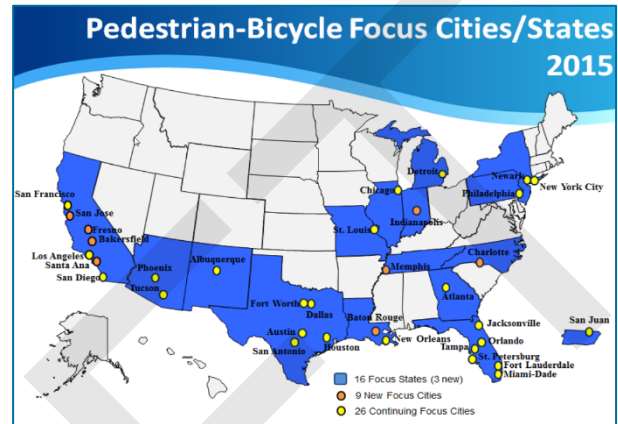


1. Study Collisions

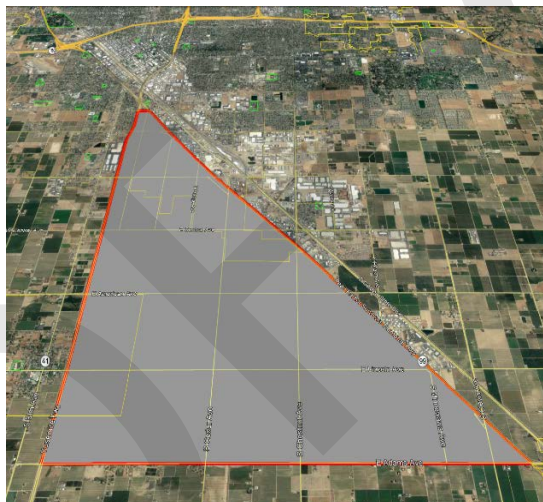
The U.S. Department of Transportation Federal Highway Administration (FHWA) has been working aggressively to reduce pedestrian and bicyclist deaths. As part of the efforts, FHWA identified Pedestrian-Bicycle Focus Cities/States in 2015 (last modified on April 1, 2019) that were selected based on their high pedestrian and bicycle fatality rates. Fresno was one of the new focus cities listed in California as shown in the map (to the right).



FHWA Resource

Additionally, improving the safety of pedestrians (walking) and bicycling in Fresno is one of the main goals of the Fresno Active Transportation Plan (ATP). Therefore, keeping with the ATP, the RTTAP also strives to improve the safety of walking and bicycling in and around the study area.

1.1 Total Collisions



Google Aerial: Project Area

The study area encompasses approximately 15 square miles, bordering Highway 41, State Route 99, Adams Avenue and Chestnut Avenue. Refer to Study Area Google aerial. Based upon data collected from the Transportation Injury Mapping System (TIMS), Table 1.1 and Figure 1.1 identify total collisions by severity for the study area from 2012-2017. As noted in Table 1.1, there were 307 total collisions. Table 1.2 and Figure 1.2 further breakdown the collisions by the primary collision factor (PCF). As noted in Table 1.2, automobile right of way consisted of the majority of collisions (40%), followed by unsafe speed (15%), improper turning (13%) and traffic signal and signs (13%).

Table 1.1: Collisions by Severity Type (2012-2017)

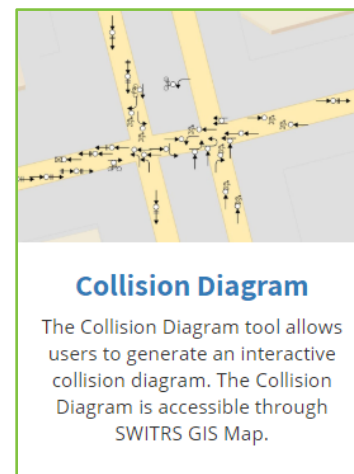
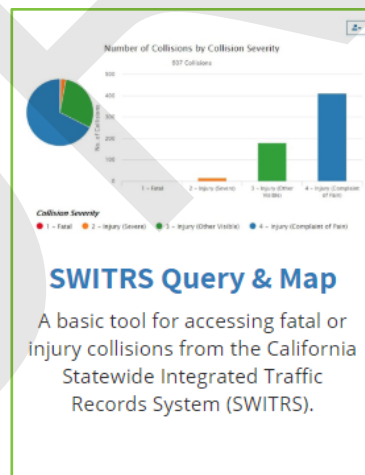
Year	Injury (Complaint of Pain)	Injury (Other Visible)	Injury (Severe)	Fatality
2012	32	17	4	1
2013	25	11	2	2
2014	34	20	9	
2015	35	21	5	2
2016	28	10	2	
2017	26	15	6	
Total	180	94	28	5
Overall Total Collisions = 307				

