II Bikeways (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts			✔
Shields Ave and First Ave	27	Intersection and Crossing	See Shields Avenue and First Avenue Profile for detailed recommendations.					
	28	Signs and Signals						
	29	Travel Lanes						
Shields Ave Frontage Road and Shields Ave, west of First St	30	Travel Lanes	Existing high stress bikeways terminate without notice/guidance	Install Wayfinding/Guidance Signs and Pavement Markings (Bike Lane Ends, Arrow to Shields Frontage)	Provide guidance to bicyclists and motorists	✔		

CORRIDOR PROFILE

4 Blackstone Avenue

from Herndon Avenue to Nees Avenue

Crash data from 2019–2023

Speed Limit
40

Functional Class
Arterial

Segment Length (Miles)
1

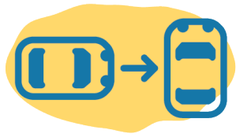
Lane Count
9

Vehicle Volumes
TBD

Total Crashes
53

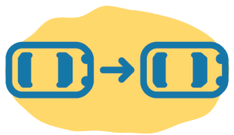
Killed or Seriously Injured
8

Top 3 Crash Types



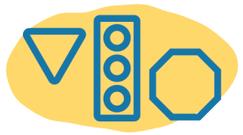
47%
Broadside

25%
Vehicle & Pedestrian Crash



13%
Rear End

Top 3 Primary Collision Factors

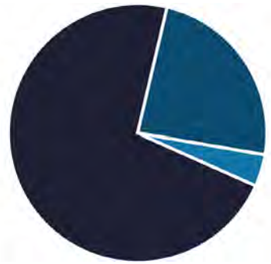


28%
Traffic Signals & Signs

19%
Unsafe Speed

17%
Pedestrian Violation

Crashes by Mode

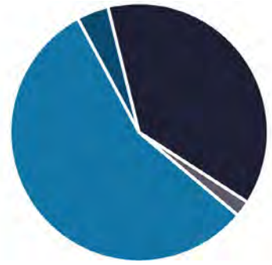


72%
Motor Vehicle or Motorcycle-Involved

24%
Pedestrian-Involved

4%
Cyclist-Involved

Lighting Conditions



56%
Daylight

4%
Dusk/Dawn

38%
Dark - Streetlights

2%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

Partial Bike Lane

Sidewalk Present

Crash Locations

Intersection
87%

Mid-block
13%

Land Use Context

- Major north-south corridor
- Commercial land use
- Runs parallel to CA-41

Community Assets

15
Bus Stops**

1
School***

1
Park***

N/A

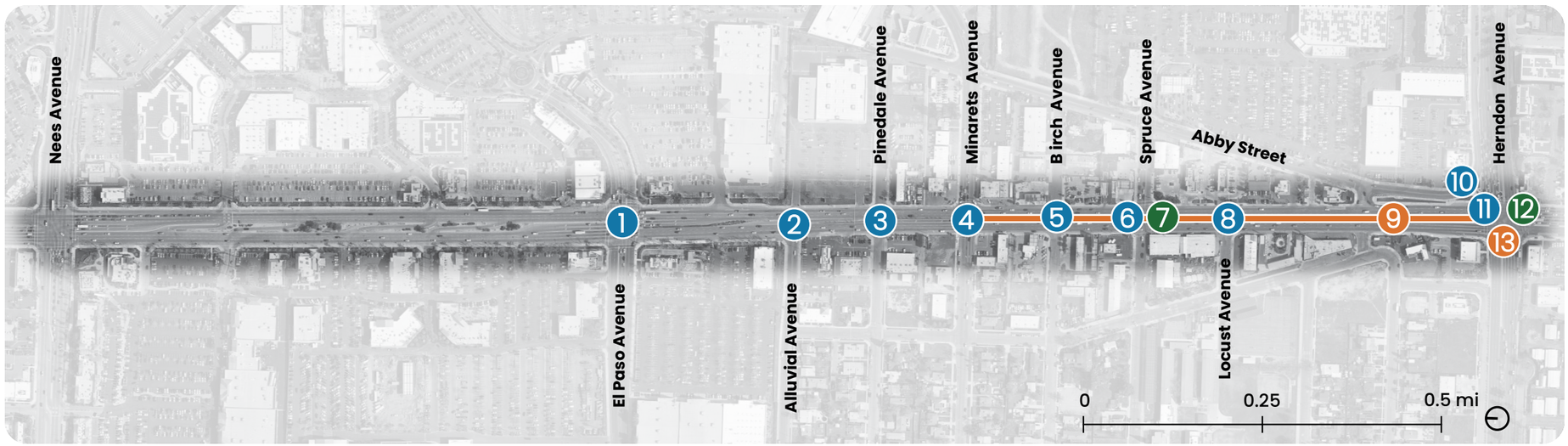
* N/A
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

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

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

4 Blackstone Avenue

from Herndon Avenue to Nees Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
El Paso Ave and Blackstone Ave	1	Intersection and Crossing	Turning conflicts at long crossings.	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Turning conflicts at driveways and intersections with dedicated right-turn lanes	Revisit bicycle facility designs at conflict points to better reflect the 2024 AASHTO Bike Guide's design principles, including shorter merge areas, reduced storage lengths, buffer or physical separation between pocket bicycle lane and thru travel lane, clear yield signage (R4-4), and consideration of treatments such as two-stage turn boxes, outside-running bikeways, and protected bike signal phases.	Minimize bicycle-motor vehicle conflicts at driveways and intersections		✔	
Alluvial Ave and Blackstone Ave	2	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Pinedale Ave and Blackstone Ave	3	Intersection and Crossing	Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds			✔
Minarets Ave and Blackstone Ave	4	Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds, may yield space for bicycle and pedestrian improvements		✔	
			Long crossing distance on minor street.	Curb Extensions on Minarets Ave at NW and SE corner	Shorten crossing distance and slow turning speeds	✔		✔
Birch Ave and Blackstone Ave	5	Intersection and Crossing	Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds	✔		✔
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Gap in sidewalk (NE corner)	ADA-compliant sidewalk and curb ramps	Crash Reduction Factor = 65-89% (FHWA Proven Safety Countermeasure), will provide opportunity to reduce curb radii and provide directional curb ramps			✔
Spruce Ave and Blackstone Ave	6	Intersection and Crossing	Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds	✔		✔
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Turning conflicts at long crossings.	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
	7	Signs and Signals	Longer wait times and complicated operations may increase unsafe crossing behavior	Consider reviewing the current signal operation to determine whether a more conventional traffic signal pattern could be used	Opportunity to reduce pedestrian wait times and confusion, which may increase predicatable crossing behavior		✔	
			Turning conflicts at long crossings.	Turning Lane Pedestrian Indicators (TLPI)	Pedestrian Awareness for Left Turning Vehicles		✔	
Locust Ave and Blackstone Ave (west approach)	8	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distance on minor street.	Curb Extensions NW and SW corner	Shorten crossing distance and slow turning speeds	✔		✔
Blackstone Ave from Herndon Ave to Minarets Ave	9	Travel Lanes	Corridor prioritizes motor vehicle mobility over safe operations.	Study the opportunity to reallocate roadway space to accommodate bicycle facilities, Business Access & Transit Lanes, wider sidewalks, and eliminating right-turn lanes	Reallocating road space can enhance safety for all road users and create continu-tiy and uniformity in this segment.			✔
Frontage Rd, NE of Herndon/ Blackstone intersection	10	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Blackstone Ave and Herndon Ave	11	Intersection and Crossing	See Blackstone Avenue and Herndon Avenue Profile for detailed recommendations.					
	12	Signs and Signals						
	13	Travel Lanes						

