CITY COUNCIL
REGULAR MEETING AGENDA

Tuesday, September 28, 2021 / 6:30 PM / City Hall / 405 East El Monte Way, Dinuba

District 1	District 2	District 3	District 4	District 5
Rachel Nerio-Guerrero Council Member	Maribel Reynosa Vice Mayor	Armando Longoria Council Member	Kuldip Thusu Council Member	Linda Launer Mayor

All attendees are advised that electronic devices should be placed on silent upon entering the Council Chambers.
The City Council will take action on all items listed on the agenda.

1. OPENING CEREMONIES

1.1. Welcome and Call to Order

1.2. Invocation

1.3. Pledge of Allegiance

2. AGENDA CHANGES OR DELETIONS

To better accommodate members of the public or convenience in the order of presentation, items on the agenda may not be presented or acted upon in the order listed. Additions to Agenda may be added only pursuant to California Government Code section 54954.2(b).

3. PRESENTATIONS/CEREMONIAL MATTERS

3.1. Presentation of Regional Transportation Plan Scenarios by Tulare County Regional Transit Authority

3.2. Presentation of certificates of completion of the Leadership Northern Tulare County (LNTC) Program to City staff Lupe Montejano, George Ayala, and Jared Bueno. (DJ)

3.3. Reduction of Short-Lived Climate Pollutants Mandated by Senate Bill 1383 (IH)

4. REQUEST TO ADDRESS COUNCIL

This portion of the meeting is reserved for any person who would like to address the Council on any item that is not on the agenda. Please be advised that State law does not allow the City Council to discuss or take any action on any issue not on the agenda. The City Council may direct staff to follow up on such item(s). Speakers are limited to three (3) minutes. If there is any person wishing to address the City Council at this time please approach the podium and state your name and nature of the request.

5. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately.

5.1. SUBJECT

Proclamation No. 2021-05 Proclaiming September 2021 as Railroad Safety Month (IH)

RECOMMENDATION

Council to adopt Proclamation No. 2021-05 proclaiming September 2021 as Railroad Safety Month.

5.2. SUBJECT

Resolution No. 2021-48 Authorizing Release and Use Infill Infrastructure Grant Program Funds for Phase II of the Sierra Village Apartment Project (IH)

RECOMMENDATION

Council by one motion:

1. Adopt Resolution No. 2021-48 approving the addition of the City to the $1,559,247 Infill Infrastructure Grant award for Phase II of the Sierra Village Apartment Project;
2. Approve a second loan to Phase II of the Sierra Village Apartment Project in the amount of $1,559,247 from the Infill Infrastructure Grant award; and,
3. Authorize the City Manager or his designee to execute the Housing and Community Development standard agreement and all related documents on the City's behalf.

5.3. SUBJECT

UHC Foundation Silver Level Sponsorship for the 6th Annual Golf Tournament on October 11, 2020 (DJ)

RECOMMENDATION

Council approve Silver level sponsorship in the amount of $1,000 for the 6th Annual Golf Tournament on scheduled to be held on Monday, October 11, 2021, at Ridge Creek Golf Course.

5.4. SUBJECT

City Council Meeting Minutes (LB)

RECOMMENDATION

Council to review and approve meeting minutes of September 14, 2021 as presented.

6. WARRANT REGISTER

6.1. SUBJECT

Warrant Register September 17, 2021 (KS)

RECOMMENDATION

Council to review and approve the consent calendar as presented.

7. DEPARTMENT REPORTS

7.1. SUBJECT

Local Roadway Safety Plan Approval (IH)

RECOMMENDATION

Council review and approve the Local Roadway Safety Plan (LRSP) prepared by TJKM.

7.2. SUBJECT

Resolution No. 2021-47 Accepting Grant Award from Alta Healthcare District to Purchase a New Ambulance and Approve Budget Amendment No. 2021 (JORW)

RECOMMENDATION

Council to adopt Resolution No. 2021-47 taking the following action by one motion:

1. Accepting of a grant award from the Alta Healthcare District in the amount of $205,116.37 for the purchase of a new ambulance and related equipment;
2. Approving Budget Amendment No. 2022-1 including the funds in the FY 2021-22 budget;
3. Authorize staff to order a new ambulance through the Houston-Galveston Area Council purchasing cooperative; and,
4. Authorize the City Manager or designee to sign any related documents.

