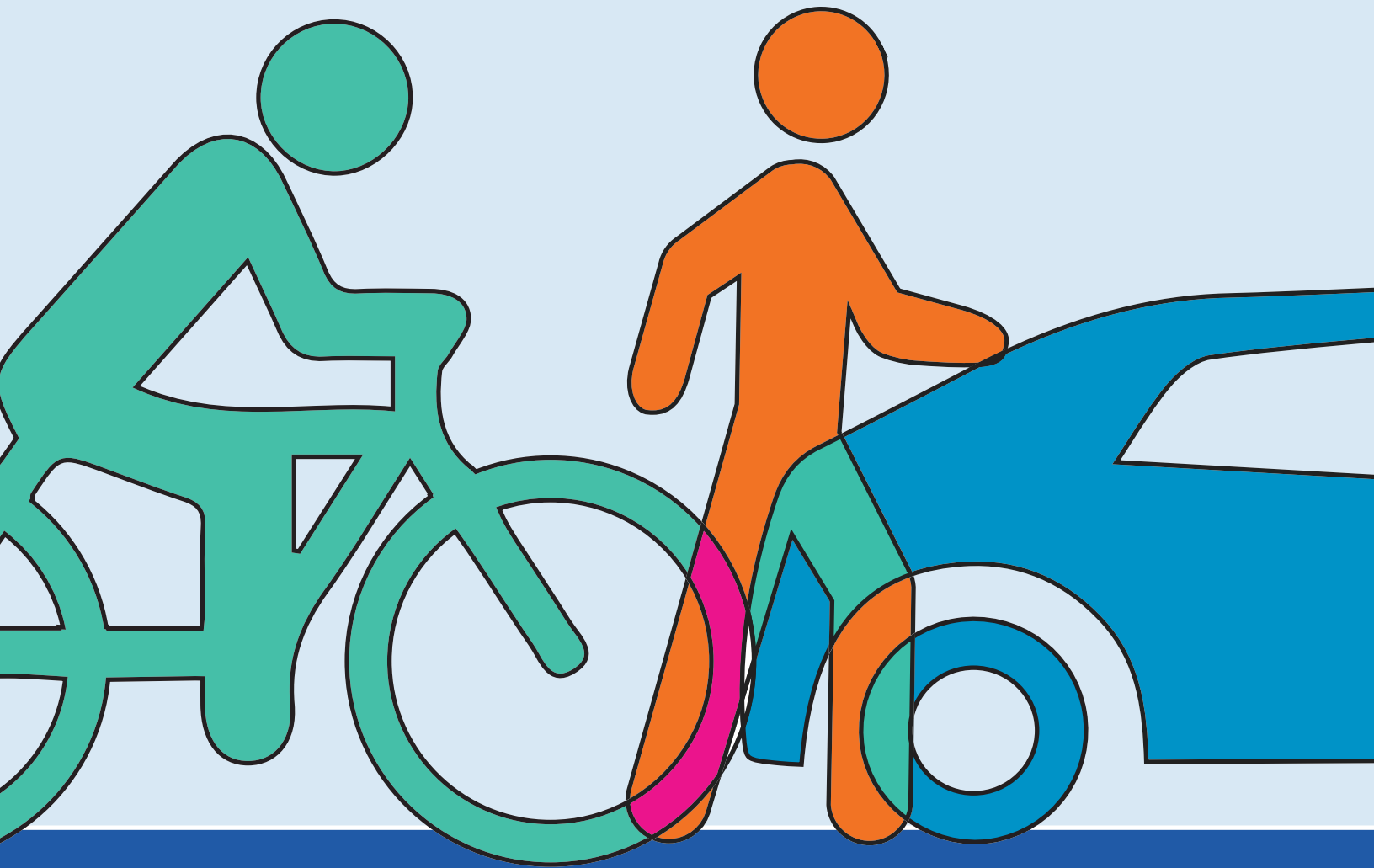


REGIONAL SAFETY PLAN



DECEMBER 2021

B. OUTREACH & ENGAGEMENT SUMMARIES

To: Trai Her-Cole and Santosh Bhattarai, Fresno Council of Governments

From: Megan Wooley-Ousdahl and Malia Schilling, Toole Design
Erin Ferguson, Kittelson and Associates

Date: January 6, 2021

Project: Fresno COG Regional Transportation Safety Improvement Plan

Subject: Public Engagement Strategy - Final

This Public Engagement Strategy (PES) outlines the approach for community engagement for Fresno COG's Regional Transportation Safety Improvement Plan (Plan) and details the responsibilities of the consultant team (Toole Design and Kittelson) and Fresno COG staff.

Throughout this project, Fresno COG and the consultant team will conduct engagement that serves the diverse community of Fresno County, is inclusive, and respects the public health mandates for COVID-19. To support this vision, this PES sets forth meaningful engagement opportunities that are tailored to engaging the Fresno County community on issues around transportation safety, seeking input from a variety of stakeholders and viewpoints, and better understanding the everyday transportation experience of Fresno County residents. At this point, we have included virtual engagement strategies in this PES, and we can pivot to in-person engagement, if appropriate, later in the process.

GOALS

The main goals of the outreach and engagement process are to:

- **ENGAGE AUTHENTICALLY.** Develop, communicate, and facilitate meaningful engagement activities that connect is geographically accessible (engaging residents in both the urban and rural areas of Fresno County, and is culturally appropriate (are we asking questions that resonate and are relevant and important to the Fresno County community?).
- **CENTER EQUITY.** Center the voices of residents and stakeholders who have historically been left out of planning processes, and create opportunities to meaningfully participate in the project, especially for people with Limited English Proficiency.
- **PROMOTE BALANCE.** Create an equitable and balanced plan with recommendations that reflect the needs of all roadway users, including people who are walking, bicycling, driving, using micromobility devices (such as scooters and skateboards), and riding motorcycles.
- **SUPPORT IMPLEMENTATION.** Build momentum and support for the future implementation of the safety countermeasures identified in the Plan.

EQUITY FRAMEWORK

Toole Design will apply an equity framework throughout the execution of community engagement activities and outreach for the Plan. This section outlines how equity considerations will be woven into the engagement efforts.

Guiding questions to consider and address throughout engagement and outreach include:

- Who is and is not participating in decision making processes?
 - How are barriers to participation being addressed?
 - Is it clear how each aspect of engagement feeds into the overall recommendations?
- How will the Plan's outcomes benefit disadvantaged community members?
 - Are members of disadvantaged communities involved in defining what constitutes a benefit?
 - How do we ensure equitable implementation of the Plan once adopted?
- What are potential burdens and unintended consequences that might result from the Plan?

Many opportunities exist within the scope to address these guiding questions. These strategies include:

Safety Steering Committee

- Maintain awareness of the composition of the SSC, ensure that it is representative of the county's diverse community, and recognize how the SSC's composition might affect the feedback received.