5

Belmont Avenue

from Palm Avenue to Cedar Avenue

Crash data from 2019–2023

CORRIDOR PROFILE

Speed Limit
30-40

Functional Class
Collector

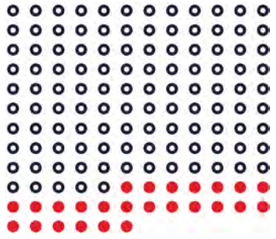
Segment Length (Miles)
3

Lane Count
Between 3 and 5

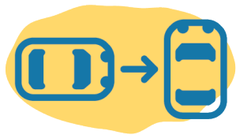
Vehicle Volumes
TBD

Total Crashes
138

Killed or Seriously Injured
25

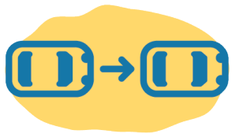


Top 3 Crash Types



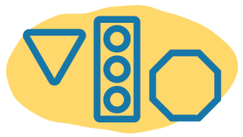
43%
Broadside

22%
Vehicle & Pedestrian Crash



15%
Rear End

Top 3 Primary Collision Factors

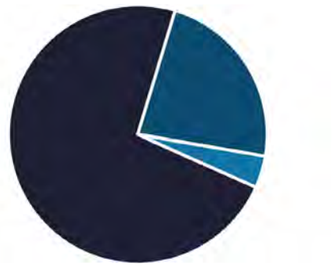


26%
Traffic Signals & Signs

17%
Automobile Right of way

12%
Pedestrian Violation

Crashes by Mode

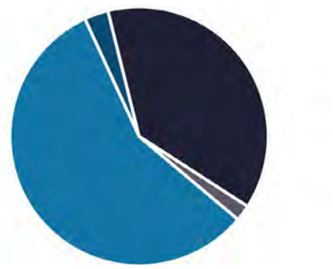


73%
Motor Vehicle or Motorcycle-Involved

23%
Pedestrian-Involved

4%
Cyclist-Involved

Lighting Conditions



57%
Daylight

3%
Dusk/Dawn

38%
Dark - Streetlights

2%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

Partial Bike Lane

Sidewalk Present

Crash Locations

Intersection
99%

Mid-block
1%

Land Use Context

- Major east-west connector
- Commercial land use
- High Concentration of Pedestrian & Bicycle Collisions*

Community Assets

54
Bus Stops**

2
Schools***

3
Parks***

N/A

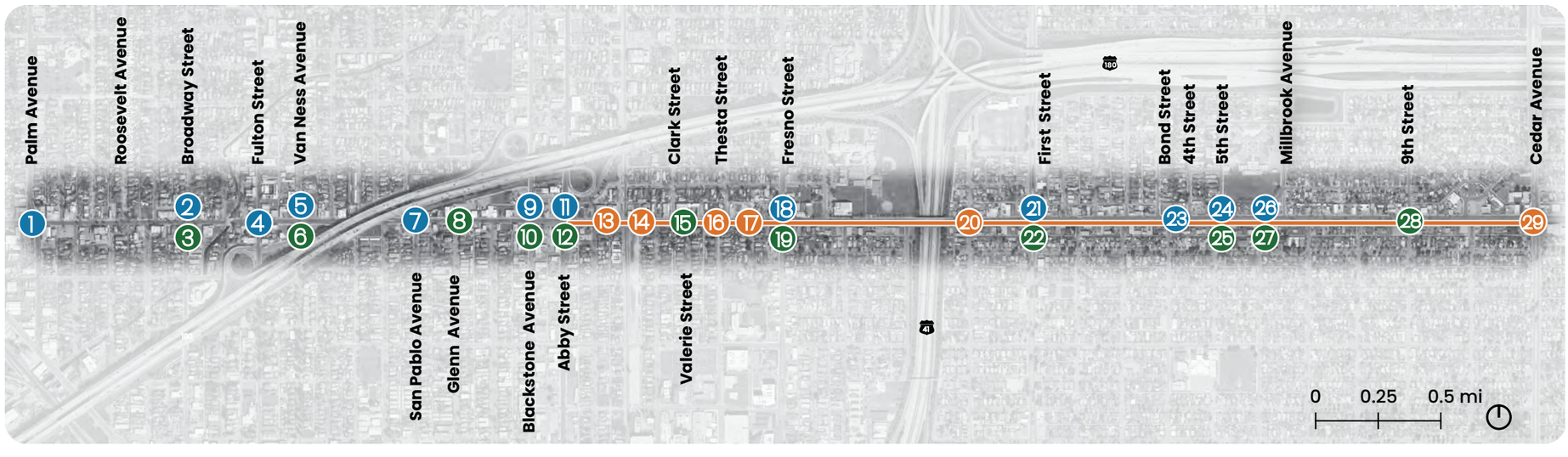
* As identified using the Safe Streets Priority Finder tool
** Within a quarter-mile buffer
*** Within a half-mile buffer

Community Voices

"I'm on the border of riding my bike more often than driving, but need a few more safe routes between home and places I'm going."

– Fresno VZAP Community Survey, April 2025

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

5 Belmont Avenue

from Palm Avenue to Cedar Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Palm Ave and Belmont Ave	1	Intersection and Crossing	Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distance	Corner Redesign, NW corner	Slow turning speeds and shorten crossing distance			✔
			Long crossing distance	Curb extensions, NW corner	Slow turning speeds and shorten crossing distance	✔		✔
			Many bicycle-motor vehicle conflict points	Study the potential to convert to a protected intersection	Slow turning speeds and minimize bicycle-motor vehicle conflicts	✔		✔
			Skew angle increases pedestrian exposure and crash risk	Square-up intersection	Improve Intersection sight distance			✔
			Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if SB dedicated right-turn lane is needed	Shorten crossing distance and slow turning speeds		✔	
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Broadway St and Belmont Ave	2	Intersection and Crossing	Irregular intersection geometry increases pedestrian–vehicle conflict risk	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
			Long crossing distance and overly wide receiving lane	Corner Redesign, SW corner	Slow turning speeds			✔
	3	Signs and Signals	Broadside crash type history	Time of Day Protected/Permissive Left Turn Phasing via Flashing Yellow Arrows	Crash Reduction Factor = 16% (FHWA Proven Safety Countermeasure)		✔	
Fulton St and Belmont Ave	4	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
Van Ness Ave and Belmont Ave	5	Intersection and Crossing	Irregular intersection geometry increases pedestrian–vehicle conflict risk	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds		✔	
	6	Signs and Signals	Broadside crash type history	Split Phasing	Minimize Broadside/Rear-end Crashes			✔
San Pablo Ave and Belmont Ave	7	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated SB right-turn lane is needed	Shorten crossing distance and slow turning speeds		✔	
Glenn Ave and Belmont Ave	8	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Rapid Rectangular Flashing Beacon (RRFB), Pedestrian Refuge Island (z-crossing), High Visibility Pavement Markings, Advanced Yield Sign and Pavement Markings	Enhance pedestrian crossing visibility			✔
Blackstone Ave and Belmont Ave	9	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	10	Signs and Signals	Broadside crash type history	Split Phasing (Coordinated with Abby intersection)	Minimize Broadside/Rear-end Crashes			✔
Abby St and Belmont Ave	11	Intersection and Crossing	Pedestrian crash history	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
			Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
	12	Signs and Signals	Broadside crash type history	Split Phasing (Coordinated with Blackstone intersection)	Minimize Broadside/Rear-end Crashes			✔
Belmont Ave, Abby St to Cedar Ave	13	Travel Lanes	Corridor prioritizes motor vehicle mobility over safe operations	Study the potential for a road diet, bicycle facilities, street side parking, eliminating right-turn lanes, curb extensions	Reallocating road space can enhance safety for all road users			✔
Belmont Ave, Abby St to First St	14	Travel Lanes	No bicycle facilities	Class IV Bikeways (planned in Fresno ATP)	An on-street protected bikeway, separating bicycle and motor vehicle traffic			✔
Belmont Ave, Clark St to Valeria St	15	Signs and Signals	Lack of marked crossings over long distances encourages unsafe crossing behavior	Pedestrian Hybrid Beacon (PHB), High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings			✔
Belmont Ave, east of Valeria St to Fresno St	16	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, north side of street	Visual Friction	✔		
Belmont Ave, east of Thesta St to Fresno St	17	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, south side of street	Visual Friction	✔		