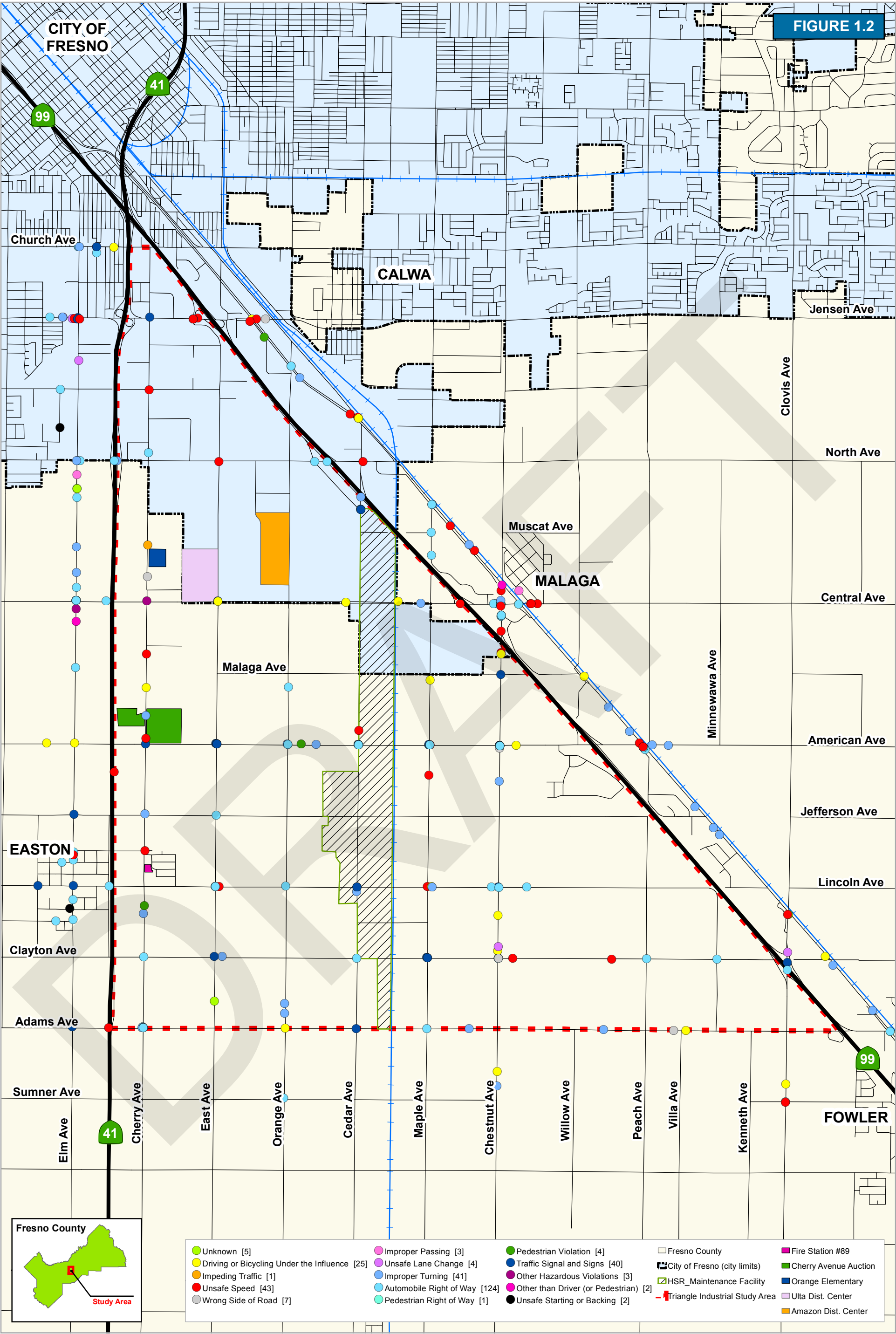
Source: SWITRS, TIMS (2012-2017)

Table 1.2: Primary Collision Factors (2012-2017)

PCF Collision Type	# of Collisions	PCF Collision Type	# of Collisions
Unknown	5	Automobile Right of Way	124
Driving or Bicycling Under the Influence	25	Pedestrian Right of Way	1
Impeding Traffic	1	Pedestrian Violation	4
Unsafe Speed	43	Traffic Signal and Signs	40
Wrong Side of Road	7	Other Hazardous Violations	3
Improper Passing	3	Other than Driver (or Pedestrian)	2
Unsafe Lane Change	4	Unsafe Starting and Backing	2
Improper Turning	41	Other	2

Source: SWITRS, TIMS (2012-2017)





1.2 Pedestrian and Bicycle Collisions

In terms of pedestrian and bicyclist collisions, the data presented in Table 1.1 filters out pedestrian and bicyclist collision by severity types within the 5-year period between 2012-2017. Table 1.3 shows pedestrian collisions by severity type and Table 1.4 identifies bicycle collisions by severity type. Figure 1.3 identifies pedestrian and bicycle collisions by severity type and the location of collision.



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Table 1.3: Pedestrian Collisions by Severity Type (2012-2017)

Year	Injury (Complaint of Pain)	Injury (Other Visible)	Injury (Severe)	Fatality
2012		1		1
2013		1		
2014			4	
2015		1	1	
2016				
2017				

Source: SWITRS, TIMS (2012-2017)

As noted in Table 1.3, there were nine collisions involving a pedestrian, or 3 percent of the total collisions that recorded. Of the nine collisions there was one fatality recorded during that period.

Table 1.4: Bicyclist Collisions by Severity Type (2012-2017)

Year	Injury (Complaint of Pain)	Injury (Other Visible)	Injury (Severe)	Fatality
2012				
2013	1	1		1
2014	1			
2015		2		
2016				
2017	1		1	

Source: SWITRS, TIMS (2012-2017)

As noted in Table 1.4, there were eight collisions involving a bicyclist, or approximately 3 percent of the total collisions that documented. Of the eight collisions, there was one fatality recorded during that period. In total, approximately 6 percent of the total collisions logged involved a pedestrian and bicyclist.

The collision data collected for existing conditions will be used when considering future design and operations of potential transportation improvements that will be identified as part the RTTAP.



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