

FINAL 2025 Engineering and Traffic Surveys Report

County of Fresno

Prepared for:

County of Fresno Public Works Department
2220 Tulare St, 6th Floor
Fresno, CA 93721

June 13, 2025

Project No. 009-048



Traffic Engineering, Transportation Planning, & Parking Solutions

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Traffic Engineering, Transportation Planning, & Parking Solutions

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County of Fresno, California

June 13, 2025

This Engineering and Traffic Surveys Report has been prepared under the direction of a licensed Traffic Engineer. The licensed Traffic Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data from which recommendations, conclusions and decisions are based.

Prepared by:

A handwritten signature in black ink, reading "Jose L Benavides", is written over a horizontal line.

Jose Luis Benavides, PE, TE

President



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Introduction and Summary

JLB Traffic Engineering, Inc. (JLB) has completed the preparation of the **Final 2025 Engineering and Traffic Surveys Report** for roadways in the vicinity of the Terry Bradley Education Center in the County of Fresno. The Engineering and Traffic Surveys were prepared pursuant to the latest editions of the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the California Vehicle Code (CVC). JLB's main objective for this assignment is to prepare an Engineering and Traffic Survey and recommend the appropriate speed limits consistent with the laws and practices of the State of California. This report, along with its appendices, provides the data and findings utilized to complete the 2025 Engineering and Traffic Survey.

Introduction

This report presents the results of the 2025 Engineering and Traffic Surveys conducted by JLB for the County of Fresno. The roadway segments included in the 2025 Engineering and Traffic Surveys were selected through coordination with the County's Public Works Department. The surveys include a summary of radar speed surveys, daily traffic counts, traffic collisions and an analysis of roadway conditions within the County of Fresno.

The purpose of these surveys is to recommend the speed limits appropriate for enforcement and to provide any recommended speed limit changes in accordance with current State of California regulations and guidelines. The CVC Section 40802 requires that an engineering and traffic survey for speed limits should be conducted once every five, seven or fourteen years by governing municipalities in order to use radar or any other electronic device as a means of speed limit enforcement. Streets defined as "local street or road" as described in the amended subdivision (b)(1) of Section 40802 Speed Trap of the CVC, effective January 1, 2023, are exempted.

Speed limits are established primarily for the purpose of protecting the public from the unreasonable behavior of reckless, unreliable or dangerous drivers. Speed limits are generally established at or near the 85th percentile speed. The 85th percentile speed, also referred to as the critical speed, is defined as the speed which 85 percent of traffic is moving at or below in free flow conditions. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe under normal driving conditions.

The current standard as described in the CA MUTCD is to consider the speed limit at the nearest five miles per hour (MPH) increment of the critical speed. However, a reduction of five mph is allowable to meet the needs of the community if justification is provided in accordance with the CVC through an engineering and traffic survey. Significant factors in determining reasonable and safe speed limits that are most appropriate to facilitate the orderly movement of traffic include: prevailing speeds, collision rates, unexpected roadway conditions and adjacent land uses, including residential and commercial densities. A more detailed discussion of current State regulations and guidelines is provided in the Speed Limit Recommendations section of this Report. Applicable CVC Code sections are summarized in the California Vehicle Code Summary section.

Existing Conditions

JLB conducted a drive through in both directions for each of the study segments and took notes on the roadway conditions, circulation, signage and posted speed limits. Figure 1 displays the existing study segments and respective unposted prima facie speed limits. As can be seen in Figure 1, all the existing speed limits on these study segments in the County of Fresno fall at 55 MPH.



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LEGEND

- = 55 MPH
- - - = FUTURE ROADWAY



Not To Scale

Summary

Based on current State regulations and guidelines, it is recommended that the County of Fresno adopt the recommended speed limits for its county streets as noted in Tables I through III. Copies of speed survey data are included in Appendix A, the traffic counts are included in Appendix B, Collision Reports for these segments are included in Appendix C and Tables I through III display the data as well as the speed limit recommendations for each study segment. Figure 2 illustrates the recommended speed limits for the study segments within the County of Fresno.

The procedures used to formulate recommendations in this report meet the requirements of the California Vehicle Code (CVC) Section 627, Sections 22349 through 22358 under Division 11, Chapter 7 "Speed Laws", Section 40802 and others referenced herein, and the 2014 Edition of the CA MUTCD. The CA MUTCD is an amended version of the Federal Highway Administration MUTCD for use in California. Summarized below are applicable portions from the CVC related to the preparation of an engineering and traffic survey for speed limits.

California Vehicle Code (CVC) Summary

CVC Section 235 – Business District: An area in which at least 50 percent of the properties are used for business for a minimum distance of 600 feet on one side or 300 feet on both sides of a highway.

CVC Section 515 – Residence District: An area outside of the Business District along a highway that has a minimum of 13 separate dwelling units on one side, or 16 on both sides within a distance of a quarter mile.

CVC Section 627 – Engineering and Traffic Survey: A survey of highway and traffic conditions in accordance with methods determined by the California Department of Transportation (Caltrans) for use by State and local authorities, which shall include consideration of prevailing speeds as determined by traffic engineering measurements, accident records, and highway, traffic, and roadside conditions not readily apparent to the driver. Local authorities may also consider residential density as defined in Section 515 and safety of bicyclists and pedestrians, with increased consideration for vulnerable groups.

CVC Section 22349 – Maximum Speed Limits: Provides that no person shall drive a vehicle upon a highway at a speed greater than 65 mph. Additionally, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, had been posted for a higher speed by the appropriate agency upon the basis of an engineering and traffic survey. An exception to these, as stated in CVC Section 22356, is that Caltrans or the appropriate local agency may increase the speed and these increases can only be made after consultation with the California Highway Patrol (CHP) and on the basis of an engineering and traffic survey.

CVC Section 22350 – Basic Speed Law: Provides that no person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed that endangers the safety of persons or property.

CVC Section 22351 – Speed Law Violations: States that the speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 of the CVC or established as authorized in the CVC is lawful unless clearly proved to be in violation of the Basic Speed Law. This same section also states that the speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 of the CVC or established as authorized in the CVC is unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the Basic Speed Law at the time, place and under the conditions then existing.

CVC Section 22352 – Prima Facie Speed Limits: Establishes prima facie speed limits for Local Roads and Streets. The literal definition of the phrase “prima facie” is “first appearance”. It is also defined at “first view” and “before investigation”. Prima facie evidence is evidence sufficient to establish fact, or to raise presumption of fact, unless rebutted. Prima facie speed limits are those that are defined in CVC Section 22352. These speed limits shall be applicable unless changed as authorized in the CVC and, if so changed, only when signs have been erected giving notice thereof.

A speed limit of 15 mph applies at railroad crossings, at uncontrolled highway intersections with obstructed view, and on alleys. A speed limit of 25 mph applies on any highway other than State highways in any business or residence district, unless a different limit is established by procedures described in the CVC. The 25-mph limit also applies in school zones and when passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign.

CVC Sections 22357 (Increase of Local Speed Limits) and 22358 (Decrease of Local Speed Limits): Authorizes local authorities to establish prima facie speed limits on streets and roads under their jurisdiction, on the basis of an engineering and traffic survey.

CVC Sections 22358.3 (Decrease on Narrow Streets) and 22358.4 (Decrease of Local Limits Near Schools or Senior Centers): Authorizes local agencies to reduce prima facie speed limits to 20 or 15 mph on narrow streets (with roadway width less than 25 feet), school zones, or senior centers on the basis of engineering and traffic surveys.

CVC Section 22358.5 – Downward Speed Zoning: Physical conditions such as width, curvature, grade, and surface conditions, or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of section 22350 is sufficient regulation as to such conditions.

CVC Section 22358.6 – 85th Percentile: The CA MUTCD has been updated to require the local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic.

In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the CA MUTCD, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.

In cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b) in this CVC.

CVC Section 22358.7: Establishes when a local authority, after completing an engineering traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

- (1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.
- (2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

A safety corridor, defined in the CA MUTCD, is a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.

CVC Section 40802 (a)(2) – Prima Facie Speed Limits: Provides that prima facie speed limits established under CVC Sections 22352(b)(1), 22354, 22357, 22358, and 22358.3 may not be enforced by radar unless the speed limit has been justified by an engineering and traffic survey within the last five years, seven or fourteen years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume. This CVC section does not apply to a local street, road or school zone. A local street or road is defined by the latest functional usage and federal-aid system maps, or a street or road that primarily provides access to abutting residential property and meets the following criteria: (1) roadway is not more than 40 feet in width; (2) roadway is not more than one-half mile of uninterrupted length; and (3) roadway is not more than one travel lane in each direction.



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LEGEND

- = 45 MPH
- = 55 MPH
- = FUTURE ROADWAY



Not To Scale

Survey Methodology

Radar Checks

The traffic speed surveys for the study segments were conducted in October 2024 with a calibrated radar gun on days with fair weather, dry pavement and clear visibility. An effort was made to ensure that the presence of radar survey equipment did not affect the speed of the traffic being surveyed. Locations were selected where the prevailing speeds were representative of the entire street segment. The CA MUTCD provides guidance for the completion of an Engineering and Traffic Survey. Under the Guidance section of the MUTCD it is recommended that a minimum sample of 50 observations be used, but for purposes of this study a minimum of 100 observations were used or a maximum period of two hours if 100 observations are not achieved. The results of the radar speed survey data are shown in Appendix A.

Analysis of Speed Data

The radar speed survey data were compiled and analyzed to determine the 50th percentile speed, 85th percentile speed, 10 mph pace speed, the number and percent of vehicles observed within the 10 mph pace speed, and the range of speed observed for each surveyed location. A description of these terms is provided below:

50th Percentile Speed (Median Speed): The speed above and below which 50 percent of the sample speeds were observed. This value indicates the speed that a driver may choose to drive without the influence of any speed limits, speed signs, or enforcement.

85th Percentile Speed (Critical Speed): The speed at or below which 85 percent of the sample speeds were observed. The 85th percentile speed of a spot speed survey is the primary indicator of the appropriate speed limit for a section of the roadway.

10 mph Pace Speed: The 10 mph increment (range) of speeds containing the greatest number of vehicles. In almost all cases, the 85th percentile speed and the recommended speed lie within the range, frequently in the middle to upper range of the interval. The percent of vehicles that fall within the pace speed is an indicator of the bunching of vehicular speeds. The number of observed vehicles within the 10 mph pace is often between 60 and 80 percent of the entire sample.

The speed limits for the study segments were recommended after determining the 85th percentile speed, pace speed and considering other significant factors like existing land use, roadway design characteristics and collision rates (based on collision records for a two-year period) for the study segments.

Traffic Counts

Average daily traffic (ADT) counts were conducted at all study locations by National Data & Surveying Services (NDS). These counts were used to determine the collision rates for each segment, which in turn were used as a factor in determining the appropriate speed limit for each segment. Traffic counts are included in Appendix B.

Collision Data

Collisions reported at study roadway segments were obtained from multiple entities including the StateWide Integrated Traffic Records System (SWITRS), the Transportation Injury Mapping System (TIMS) and from the County of Fresno for a period of five (5) years from January 2020 through December 2024 as this was the most recent data available at the time of the preparation of this study. Collision rates are a significant factor in determining the appropriate speed limits. These were then used to determine the collision rate to compare that with the Statewide Average Collision Rate of similar roadways. The collision data can be found in Appendix C. A table that includes Collision Rates and Statewide Average Collision Rates can be found in Appendix D.

Speed Limit Recommendations

Establishment of speed limits can be controversial and requires a rational, defensible and consistent evaluation process. Speed limits are typically set near the 85th percentile speed which establishes an upper limit of what is considered reasonable and prudent. With all of the statistics inherent to the engineering and traffic speed survey process, there is a great deal of engineering judgment required. Speed limits should be reasonable and realistic regardless of the results of the field studies. Reasonable speed limits are those which responsible motorists would drive without enforcement and/or signage and depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low as this would create violators of the majority of drivers and would not command the respect of the public.

In 2004, in order to better conform to the intent of the federal standards as established in the Federal Highway Administration's Manual on Uniform Traffic Control Devices, and also to address some of the widespread disregard of the 5 mph special downward speed zoning provision, the California Traffic Control Manual replaced the Traffic Manual, and the speed zoning section of the Traffic Manual was changed to require rounding the 85th percentile to the nearest 5 mph increment rather than the lower 5 mph increment. This specific guideline revision resulted in raising certain street speed limits and had become a challenge to state and local jurisdictions.

In 2007, the California Traffic Control Devices Committee (CTCDC) ruled to approve a language change in the California Traffic Control Manual to clarify how local speed limits should be set. The CTCDC was prompted to make this change due to major variations in the interpretation and application of the California Traffic Control Manual Section 2B.13 "Speed Limit Sign (R2-1)" and to better distinguish the differences between "within" 5 mph of the 85th percentile speed and "round to the nearest" 5 mph of the 85th percentile speed for setting local speed limits. The changes included:

Method 1: For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with the California Vehicle Code.

Method 2: For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used.