5 Belmont Avenue

from Palm Avenue to Cedar Avenue

Location	ID	Treatment Type	Issue	Recommended Treatment	Safety Benefits	Phasing		
						Short Term	Medium Term	Long Term
Fresno St and Belmont Ave	18	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Proximity to elementary and middle school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Unsafe crossing for people using mobility devices	ADA-compliant curb ramps needed at NW, NE, and SW corners	Provides safe, accessible street crossings for people living with disabilities		✔	
		Intersection and Crossing	Long crossing distances	Curb extensions, all corners	Slow turning speeds and shorten crossing distance			✔
	19	Signs and Signals	Broadside crash type history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Belmont Ave, east of CA-41 to just west of First St	20	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, south side of street	Visual Friction	✔		
		Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe on-street Parking, north side of street	Visual Friction	✔		
First St and Belmont Ave	21	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Dedicated right-turn lanes encourage faster turns and create more vulnerable road user-motor vehicle conflicts	Consider a study to determine if dedicated right-turn lanes are needed	Shorten crossing distance and slow turning speeds		✔	
	22	Signs and Signals	Broadside and head-on crash history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
Belmont Ave, between Bond St and 4th St	23	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Proximity to middle school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
5th St and Belmont Ave	24	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Long crossing distances	Curb extensions, NE corner	Slow turning speeds and shorten crossing distance	✔		✔
		Intersection and Crossing	Skew angle increases pedestrian exposure and crash risk	Square-up SB approach	Improve Intersection sight distance			✔
	25	Signs and Signals	Uncontrolled school crossing	Pedestrian Hybrid Beacon (PHB), Median/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Millbrook Ave and Belmont Ave	26	Intersection and Crossing	Standard crosswalk markings limit crosswalk visibility and safety	High Visibility Continental Crosswalks	Crash Reduction Factor = 42% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Proximity to elementary school	Leading Pedestrian Intervals (LPI)	Crash Reduction Factor = 13% (FHWA Proven Safety Countermeasure)	✔		
		Intersection and Crossing	Long crossing distances	Curb extensions, all corners	Slow turning speeds and shorten crossing distance			✔
		Intersection and Crossing	Near-side stops increase conflicts by blocking sight lines and encourage vehicles to pass or unsafely make a right turn around a stopped bus	Consider relocation transit stop to far-side of intersection instead of near-side	Improves intersection visibility and minimizes conflicts with turning and passing vehicles		✔	
	27	Signs and Signals	Intersection crash history	Review of yellow and red light clearance times	Minimize Broadside/Rear-end Crashes	✔		
9th St and Belmont Ave	28	Signs and Signals	Uncontrolled school crossing	Pedestrian Hybrid Beacon (PHB), Median Diverter/Modal Filter, High Visibility Pavement Markings, Pedestrian Refuge Island, Advanced Stop Lines, Stop Here on Red Signs, Advanced Warning Signs	Enhanced crossing visibility and shortens distance between safe ped crossings, Median/Modal filter will restrict NB-SB through and left-turn movements			✔
Belmont Ave, First St to Cedar Ave	29	Travel Lanes	Delineate road and add visual friction for traffic calming	Stripe Street Side Parking/Restricted Parking Areas, north and south side of street	Visual Friction	✔		
		Travel Lanes	No bicycle facilities	Class II Bikeways (planned in Fresno ATP)	Delineates road space for bicyclists and reduces bicycle-motor vehicle conflicts			✔

INTERSECTION PROFILE

1 Blackstone Avenue and Dakota Avenue

Crash data from 2019–2023

	BLACKSTONE AVE	DAKOTA AVE
SPEED LIMIT	40 mph	35 mph
LANE COUNT	8	4

Killed or Seriously Injured
7

Total Crashes
25

Top Crash Types

40% Broadside

32% Vehicle and Pedestrian Crash

12% Rear End

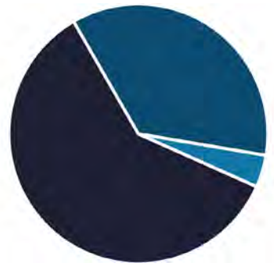
Primary Collision Factor

24% Unsafe Speed

20% Automobile Right of Way

16% Traffic Signals and Signs

Crashes by Mode

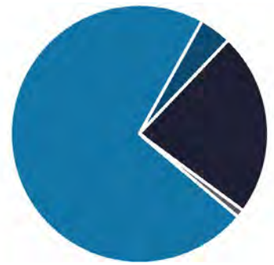


60% Motor Vehicle or Motorcycle-Involved

36% Pedestrian-Involved

4% Cyclist-Involved

Lighting Conditions



56% Daylight

8% Dusk/Dawn

36% Dark - Streetlights

0% Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

	BLACKSTONE AVE	DAKOTA AVE
PEDESTRIAN FACILITY	Sidewalk Present	Sidewalk Present
BICYCLE FACILITY	No Bike Lane	Partial Bike Lane

Community Assets

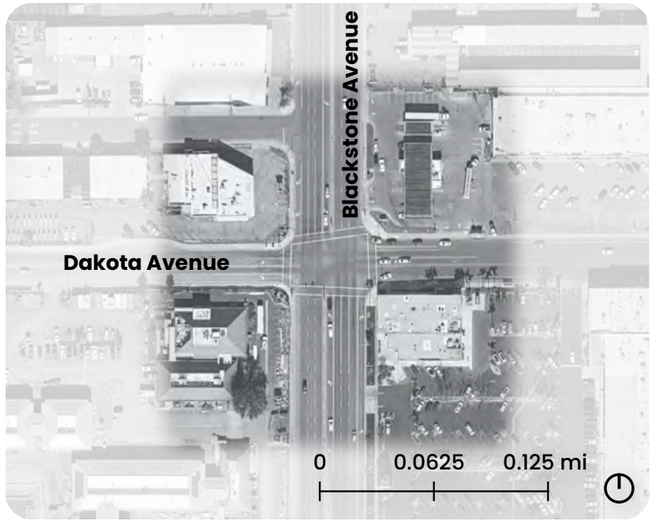
2 Bus Stops*

1 Park**

2 Schools**

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatments

INTERSECTION AND CROSSING

- High Visibility Continental Crosswalks
- Review Pedestrian Crossing Times
- Advanced Stop Lines
- Adjust Pedestrian Crossing Locations
- Consider a study to determine if dedicated right-turn lanes are needed
- Leading Pedestrian Interval (LPI)