Focus Groups/Workshops

- Maintain awareness of which organizations and people are invited to participate in the community outreach events.
- Specifically conduct outreach to youth and other underrepresented communities.
- Choose venues and times thoughtfully, including going to the community during already-scheduled events (can include virtual community events).
 - If meetings are held in-person, schedule a time that works for people who have restrictions on transportation to and from the meeting.
 - Schedule at a variety of times, to allow people with different working schedules to attend.
 - If meetings are held in-person, remove physical barriers that may inhibit a participant's ability to get to and move around the space freely.
- Communicate clearly how feedback from each event will be used.
- During meetings, use a microphone when presenting so all can hear and be a productive part of the conversation.

Engagement Materials

- For engagement materials, select and work with translators to ensure that they convey project information in a culturally component and linguistically appropriate way. As a note: All engagement materials be provided in English, Spanish, and Hmong.
- Materials for outreach events should include photos that reflect the community's diversity.
- Provide materials online ahead of time and let potential participants know where they can access materials. Check these materials for screen reader compliance.

Online Engagement

- For online engagement, provide opportunities to get the same type of feedback from in-person events.
- During meetings, encourage participants to share these feedback opportunities with their community contacts to expand the meeting's reach.
- Provide opportunities for meetings to be held in other languages, such as Spanish and Hmong, to be inclusive of people with Limited English Proficiency.

PHASING AND ACTIVITIES

The community engagement efforts for this Plan will be organized into three key phases which are tied to major milestones:

- **Phase 1: “Imagine”** – Gather input on existing conditions and concerns around transportation safety and identify possible locations, and ideas, for improvements.
- **Phase 2: “Iterate”** – Gather input on the proposed recommendations and transportation safety education program.
- **Phase 3: “Implement”** – Gather input on the Draft Plan.

Additional detail is provided below.

PHASE 1: IMAGINE

Timeframe: December 2020 – March 2021

Key Messaging

Fresno County has seen a recent increase in fatalities and serious injuries on our roadways, and the county has a disproportionate share of the state’s traffic deaths. The Fresno Council of Governments is developing a Regional Transportation Safety Improvement Plan to improve safety for everyone traveling in the county.

The Plan will create a better understanding of current traffic safety issues, identify improvements to address common crash types, and establish a transportation safety education program. We can’t improve safety and reduce collisions without your input!

Do you drive, walk, bicycle, or ride a motorcycle or scooter in Fresno County and have concerns about your comfort and safety when you’re on the street? We’d like to hear from you! Help us create better and safer ways to travel throughout the county – there are lots of ways to get involved, both online and in person.

Activities

Phase 1 activities will focus on launching and introducing the project to the community and gathering input on existing conditions and concerns around transportation safety and identify possible locations, and ideas, for improvements.

Activities will include:

Date	Activity	Lead	Description
Underway as of December 2020	Community-Based Organization Partnership	COG	<ul style="list-style-type: none"> • Identify CBO • Create partnership agreement for engagement
December 16, 2020 – <i>Completed</i>	Steering Committee #1	Kittelson	<ul style="list-style-type: none"> • Facilitate meeting on the Plan’s purpose, role of the committee, and existing safety related activities
Underway as of December 2020	Launch Project Webpage	Toole Design and COG	<ul style="list-style-type: none"> • Develop highly visual project webpage with information on the project and different ways people can provide input • Webpage to be hosted on FresnoCOG website

Date	Activity	Lead	Description
			<ul style="list-style-type: none"> Fresno COG staff will upload text/images to the website including Spanish and Hmong translations.
TBD	Launch Interactive Map and Survey	Toole Design	<ul style="list-style-type: none"> Launch an online, interactive map and survey to seek input on safety concerns for people using all modes, including walking, bicycling, driving, using micromobility (such as scooters and skateboards), and riding motorcycles, and where people would like to see improvements. Map will be hosted by Toole Design and linked to on FresnoCOG website, with translation into Spanish and Hmong via Google Translate. To address the digital divide, the online survey could also be conducted as a text message survey, as allowable by the project budget. Utilize PublicInput to track social media and email feedback
TBD	Promote map and survey	COG, CBO partner, and Toole Design	<ul style="list-style-type: none"> Partner with stakeholders (such as the CBO partner and Safety Steering Committee) to spread the word and encourage participation
TBD	Digital and traditional media outreach	COG, local municipalities, and Toole Design	<ul style="list-style-type: none"> Include project information in existing County and municipal newsletters, social media, and other communication outlets to broaden audience and reach Utilize PublicInput to track social media and email feedback Potential partners could also include the Fresno County Rural Transit Agency, the West Hills Community College District, Fresno Bicycle Coalition, and the California Highway Patrol Public Information Officer.
March 2021 (tentative)	Steering Committee # 2	Kittelson	<ul style="list-style-type: none"> Facilitate meeting on draft existing conditions report findings and lead discussion on potential safety strategies
TBD	Report on progress	Toole Design	<ul style="list-style-type: none"> Evaluate progress towards meeting PES goals

Date	Activity	Lead	Description
			<ul style="list-style-type: none"> Toole Design will provide an update during a bi-weekly check-in meeting, and discuss adjustments as needed.

PHASE 2: ITERATE

Timeframe: April – July 2021

Key Messaging

Thank you for participating in the project and sharing your experience about driving, walking, bicycling, and riding motorcycles and scooters in Fresno County!

Based on the input we've heard, we've developed recommendations to improve safety on the street, and we need your feedback. What do you like? What should be changed? What's missing?

Activities

Phase 2 activities will focus on soliciting input on the proposed safety countermeasures and beginning the conversation about implementation strategies. Key activities will include the following; specific dates are currently TBD.

Date	Activity	Lead	Description
TBD	Continued promotion of map and survey, updated with recommendations	COG, CBO partner, and Toole Design	<ul style="list-style-type: none"> Partner with stakeholders (such as the CBO partner and Safety Steering Committee) to spread the word and encourage participation Email the email distribution list with a link to the online map/survey and a reminder a week before the map/survey closes
TBD	Continued digital and traditional media outreach	COG, local municipalities, and Toole Design	<ul style="list-style-type: none"> Include project information in existing County and municipal newsletters, social media, and other communication outlets to broaden audience and reach
May 2021	Steering Committee #3	Kittelson	<ul style="list-style-type: none"> Facilitate meeting on the draft safety strategies and lead discussion of safety education program
July 2021	Steering Committee #4	Kittelson	<ul style="list-style-type: none"> Facilitate meeting on the draft safety education program and

Date	Activity	Lead	Description
			lead discussion of funding strategies
TBD	Workshops with Public Safety Representatives and School Districts/Schools (2)	COG, Kittelson, and Toole Design	<ul style="list-style-type: none"> • Workshop 1: Invite representatives from local law enforcement, emergency services, and other agencies to participate in a public safety workshop • Workshop 2: Invite representatives from school districts and schools to participate in a school-focused workshop • Also use this as an opportunity to receive feedback on the safety education program / campaign
TBD	Focus Groups (up to 3)	CBO Partner	<ul style="list-style-type: none"> • Recruit and host up to three (3) focus groups to create in-depth dialogue, focusing on soliciting feedback from stakeholders in geographical areas with high numbers of fatal and severe injury collisions (such as along the SR 99 corridor and adjacent unincorporated areas); people in rural areas of the county; people with Limited English Proficiency; and advocates/representatives from SRTS efforts or FCHIP, youth, and other underrepresented groups in the county.