Caltrans ultimately issued a Traffic Operations Policy Directive (No. 09-04), effective July 1, 2009, which clearly defined these changes and incorporated new requirements into the California Traffic Control Manual. Section 2B.13 of the 2014 Edition of the California Traffic Control Manual now requires as a standard that a speed limit shall be established at the nearest 5 mph increment of the 85th percentile speed, except that the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed in compliance with CVC Sections 627 and 22358.5.

For cases in which the nearest 5 mph increment of the 85th percentile speed would require rounding up, the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used.

Section 2B.13 further states that justification for reducing speed limits can be based on residential density, pedestrian/bicyclist safety and other factors not readily apparent to drivers, but essential to meet the traffic safety needs of the community. The following factors may be considered to adjust and determine the final speed limits:

- Road characteristics, shoulder condition, grade, alignment, and sight distance
- 10 mph pace speed (a 10 mile range in speeds in which the highest number of data is recorded)
- Roadside development and environment
- Parking practices and bicycle/pedestrian activity
- Reported collision experience for at least a 12-month period

Additionally, in 2021, California added California Vehicle Code (CVC) 22358.7 through Assembly Bill 43 (AB 43). CVC 22358.7, which became effective January 1st, 2022, allowed for the further speed reduction of a roadway segment if it fell under the following categories:

- (1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.
- (2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

Tables I through III summarize existing speed limit, critical speed, recommended speed limit, rounding method and reason used to justify speed limit reduction if any were used for each street segment. Based on the above guidelines, it is recommended that the recommended speed limits as noted in Tables I through III be adopted by the County of Fresno. Before any changes to the current posted speed limits are made, the County of Fresno shall pass a resolution or ordinance as appropriate which defines the

appropriate speed limit for each of the streets identified in Tables I through III. A table that summarizes all the segment, speed, and collision data for each of the study segments can be found in Appendix D.

Table I: Leonard Avenue

Limits		Posted or Prima Facie Speed Limit (MPH)	85 th Percentile Speed (MPH)	Recommended Speed (MPH)	Rounding Method and Reason for Reduction
Shields Avenue	McKinley Avenue	55	54	45	CA MUTCD Method 2 and CVC 22358.7 (2)

The section of Leonard Avenue between Shields Avenue and McKinley Avenue has an 85th percentile of 54 MPH. Through CA MUTCD method 2, this speed can be rounded down to 50 MPH. Additionally, this segment of Leonard Avenue qualifies for an additional speed limit reduction of 5 MPH pursuant to California Vehicle Code Section 22358.7(a)(2). This qualification is based on the segment's adjacency to the Terry Bradley Education Center, a facility serving vulnerable individuals, including children, and its potential to produce a high volume of pedestrian and bicycle traffic. Therefore, the recommended speed limit for this segment is 45 MPH.

Table II: Highland Avenue

Limits		Posted or Prima Facie Speed Limit (MPH)	85 th Percentile Speed (MPH)	Recommended Speed (MPH)	Rounding Method and Reason for Reduction
Shields Avenue	Clinton Avenue	55	54	45	CA MUTCD Method 2 and CVC 22358.7 (2)
Clinton Avenue	McKinley Avenue	55	52	45	CA MUTCD Method 1 and CVC 22358.7 (2)

These sections of Highland Avenue between Shields Avenue and Clinton Avenue and between Clinton Avenue and McKinley Avenue have an 85th percentile of 54 and 52 MPH respectively. Through CA MUTCD method 2 or method 1, these speeds can be rounded down to 50 MPH. Additionally, these segments of Highland Avenue qualify for an additional speed limit reduction of 5 MPH pursuant to California Vehicle Code Section 22358.7(a)(2). This qualification is based on the segment's adjacency to the Terry Bradley Education Center, a facility serving vulnerable individuals, including children, and its potential to produce a high volume of pedestrian and bicycle traffic. Therefore, the recommended speed limit for these segments is 45 MPH.

Table III: McKinley Avenue

Limits		Posted or Prima Facie Speed Limit (MPH)	85 th Percentile Speed (MPH)	Recommended Speed (MPH)	Rounding Method and Reason for Reduction
Temperance Avenue	DeWolf Avenue	55	60	55	Prima facie speed limit through CVC 22349
DeWolf Avenue	Leonard Avenue	55	56	55	CA MUTCD Method 1, Rounded to the nearest 5 MPH increment
Leonard Avenue	Highland Avenue	55	58	55	CA MUTCD Method 2

These segments of McKinley Avenue all use different methodology in order to get to the recommended speed limit of 55 mph. The segment of McKinley Avenue between Temperance Avenue and DeWolf Avenue has an 85th percentile speed of 60 MPH and uses the prima facie speed limit of 55 MPH to reduce the speed due to the fact that this segment qualifies as a two-lane undivided highway through CVC 22349. The segment of McKinley Avenue between DeWolf Avenue and Leonard Avenue has an 85th percentile speed of 56 MPH and uses CA MUTCD method 1 which rounds the 85th percentile speed to the nearest 5 MPH increment to reduce the recommended speed to 55 MPH. The segment of McKinley Avenue between Leonard Avenue and Highland Avenue has an 85th percentile speed of 58 MPH and uses CA MUTCD method 2 which allows the 85th percentile speed to be rounded down rather than rounded up. This allowed for the speed to be reduced to 55 MPH.

Recommendations

Based on the results of the Engineering and Traffic Survey, it is recommended that the County of Fresno consider adopting the 2025 Engineering and Traffic Surveys in the vicinity of the Terry Bradley Educational Center. Before the speed limit signs are updated, it would be necessary for the County of Fresno to pass the appropriate ordinance or resolution needed to post the speed limit sign(s). Upon approval of the 2025 Engineering and Traffic Surveys, the appropriate regulatory speed limit signage will need to be installed pursuant to the CA MUTCD. Enforcement of the speed limits can commence after the regulatory speed limit signage has been in place for a minimum period of 30 days.

Study Participants

JLB Traffic Engineering, Inc. Personnel:

Jose Luis Benavides, PE, TE	Project Manager
Christian Sanchez, EIT	Project Engineer - Design
Matthew Arndt, EIT	Project Engineer – Traffic Operations
Diana Cortez	Engineering Aide
Arjun Dhillon	Engineering Aide

Persons Consulted:

Hector Luna	County of Fresno
Steven White	County of Fresno

References

Caltrans. 2023. "California Manual on Uniform Traffic Control Devices". Sacramento: State of California.

Department of Motor Vehicles. Online Edition. "California Vehicle Code". State of California.

California Highway Patrol. Online. "Statewide integrated Traffic Records System". State of California

UC Berkeley. Online. "Transportation Injury Mapping System". University of California – Berkeley

Appendix A: Speed Surveys



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A p p | A

ATTACHMENT C Spot Speed Study

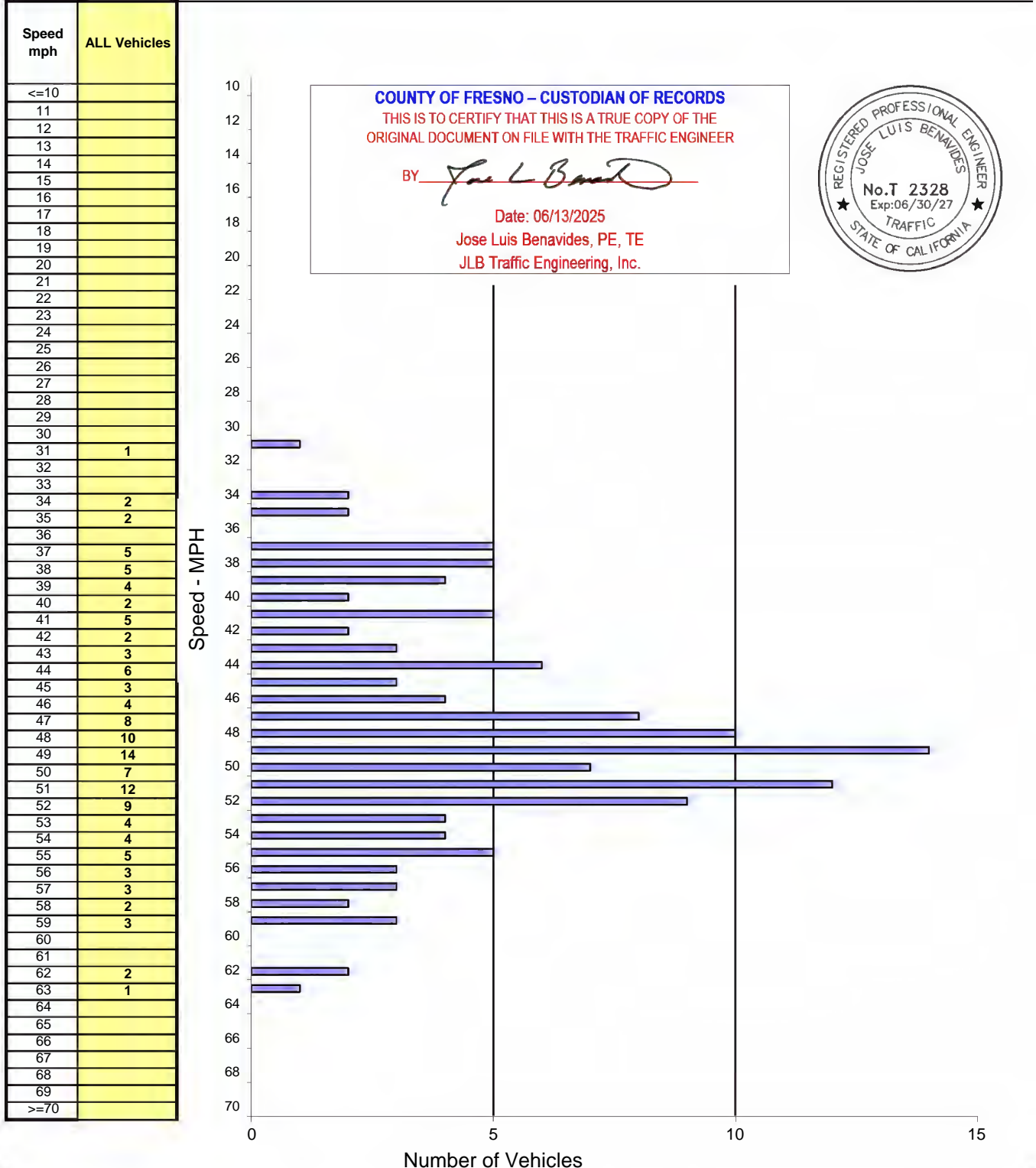
Prepared by: National Data & Surveying Services

City of Fresno

DATE: 10/29/2024
TIME: 14:40-15:40

Location: Leonard Ave Bet Shields Ave & McKinley Ave
Posted Speed: 55 MPH Clear/Dry Project #: 24-090129-001

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent Pace	% / # Below Pace	% / # Above Pace
ALL	131	31 - 63	49 mph	54 mph	44 - 53	77	59%	23% / 31	18% / 23

ATTACHMENT C Spot Speed Study

Prepared by: National Data & Surveying Services

City of Fresno

DATE: 10/29/2024

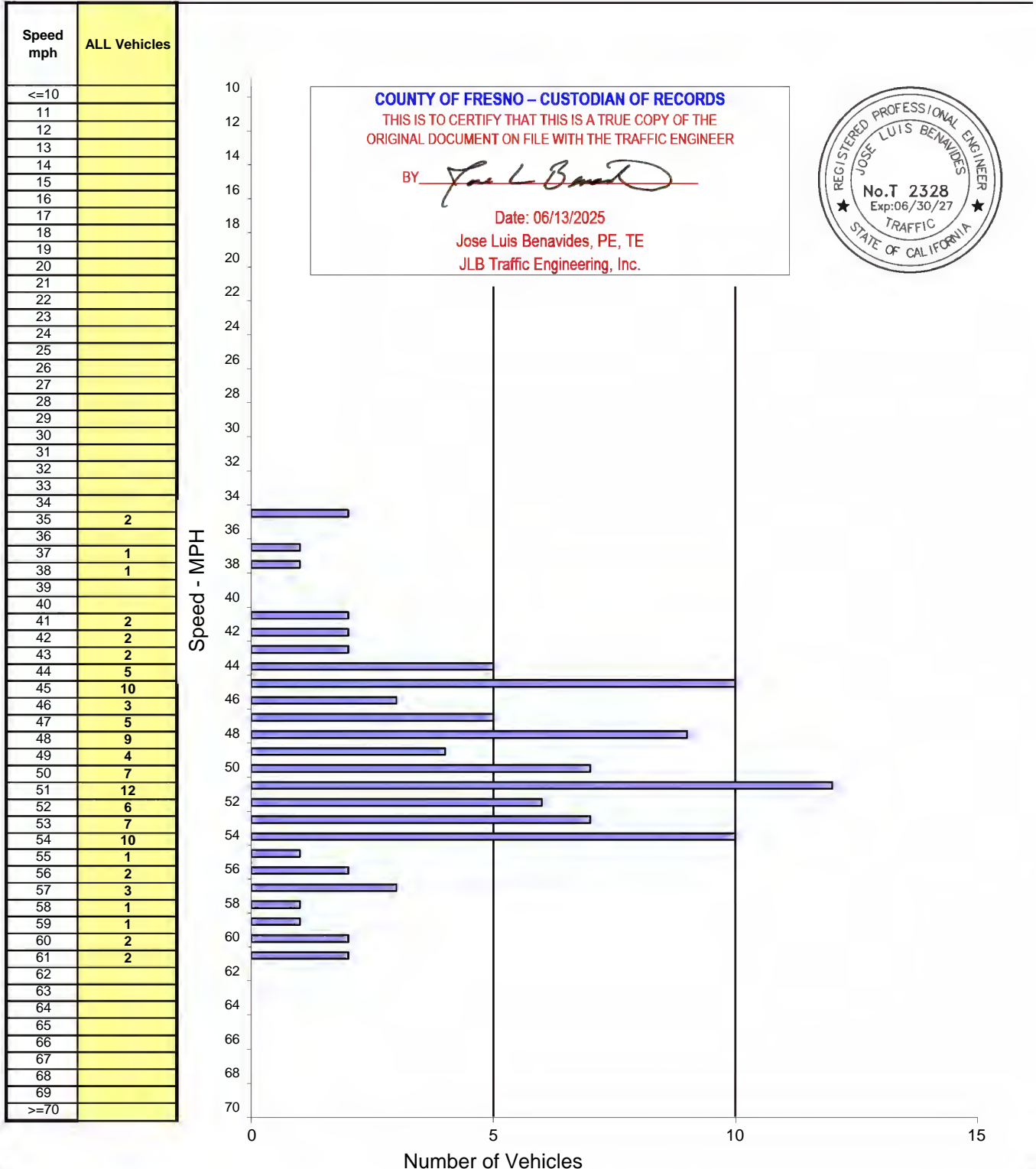
TIME: 13:35-14:35

Location: Highland Ave Bet Shields Ave & Clinton Ave

Posted Speed: 55 MPH Clear/Dry

Project #: 24-090129-002

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	100	35 - 61	50 mph	54 mph	45 - 54	73	73%	15% / 15	12% / 12