SIGNS AND SIGNALS

- Backplates w/ Retroreflective Borders
- Turning Lane Pedestrian Indicators (TLPI)
- No Right Turn on Red
- Time-of-Day Protected Only Left Turn Phasing (Dakota Ave via Flashing Yellow Arrows)
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times
- Emergency Vehicle Preemption

TRAVEL LANES

- Bikeway Transition Striping to Pocket Bike Lane
- Class II Bikeways (planned in Fresno ATP)

Community Voices

"Dakota Avenue and Blackstone Avenue [is] very unsafe, Vision Zero is a disciplined approach [to making our city safer]"

– Fresno VZAP Community Survey, April 2025

2 First Street and Shields Avenue

Crash data from 2019–2023

INTERSECTION PROFILE

	FIRST ST	SHIELDS AVE
SPEED LIMIT	40 mph	40 mph
LANE COUNT	6	6

Killed or Seriously Injured
7

Total Crashes
19

Top Crash Types

26% Broadside

26% Rear End

21% Vehicle and Pedestrian

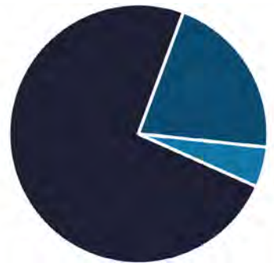
Primary Collision Factor

37% Traffic Signals and Signs

16% DUI/BUI

16% Unsafe Speed

Crashes by Mode



74% Motor Vehicle or Motorcycle-Involved

21% Pedestrian-Involved

5% Cyclist-Involved

Lighting Conditions

58% Daylight

0% Dusk/Dawn

42% Dark - Streetlights

0% Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

	FIRST ST	SHIELDS AVE
PEDESTRIAN FACILITY	✓ Sidewalk Present	✓ Sidewalk Present
BICYCLE FACILITY	– Partial Bike Lane	✓ Bike Lane

Community Assets

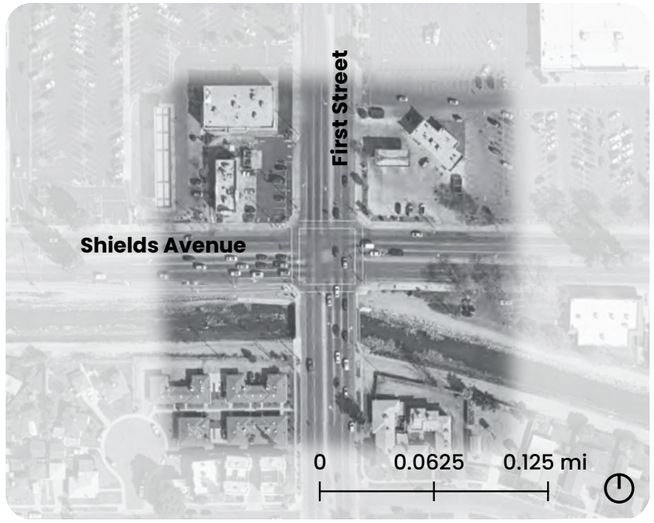
5 Bus Stops*

1 Park**

2 Schools**

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatments

INTERSECTION AND CROSSING

- High Visibility Continental Crosswalks
- Restripe crosswalk to eliminate obstructions in crossing path
- Advanced Stop Lines
- Leading Pedestrian Interval (LPI)
- Corner Redesign (tighter curb radii)
- Pedestrian illumination
- Consider a study to determine if dedicated right-turn lanes are needed

SIGNS AND SIGNALS

- Backplates w/ Retroreflective Borders
- Turning Lane Pedestrian Indicators (TLPI)
- Time-of-Day NTOR
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times
- Pedestrian/Bicycle Detection for Signal Actuation & Extension

TRAVEL LANES

- Colored Bike Conflict Zone Markings

Community Voices

"At First Street & Shields Avenue, my wife and I exited a parking lot… a car approached from the left, about to run the red light. We both FELT it pass as it narrowly missed slamming into us"

– Fresno VZAP Community Survey, April 2025

3 Chestnut Avenue and Cesar Chavez Boulevard

Crash data from 2019–2023

INTERSECTION PROFILE

	CHESTNUT AVE	CESAR CHAVEZ BLVD
SPEED LIMIT	40 mph	35 mph
LANE COUNT	7	7

Killed or Seriously Injured
4

Total Crashes
17

Top Crash Types

35% Rear End

24% Vehicle and Pedestrian Crash

18% Broadside

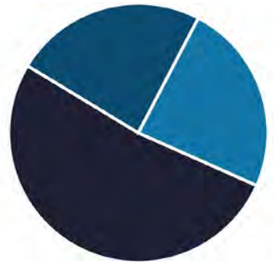
Primary Collision Factor

35% Unsafe Speed

18% Pedestrian Violation

12% Automobile Right of Way

Crashes by Mode

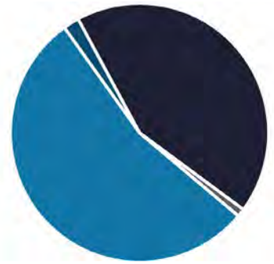


52% Motor Vehicle or Motorcycle-Involved

24% Pedestrian-Involved

24% Cyclist-Involved

Lighting Conditions



53% Daylight

6% Dusk/Dawn

41% Dark - Streetlights

0% Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

	CHESTNUT AVE	CESAR CHAVEZ BLVD
PEDESTRIAN FACILITY	Sidewalk Present	Sidewalk Present
BICYCLE FACILITY	Partial Bike Lane	Partial Bike Lane

Community Assets

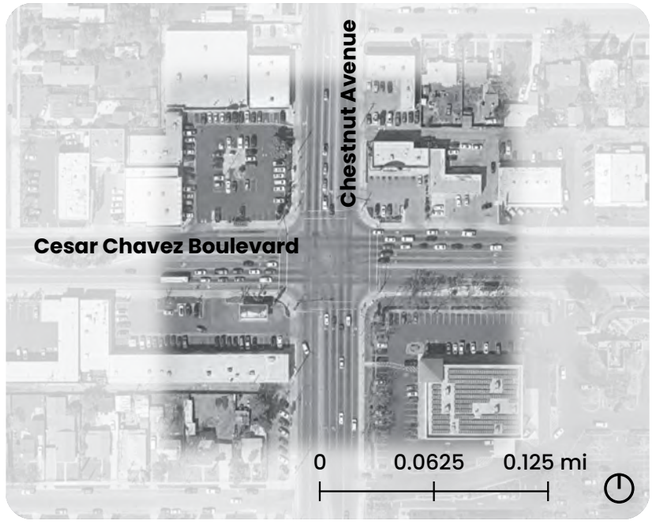
5 Bus Stops*

1 Park**

2 Schools**

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatment Type
Travel Lanes

Treatments

Treatments

INTERSECTION AND CROSSING

- Yellow High Visibility Continental Crosswalks
- Advanced Stop Lines
- Leading Pedestrian Interval (LPI)
- Consider using floating bus stops where bicycle facilities are continuous between the gutter and right travel lane
- Consider a study to determine if dedicated right-turn lanes are needed
- Corner Redesign (all corners)
- Pedestrian illumination

SIGNS AND SIGNALS

- Backplates w/ Retroreflective Borders
- Turning Lane Pedestrian Indicators (TLPI)
- Time-of-Day NTOR
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times

Community Voices

"Disappearing bike lanes at intersections [like Chesnut Avenue and Cesar Chavez Boulevard] make me feel unsafe."