PHASE 3: IMPLEMENT

Timeframe: August – December 2021

Key Messaging

Thank you for being a part of the process to develop the Regional Transportation Safety Improvement Plan! We've listened and learned, and have used the valuable community input we've received to draft the Plan.

Your input is still crucial to make sure the Plan's recommendations reflect your community's safety needs. Let us know what you think of the draft Plan – did we capture everything correctly?

Once the Plan is officially adopted, Fresno COG will start implementing its recommendations. Some of the improvements include *[to be inserted, based on Plan recommendations]*.

Activities

During Phase 3, Fresno COG and the consultant team will ask for the community’s input on the draft Plan, and emphasize the next steps, focusing on “wins,” or easily implementable projects. Key activities will include the following; specific dates are currently TBD.

Date	Activity	Lead	Description
September 2021	Steering Committee #5	Kittelson	<ul style="list-style-type: none"> Facilitate meeting on draft funding strategies and lead discussion of Plan format and presentation
November 2021	Steering Committee #6	Kittelson	<ul style="list-style-type: none"> Facilitate meeting on draft Plan document and solicit feedback from committee members
TBD	Reconnect with participants from Phase 1 and Phase 2	COG, CBO partner, and Toole Design	<ul style="list-style-type: none"> Partner with stakeholders (such as the CBO partner and Safety Steering Committee) to reach out to previous participants and share draft Plan for feedback
TBD	Public feedback on Draft Plan	COG and Toole Design	<ul style="list-style-type: none"> As allowable by the project budget, make Draft Plan available as an online PDF that includes a comment function, allowing stakeholders to review and comment

MEMORANDUM

August 23, 2021

To: Trai Her-Cole and Santosh Bhattarai
Organization: Fresno County of Governments
From: Talia Jacobson, Peter Garcia, and Inder Grewal, Toole Design Group
Erin Ferguson, Kittelson & Associates
Project: Regional Safety Plan

Re: Draft Summary of Regional Safety Plan Engagement Activities

This memo describes the public and stakeholder engagement efforts for the Regional Safety Plan (RSP).

In June 2021, the Project Team conducted the following engagement activities to understand the traffic safety experiences of people who live, work, and travel in Fresno County:

- A multilingual online survey open to all Fresno County communities
- Focus groups with school and public safety stakeholders
- Place-based engagement targeting destinations and events that served hard-to-reach community members

Below is a summary of key findings from each of the engagement activities. At the end of the memo, we have attached appendices of supporting materials used at activities and raw survey response data, focus group attendees, and automatically-generated charts for full results from the English language survey.

We request your feedback and edits before finalizing the text for inclusion in the final plan.

Online Survey

To reach community members across the project area, the project team launched an online survey from June 7th to July 2nd. This survey focused on respondents' travel patterns, their perceptions of traffic safety issues related to infrastructure, and their perceptions of traffic safety issues related to individual behavior. The survey was offered in English, Spanish, Hmong, and Punjabi (the county's four most prevalent languages), with multilingual social media and email promotion by the COG and its partners. To maximize survey accessibility for users with limited online access, the team designed a text-based survey that would require minimal data and be easy to navigate on mobile devices.

There were 690 fully completed surveys with 152 partially completed, for a total of 842 responses. Data in the following tables and analysis incorporate responses provided in all languages. (Survey questions and additional response data for surveys completed in English can be found in Appendix A.)

General Survey Analysis

Demographics

Most surveys were completed in English (93.1%), followed by Spanish (6.5%) and Punjabi (.4%). There were no Hmong responses. The majority of survey respondents self-identified as white or Caucasian (58%), followed by Latino/x (20%). However, the 5-year population estimates from the 2019 American Community Survey estimate that Fresno County is 28% white alone (non-Hispanic or Latino/x) and 53% Latino/x. Thus, Latino/x community members were underrepresented in the survey data while white respondents were overrepresented.

Most survey respondents (77%) lived in Fresno or Clovis, followed by rural areas west of Highway 99 (11%) and the remainder from the county's other geographic areas. Fresno and Clovis roughly account for 60% of Fresno County's population, showing these cities were overrepresented among survey respondents.

Travel Behavior

Most respondents travel primarily by private vehicles, with 77% indicating that they drive alone or someone they know drives them. Biking ranked at a distant second with 11%. Walking was indicated by 3% of respondents. Shared modes of travel, such as public transit (1%), taxis or Lyft/Uber (1%) and carpooling (3%) constituted a minority of respondents' mode share.

Respondents' primary reason for traveling was to go to work or school (53%), followed by running errands (36%)

Traffic Safety Concerns and Observations

Nearly 9 in 10 survey respondents reported traffic safety concerns when making trips in Fresno County. 42% of survey respondents indicated that they "sometimes" have road or traffic safety concerns, 26% answered "often," and 20% selected "always." Only 9% stated that they rarely had traffic safety concerns, while 2% answered that they never had any concerns while travelling.

The following table shows the most prominent safety problems that respondents encountered:

Table 1. Infrastructure safety problems survey respondents encountered

Problem	Percentage
Crashes or near misses happen at intersections or turn lanes	62%
Bike lanes are missing or do not meet my needs	47%
Poor visibility or not enough street lighting	32%
Sidewalks are missing or does not meet my needs	26%
Street and traffic signs are confusing or hard to see	22%
Sidewalks and crossings do not meet the needs of people with disabilities	16%
Crosswalks are too far apart or do not meet my needs	11%
Rural road shoulders do not provide enough space to walk or bike	50%
Bus stops lack crosswalks nearby or safe places to wait	6%

Streets curve too sharply	5%
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Unsafe Travel Behavior

The most common unsafe travel behavior that respondents noted were related to driver behavior, rather than bad behavior from pedestrians or bicyclists. Drivers speeding was the chief concern, followed by distracted driving and drivers disregarding traffic controls.

The following table shows the most observed unsafe behaviors that respondents witnessed.