ATTACHMENT C Spot Speed Study

Prepared by: National Data & Surveying Services

City of Fresno

DATE: 10/29/2024

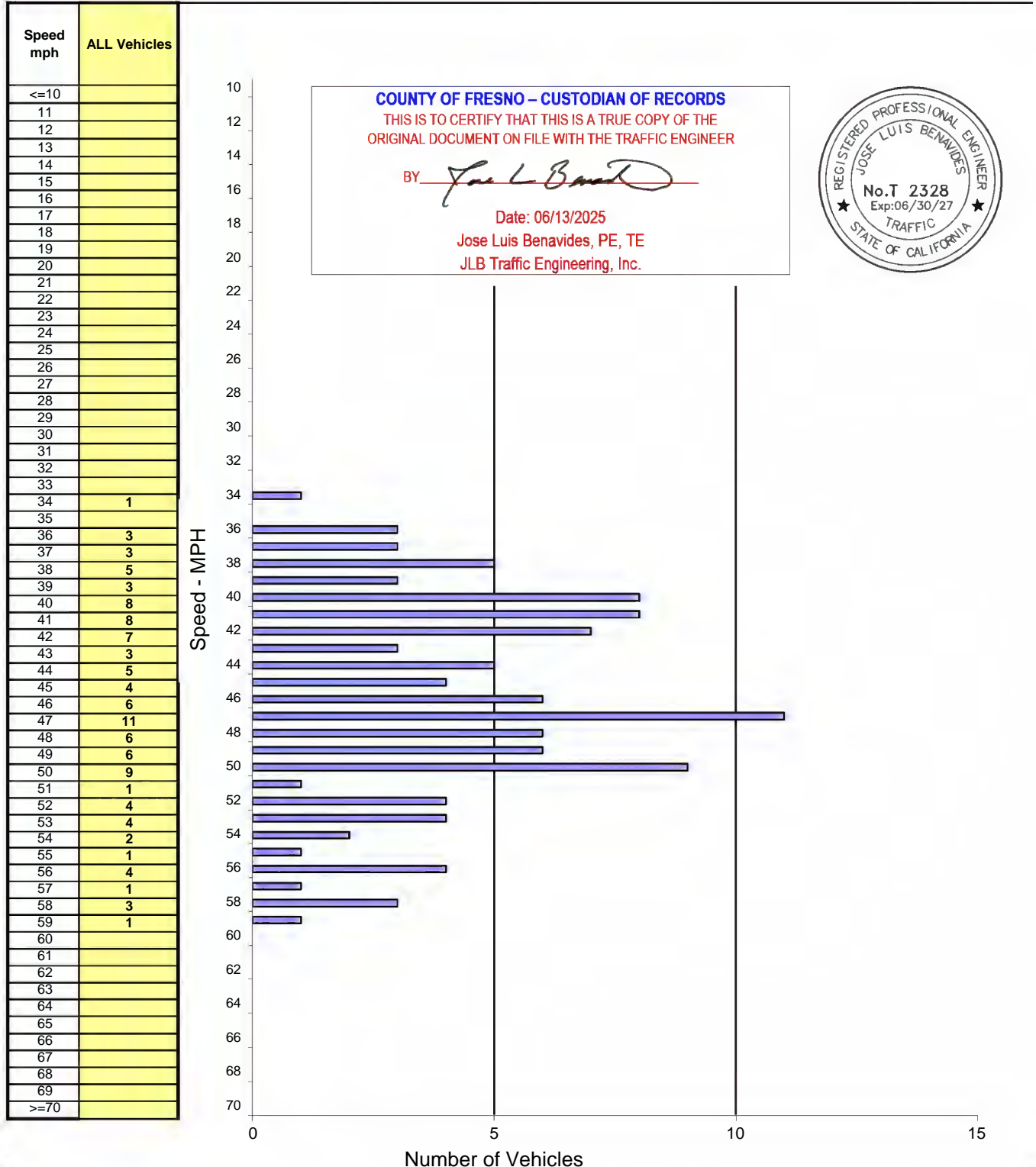
TIME: 12:15-13:30

Location: Highland Ave Bet Clinton Ave & McKinley Ave

Posted Speed: 55 MPH Clear/Dry

Project #: 24-090129-003

Northbound & Southbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	109	34 - 59	46 mph	52 mph	41 - 50	65	60%	21% / 23	20% / 21

ATTACHMENT C Spot Speed Study

Prepared by: National Data & Surveying Services

City of Fresno

DATE: 10/29/2024

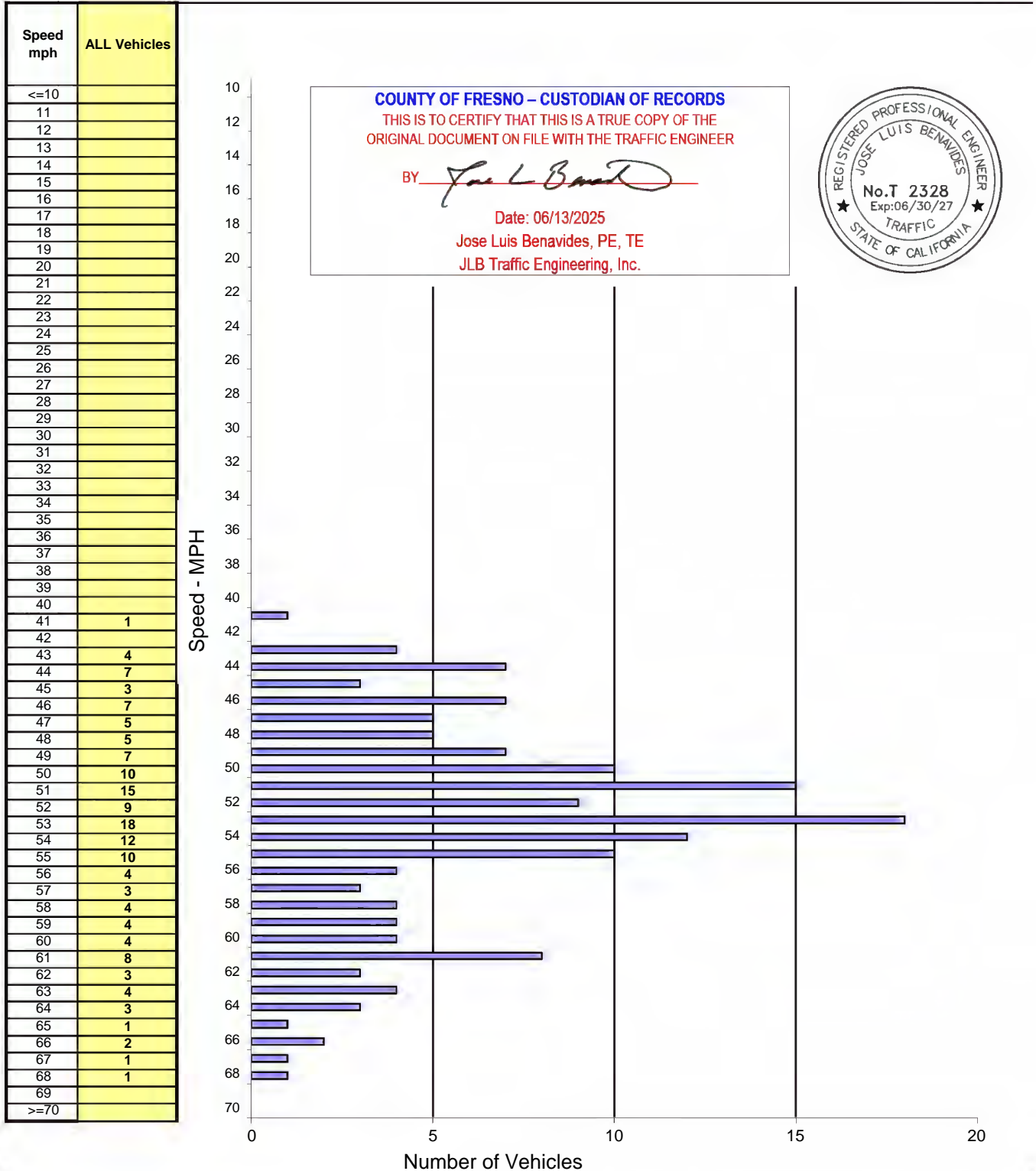
TIME: 09:00-10:00

Location: McKinley Ave Bet Temperance Ave & De Wolf Ave

Posted Speed: 55 MPH Clear/Dry

Project #: 24-090129-004

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	155	41 - 68	53 mph	60 mph	46 - 55	98	63%	9% / 15	28% / 42

ATTACHMENT C Spot Speed Study

Prepared by: National Data & Surveying Services

City of Fresno

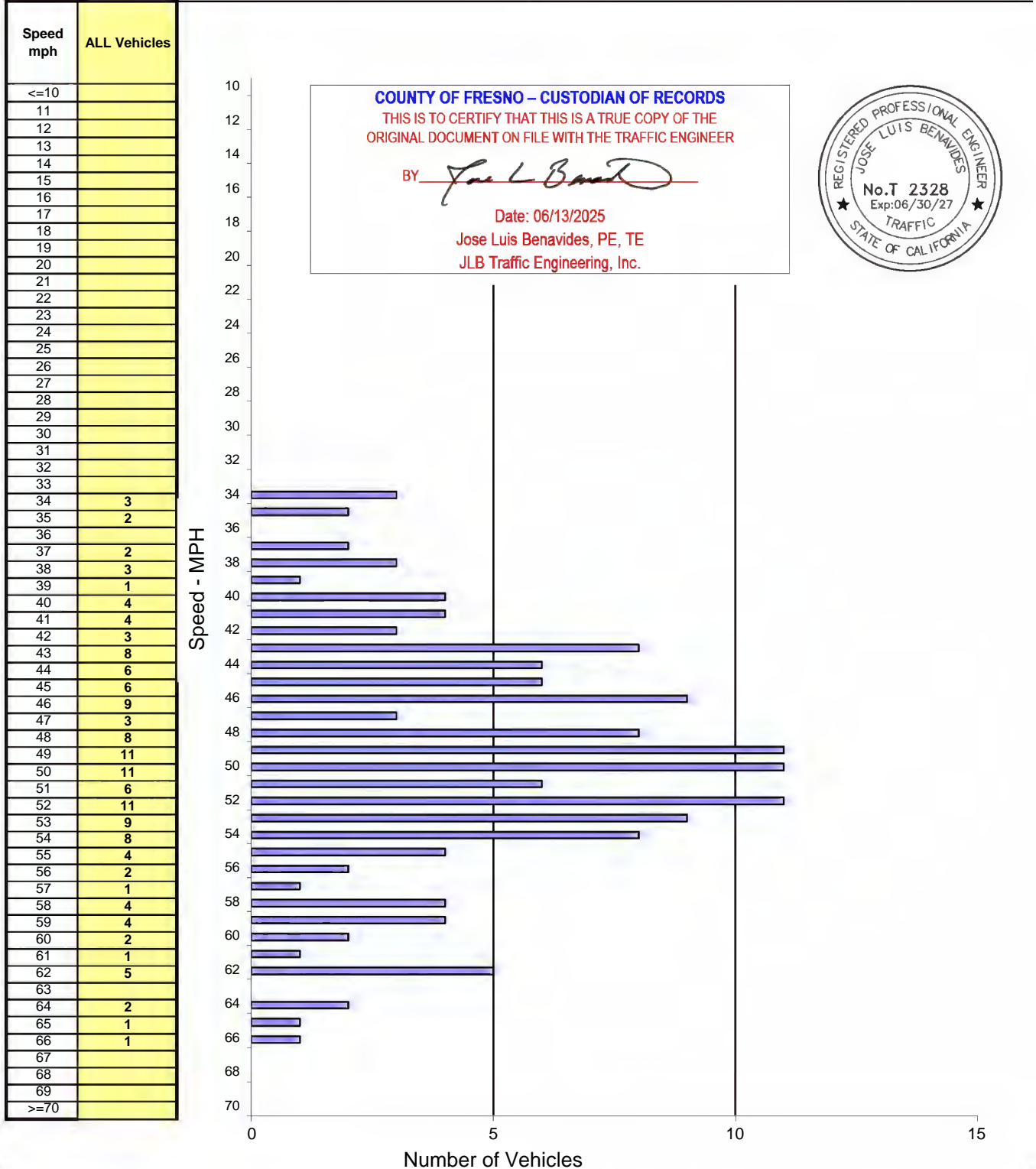
DATE: 10/29/2024

TIME: 10:05-11:05

Location: McKinley Ave Bet De Wolf Ave & Leonard Ave
Posted Speed: 55 MPH Clear/Dry