– Fresno VZAP Community Survey, April 2025

4 Blackstone Avenue and Herndon Avenue

Crash data from 2019–2023

INTERSECTION PROFILE

	BLACKSTONE AVE	HERNDON AVE
SPEED LIMIT	35 mph	45 mph
LANE COUNT	9	9

Killed or Seriously Injured
4

Total Crashes
20

Top Crash Types

40% Broadside

25% Rear End

15% Sideswipe

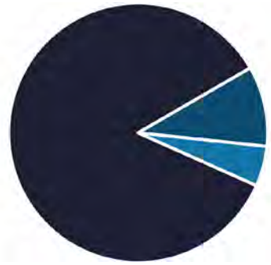
Primary Collision Factor

40% Traffic Signals and Signs

15% Improper Turning

15% Unsafe Speed

Crashes by Mode

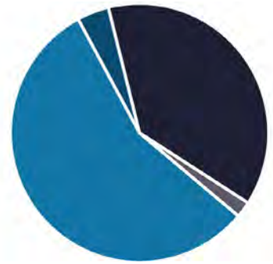


85% Motor Vehicle or Motorcycle-Involved

10% Pedestrian-Involved

5% Cyclist-Involved

Lighting Conditions



55% Daylight

10% Dusk/Dawn

35% Dark - Streetlights

0% Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

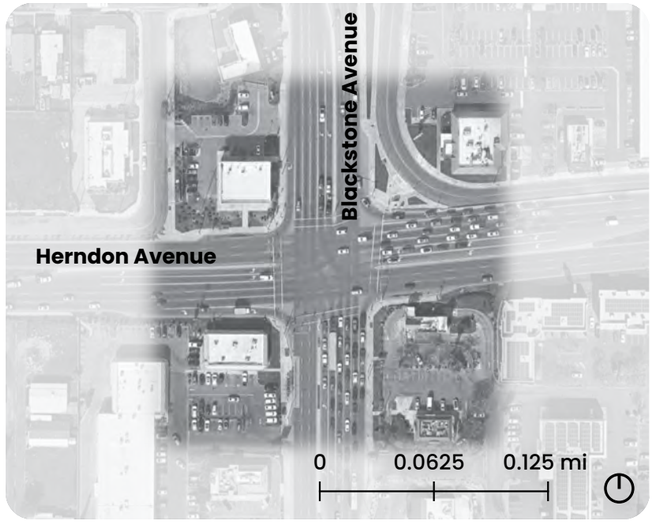
	BLACKSTONE AVE	HERNDON AVE
PEDESTRIAN FACILITY	Sidewalk Present	Partial Sidewalk
BICYCLE FACILITY	No Bike Lane	No Bike Lane

Community Assets

4 Bus Stops*
1 Park**
1 School**
1 Community Center**

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatments

INTERSECTION AND CROSSING
- High Visibility Continental Crosswalks
- Rapid Rectangular Flashing Beacon (RRFB), Raised Crossing, High Visibility Continental Crosswalk, Advanced Yield Sign and Pavement Markings
- Adjust Pedestrian Crossing Locations
- Pedestrian illumination
- Continuous sidewalks on south side of intersection

SIGNS AND SIGNALS
- Turning Lane Pedestrian Indicators (TLPI)
- Backplates w/ Retroreflective Borders
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times

TRAVEL LANES
- Dotted Lane Extension Lines - Left Turn

Community Voices

"It's not uncommon to see people run red lights on Herndon Avenue. The speed limits here are high. Herndon Ave might as well be a freeway except it is residential and commercial."

– Fresno VZAP Community Survey, April 2025

5 Fresno Street and Clinton Avenue

Crash data from 2019–2023

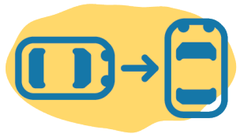
INTERSECTION PROFILE

	FRESNO ST	CLINTON AVE
SPEED LIMIT	40 mph	40 mph
LANE COUNT	5	5

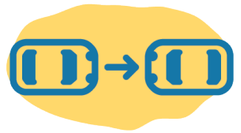
Killed or Seriously Injured
2

Total Crashes
23

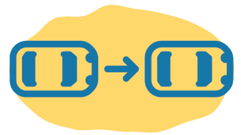
Top Crash Types



48%
Broadside



17%
Head-On

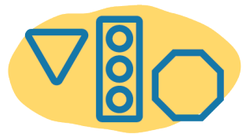


9%
Rear End

Primary Collision Factor

43%
Automobile Right of Way

17%
DUI/BUI



17%
Traffic Signals and Signs

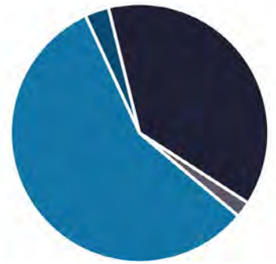
Crashes by Mode

87%
Motor Vehicle or Motorcycle-Involved

4%
Pedestrian-Involved

9%
Cyclist-Involved

Lighting Conditions



57%
Daylight

9%
Dusk/Dawn

35%
Dark - Streetlights

0%
Dark - No Streetlights

Presence of Bicycle and Pedestrian Facilities

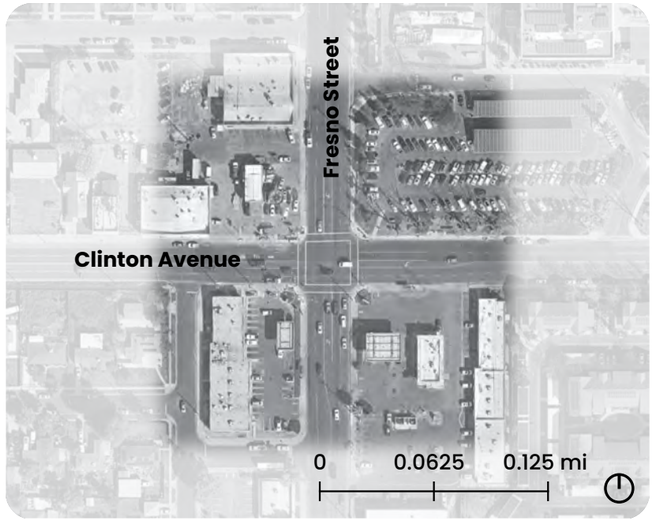
	FRESNO ST	CLINTON AVE
PEDESTRIAN FACILITY	Sidewalk Present	Sidewalk Present
BICYCLE FACILITY	No Bike Lane	No Bike Lane

Community Assets

8 Bus Stops*
1 Park**
2 Schools**
1 Hospital*

* within a quarter-mile buffer
** within a half-mile buffer

RECOMMENDATIONS



Treatment Type
Intersection & Crossing

Treatment Type
Signs & Signals

Treatments

INTERSECTION AND CROSSING
- Advanced Stop Lines
- Pedestrian illumination

SIGNS AND SIGNALS
- Leading Pedestrian Interval (LPI)
- Turning Lane Pedestrian Indicators (TLPI)
- Dilemma Zone Protection (Advance Detection)
- Review of yellow and red light clearance times

Community Voices

"Students are not able to safely cross Fresno Street and many large trucks pass through at high speeds."