Table 2. Unsafe behaviors observed by survey respondents

Problem	Percentage
People drive too fast	86%
People drive while on the phone, sleepy, or distracted	85%
People driving do not obey red lights or stop signs	67%
People cross the street at unsafe places or times	48%
Motorcyclists drive too fast or drive in between lanes	47%
People driving cut around slow vehicles on rural roads	47%
People drive under the influence of alcohol or drugs	33%
People ride bicycles on the wrong side of the road	33%
People drive on the wrong side of the road	9%
Drivers and/or passengers do not wear seatbelts	7%

Differences in responses between Latino/x participants based on survey language selected

The Project Team conducted a separate analysis for the survey’s Latino/x respondents to explore differences reported by those who utilized the English language survey and those who utilized the Spanish language survey. Limited English proficiency can be associated with reduced access to transportation and other resources, and the team wished to explore any equity issues revealed by the survey results. The analysis found the following:

- Compared to English speaking Latino/x respondents, Spanish speakers were less likely to drive (48%) than the English-speaking population (78%)
- Errands were a primary reason for travel for Spanish speakers, whereas work/school is the main reason for travel for English speaking Latino/xs and general respondents
- Spanish speakers were more likely to raise concerns about the pedestrian environment, such as poor lighting and wide gaps between pedestrian crossings

Further study is required to fully understand the travel needs and travel behavior of Fresno County Latino/x communities with limited English proficiency. However, these findings and analysis offer preliminary insight into this population’s travel behavior and which safety issues affect their travel experiences.

Focus Groups

The project team facilitated two focus groups on Tuesday June 22nd and Wednesday June 23rd, the first with school district staff and the second with first responders. Participants represented a range of jurisdictions and institutions within Fresno County. The purpose of the focus groups was to gather input from these key stakeholders, drawing on their unique perspective of traffic safety issues. Eight people participated in the schools-based focus group and 20 people participated in the public safety focus group. The list of registrants can be found in **Appendix B**.

Focus group participants shared common concerns related to unsafe infrastructure, unsafe behavior, and challenges of engaging community members in efforts to improve travel safety. They noted that the infrastructure in Fresno County is hostile towards pedestrians and cyclists and increases crash risk for these two groups. Participants highlighted speeding, distracted driving, and driving through red lights as common behavioral trends. Some mentioned impatient driving as another issue, particularly during the summer months, as high temperatures wear drivers' patience thin.

Finally, both groups found barriers to engaging with the public about traffic safety issues, related to capturing community members' attention, finding messages that produce lasting improvements to traffic behavior, and engaging mono-lingual Spanish speakers.

School Stakeholder Feedback

Multiple focus group participants mentioned that school bus service is not offered to students living within two miles of campus. In some communities, pedestrian-friendly infrastructure is either inadequate or lacking within this two-mile radius, making walking to school challenging for students. The limited school bus service area and unsafe infrastructure for people walking and biking encourages a higher share of families to drive their children to and from school. This in turn increases congestion around school sites, where unsafe driving behavior create safety challenges. Stakeholder noted persistent issues with drivers blocking school bus loading areas, double parking, impatient/aggressive behavior, running red lights near schools, making unsafe turning movements, not yielding to pedestrians, and not yielding to school buses. Stakeholders described efforts to improve behavior through outreach to families, earned media, and enforcement, but stated it was difficult to capture the community's attention or produce lasting improvements in driver behavior.

Public Safety Stakeholder Feedback

The public safety focus group emphasized that safety outcomes are influenced by infrastructure and policy choices. They noted recent increases in collisions involving intoxicated drivers and intoxicated pedestrians, attributing this to policy changes related to the decriminalization of marijuana and to a switch to citing rather than arresting intoxicated pedestrians. They also noted that people living in homeless encampments were being struck while walking. They described traffic safety challenges related to significant road construction throughout the county.

Stakeholders noted some differences between incorporated cities and unincorporated areas. For example, participants noted that crashes rise in unincorporated areas just outside of jurisdictions that restrict parking by large trucks. In turn, large trucks park outside of City boundaries, blocking sightlines and increasing crash risk. In rural areas, stakeholder noted that crashes occurred at intersections because drivers did not expect to encounter cross-traffic and failed to see or obey traffic controls. Participants also noted that safe infrastructure treatments are implemented inconsistently across the county's jurisdictions.

Public safety officials described communication challenges similar to those experienced by the school stakeholders, with difficulty capturing community attention even when partnering with local media. They

recommended the use of billboard campaigns with high emotional intensity, messaging related to family, and Spanish-language media.

The public safety stakeholder group also provided input on infrastructure concerns and solutions. Stakeholders noted the following infrastructure concerns:

- Lack of mid-block crosswalks between signalized intersections
- Signal phasing and timing favors vehicles traveling along the major streets, creating long wait times for people trying cross them

Combined, these infrastructure concerns lead to people crossing major roadways at unsafe times and places.

In addition to more mid-block crosswalks and pedestrian-friendly signal phasing and timings, stakeholders expressed support for separated bicycle facilities. The Sangar Fire Chief noted the need to coordinate with emergency services when developing complete streets concepts and traffic calming measures.

Place Based Engagement

In an effort to reach residents less likely to participate in an online survey, we set up project information tables at the following community destinations:

- Clinica Sierra Vista (Southwest Fresno)
- Cherry Auction Swap Meet (unincorporated county, near Easton)
- Riverdale Swap Meet (Riverdale)

Locations were selected based on their popularity with Spanish-speaking community members and residents living in some of Fresno's rural regions. In contrast to the demographics of survey respondents, residents who approached the project team's table were almost exclusively Hispanic/Latino/x. Of the Latino/x residents, most spoke to the project team in Spanish while a few engaged in English.

Comments and Key Themes

The most common concern we heard from residents was unsafe driving behavior. One resident, a Latina woman, commented that she dislikes driving in Fresno County because she fears other drivers' bad behavior. She went on to say that she prefers to walk to her destinations, but contends that drivers often violate her right of way as a pedestrian.

Another concern shared by residents was interactions with law enforcement. People described witnessing unsafe driving behavior from police officers, such as speeding down corridors or running red lights without turning on their sirens to alert other drivers. One resident described incidents he perceived as profiling of Latino/x drivers, such as making traffic stops on the pretext of speeding to check for drivers' licenses.

The lack of existing traffic safety programming and infrastructure in the County was another source of concern. One resident explained that she had recently moved from Salinas to Fresno County and found travelling in Salinas much safer. When asked why, she answered that Salinas has a strong traffic outreach campaign with infrastructure installations to support it.

Finally, the lack of responsiveness from agencies to install traffic safety treatments on problematic streets was a reoccurring theme. One resident told the project team that she frequently requests the city where she lives to



Figure 1. Regional Safety Plan engagement station at the Riverdale Swap Meet.



install speed bumps on a residential street to curb speeding. Despite multiple crashes, speeding issues, and flipped vehicles, the city has not installed traffic safety treatments as they did not deem it a residential street type.