Project #: 24-090129-005

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	145	34 - 66	49 mph	56 mph	45 - 54	82	57%	24% / 36	19% / 27

ATTACHMENT C Spot Speed Study

Prepared by: National Data & Surveying Services

City of Fresno

DATE: 10/29/2024

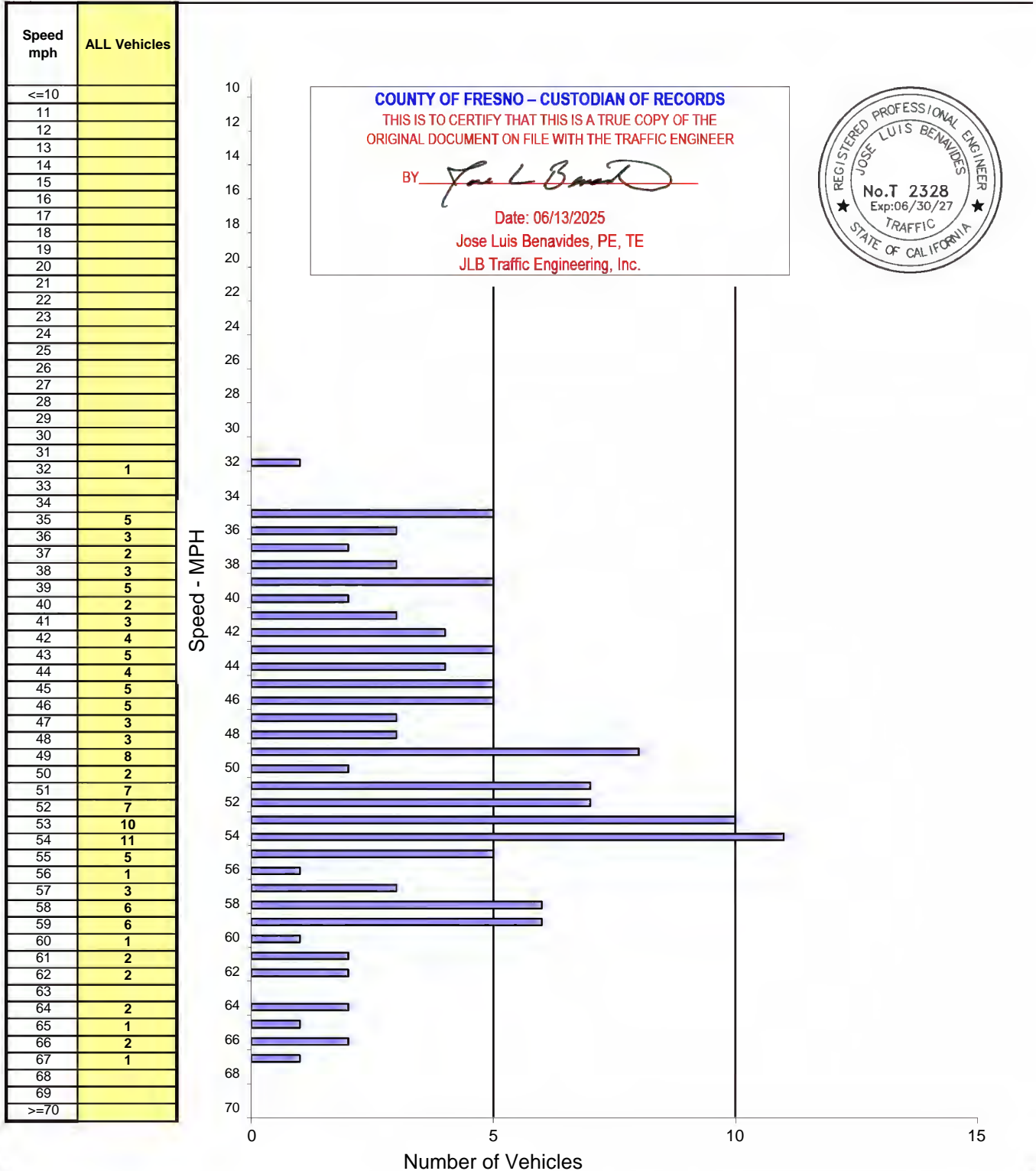
TIME: 11:10-12:10

Location: McKinley Ave Bet Leonard Ave & Highland Ave

Posted Speed: None Clear/Dry

Project #: 24-090129-006

Eastbound & Westbound Spot Speeds



SPEED PARAMETERS									
Class	Count	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent Pace	% / # Below Pace	% / # Above Pace
ALL	130	32 - 67	51 mph	58 mph	45 - 54	61	47%	28% / 37	25% / 32

Appendix B: Traffic Counts



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A p p | B

Prepared by National Data & Surveying Services

Leonard Ave Bet Shields Ave & McKinley Ave

City: Fresno
Project #: CA24_090128_001

Time	NB	SB	EB	WB
00:00	10	10	10	10
01:00	10	10	10	10
02:00	10	10	10	10
03:00	10	10	10	10
04:00	10	10	10	10
05:00	10	10	10	10
06:00	50	50	150	150
07:00	150	150	370	370
08:00	250	250	300	300
09:00	70	70	110	110
10:00	70	70	80	80
11:00	70	70	100	100
12:00	80	80	100	100
13:00	130	130	130	130
14:00	120	120	250	250
15:00	250	250	300	300
16:00	230	230	120	120
17:00	300	140	140	140
18:00	170	130	130	130
19:00	80	80	80	80
20:00	70	70	70	70
21:00	70	70	70	70
22:00	20	20	20	20
23:00	10	10	10	10

ATTACHMENT C

Prepared by National Data & Surveying Services

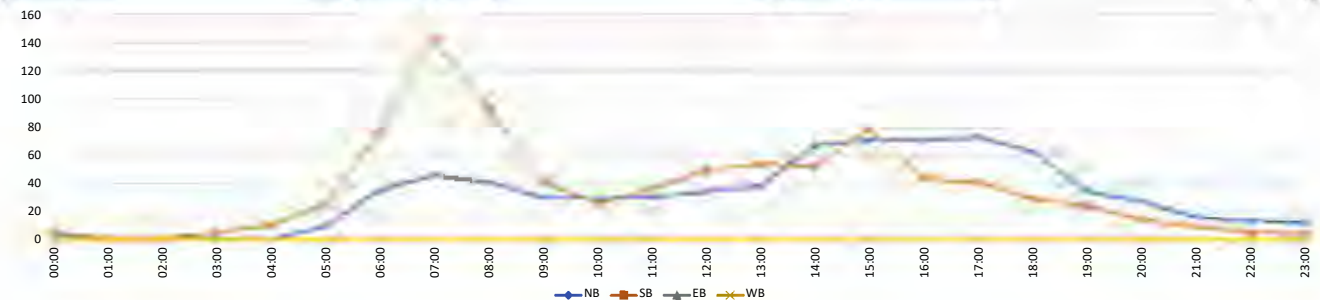
VOLUME

Highland Ave Bet Shields Ave & Clinton Ave

Day: Wednesday
Date: 10/30/2024

City: Fresno
Project #: CA24_090128_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						745	865	0	0	1,610							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	2			3	12:00	17	10			27	00:00	01:00	4	5		9
0:15	0	1			1	12:15	5	17			22	01:00	02:00	0	1		1
0:30	3	2			5	12:30	6	15			21	02:00	03:00	1	1		2
0:45	0	0			0	12:45	6	7			13	03:00	04:00	1	5		6
1:00	0	0			0	13:00	6	14			20	04:00	05:00	0	10		10
1:15	0	0			0	13:15	13	16			29	05:00	06:00	9	25		34
1:30	0	1			1	13:30	9	13			22	06:00	07:00	35	76		111
1:45	0	0			0	13:45	10	11			21	07:00	08:00	46	143		189
2:00	0	0			0	14:00	17	13			30	08:00	09:00	41	93		134
2:15	1	1			2	14:15	12	11			23	09:00	10:00	30	41		71
2:30	0	0			0	14:30	19	9			28	10:00	11:00	29	26		55
2:45	0	0			0	14:45	19	19			38	11:00	12:00	30	36		66
3:00	0	0			0	15:00	19	15			34	12:00	13:00	34	49		83
3:15	1	1			2	15:15	15	18			33	13:00	14:00	38	54		92
3:30	0	2			2	15:30	13	25			38	14:00	15:00	67	52		119
3:45	0	2			2	15:45	24	21			45	15:00	16:00	71	79		150
4:00	0	2			2	16:00	9	12			21	16:00	17:00	71	43		114
4:15	0	4			4	16:15	26	9			35	17:00	18:00	73	41		114
4:30	0	2			2	16:30	16	9			25	18:00	19:00	63	29		92
4:45	0	2			2	16:45	20	13			33	19:00	20:00	34	24		58
5:00	0	7			7	17:00	22	8			30	20:00	21:00	27	14		41
5:15	3	5			8	17:15	18	14			32	21:00	22:00	16	9		25
5:30	1	6			7	17:30	16	13			29	22:00	23:00	13	5		18
5:45	5	7			12	17:45	17	6			23	23:00	00:00	12	4		16
6:00	6	14			20	18:00	17	13			30	STATISTICS					
6:15	9	22			31	18:15	18	5			23						
6:30	10	22			32	18:30	18	4			22	Peak Period	00:00	to	12:00		
6:45	10	18			28	18:45	10	7			17	Volume	226	462		688	
7:00	6	35			41	19:00	8	7			15	Peak Hour	7:15	7:00		7:15	
7:15	9	45			54	19:15	9	7			16	Peak Volume	56	143		196	
7:30	10	33			43	19:30	12	7			19	Peak Hour Factor	0.667	0.794		0.907	
7:45	21	30			51	19:45	5	3			8						
8:00	16	32			48	20:00	9	5			14						
8:15	7	21			28	20:15	5	2			7	Peak Period	12:00	to	00:00		
8:30	10	26			36	20:30	4	3			7	Volume	519	403		922	
8:45	8	14			22	20:45	9	4			13	Peak Hour	16:15	15:00		15:00	
9:00	8	16			24	21:00	4	5			9	Peak Volume	84	79		150	
9:15	6	9			15	21:15	2	3			5	Peak Hour Factor	0.808	0.790		0.833	
9:30	7	10			17	21:30	6	0			6						
9:45	9	6			15	21:45	4	1			5						
10:00	3	6			9	22:00	6	4			10	Peak Period	07:00	to	09:00		
10:15	9	4			13	22:15	2	0			2	Volume	87	236		323	
10:30	7	8			15	22:30	2	1			3	Peak Hour	7:15	7:00		7:15	
10:45	10	8			18	22:45	3	0			3	Peak Volume	56	143		196	
11:00	10	12			22	23:00	6	0			6	Peak Hour Factor	0.667	0.794		0.907	
11:15	5	10			15	23:15	3	2			5						
11:30	9	5			14	23:30	3	2			5						
11:45	6	9			15	23:45	0	0			0	Peak Period	16:00	to	18:00		
TOTALS	226	462	0	0	688	TOTALS	519	403	0	0	922	Volume	144	84		228	
SPLIT %	33%	67%	0%	0%	43%	SPLIT %	56%	44%	0%	0%	57%	Peak Hour	16:15	16:45		16:45	
												Peak Volume	84	48		124	
												Peak Hour Factor	0.808	0.857		0.939	