– Fresno VZAP Community Survey, April 2025

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6.

Achieving Zero: Implementation

Vision Zero success depends on sustained leadership, accountability, and transparent progress tracking. This chapter establishes the governance structure, funding pathways, and performance measures needed to turn recommendations into measurable safety outcomes. By aligning departments, leveraging existing programs and grants, and publicly tracking progress, Fresno positions itself to make steady, lasting progress toward zero traffic deaths and severe injuries.

Achieving Vision Zero in Fresno will require sustained leadership, clear accountability, coordinated action across departments and partners, and consistent tracking of progress over time. Earlier chapters of this plan identify where the most serious crashes occur, who is most impacted, and which strategies are most effective at reducing fatal and severe injuries. This chapter focuses on how the City can translate those findings into action, by establishing clear roles and responsibilities, aligning funding with safety priorities, and using performance measures to guide and evaluate progress.

The implementation framework outlined below is designed to support a proactive, data-driven, and equitable approach to traffic safety, ensuring that safety improvements are applied consistently across the City and focus on the locations and populations most at risk.

Governance and Accountability

Leadership Roles and Accountability

The City of Fresno's leadership commitment to Vision Zero is carried forward through clear roles, accountability structures, and decision-making processes that guide implementation over time. City leadership is responsible for ensuring that Vision Zero goals are integrated into policies, programs, and investments, and that progress is regularly monitored and reported.

This includes aligning departmental responsibilities around shared safety objectives, prioritizing resources toward high-risk locations and communities, and reinforcing the application of the Safe System Approach across transportation planning, design, operations, and maintenance. Leadership also plays a key role in maintaining continuity as staff, funding sources, and priorities evolve, ensuring that Vision Zero remains central to City decision-making.

Through these governance and accountability mechanisms, the City establishes clear ownership of Vision Zero outcomes and creates the conditions necessary for sustained, citywide progress toward eliminating traffic deaths and serious injuries.

Interdepartmental and Agency Coordination

Crash trends in Fresno show that severe crashes are driven by a combination of street design, speed, vehicle characteristics, user behavior, and post-crash response. Addressing these factors requires coordination across multiple City departments and external partners, including Transportation, Public Works, Planning, Police, Fire, Public Health, Transit Agencies, School Districts, and Community Organizations .

Coordination on Integrated Policies and Programs

The Vision Zero Task Force provides a foundation for continued collaboration. Ongoing coordination will help ensure that safety strategies are implemented consistently, avoid duplication of effort, and reflect both technical expertise and community input. Partnerships with state agencies, regional entities, and community-based organizations will also be critical for addressing equity, supporting behavior-focused programs, and improving post-crash care.

Implementation: Critical Next Step

To sustain interdepartmental and agency coordination, The City will formalize the Vision Zero Task Force as a standing, recurring body that meets regularly (e.g., quarterly) and is led by Transportation/Department of Public Works with support from the City Mayor and Manager's Office. The Task Force will include decision-making representatives from key City departments and partner agencies and will convene around a consistent agenda focused on reviewing crash trends and performance metrics, coordinating implementation of priority projects and policies, and resolving cross-departmental barriers.

Coordination on Capital Projects Across Jurisdictions and Right-of-Way Owners

Interdepartmental coordination is essential for implementing the systemic safety treatments and priority policies identified in this Plan. Speed management strategies, for example, require coordination across roadway design, signal operations, enforcement, and public education, while improvements on priority corridors and intersections depend on alignment among public works, emergency response, capital planning, maintenance, and operations. Many priority projects also extend across jurisdictional boundaries or occur on roadways owned or operated by multiple agencies, requiring early and ongoing coordination among the City of Fresno, Fresno County, Fresno Area Express (FAX), school districts, and neighboring jurisdictions such as the City of Clovis to align design, funding, operations, and maintenance responsibilities and ensure consistent safety outcomes.

Project types that require cross-agency implementation coordination include:

TABLE 10 Project Types and Cross-Agency Coordination

Project Type	Agencies Requiring Coordination
Corridor and intersection safety improvements on roadways crossing neighboring cities, City–County boundaries or within County islands	City of Fresno Public Works; Fresno County Department of Public Works and Planning; Caltrans District 6 (where state routes are involved), City of Clovis
Speed management projects (lane reconfiguration, traffic calming, signal timing changes) involving multiple roadway owners or shared responsibilities	City of Fresno Public Works (Traffic Engineering); Fresno County Public Works; Fresno Police Department; Fresno County Sheriff's Office; California Highway Patrol (on state routes), City of Clovis
Transit-related safety improvements (bus stop access, crossings, lighting, curb management)	City of Fresno; Fresno Area Express (FAX); Fresno Council of Governments (Fresno COG); Fresno County Public Works or Caltrans District 6, as applicable, Fresno County Rural Transit Agency
School-area safety projects (Safe Routes to School, crossings, loading zones, speed management near campuses)	City of Fresno; Fresno Unified School District; Clovis Unified School District; Sanger Unified School District, Central Unified School District, Washington Unified School District Fresno County Office of Education; applicable roadway owner (City, County, or Caltrans)
Pedestrian and bicycle network connections crossing jurisdictional boundaries or connecting facilities owned by different agencies	City of Fresno; Fresno County; City of Clovis; Caltrans District 6; Fresno COG
Emergency response and post-crash safety improvements (access management, signal preemption, intersection modifications)	City of Fresno Police Department; City of Fresno Fire Department; Fresno County Sheriff's Office; Fresno County Fire Protection District; emergency medical service providers; applicable roadway owner

Implementation Through Existing Maintenance Processes

While many capital improvement projects require elements of construction, reconstruction, or installation of new signal equipment, some of the recommended safety projects described in this plan require little more than striping and sign installation and may be implemented as part of the City's routine restriping and resurfacing plans. This is a cost- and time-efficient way to implement improvements without having to apply for and procure additional grant funding. To leverage this implementation mechanism, the City can regularly review the full list of all recommended infrastructure projects before carrying out their routine restriping and resurfacing. Furthermore, the City should share these recommendations with the County and FAX so that they also can review the relevant recommendations and potentially implement them through routine maintenance.

Implementation Through the Existing Neighborhood Traffic Calming Program

Many systemic traffic safety recommendations in this plan - particularly those addressing speeding on residential streets - can be advanced through the City's established Residential Traffic Calming Program. The City of Fresno currently administers a Residential Street Speed Hump Program through the Public Works Traffic & Engineering Services Division, allowing neighborhoods with demonstrated speeding concerns and sufficient petition support to request speed humps and similar calming measures. Applications are accepted annually and ranked based on traffic speed, volume, collision history, and complaint data, with installations occurring between May and October of the following year.