Figure 2. A community member attending the Cherry Auction shares stories about their traffic safety experiences.

Appendix A – List of Supporting Materials Attached

Focus Groups

Powerpoint presentations

Results of Menti survey administered during school focus group

Small group discussion questions

Survey

Excel spreadsheet of raw survey results

Tabling Events

Roadway safety trend board and comment board graphics

Project fact sheets in English, Spanish, Hmong, and Punjabi

Photos taken at tabling events

Appendix B – Contact Information for Focus Group Attendees

Schools-Based Focus Group

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Public Safety and First Responders Focus Group

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mares.stephanie@dot.ca.gov

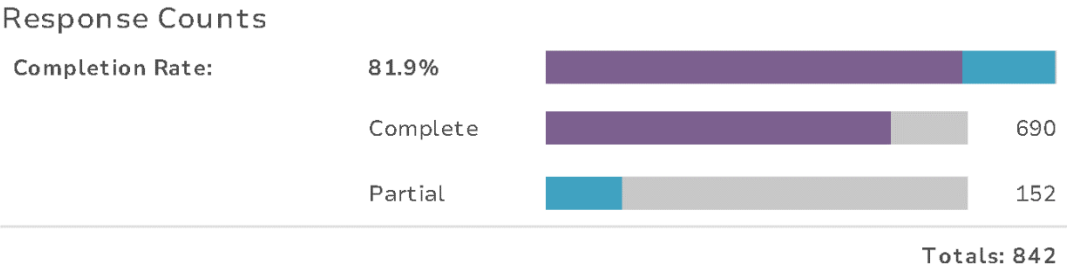
michael.navarro@dot.ca.gov

joshua.johnson@fcle.org

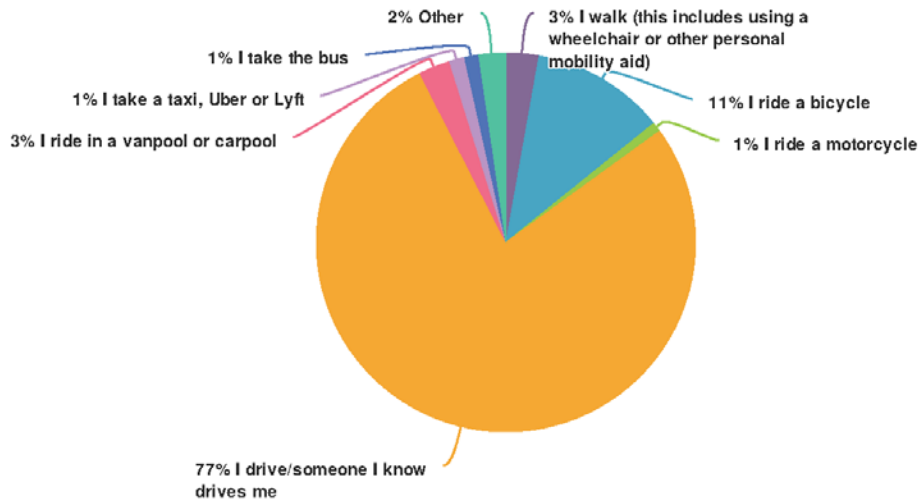
Appendix C – Survey Results (Automated Tables Generated for English Language Responses)

See separate data file for raw survey responses including all languages.

Report for Fresno Regional Safety Plan Survey



44. What is the most common way you travel or get around? Select one:

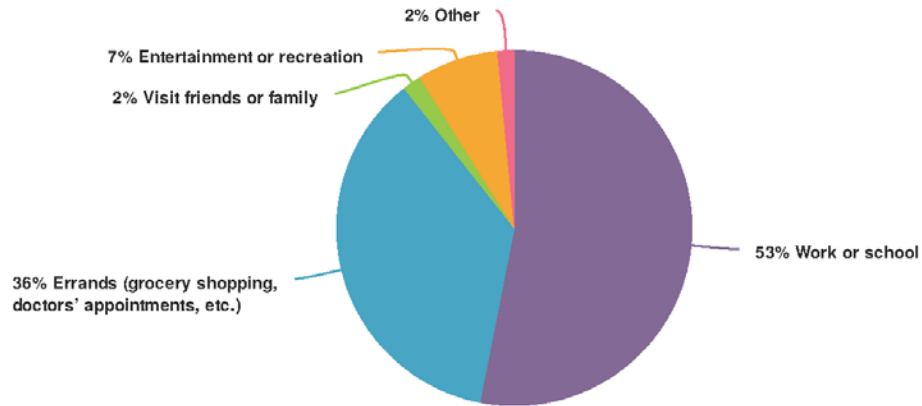


Value	Percent	Responses
I walk (this includes using a wheelchair or other personal mobility aid)	2.8%	17
I ride a bicycle	11.4%	68
I ride a motorcycle	0.8%	5
I drive/someone I know drives me	77.4%	462
I ride in a vanpool or carpool	2.7%	16
I take a taxi, Uber or Lyft	1.3%	8
I take the bus	1.2%	7
Other	2.3%	14

Totals: 597

Other	Count
Car	1
Drive myself	1
Drive myself to work	1
I drive	1
I drive my own car	1
I walk and take the bus.	1
car	1
drive and ride bicycle	1
family drives	1
golf cart	1
i drive	1
van pool	1
Totals	12

45. In a typical week, what is your most common reason for traveling? Select one:

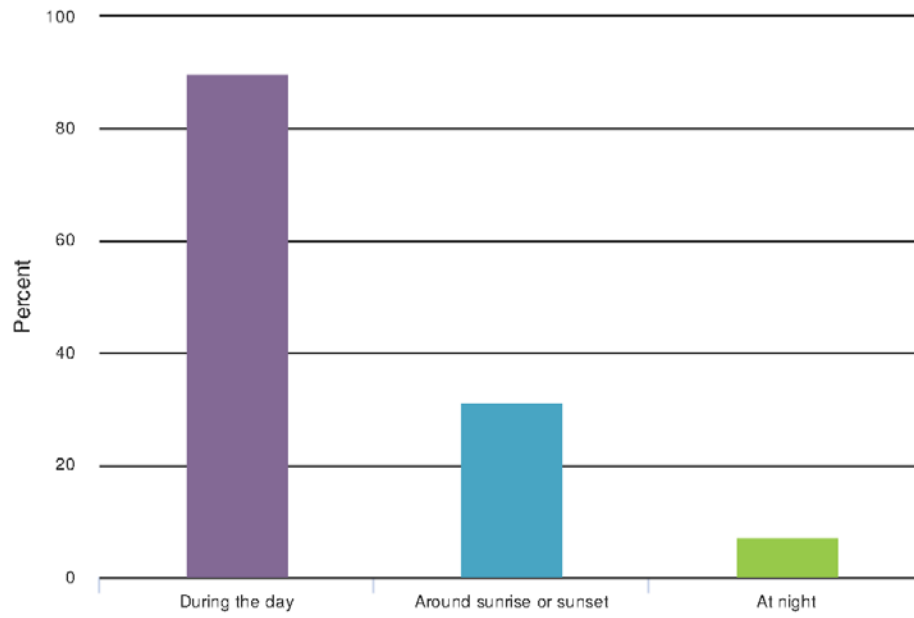





Value	Percent	Responses
Work or school	53.1%	317
Errands (grocery shopping, doctors' appointments, etc.)	36.3%	217
Visit friends or family	1.7%	10
Entertainment or recreation	7.4%	44
Other	1.5%	9