ATTACHMENT C

Prepared by National Data & Surveying Services

VOLUME

Highland Ave Bet Clinton Ave & McKinley Ave

Day: Wednesday
Date: 10/30/2024

City: Fresno
Project #: CA24_090128_003

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						870	979	0	0	1,849							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	2			3	12:00	12	22			34	00:00	01:00	4	5		9
0:15	0	1			1	12:15	10	21			31	01:00	02:00	0	1		1
0:30	3	2			5	12:30	10	12			22	02:00	03:00	1	1		2
0:45	0	0			0	12:45	13	7			20	03:00	04:00	1	5		6
1:00	0	0			0	13:00	12	22			34	04:00	05:00	0	10		10
1:15	0	0			0	13:15	11	18			29	05:00	06:00	19	24		43
1:30	0	1			1	13:30	6	13			19	06:00	07:00	113	62		175
1:45	0	0			0	13:45	11	12			23	07:00	08:00	59	149		208
2:00	0	0			0	14:00	19	13			32	08:00	09:00	48	103		151
2:15	1	1			2	14:15	7	19			26	09:00	10:00	34	51		85
2:30	0	0			0	14:30	20	11			31	10:00	11:00	41	33		74
2:45	0	0			0	14:45	18	28			46	11:00	12:00	38	42		80
3:00	0	0			0	15:00	15	29			44	12:00	13:00	45	62		107
3:15	1	1			2	15:15	13	34			47	13:00	14:00	40	65		105
3:30	0	2			2	15:30	7	55			62	14:00	15:00	64	71		135
3:45	0	2			2	15:45	21	22			43	15:00	16:00	56	140		196
4:00	0	2			2	16:00	9	12			21	16:00	17:00	70	40		110
4:15	0	3			3	16:15	27	9			36	17:00	18:00	71	38		109
4:30	0	3			3	16:30	14	7			21	18:00	19:00	62	28		90
4:45	0	2			2	16:45	20	12			32	19:00	20:00	36	20		56
5:00	0	7			7	17:00	19	8			27	20:00	21:00	27	13		40
5:15	3	4			7	17:15	20	10			30	21:00	22:00	17	9		26
5:30	3	6			9	17:30	15	14			29	22:00	23:00	13	5		18
5:45	13	7			20	17:45	17	6			23	23:00	00:00	11	2		13
6:00	25	7			32	18:00	16	12			28	STATISTICS					
6:15	42	18			60	18:15	19	5			24		NB	SB	EB	WB	TOTAL
6:30	22	20			42	18:30	16	5			21	Peak Period	00:00	to	12:00		
6:45	24	17			41	18:45	11	6			17	Volume	358	486			844
7:00	10	34			44	19:00	11	5			16	Peak Hour	6:00	7:15			7:15
7:15	15	45			60	19:15	10	6			16	Peak Volume	113	152			217
7:30	12	37			49	19:30	9	6			15	Peak Hour Factor	0.673	0.844			0.904
7:45	22	33			55	19:45	6	3			9						
8:00	16	37			53	20:00	8	4			12	Peak Period	12:00	to	00:00		
8:15	13	23			36	20:15	5	2			7	Volume	512	493			1005
8:30	10	30			40	20:30	5	3			8	Peak Hour	16:15	14:45			14:45
8:45	9	13			22	20:45	9	4			13	Peak Volume	80	146			199
9:00	7	14			21	21:00	5	5			10	Peak Hour Factor	0.741	0.664			0.802
9:15	8	14			22	21:15	2	3			5						
9:30	10	14			24	21:30	6	0			6	Peak Period	07:00	to	09:00		
9:45	9	9			18	21:45	4	1			5	Volume	107	252			359
10:00	6	8			14	22:00	7	4			11	Peak Hour	7:15	7:15			7:15
10:15	11	6			17	22:15	1	0			1	Peak Volume	65	152			217
10:30	12	9			21	22:30	2	1			3	Peak Hour Factor	0.739	0.844			0.904
10:45	12	10			22	22:45	3	0			3						
11:00	12	18			30	23:00	6	0			6	Peak Period	16:00	to	18:00		
11:15	6	10			16	23:15	3	2			5	Volume	141	78			219
11:30	10	7			17	23:30	1	0			1	Peak Hour	16:15	16:45			16:45
11:45	10	7			17	23:45	1	0			1	Peak Volume	80	44			118
TOTALS	358	486	0	0	844	TOTALS	512	493	0	0	1005	Peak Hour Factor	0.741	0.786			0.922
SPLIT %	42%	58%	0%	0%	46%	SPLIT %	51%	49%	0%	0%	54%						

ATTACHMENT C

Prepared by National Data & Surveying Services

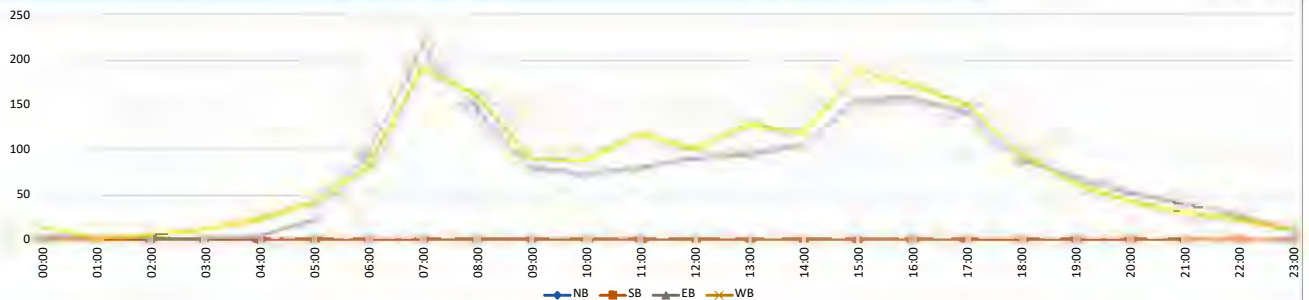
VOLUME

McKinley Ave Bet Temperance Ave & De Wolf Ave

Day: Wednesday
Date: 10/30/2024

City: Fresno
Project #: CA24_090128_004

DAILY TOTALS						NB					SB					EB					WB					Total					DAILY TOTALS						
						0					0					1,757					1,944					3,701											
15-Minutes Interval												Hourly Intervals																									
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL																				
0:00			1	9	10	12:00			25	20	45	00:00 01:00			3	14	17																				
0:15			1	3	4	12:15			21	22	43	01:00 02:00			3	1	4																				
0:30			1	1	2	12:30			20	28	48	02:00 03:00			2	5	7																				
0:45			0	1	1	12:45			25	31	56	03:00 04:00			1	11	12																				
1:00			1	1	2	13:00			27	30	57	04:00 05:00			4	23	27																				
1:15			1	0	1	13:15			21	31	52	05:00 06:00			22	41	63																				
1:30			0	0	0	13:30			25	32	57	06:00 07:00			97	82	179																				
1:45			1	0	1	13:45			22	36	58	07:00 08:00			214	192	406																				
2:00			0	1	1	14:00			23	19	42	08:00 09:00			145	160	305																				
2:15			2	0	2	14:15			29	24	53	09:00 10:00			80	89	169																				
2:30			0	1	1	14:30			25	38	63	10:00 11:00			73	88	161																				
2:45			0	3	3	14:45			30	37	67	11:00 12:00			80	118	198																				
3:00			1	1	2	15:00			35	36	71	12:00 13:00			91	101	192																				
3:15			0	3	3	15:15			41	35	76	13:00 14:00			95	129	224																				
3:30			0	3	3	15:30			34	63	97	14:00 15:00			107	118	225																				
3:45			0	4	4	15:45			45	55	100	15:00 16:00			155	189	344																				
4:00			1	3	4	16:00			36	41	77	16:00 17:00			158	172	330																				
4:15			2	3	5	16:15			35	42	77	17:00 18:00			141	150	291																				
4:30			0	8	8	16:30			42	40	82	18:00 19:00			89	95	184																				
4:45			1	9	10	16:45			45	49	94	19:00 20:00			69	62	131																				
5:00			3	6	9	17:00			46	30	76	20:00 21:00			52	42	94																				
5:15			2	10	12	17:15			31	47	78	21:00 22:00			39	30	69																				
5:30			5	5	10	17:30			38	37	75	22:00 23:00			27	22	49																				
5:45			12	20	32	17:45			26	36	62	23:00 00:00			10	10	20																				
6:00			9	19	28	18:00			31	23	54	STATISTICS																									
6:15			20	15	35	18:15			22	31	53		NB	SB	EB	WB	TOTAL																				
6:30			38	20	58	18:30			15	25	40	Peak Period	00:00	to	12:00																						
6:45			30	28	58	18:45			21	16	37	Volume			724	824	1548																				
7:00			44	33	77	19:00			19	14	33	Peak Hour			7:15	7:15	7:15																				
7:15			54	46	100	19:15			14	17	31	Peak Volume			228	207	435																				
7:30			58	49	107	19:30			17	17	34	Peak Hour Factor			0.983	0.809	0.891																				
7:45			58	64	122	19:45			19	14	33	Peak Period	12:00	to	00:00																						
8:00			58	48	106	20:00			10	6	16	Volume			1033	1120	2153																				
8:15			38	45	83	20:15			13	15	28	Peak Hour			16:15	15:30	15:30																				
8:30			25	40	65	20:30			16	11	27	Peak Volume			168	201	351																				
8:45			24	27	51	20:45			13	10	23	Peak Hour Factor			0.913	0.798	0.878																				
9:00			22	26	48	21:00			7	9	16	Peak Period	07:00	to	09:00																						
9:15			20	23	43	21:15			9	8	17	Volume			359	352	711																				
9:30			17	22	39	21:30			8	4	12	Peak Hour			7:15	7:15	7:15																				
9:45			21	18	39	21:45			15	9	24	Peak Volume			228	207	435																				
10:00			15	23	38	22:00			11	9	20	Peak Hour Factor			0.983	0.809	0.891																				
10:15			20	16	36	22:15			5	6	11	Peak Period	16:00	to	18:00																						
10:30			19	27	46	22:30			3	3	6	Volume			299	322	621																				
10:45			19	22	41	22:45			8	4	12	Peak Hour			16:15	16:00	16:00																				
11:00			22	29	51	23:00			3	1	4	Peak Volume			168	172	330																				
11:15			12	26	38	23:15			2	3	5	Peak Hour Factor			0.913	0.878	0.878																				
11:30			30	34	64	23:30			2	0	2																										
11:45			16	29	45	23:45			3	6	9																										
TOTALS	0	0	724	824	1548	TOTALS	0	0	1033	1120	2153																										
SPLIT %	0%	0%	47%	53%	42%	SPLIT %	0%	0%	48%	52%	58%																										