While the Vision Zero Action Plan priority corridors are primarily located on major streets (arterials and collectors), the Residential Traffic Calming Program provides a complimentary mechanism to address speeding concerns on local neighborhood streets. Leveraging this existing program allows the City to continue responding to community concerns while supporting broader Vision Zero goals of reducing speeds and improving safety across the full street network.

Funding

A range of funding opportunities exist at the Federal, State, and regional level to increase safety on roadways. While future funding is uncertain, the funding programs below provide the City of Fresno opportunities to compete effectively for public grants that can advance the actions and project recommendations included in this plan to help eliminate crashes that kill and seriously injure people.

Priority funding mechanisms for the City of Fresno (those most typically used to fund safety infrastructure and programs in Fresno) are indicated with a green flag.

Infrastructure Funding Opportunities

TABLE 11 Federal, State, and Local Competitive Grant Opportunities

Program	Agency	What it Supports	Description	Typical Award Amount	Application Cycle and Next Deadline
FEDERAL					
Active Transportation Infrastructure Investment Program (ATIIP)	Federal Highway Administration	Funds Planning and Design projects including developing plans for active transportation networks and active transportation spines. Funds Construction projects that provide safe and connective active transportation facilities in an active transportation network or active transportation spine.	Both types of grants can go towards planning, designing, and constructing active transportation *networks* and active transportation *spines*. Active transportation *networks* are active transportation facilities that *connect between destinations within a community or metropolitan region*, including schools, workplaces, residences, businesses, recreation areas, medical facilities, and other community areas. Active transportation *spines* are active transportation facilities that *connect between communities, metropolitan regions.*	Funds Planning and Design projects of at least $100,000. Funds construction projects of at least $15 million.	Annual: Last cycle applications closed in summer 2024. Next cycle anticipated Spring/ Summer 2026.
Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants	U.S. Dept. of Transportation	Roads, bridges, transit, rail, ports, or intermodal transportation	Funds capital investments on surface transportation projects that achieve a significant impact for a metropolitan area, region, or the nation. Selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, innovation, and partnerships with a broad range of stakeholders.	$1M-$25M+	Annual: FY2026 applications were due February 24, 2026. FY2027 NOFO anticipated in Winter 2026

Program	Agency	What it Supports	Description	Typical Award Amount	Application Cycle and Next Deadline
Community Development Block Grant (CDBG)	Housing and Urban Development (HUD)	Neighborhood revitalization, transportation services, public safety programs, drainage facilities, water and sewer improvements, street improvements for pedestrians and bicyclists	Provides communities with resources to address a wide range of unique community development needs by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.	$200-$400K	Annual: Next entitlement allocations and funding guidance typically open in early-to-mid 2026 (check HUD for official schedule) City of Fresno applied in 2026
Safe Streets and Roads for All (SS4A) PRIORITY GRANT PROGRAM FOR FRESNO	U.S. Dept. of Transportation	Planning, demonstration projects (pilot or quick-build projects), and implementation	Funds regional, local, and tribal initiatives to prevent roadway deaths and serious injuries. The City of Fresno is highly competitive for SS4A funds and has completed successful applications during FY2022 and FY2025. To date, The City of Fresno has focused on applying for supplemental planning funds. With an adopted Vision Zero Action Plan, the City will be eligible for implementation funds in FY2026.	$200K-$25M	Annual: FY2025 applications closed in June 2025. FY2026 (the final cycle) NOFO due May 26, 2026. Note: FY2026 will be the last committed grant cycle as part of the IJAA. Future grant cycles will depend on what happens with the transportation authorization funding package at the federal level
Surface Transportation Block Grant (STBG)	Federal Highway Administration	Bicycle and pedestrian infrastructure projects.	Funds are administered at the County level through the Fresno Council of Governments. Projects awarded with STBG funding require an 11.47% match by the project sponsor for all project phases.		Varies; funding for FFY 2027/2030 closed Oct. 2025. Next cycle will likely open with the next Federal Transportation Improvement Program
STATE					
Active Transportation Program (ATP)	California Transportation Commission	Bicycle and pedestrian infrastructure projects	Prioritizes projects in disadvantaged communities that closes gaps in pedestrian and bicycle infrastructure between communities of need.	$500K-$2M	2-4 Year Cycle: ATP Cycle 8 Call for Projects is scheduled to open March 19–20, 2026, with applications due June 22, 2026.
California Highway Safety Improvement Program (HSIP) PRIORITY GRANT PROGRAM FOR FRESNO	California Department of Transportation (Caltrans)	Infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified on the basis of crash experience, crash potential, crash rate, or other data-supported means.	Funds projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level – roughly 75% of projects were funded during Cycle 12. Requires a Vision Zero Action Plan or an eligible local road safety plan. HSIP can be used to fund systemic safety treatments across multiple locations, or location-specific and corridor-level safety interventions.	$100K-$10M	2-Year Cycle: Cycle 13 schedule not yet released. Monitor HSIP for future NOFOs.

Program	Agency	What it Supports	Description	Typical Award Amount	Application Cycle and Next Deadline
California Sustainable Transportation Equity Project (STEP)	California Air Resources Board	Funds clean transportation and supporting projects, including public transit and shared mobility services, pedestrian and bicycle infrastructure, urban greening, land use planning and housing policy, workforce development, and clean transportation planning and education.	Funds community-led transportation projects that address local transportation needs, increase access to key destinations, and reduce vehicle miles traveled in disadvantaged or low-income communities.	$3M-$14M	Annual: No current funding available; application window is currently closed. Monitor CARB for future RFA announcements
Sustainable Transportation Planning (STP) Grants	California Department of Transportation (Caltrans)	Planning, community engagement, and studies to improve bicycle and pedestrian connections	Funds for communities to do planning, studies, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects.	$100K-$500K	Annual: FY2026-27 applications closed November 2025. Next cycle NOFO anticipated Fall 2026.
Local Streets and Roads Program (LSRP)	California Department of Transportation (Caltrans)	Infrastructure projects that improve or add pedestrian crosswalks, accessible sidewalks, road repair, lane reconfiguration, and bike facilities	Provides approximately $1.5 billion per year to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.	Varies	Annual: Typically opens in spring – monitor Caltrans Local Assistance updates in early 2026.
LOCAL					
Measure C PRIORITY FUNDING MECHANISM FOR FRESNO	Fresno County Transportation Authority	Funds transportation projects across the region including local streets and roads, highway improvements, transit services, bike lanes, pedestrian pathways, and environmental transportation programs.	Funds projects that improve the overall quality of Fresno County's transportation system.	Varies	Current Measure C extension set to expire 2027; a citizen-led Measure C will be on the 2026 ballot.
San Joaquin Valley Air Pollution Control District's Bikeway Incentive Program (Bike Path Program)	California Air Pollution Control Board	Bicycle facility projects including: Class I: Bicycle paths/trails Class II: Bicycle lane striping Class III: Bicycle route signage and shared-lane markings (e.g., sharrows)	Funds the development or expansion of a comprehensive bicycle-transportation network which will provide a viable transportation option for travel to school, work, and commercial sites.	Class I: Up to $150,000 per project Class II: Up to $100,000 per project Class III: Up to $100,000 per project	Typical annual call-for-projects; exact 2026 cycle dates not posted

Programmatic Funding Opportunities

Several state grant resources can be leveraged by school districts and other lead/partner agencies to support implementation of programmatic opportunities to advance Vision Zero priorities.