Totals: 597

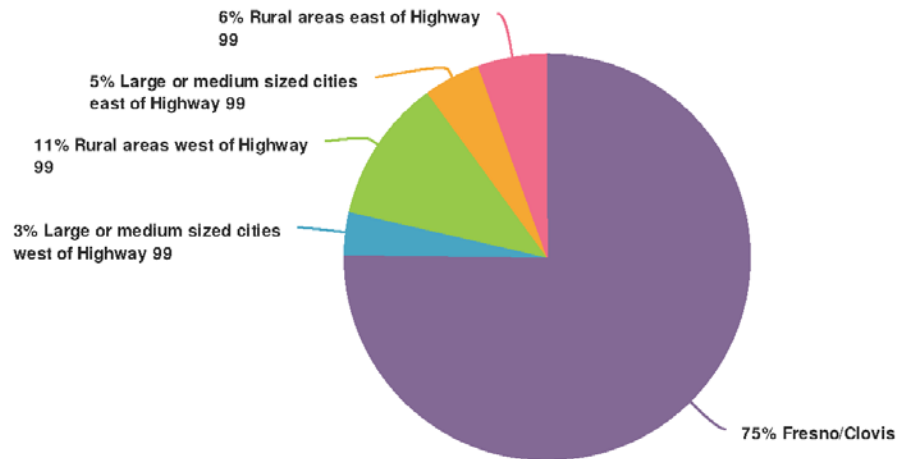
Other	Count
Advocating for homeless veterans	1
Going to church	1
Library	1
Medical & shopping	1
all of the above	1
going to the bathroom	1
gym + work	1
meals	1
Totals	8

46. When do you make most of your trips around Fresno County?
 Select up to two:



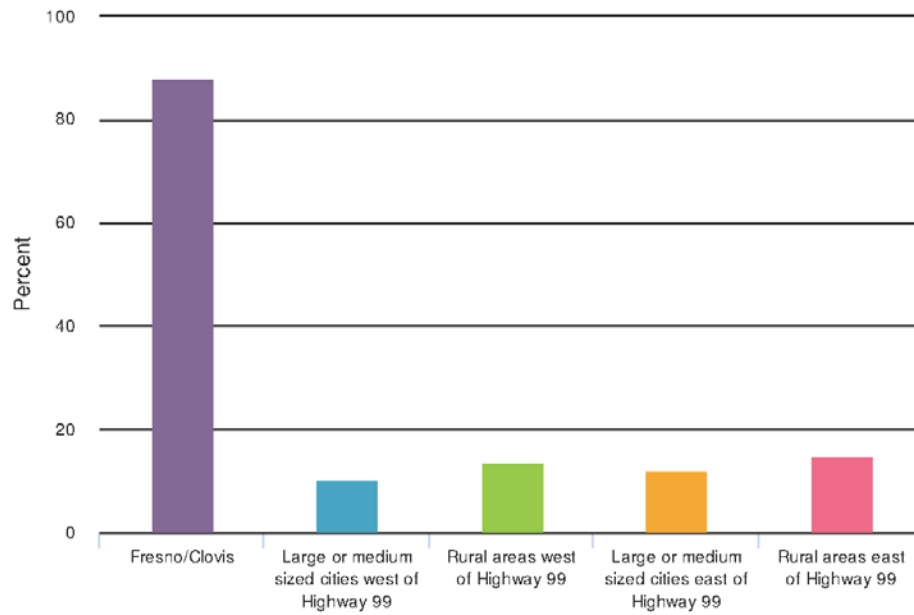
Value		Percent	Responses
During the day		89.9%	535
Around sunrise or sunset		31.3%	186
At night		7.1%	42

47. Where do you live (or currently stay)? Select all that apply:



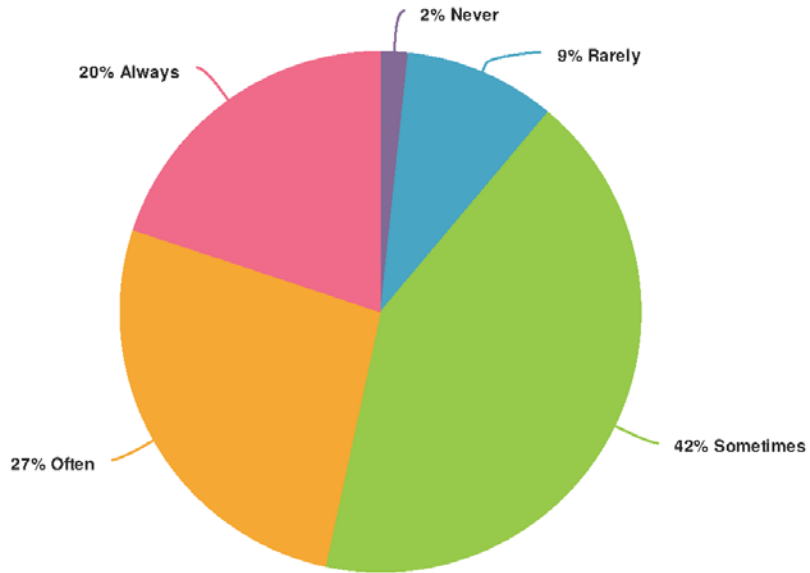
Value	Percent	Responses
Fresno/Clovis	75.2%	448
Large or medium sized cities west of Highway 99	3.4%	20
Rural areas west of Highway 99	11.4%	68
Large or medium sized cities east of Highway 99	4.5%	27
Rural areas east of Highway 99	5.5%	33
Totals:		596

48. Where do your trips take you in a typical week? Select all that apply:



Value	Percent	Responses
Fresno/Clovis	88.0%	522
Large or medium sized cities west of Highway 99	10.1%	60
Rural areas west of Highway 99	13.5%	80
Large or medium sized cities east of Highway 99	12.0%	71
Rural areas east of Highway 99	14.7%	87