ATTACHMENT C

Prepared by National Data & Surveying Services

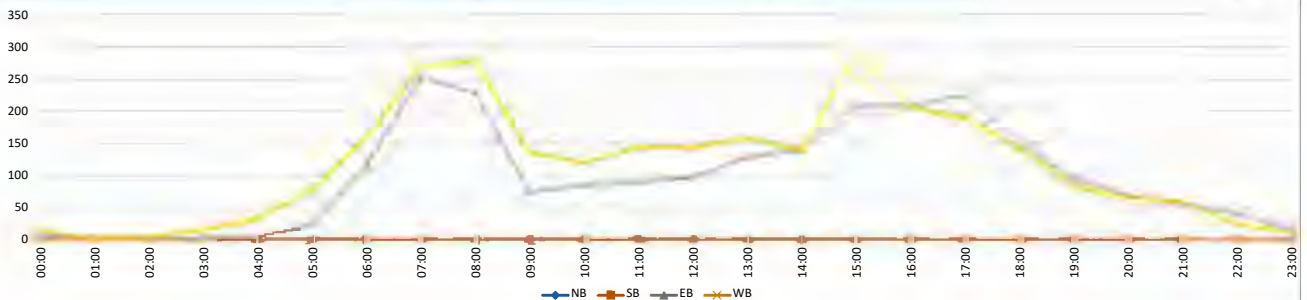
VOLUME

McKinley Ave Bet De Wolf Ave & Leonard Ave

Day: Wednesday
Date: 10/30/2024

City: Fresno
Project #: CA24_090128_005

DAILY TOTALS						NB				SB				EB				WB				Total		DAILY TOTALS					
						0				0				2,324				2,763				5,087							
15-Minutes Interval												Hourly Intervals																	
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL												
0:00			0	7	7	12:00			22	39	61	00:00	01:00			6	14	20											
0:15			2	4	6	12:15			25	31	56	01:00	02:00			5	1	6											
0:30			4	1	5	12:30			27	37	64	02:00	03:00			2	4	6											
0:45			0	2	2	12:45			23	37	60	03:00	04:00			3	15	18											
1:00			1	0	1	13:00			40	40	80	04:00	05:00			5	32	37											
1:15			2	0	2	13:15			24	44	68	05:00	06:00			23	78	101											
1:30			1	0	1	13:30			41	35	76	06:00	07:00			117	159	276											
1:45			1	1	2	13:45			24	40	64	07:00	08:00			253	270	523											
2:00			0	0	0	14:00			31	29	60	08:00	09:00			229	278	507											
2:15			2	1	3	14:15			29	28	57	09:00	10:00			74	136	210											
2:30			0	1	1	14:30			39	41	80	10:00	11:00			85	120	205											
2:45			0	2	2	14:45			41	41	82	11:00	12:00			90	145	235											
3:00			2	2	4	15:00			58	53	111	12:00	13:00			97	144	241											
3:15			0	3	3	15:15			54	59	113	13:00	14:00			129	159	288											
3:30			0	5	5	15:30			45	114	159	14:00	15:00			140	139	279											
3:45			1	5	6	15:45			52	64	116	15:00	16:00			209	290	499											
4:00			1	3	4	16:00			50	55	105	16:00	17:00			208	206	414											
4:15			3	4	7	16:15			51	46	97	17:00	18:00			226	189	415											
4:30			0	14	14	16:30			50	44	94	18:00	19:00			148	143	291											
4:45			1	11	12	16:45			57	61	118	19:00	20:00			96	83	179											
5:00			3	6	9	17:00			67	39	106	20:00	21:00			69	64	133											
5:15			3	16	19	17:15			46	60	106	21:00	22:00			54	59	113											
5:30			5	23	28	17:30			64	40	104	22:00	23:00			41	24	65											
5:45			12	33	45	17:45			49	50	99	23:00	00:00			15	11	26											
6:00			14	28	42	18:00			52	44	96	STATISTICS																	
6:15			24	37	61	18:15			37	39	76																		
6:30			46	45	91	18:30			23	37	60	Peak Period	00:00	to	12:00														
6:45			33	49	82	18:45			36	23	59	Volume			892				1252	2144									
7:00			37	59	96	19:00			26	19	45	Peak Hour			7:15	7:45	7:30												
7:15			66	69	135	19:15			16	25	41	Peak Volume			317	312	607												
7:30			74	60	134	19:30			29	22	51	Peak Hour Factor			0.785	0.951	0.877												
7:45			76	82	158	19:45			25	17	42	Peak Period 12:00 to 00:00																	
8:00			101	72	173	20:00			15	15	30																		
8:15			62	80	142	20:15			16	17	33	Volume			1432	1511	2943												
8:30			32	78	110	20:30			20	16	36	Peak Hour			16:45	15:15	15:00												
8:45			34	48	82	20:45			18	16	34	Peak Volume			234	292	499												
9:00			20	44	64	21:00			14	11	25	Peak Hour Factor			0.873	0.640	0.785												
9:15			15	35	50	21:15			13	24	37	Peak Period 07:00 to 09:00																	
9:30			20	28	48	21:30			15	13	28																		
9:45			19	29	48	21:45			12	11	23	Volume			482	548	1030												
10:00			16	31	47	22:00			19	11	30	Peak Hour			7:15	7:45	7:30												
10:15			24	26	50	22:15			4	4	8	Peak Volume			317	312	607												
10:30			21	33	54	22:30			8	4	12	Peak Hour Factor			0.785	0.951	0.877												
10:45			24	30	54	22:45			10	5	15	Peak Period 16:00 to 18:00																	
11:00			24	35	59	23:00			6	2	8																		
11:15			17	28	45	23:15			3	3	6	Volume			434	395	829												
11:30			25	35	60	23:30			3	2	5	Peak Hour			16:45	16:00	16:45												
11:45			24	47	71	23:45			3	4	7	Peak Volume			234	206	434												
TOTALS	0	0	892	1252	2144	TOTALS	0	0	1432	1511	2943	Peak Hour Factor			0.873	0.844	0.919												
SPLIT %	0%	0%	42%	58%	42%	SPLIT %	0%	0%	49%	51%	58%																		



ATTACHMENT C

Prepared by National Data & Surveying Services

VOLUME

McKinley Ave Bet Leonard Ave & Highland Ave

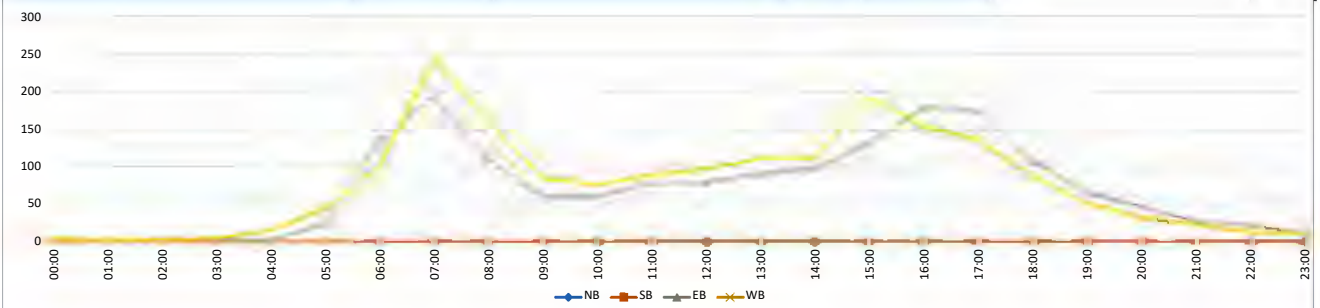
Day: Wednesday

Date: 10/30/2024

City: Fresno

Project #: CA24_090128_006

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	1,705	1,843	3,548							
15-Minutes Interval												Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	2	3	12:00			18	27	45	00:00 01:00			5	5	10
0:15			0	1	1	12:15			20	30	50	01:00 02:00			0	1	1
0:30			4	2	6	12:30			29	20	49	02:00 03:00			3	2	5
0:45			0	0	0	12:45			12	20	32	03:00 04:00			3	4	7
1:00			0	0	0	13:00			24	27	51	04:00 05:00			2	15	17
1:15			0	0	0	13:15			19	31	50	05:00 06:00			23	43	66
1:30			0	0	0	13:30			24	24	48	06:00 07:00			133	101	234
1:45			0	1	1	13:45			24	29	53	07:00 08:00			194	241	435
2:00			0	0	0	14:00			24	22	46	08:00 09:00			110	162	272
2:15			3	2	5	14:15			18	28	46	09:00 10:00			60	85	145
2:30			0	0	0	14:30			27	28	55	10:00 11:00			60	76	136
2:45			0	0	0	14:45			28	33	61	11:00 12:00			79	88	167
3:00			1	0	1	15:00			34	34	68	12:00 13:00			79	97	176
3:15			1	1	2	15:15			28	52	80	13:00 14:00			91	111	202
3:30			1	2	3	15:30			19	69	88	14:00 15:00			97	111	208
3:45			0	1	1	15:45			50	38	88	15:00 16:00			131	193	324
4:00			0	3	3	16:00			34	40	74	16:00 17:00			179	155	334
4:15			1	3	4	16:15			50	38	88	17:00 18:00			175	136	311
4:30			0	5	5	16:30			44	33	77	18:00 19:00			108	88	196
4:45			1	4	5	16:45			51	44	95	19:00 20:00			66	51	117
5:00			0	10	10	17:00			56	35	91	20:00 21:00			46	32	78
5:15			5	4	9	17:15			45	42	87	21:00 22:00			27	23	50
5:30			6	12	18	17:30			40	28	68	22:00 23:00			22	12	34
5:45			12	17	29	17:45			34	31	65	23:00 00:00			12	11	23
6:00			17	14	31	18:00			29	28	57	STATISTICS					
6:15			40	28	68	18:15			30	23	53		NB	SB	EB	WB	TOTAL
6:30			35	31	66	18:30			27	19	46	Peak Period	00:00	to	12:00		
6:45			41	28	69	18:45			22	18	40	Volume				672	823
7:00			34	43	77	19:00			22	16	38	Peak Hour			7:00	7:15	1495
7:15			54	67	121	19:15			15	16	31	Peak Volume				194	259
7:30			56	62	118	19:30			18	12	30	Peak Hour Factor				0.866	0.938
7:45			50	69	119	19:45			11	7	18						0.932
8:00			32	61	93	20:00			13	8	21	Peak Period	12:00	to	00:00		
8:15			29	42	71	20:15			12	7	19	Volume				1033	1020
8:30			29	36	65	20:30			8	8	16	Peak Hour			16:15	15:15	2053
8:45			20	23	43	20:45			13	9	22	Peak Volume				201	199
9:00			14	24	38	21:00			6	11	17	Peak Hour Factor				0.897	0.721
9:15			12	23	35	21:15			6	2	8						0.924
9:30			19	22	41	21:30			7	3	10	Peak Period	07:00	to	09:00		
9:45			15	16	31	21:45			8	7	15	Volume				304	403
10:00			11	13	24	22:00			8	7	15	Peak Hour			7:00	7:15	707
10:15			12	21	33	22:15			4	0	4	Peak Volume				194	259
10:30			18	23	41	22:30			5	2	7	Peak Hour Factor				0.866	0.938
10:45			19	19	38	22:45			5	3	8						0.932
11:00			22	26	48	23:00			6	1	7	Peak Period	16:00	to	18:00		
11:15			15	21	36	23:15			4	2	6	Volume				354	291
11:30			24	19	43	23:30			2	3	5	Peak Hour			16:15	16:00	645
11:45			18	22	40	23:45			0	5	5	Peak Volume				201	155
TOTALS	0	0	672	823	1495	TOTALS	0	0	1033	1020	2053	Peak Hour Factor				0.897	0.881
SPLIT %	0%	0%	45%	55%	42%	SPLIT %	0%	0%	50%	50%	58%						0.924



Appendix C: Collision Reports



www.JLBtraffic.com
info@JLBtraffic.com

516 W. Shaw Ave., Ste. 103
Fresno, CA 93704
(559) 570-8991

A p p | C

County of Fresno
ATTACHMENT
Traffic Engineering

From 12/31/2020 to 12/30/2024

Total Collisions: 1

Injury Collisions: 1 Total Injured: 1

Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

12/31/24

LEONARD from MCKINLEY to SHIELDS

Page 1 of 1

92432747	7/3/2024	21:30	Wednesday	LEONARD - SHIELDS	1690'	Direction: South	Dark - No Street	Clear	Pty at Fault:
	Vehicle - Pedestrian	Pedestrian		Pedestrian Violation	21954A	Hit & Run: Felony	Severe Injury	# Inj: 1	# Killed: 0
Party 1	Driver	South	Proceeding Straight	Age:	0-		Unknown Hit and Run Vehicle Involvem	No Injury	
Veh Type:	Not Stated		Sobriety: Impairment Not Kno	Assoc Factor:	Not Stated	Air Bag Not Deployed	Not Stated		
Party 2	Pedestrian	East	Not Stated	Male	Age: 43	0-	Pedestrian	No Injury	
Veh Type:	Pedestrian		Sobriety: HNBD	Assoc Factor:	Not Stated	Not Stated	Not Stated		

Segment Length: 1.00 miles (5,260')

Collisions per mile: 1.00

Settings for Query:

Segment: LEONARD between MCKINLEY and SHIELDS
Include Intersection Related at Limit 1 (MCKINLEY): False
Include Intersection Related at Limit 2 (SHIELDS): False
Include Intersection Related at Intermediate Intersections: False
Sorted By: Date and Time

County of Fresno
ATTACHMENT C
Traffic Engineering

From 12/31/2020 to 12/30/2024

Total Collisions: 1

Injury Collisions: 1 Total Injured: 1

Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

12/31/24

HIGHLAND from SHIELDS to CLINTON

Page 1 of 1

91619036	11/2/2021	07:30	Tuesday	HIGHLAND - SHIELDS	653'	Direction: South	Daylight	Clear	Pty at Fault:1
	Hit Object		Other Object	Improper Turning	22107	Hit & Run: No	Other Visible Injury	# Inj: 1	# Killed: 0
Party 1	Driver	North	Proceeding Straight	Male	Age: 16	2013 TOYT	Passenger Car, Station Wagon, Jeep	No Injury	
Veh Type:	Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Deployed	Not Stated		

Segment Length: 0.49 miles (2,612')

Collisions per mile: 2.02

Settings for Query:

Segment: HIGHLAND between SHIELDS and CLINTON

Include Intersection Related at Limit 1 (SHIELDS): False

Include Intersection Related at Limit 2 (CLINTON): False

Include Intersection Related at Intermediate Intersections: False

Sorted By: Date and Time

County of Fresno
ATTACHMENT
Traffic Engineering

From 12/31/2020 to 12/30/2024

Total Collisions: 1

Injury Collisions: 0 Total Injured: 1

Fatal Collisions: 1 Total Killed: 1

Collision Summary Report

12/31/24

MCKINLEY from TEMPERANCE to DE WOLF

Page 1 of 1

91758703	10/23/2021	13:12	Saturday	MCKINLEY - TEMPERANCE	1400'	Direction: East	Daylight	Clear	Pty at Fault:1
	Broadside		Other Motor Vehicle	Improper Turning	22107	Hit & Run: No	Fatal	# Inj: 1	# Killed: 1
Party 1	Driver	East	Making U Turn	Female	Age: 30	2014 TOYT	Mini Van	No Injury	
Veh Type:	Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Deployed	Not Stated		
Party 2	Driver	East	Proceeding Straight	Male	Age: 38	2005 YAMA	Motorcycle	Fatal Injury	
Veh Type:	Motorcycle		Sobriety: Impairment Not Kno		Assoc Factor: Not Stated	Not Required	Not Stated		

Segment Length: 1.00 miles (5,297')

Collisions per mile: 1.00

Settings for Query:

Segment: MCKINLEY between TEMPERANCE and DE WOLF

Include Intersection Related at Limit 1 (TEMPERANCE): False

Include Intersection Related at Limit 2 (DE WOLF): False

Include Intersection Related at Intermediate Intersections: False

Sorted By: Date and Time

County of Fresno
California
Traffic Engineering

From 12/31/2020 to 12/30/2024

Total Collisions: 2

Injury Collisions: 0 Total Injured: 0

Fatal Collisions: 0 Total Killed: 0

Collision Summary Report

12/31/24

MCKINLEY from DE WOLF to LEONARD

Page 1 of 1

91989925	2/1/2023	12:22	Wednesday	MCKINLEY - LEONARD	900'	Direction: West	Daylight	Clear	Pty at Fault:1
	Rear-End		Other Motor Vehicle	Auto R/W Violation	21804A	Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	East	Entering Traffic	Male	Age: 64	2004 TOYT	Passenger Car, Station Wagon, Jeep	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed	Not Stated		
Party 2	Driver	East	Proceeding Straight	Male	Age: 78	2005 CHEV	Pickups & Panels	No Injury	
	Veh Type: Pickup Truck		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Not Deployed	Not Stated		
92371914	4/16/2024	09:00	Tuesday	MCKINLEY - DE WOLF	435'	Direction: East	Daylight	Clear	Pty at Fault:
	Head-On		Fixed Object	Other Than Driver or Ped		Hit & Run: No	Property Damage Only	# Inj: 0	# Killed: 0
Party 1	Driver	West	Ran Off Road	Female	Age: 76	2023 CHEV	Passenger Car, Station Wagon, Jeep	No Injury	
	Veh Type: Passenger Car		Sobriety: HNBD		Assoc Factor: Not Stated	Air Bag Deployed	Not Stated		

Segment Length: 0.50 miles (2,654')

Collisions per mile: 3.98

Settings for Query:

Segment: MCKINLEY between DE WOLF and LEONARD

Include Intersection Related at Limit 1 (DE WOLF): False

Include Intersection Related at Limit 2 (LEONARD): False

Include Intersection Related at Intermediate Intersections: False

Sorted By: Date and Time

Include State Highways cases

Report Run On: 04/01/2021

Primary Rd LEONARD AV		Distance (ft)	43.0	Direction	S	Secondary Rd ROBINWOOD		NCIC	1001	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Clovis	County	Fresno	Population	5	Rpt Dist	Beat	006	Type	0	CalTrans	Badge	5762	Collision Date	20200430	Time	2259	Day	THU							
Primary Collision Factor		PED VIOL	Violation	21954A	Collision Type		AUTO/PED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date 20200728										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1		NO UNUSL CND	Rdwy Cond2		Spec Cond		0													
Hit and Run		Motor Vehicle Involved With			PED	Lighting		DARK - ST	Ped Action		NOT IN X-	Cntrl Dev	FUNCTNG	Loc Type		Ramp/Int										
																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	PED	17	M	W	HNBD		ENT TRAF	-	N	6000	-	-	3	-	-	-	-	PED	COMP PN	17	M	9	0	P	-	
2	DRVR	67	M	W	HNBD		PROC ST	N	D	7200	CHEVR	1999	-	3	-	-	M	G								
Primary Rd LEONARD AVENUE		Distance (ft)	0.00	Direction		Secondary Rd ADAMS AVENUE		NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	020019	Collision Date	20200612	Time	0712	Day	FRI							
Primary Collision Factor		STOP SGN SIG	Violation	22450A	Collision Type		BROADSIDE	Severity	INJURY	#Killed	0	#Injured	3	Tow Away?	Y	Process Date 20200623										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1		NO UNUSL CND	Rdwy Cond2		Spec Cond		0													
Hit and Run		Motor Vehicle Involved With			OTHER MV	Lighting		DAYLIGHT	Ped Action		Cntrl Dev		FUNCTNG	Loc Type		Ramp/Int										
																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	F	H	HNBD		PROC ST	N	A	0100	MERZ	2014	-	3	N	-	L	G	DRVR	POSSIBL	22	F	1	0	L	G
2	DRVR	48	F	A	HNBD		PROC ST	E	A	0100	TOYT	2003	-	3	N	-	L	G	DRVR	POSSIBL	48	F	1	0	L	G
																		PASS	POSSIBL	62	F	3	0	L	G	
Primary Rd LEONARD AVENUE		Distance (ft)	0.00	Direction		Secondary Rd MANNING AVENUE		NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	014363	Collision Date	20200709	Time	0750	Day	THU							
Primary Collision Factor		R-O-W AUTO	Violation	21802A	Collision Type		BROADSIDE	Severity	INJURY	#Killed	0	#Injured	2	Tow Away?	Y	Process Date 20200720										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1		NO UNUSL CND	Rdwy Cond2		Spec Cond		0													
Hit and Run		Motor Vehicle Involved With			OTHER MV	Lighting		DAYLIGHT	Ped Action		Cntrl Dev		FUNCTNG	Loc Type		Ramp/Int										
																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	F	H	HNBD		PROC ST	N	A	0100	HONDA	2016	-	3	N	-	L	G	DRVR	SERIOUS	18	F	1	0	L	G
2	DRVR	23	M	H	HNBD		PROC ST	E	A	0100	INFIN	2006	-	3	N	-	L	G	DRVR	MINOR	25	M	1	0	L	G
Primary Rd LEONARD AVENUE		Distance (ft)	1175	Direction	N	Secondary Rd MCKINLEY		NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	030	Type	3	CalTrans	Badge	015602	Collision Date	20200902	Time	1320	Day	WED							
Primary Collision Factor		IMPROP PASS	Violation	21750	Collision Type		SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date 20200909										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1		NO UNUSL CND	Rdwy Cond2		Spec Cond		0													
Hit and Run		Motor Vehicle Involved With			OTHER MV	Lighting		DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int										
																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	H	HNBD		PASSING	S	D	2200	FORD	2008	-	3	N	-	M	G								
2	DRVR	37	M	W	HNBD		PROC ST	S	G	2752	KW	2020	-	3	N	-	M	G								
Primary Rd LEVEE ACCESS		Distance (ft)	0.00	Direction		Secondary Rd L MAP AVE		NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	010	Type	3	CalTrans	Badge	020297	Collision Date	20200930	Time	0930	Day	WED							
Primary Collision Factor		OTHER IMPROP DRV	Violation		Collision Type		HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date 20201007										
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1		LOOSE MATRL	Rdwy Cond2		Spec Cond		0													
Hit and Run		MSDMNR	Motor Vehicle Involved With			FIXED OBJ	Lighting		DAYLIGHT	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type		Ramp/Int									
																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	21	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	DODGE	2014	-	3	N	-	L	G								

ATTACHMENT C

Include State Highways cases

Report Run On: 12/01/2023

5	PRKD	998	-	PARKED	-	A	0100	BMW	2001	-	3	N	-	-	-
6	PRKD	998	-	PARKED	-	A	0100	MERCE	2008	-	3	N	-	-	-
7	PRKD	998	-	PARKED	-	A	0100	MERCE	2003	-	3	N	-	-	-

Primary Rd		HERNDON ON TO		Distance (ft)	HER	Direction	26	Secondary Rd	N/B	NCIC	9435	State Hwy?	-	Route	Postmile Prefix	Postmile	Side of Hwy								
City		FresnoSR-99		County	Fresno	Population	7	Rpt Dist	Beat	105	Type	1	CalTrans	Badge	018926	Collision Date	20221206	Time	0610	Day	TUE				
Primary Collision Factor				Violation	-08	Collision Type		Severity				#Killed	0	#Injured	0	Tow Away?	Process Date	20221214							
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		LOOSE MATRL		Rdwy Cond2		NO UNUSL CND		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With		PED		Lighting		DUSK/DAWN		Ped Action		IN RD,		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M	W	HNBD		UNS TURN	N	D	2200	CHEV	2019	-	3	N	-	M	G							
2	PRKD	998					PARKED	N	A	0100	HYUN	2014	-	3	N	-	-								
Primary Rd		HIGHLAND AVENUE		Distance (ft)	600.	Direction	S	Secondary Rd	SHIELDS AVENUE	NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Fresno		County	Fresno	Population	7	Rpt Dist	Beat	025	Type	3	CalTrans	Badge	020733	Collision Date	20220823	Time	2320	Day	TUE				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20220830								
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		FIXED OBJ		Lighting		DARK - NO		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int							
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	H	HNBD		UNS TURN	S	A	0100	CHEV	2010	-	3	N	-	M	G							
Primary Rd		HOLT AVE		Distance (ft)	180.	Direction	S	Secondary Rd	SHAW AVE	NCIC	1005	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Fresno		County	Fresno	Population	7	Rpt Dist	NW	Beat	00G	Type	0	CalTrans	Badge	P1991	Collision Date	20220627	Time	0212	Day	MON			
Primary Collision Factor		NOT STATED		Violation		Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20220729								
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		MSDMNR		Motor Vehicle Involved With		FIXED OBJ		Lighting		DARK - ST		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int					
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	-	A	0100	NISSA	2020	-	-	A	N	-	-							
Primary Rd		HOMSY AVE		Distance (ft)	14.0	Direction	N	Secondary Rd	MADISON AVE	NCIC	1005	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Fresno		County	Fresno	Population	7	Rpt Dist	3B	Beat	2564	Type	0	CalTrans	Badge	P874	Collision Date	20220714	Time	1500	Day	THU			
Primary Collision Factor		STRTNG BCKNG		Violation	22106	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20220718								
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int							
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	56	M	H	HNBD		BACKING	N	I	1100	PEDER	2016	-	3	N	-	N	G							
2	DRVR	17	M	W	HNBD		STOPPED	N	A	0100	PONTI	2007	-	3	N	-	M	G							
Primary Rd		HOWARD ST		Distance (ft)	15.0	Direction	S	Secondary Rd	YALE AVE	NCIC	1005	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy								
City		Fresno		County	Fresno	Population	7	Rpt Dist	CENTR	Beat		Type	0	CalTrans	Badge	P876	Collision Date	20220923	Time	1224	Day	FRI			
Primary Collision Factor		STRTNG BCKNG		Violation	22106	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20220929								
Weather1		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0									
Hit and Run		Motor Vehicle Involved With		PKD MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int							
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	60	M	H	HNBD		BACKING	S	F	2600	PTRB	2016	-	3	N	-	M	G							
2	PRKD	998	-				PARKED	N	A	0100	FORD	2013	-	3	N	-	-	-							

Primary Rd		MCKINLEY AVE		Distance (ft)	84.0	Direction	Secondary Rd		REDDA RD	NCIC	1005	State Hwy?	Y	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Fresno		County	Fresno	Population	7	Rpt Dist	SE	Beat	00B	Type	0	CalTrans	Badge	P2023	Collision Date	20201228	Time 2115	Day	MON					
Primary Collision Factor		DRVR ALC DRG		Violation	23152A	Collision Type	HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20201231								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond		0											
Hit and Run				Motor Vehicle Involved With		FIXED OBJ		Lighting	DARK - ST		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int								
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	F	H	HBD-UI		RAN OFF RD	W	A	0100	FORD	2012	-	3	A	-	M	G								
Primary Rd		MCKINLEY AVE		Distance (ft)	135.	Direction	Secondary Rd		SIERRA VISTA AVE	NCIC	1005	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Fresno		County	Fresno	Population	7	Rpt Dist		Beat		Type	0	CalTrans	Badge	P2014	Collision Date	20200907	Time 1933	Day	MON					
Primary Collision Factor		UNKNOWN		Violation		Collision Type	OTHER		Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20200910								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond		0											
Hit and Run				Motor Vehicle Involved With		NON-CLSN		Lighting	DARK - ST		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int								
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	57	M	B	HNBD		PROC ST	E	C	0200	SUZUK	1998	-	-	N	-	-	A	DRVR	MINOR	57	M	1	3	P	A
Primary Rd		MCKINLEY AVE		Distance (ft)	150.	Direction	Secondary Rd		SR-99	NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Fresno		County	Fresno	Population	7	Rpt Dist		Beat	105	Type	1	CalTrans	Badge	019926	Collision Date	20201229	Time 1655	Day	TUE					
Primary Collision Factor		STOP SGN SIG		Violation	22450A	Collision Type	BROADSIDE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20210108								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond		0											
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT		Ped Action			Cntrl Dev	FNCTNG		Loc Type	Ramp/Int								
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	AUDI	2010	-	3	H	-	L	B								
2	DRVR	41	M	W	HNBD		PROC ST	W	D	2200	FORD	2011	-	3	N	-	M	G								
Primary Rd		MCKINLEY AVE		Distance (ft)	12.0	Direction	Secondary Rd		TEILMAN AVE	NCIC	1005	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Fresno		County	Fresno	Population	7	Rpt Dist	CE	Beat	00C	Type	0	CalTrans	Badge	P1060	Collision Date	20200106	Time 1952	Day	MON					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20200827								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond		0											
Hit and Run		MSDMNR		Motor Vehicle Involved With		FIXED OBJ		Lighting	DARK - ST		Ped Action			Cntrl Dev	NT PRS/FCTR		Loc Type	Ramp/Int								
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		HBD-UNK		PROC ST	W	-	9900	UNK		-	-	N	-	-	-								
Primary Rd		MCKINLEY AVE		Distance (ft)	36.0	Direction	Secondary Rd		THESTA ST	NCIC	1005	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy									
City		Fresno		County	Fresno	Population	7	Rpt Dist		Beat		Type	0	CalTrans	Badge	P876	Collision Date	20200820	Time 1513	Day	THU					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	REAR END		Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20200824								
Weather1		CLEAR		Weather2		Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond		0											
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DUSK/DAWN		Ped Action			Cntrl Dev	FNCTNG		Loc Type	Ramp/Int								
Party Info															Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	31	M	H	HNBD		PROC ST	W	A	0100	CHRY	2008	-	3	N	-	L	G								
2	DRVR	69	M	A	HNBD		STOPPED	W	A	0100	HONDA	2010	-	3	N	-	M	G	PASS	POSSIBL	79	F	3	0	M	G
3	DRVR	31	M	H	HNBD		STOPPED	W	A	0100	NISSA	2017	-	3	N	-	M	G								