TABLE 12 Programmatic Competitive Grant Opportunities

Program	Agency	What it Supports	Description
Active Transportation Program (ATP)	California Transportation Commission	Safe Routes Programs (including infrastructure and non-infrastructure)	Funds a wide range of capital and non-capital projects. A strong preference is given to projects in disadvantaged communities that closes gaps in pedestrian and bicycle infrastructure between communities of need. Applicants include jurisdictional agencies as well as schools/school districts.
California Office of Traffic Safety (OTS) Grants	California Office of Traffic Safety	Certain activities under the SRTS, safety/ education and enforcement programs	Funds traffic-safety education, awareness and enforcement programs aimed at drivers, pedestrians, and cyclists. Fresno County and the Fresno Unified School District are currently using OTS funding to fund Safe Routes to Schools projects across the city and the county.
California Highway Safety Improvement Program (HSIP)	California Department of Transportation (Caltrans)	Certain activities under the SRTS, safety/ education and enforcement programs	Funds projects and programs that reduce traffic fatalities and serious injuries by correcting or improving a specific problem. Highly competitive at the state level.
Local Control and Accountability Plan (LCAP)	California Department of Education	Non-infrastructure safe routes to school activities	The LCAP is a three-year plan that describes the goals, actions, services, and expenditures to support positive student outcomes that address eight key state and local priorities related to school standards, student achievement, parent involvement, and school climate.

Performance Measures

Tracking progress is essential to achieving Vision Zero. Performance measures help the City understand whether safety strategies are working, identify emerging trends, and adjust approaches as needed. Transparent performance tracking also supports accountability by clearly communicating progress to City leadership, partner agencies, and the public.

While reductions in traffic fatalities and serious injuries remain the ultimate measure of success, the City will also use leading indicators, such as changes in vehicle speeds, implementation of safety treatments, and progress on Vision Zero actions, to assess whether Fresno is moving in the right direction over time. Together, these measures reinforce Vision Zero as an ongoing, data-informed effort rather than a one-time plan.

Vision Zero Data Dashboard

The City of Fresno has developed a public-facing Vision Zero Data Dashboard to track and communicate progress over time. The dashboard provides up-to-date information on crash trends, locations, severity, and contributing factors, and serves as the primary tool for annual reporting on Vision Zero performance.

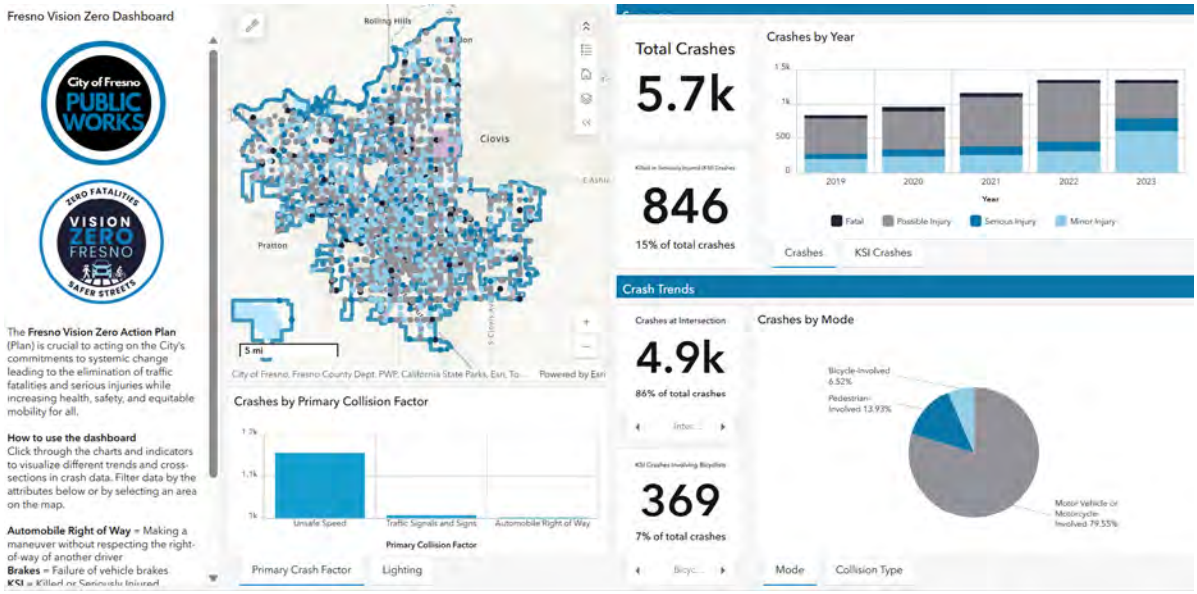

FIGURE 11 Fresno Vision Zero Data Dashboard

The dashboard is publicly accessible and allows community members, decision-makers, and partner agencies to view trends across the city and filter data based on:

- Crash trends
- Crashes by mode
- Crashes by severity
- Crashes by year
- Primary collision factors
- Crashes by lighting conditions

By making safety data accessible and easy to understand, the dashboard supports transparency, builds public trust, and helps keep Vision Zero outcomes visible over time. The dashboard is designed to evolve as new data sources become available, including improved coordination between local and statewide crash databases and partnerships with hospitals and public health agencies. Over time, it may expand to include additional performance measures beyond crash outcomes to support evaluation of safety strategies and investment priorities.

While crash and injury data remain critical for measuring long-term safety outcomes, the City recognizes that these data often lag by several years. To demonstrate near-term progress and maintain accountability, updates over the next 5-years to the Vision Zero Data Dashboard will incorporate a limited set of short-term, process-based performance measures that reflect implementation activity and momentum.

These measures may include:

- Number of street redesign or safety improvement projects completed annually
- Implementation of proactive speed management measures, such as speed limit updates or traffic calming installations
- Adoption or updates of Vision Zero–related policies and standards
- Community outreach and engagement activities conducted each year
- Progress on priority Vision Zero action items

Together, these near-term indicators will complement crash data by showing how the City is advancing Vision Zero strategies in real time, particularly within the first five years of implementation.

Plan Updates and Next Steps

Vision Zero is a long-term commitment that requires continuous learning and adaptation. As safety improvements are implemented and conditions change, the City should regularly revisit and update this Action Plan to reflect new data, community input, and lessons learned. No city has completely solved roadway safety, and best practices are evolving. This plan will be updated to reflect those evolutions and ensure that strategies remain relevant and that resources continue to be directed where they are most needed.

Next steps following adoption of this Plan include advancing recommended priority projects, implementing systemic safety treatments using the Major Streets Traffic Calming Toolkit, and continuing to refine policies and programs identified through the Vision Zero Taskforce. The top five priority intersections and street segments highlighted in earlier chapters are intended to serve as early implementation opportunities and as examples for applying similar strategies across the City. They can also be used to apply for future grant opportunities.

By pairing strong leadership, coordinated action, sustainable funding, and transparent performance tracking, Fresno can make steady progress toward its Vision Zero goal—**to eliminate all traffic fatalities and severe injuries while promoting safe, healthy, and equitable mobility for all road users.**


ZERO FATALITIES
VISION
ZERO
FRESNO
SAFER STREETS