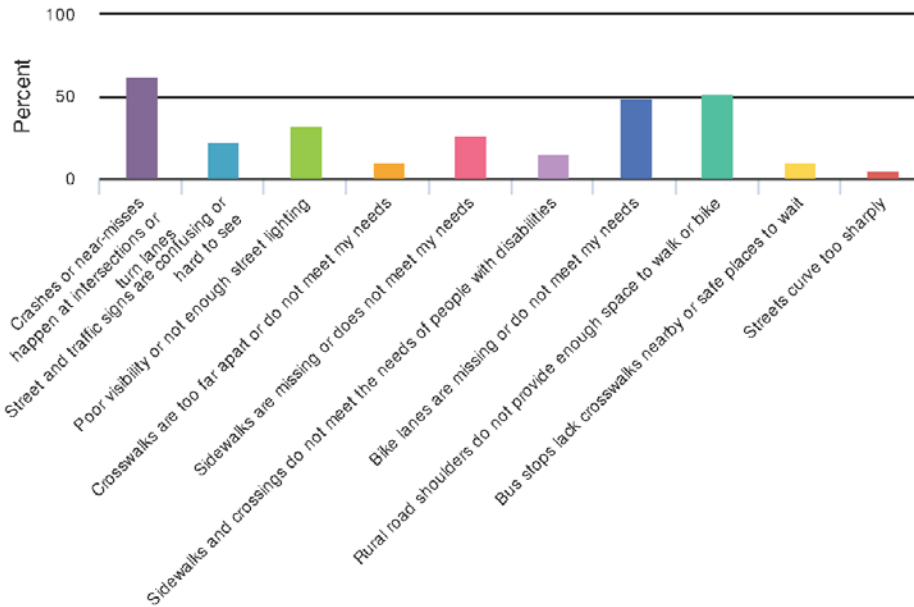
49. Do you have road and traffic safety concerns about making trips in Fresno County? Select one:



Value	Percent	Responses
Never	1.7%	10
Rarely	9.4%	54
Sometimes	42.3%	244
Often	26.7%	154
Always	19.9%	115

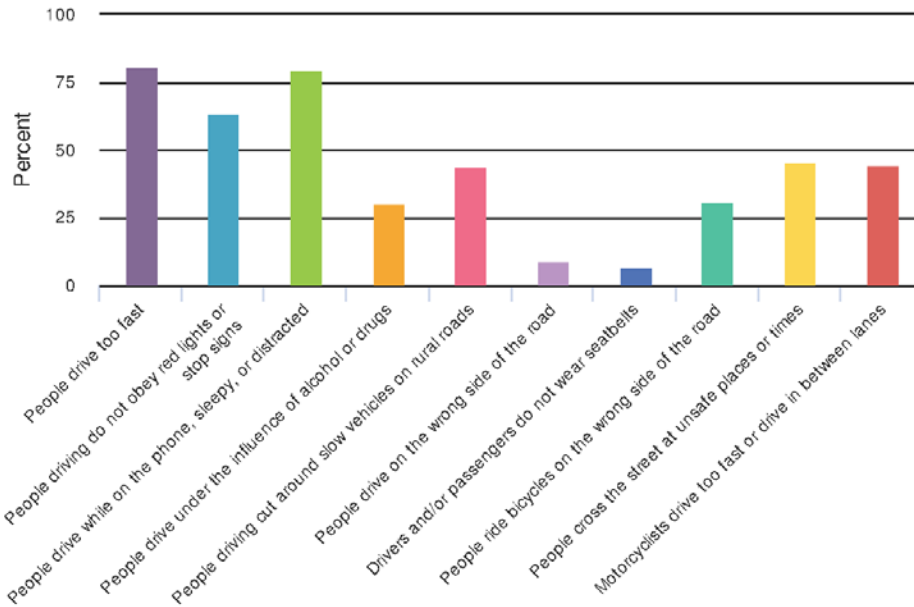
Totals: 577

50. In the past year, what safety problems have you experienced while traveling in Fresno County? Select all that apply:



Value	Percent	Responses
Crashes or near-misses happen at intersections or turn lanes	62.2%	342
Street and traffic signs are confusing or hard to see	22.2%	122
Poor visibility or not enough street lighting	32.2%	177
Crosswalks are too far apart or do not meet my needs	10.0%	55
Sidewalks are missing or does not meet my needs	26.0%	143
Sidewalks and crossings do not meet the needs of people with disabilities	14.7%	81
Bike lanes are missing or do not meet my needs	48.2%	265
Rural road shoulders do not provide enough space to walk or bike	51.6%	284
Bus stops lack crosswalks nearby or safe places to wait	10.0%	55
Streets curve too sharply	4.9%	27

51. In the past year, what unsafe behavior have you observed while traveling in Fresno County? Select all that apply:



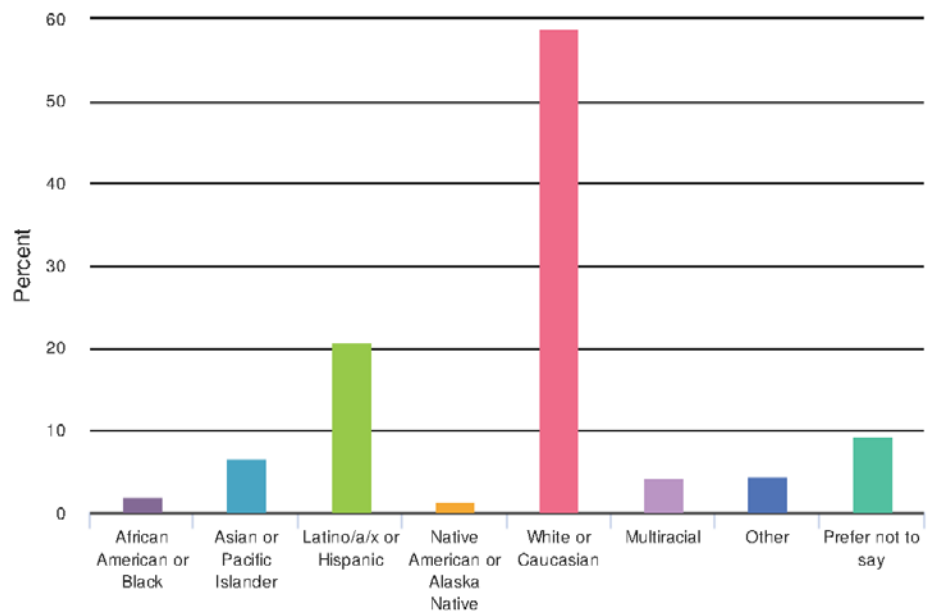
Value	Percent	Responses
People drive too fast	80.8%	462
People driving do not obey red lights or stop signs	63.5%	363
People drive while on the phone, sleepy, or distracted	79.2%	453
People drive under the influence of alcohol or drugs	30.1%	172
People driving cut around slow vehicles on rural roads	43.5%	249
People drive on the wrong side of the road	8.7%	50
Drivers and/or passengers do not wear seatbelts	6.3%	36
People ride bicycles on the wrong side of the road	30.6%	175
People cross the street at unsafe places or times	45.3%	259
Motorcyclists drive too fast or drive in between lanes	44.4%	254