ATTACHMENT C

Include State Highways cases

Report Run On: 04/01/2021

Primary Rd MCKINLEY AVENUE		Distance (ft)	0.00	Direction		Secondary Rd	CHATEAU FRESNO	NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Fresno	County	Fresno	Population	7	Rpt Dist	Beat 010	Type	3	CalTrans		Badge	019113	Collision Date	20200123	Time	0750	Day	THU							
Primary Collision Factor		STOP SGN SIG		Violation	22450A	Collision Type		BROADSIDE		Severity	INJURY	#Killed	0	#Injured	3	Tow Away?	Y	Process Date 20200204								
Weather1	FOG	Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int								
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	31	F	W	HNBD		PROC ST	N	A	0700	SUBAR	2018	-	3	F	-	L	G	PASS	POSSIBL	6	M	4	0	P	G
2	DRVR	35	F	B	HNBD		PROC ST	E	A	0700	MITC	2017	-	3	N	-	L	G	PASS	POSSIBL	7	F	6	0	P	G
3	DRVR	35	F	B	HNBD		PROC ST	E	A	0700	MITC	2017	-	3	N	-	L	G	DRVR	MINOR	35	F	1	0	L	G
Primary Rd MCKINLEY AVENUE		Distance (ft)	1320	Direction	E	Secondary Rd	DE WOLF AVENUE	NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Fresno	County	Fresno	Population	7	Rpt Dist	Beat 030	Type	3	CalTrans		Badge	014547	Collision Date	20201005	Time	0610	Day	MON							
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type		HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date 20201015								
Weather1	OTHER	Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		Motor Vehicle Involved With		OTHER OBJ		Lighting		DARK - NO		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int								
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	21	M	H	HNBD		PROC ST	E	A	0100	TOYOT	2015	-	3	N	-	M	G								
Primary Rd MENDOCINO		Distance (ft)	0.00	Direction	S	Secondary Rd	MULBERRY LN	NCIC	1005	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Fresno	County	Fresno	Population	7	Rpt Dist	PA	Beat	0PA	Type	0	CalTrans		Badge	K078	Collision Date	20201205	Time	0116	Day	SAT					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type		REAR END		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date 20210224								
Weather1	CLEAR	Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		MSDMNR		Motor Vehicle Involved With		MV ON OTHER RD		Lighting		DARK - ST		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int						
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	-	A	0100	-	2012	-	3	N	-	L	B	PASS		14	F	4	0	M	G
																		PASS		12	M	6	0	M	G	
2	DRVR	47	F	H			PROC ST	S	A	0100	FORD	2006	-	3	N	-	M	G								
Primary Rd MERCED ST		Distance (ft)	0.00	Direction		Secondary Rd	WATERMAN AVE	NCIC	1005	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Fresno	County	Fresno	Population	7	Rpt Dist	SOUTH	Beat	00C	Type	0	CalTrans		Badge	P1873	Collision Date	20200920	Time	0840	Day	SUN					
Primary Collision Factor		R-O-W AUTO		Violation	21802A	Collision Type		BROADSIDE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date 20200925								
Weather1	CLEAR	Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int								
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	81	F	H	HNBD		RGT TURN	N	A	0100	FIAT	2016	-	3	N	-	M	G								
2	DRVR	46	F	B	HNBD		PROC ST	N	D	2200	CHEVR	2001	-	3	N	-	M	G								
Primary Rd MIAMI AVE		Distance (ft)	60.0	Direction	N	Secondary Rd	FILLMORE AVE	NCIC	1005	State Hwy?	Y	Route		Postmile Prefix		Postmile		Side of Hwy								
City	Fresno	County	Fresno	Population	7	Rpt Dist	SOUTH	Beat	00G	Type	0	CalTrans		Badge	P1849	Collision Date	20200905	Time	2048	Day	SAT					
Primary Collision Factor		UNKNOWN		Violation	23103	Collision Type		HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date 20200918								
Weather1	CLEAR	Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0										
Hit and Run		MSDMNR		Motor Vehicle Involved With		FIXED OBJ		Lighting		DARK - ST		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int						
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-				OTHER	N	-	9900	NISSA	-	3	N	-	-	-									

ATTACHMENT C

Crash Details for: Case ID 91972919

Crash Information

County	Fresno		
City	Unincorporated		
Date & Time (M/D/Y)	01/11/2023 17:40		
Location (Intersection)	Leonard Avenue & Mckinley Avenue		
Dist. & Dir. from Intersection	At Intersection		
State Highway	No		
Geocoded Location	36.7647476, -119.6369247		
Type of Crash	D - Broadside		
Motor Vehicle Involved With	C - Other Motor Vehicle		
Crash Severity	4 - Injury (Complaint of Pain)		
PCF Violation Category	09 - Automobile Right of Way		
Weather	B - Cloudy		
Alcohol Involved	No		
Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	E - Making Left Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	B - Proceeding Straight
3	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	No	West	B - Proceeding Straight

Victims: 2

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	2 - Passenger	F - Female	42	7 - Possible Injury

ATTACHMENT C

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	1 - Driver	M - Male	43	7 - Possible Injury

ATTACHMENT C

Crash Details for: Case ID 91771507

Crash Information

County	Fresno		
City	Unincorporated		
Date & Time (M/D/Y)	05/05/2022 07:30		
Location (Intersection)	Mckinley Ave & Fancher Ave		
Dist. & Dir. from Intersection	At Intersection		
State Highway Info	N/A		
Geocoded Location	36.7647667, -119.6324997		
Type of Crash	D - Broadside		
Motor Vehicle Involved With	C - Other Motor Vehicle		
Crash Severity	4 - Injury (Complaint of Pain)		
PCF Violation Category	09 - Automobile Right of Way		
Weather	A - Clear		
Alcohol Involved	No		
Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	North	E - Making Left Turn
2	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	No	East	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	2 - Passenger	M - Male	9	7 - Possible Injury

ATTACHMENT C

Crash Details for: Case ID 91872333

Crash Information

County	Fresno		
City	Unincorporated		
Date & Time (M/D/Y)	09/15/2022 07:57		
Location (Intersection)	Mckinley Avenue & Fancher Avenue		
Dist. & Dir. from Intersection	At Intersection		
State Highway	No		
Geocoded Location	36.7647667, -119.6324997		
Type of Crash	D - Broadside		
Motor Vehicle Involved With	C - Other Motor Vehicle		
Crash Severity	3 - Injury (Other Visible)		
PCF Violation Category	09 - Automobile Right of Way		
Weather	A - Clear		
Alcohol Involved	No		
Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	E - Making Left Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	B - Proceeding Straight
3	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	North	A - Stopped

Victims: 4

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	44	7 - Possible Injury

ATTACHMENT C

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	1 - Driver	F - Female	30	7 - Possible Injury
3	1 - Driver	M - Male	43	7 - Possible Injury
3	2 - Passenger	F - Female	43	6 - Suspected Minor Injury

ATTACHMENT C

009-048 TBEC Speed Study

Intersection Collision Data Year 2020 to 2024

Completed By: CS 4/18/2025

Checked By: AB 4/21/2025

ID	Intersection	Number of Collisions	Type of Collision						Severity				Type of Violation							Involved With...			
			Broadside	Rear End	Head-On	Hit Object	Sideswipe	Other	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain Injury	Property Damage Only	Traffic Signals & Signs	Right of Way	Unsafe Speed	Improper Turning	Driving Under Influence	Too Close	Pedestrian Violation	Other	Pedestrian / Bicyclist	Other Motor Vehicle
1	Leonard Avenue btwn Shields & McKinley	2	-	-	-	-	1	1	-	1	-	-	1	-	-	-	-	-	1	1	1	1	-
2	Highland Avenue btwn Shields & Clinton	2	-	-	-	2	-	-	-	-	1	-	1	-	-	-	2	-	-	-	-	-	2
3	Highland Avenue btwn Clinton & McKinley	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	McKinley Avenue btwn Temperance & DeWolf	2	1	-	-	1	-	-	1	-	-	-	1	-	-	-	1	1	-	-	-	1	1
5	McKinley Avenue btwn DeWolf & Leonard	3	-	1	1	1	-	-	-	-	-	-	3	-	1	1	-	-	-	1	-	1	2
6	McKinley Avenue btwn Leonard & Highland	3	3	-	-	-	-	-	-	-	1	2	-	-	3	-	-	-	-	-	-	3	-

Appendix D: Segment Information



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A p p | D


ATTACHMENT C

Table 1: 2025 Engineering and Traffic Survey

Road Segment Number	Street Name	Direction	Limits		Number of Lanes	Speed Limit, Posted/Prima Facie Speed Limit (MPH)	Determination of the Recommended Speed														Speed Limit per MUTCD	Qualifies under California Vehicle Code 22358.7		Final Recommended Speed Limit (MPH)
							Average Daily Traffic (ADT)	Number of Reported Collisions (60 Months)	Collision Severity	Collision Rate	Statewide Average Collision Rate	Length (Miles)	10 MPH Pace (MPH)	Number In Pace	% In Pace	50%tile Speed (MPH)	85%tile Speed (MPH)	Method from MUTCD used for 5 MPH increment rounding						
1	Leonard Avenue	NB/SB	Shields Avenue	McKinley Avenue	2	55	4810	2	1 Severe, 1 PDO	0.23	1.68	1.00	44-53	77	59%	49	54	CA MUTCD Method 2, 85th percentile to be rounded down rather than rounded up	50	Yes	Leonard Avenue, between Shields Avenue and McKinley Avenue, qualifies for an additional speed limit reduction of 5 MPH pursuant to California Vehicle Code Section 22358.7(a)(2). This qualification is based on the segment's adjacency to the Terry Bradley Education Center, a facility serving vulnerable individuals, including children, and its potential to produce a high volume of pedestrian and bicycle traffic.	45		
2	Highland Avenue	NB/SB	Shields Avenue	Clinton Avenue	2	55	1610	2	1 Visible Injury, 1 PDO	1.36	1.68	0.50	45-54	73	73%	50	54	CA MUTCD Method 2, 85th percentile to be rounded down rather than rounded up	50	Yes	Highland Avenue, between Shields Avenue and Clinton Avenue, qualifies for an additional speed limit reduction of 5 MPH pursuant to California Vehicle Code Section 22358.7(a)(2). This qualification is based on the segment's proximity to the Terry Bradley Education Center, a facility serving vulnerable individuals, including children, and its high volume of pedestrian and bicycle traffic.	45		
3	Highland Avenue	NB/SB	Clinton Avenue	McKinley Avenue	2	55	1849	0	-	0.00	1.68	0.50	41-50	65	60%	46	52	CA MUTCD Method 1, 85th percentile to be rounded to the nearest 5 MPH increment	50	Yes	Highland Avenue, between Clinton Avenue and McKinley Avenue, qualifies for an additional speed limit reduction of 5 MPH pursuant to California Vehicle Code Section 22358.7(a)(2). This qualification is based on the segment's adjacency to the Terry Bradley Education Center, a facility serving vulnerable individuals, including children, and its potential to produce a high volume of pedestrian and bicycle traffic.	45		
4	McKinley Avenue	EB/WB	Temperance Avenue	DeWolf Avenue	2	55	3701	2	1 Fatal, 1 PDO	0.30	1.68	1.00	46-55	98	63%	53	60	Utilize the Prima Facie Speed Limit of 55 MPH per Vehicle Code 22349 as the two-lane undivided highway definition is met.	55	No	This segment does not meet the criteria to reduce the speed limit by any additional amount through California Vehicle Code 22358.7.	55		
5	McKinley Avenue	EB/WB	DeWolf Avenue	Leonard Avenue	2	55	5087	3	3 PDO	0.65	1.68	0.50	45-54	82	57%	49	56	CA MUTCD Method 1, 85th percentile to be rounded to the nearest 5 MPH increment	55	No	This segment does not meet the criteria to reduce the speed limit by any additional amount through California Vehicle Code 22358.7.	55		
6	McKinley Avenue	EB/WB	Leonard Avenue	Highland Avenue	2	55	3548	3	1 Visble Injury, 2 Complaint of Pain	0.93	1.68	0.50	45-54	61	47%	51	58	CA MUTCD Method 2, 85th percentile to be rounded down rather than rounded up	55	No	This segment does not meet the criteria to reduce the speed limit by any additional amount through California Vehicle Code 22358.7.	55		

COUNTY OF FRESNO – CUSTODIAN OF RECORDS

THIS IS TO CERTIFY THAT THIS IS A TRUE COPY OF THE ORIGINAL DOCUMENT ON FILE WITH THE TRAFFIC ENGINEER

BY 

Date: 06/13/2025

Jose Luis Benavides, PE, TE

JLB Traffic Engineering, Inc.