52. What is your home zipcode?



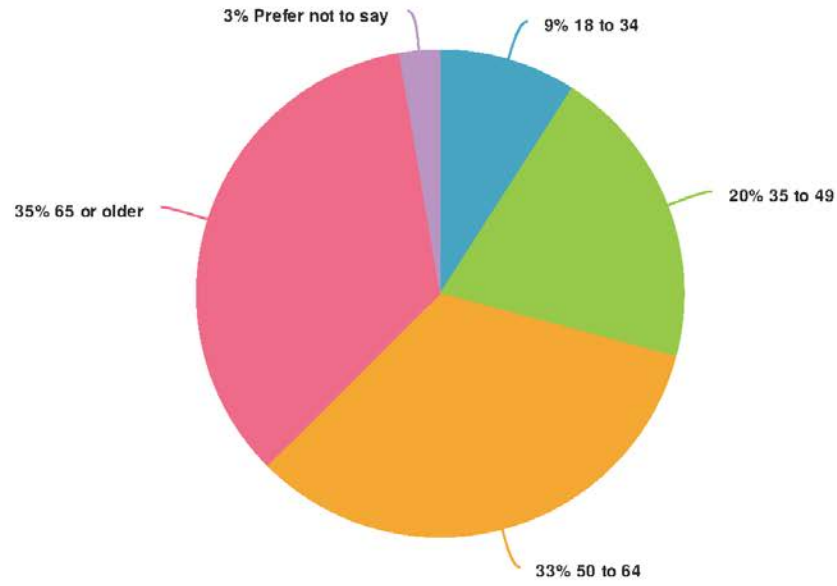
ResponseID	Response
12	93701
15	93722
16	93711
26	93619
33	93723
35	93722
36	93726
37	93619
42	93720
44	93612
45	93619
47	93611
48	93210
49	93619






53. How do you identify your race and ethnicity? Select all that apply:



Value	Percent	Responses
African American or Black	2.0%	11
Asian or Pacific Islander	6.5%	36
Latino/a/x or Hispanic	20.8%	115
Native American or Alaska Native	1.4%	8
White or Caucasian	58.8%	326
Multiracial	4.2%	23
Other	4.5%	25
Prefer not to say	9.2%	51

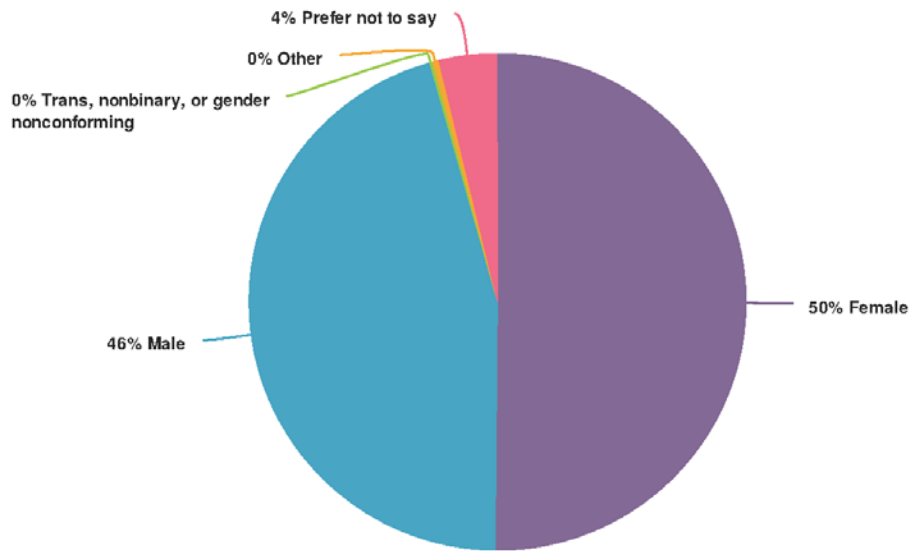
54. What is your age?



Value		Percent	Responses
18 to 34		9.1%	51
35 to 49		20.1%	113
50 to 64		33.4%	188
65 or older		34.8%	196
Prefer not to say		2.7%	15

Totals: 563

55. What is your gender identity?

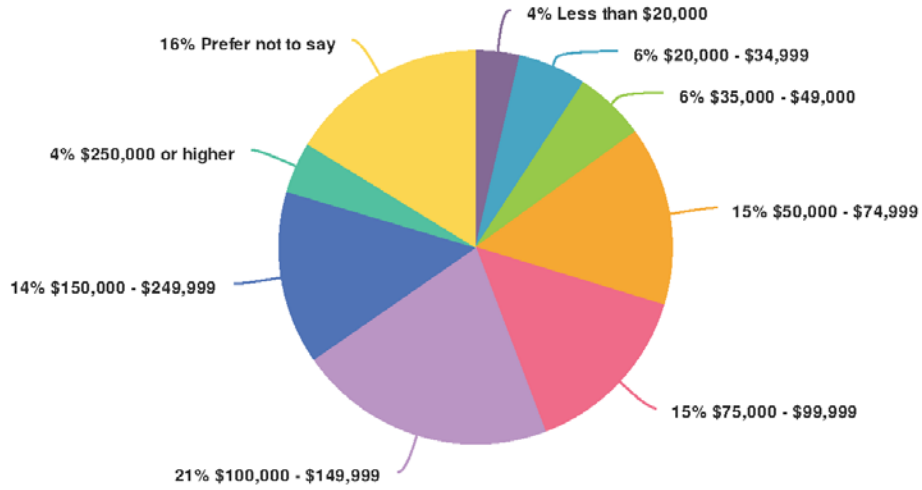


Value	Percent	Responses
Female	50.2%	281
Male	45.5%	255
Trans, nonbinary, or gender nonconforming	0.2%	1
Other	0.4%	2
Prefer not to say	3.8%	21

Totals: 560

Other	Count
Doesn't matter	1
stupid question	1
Totals	2

56. What is your annual household income level?



Value	Percent	Responses
Less than \$20,000	3.6%	20
\$20,000 - \$34,999	5.6%	31
\$35,000 - \$49,000	5.8%	32
\$50,000 - \$74,999	14.7%	81
\$75,000 - \$99,999	14.5%	80
\$100,000 - \$149,999	21.1%	116
\$150,000 - \$249,999	14.2%	78
\$250,000 or higher	4.2%	23
Prefer not to say	16.2%	89

Totals: 550