8. MAYOR/COUNCIL REPORTS

9. CITY MANAGER COMMUNICATIONS

10. CITY STAFF COMMUNICATIONS

11. CLOSED SESSION

11.1. Liability Claim (KS)

Pursuant to Government Code Section 54956.95; Claimant: Maria Mejia. Agency Claim Against: City of Dinuba.

12. ADJOURNMENT

This agenda was posted at least 72 hours prior to the regular meeting per GC Section 54954.2(a). A Citizens' Packet regarding this meeting is available at the City Clerk's Office located at City Hall, 405 East El Monte Way, Dinuba CA 93618.

In compliance with the Americans with Disabilities Act, if special assistance is needed to participate in the meeting, please contact the City Clerk's Office at 559-591-5900. Please provide at least 48 hours notification prior to the meeting to allow staff to make reasonable arrangements. (28 CFR 35.102-35.104

ADA Title II)

559.591.5900 / FAX 559.591.5902 . e-mail address: info@dinuba.ca.gov. www.dinuba.org

City Council Staff Report

Department: CITY CLERK | September 28, 2021

To: Mayor and City Council

From:

Subject: Presentation of Regional Transportation Plan Scenarios by Tulare County Regional Transit Authority

RECOMMENDATION

EXECUTIVE SUMMARY

OUTSTANDING ISSUES

DISCUSSION

FISCAL IMPACT

PUBLIC HEARING

City Council Staff Report

Department: CITY MANAGER'S OFFICE | September 28, 2021

To: Mayor and City Council

From: Daniel James, Assistant City Manager

Subject: Presentation of certificates of completion of the Leadership Northern Tulare County (LNTC) Program to City staff Lupe Montejano, George Ayala, and Jared Bueno. (DJ)

RECOMMENDATION

EXECUTIVE SUMMARY

OUTSTANDING ISSUES

DISCUSSION

FISCAL IMPACT

PUBLIC HEARING

City Council Staff Report

Department: PUBLIC WORKS | September 28, 2021

To: Mayor and City Council

From: Ismael Hernandez, Public Works Director

By: George Avila, Business Manager

Subject: Reduction of Short-Lived Climate Pollutants Mandated by Senate Bill 1383 (IH)

RECOMMENDATION

Council to receive information on Short-Lived Climate Pollutants mandated by Senate Bill 1383.

EXECUTIVE SUMMARY

California Senate Bill 1383 mandates the reduction of methane emissions caused by short-lived climate pollutants such as organic food waste. The goal is to reduce organic waste material going to landfills by 75% and increase edible food recovery by 20% by 2025. This requirement takes effect on January 1, 2022.

OUTSTANDING ISSUES

None.

DISCUSSION

Organic material accounts for a significant portion of California's overall waste stream. When organic waste material such as food scraps and paper products breakdown in a landfill, they produce methane, one of the most potent greenhouse gases in Earth's atmosphere.

In an effort to reduce these emissions the State of California passed two separate bills. The first was Assembly Bill 1826 that made organic food waste recycling mandatory for some businesses and the second was Senate Bill 1383 which requires that disposal of organic waste be reduced by 75% and increase edible food recovery

by 20% by 2025. A summary of SB 1383 prepared by CalRecycle is enclosed as Attachment 'A'.

Under SB 1383, the city is required to:

1. Provide organic waste recycling services to ALL residents and businesses;
2. Inspect and enforce compliance with SB 1383 by adopting an enforcement ordinance;
3. Implement an edible food recovery program that recovers edible food from the waste stream;
4. Conduct outreach and education to all affected parties;
5. Procure recycled organic waste products like compost, mulch and renewable natural gas; and
6. Maintain accurate and timely records of SB 1383 compliance for annual reporting requirements.

SB 1383 allows cities to take an educational and non-punitive approach to enforcement for the first two years of the effective date (2022 and 2023). Taking an educational approach will allow the City and its franchise hauler to work with residents and businesses to inform them of the mandate's requirements. However, starting January 1, 2024 CalRecycle may require local jurisdictions to impose penalties for non-compliance.

Impact to Customers

No later than January 1, 2022 residential customers will be required to separate all of their organic (i.e. food) waste from their landfill trash. Food waste will no longer be allowed to be put in the refuse (black) container. Residents will be provided a food waste pail that can be used to collect all food scraps that would then be deposited into the green yard waste container. This pail will be made available to customers at City facilities and community events in the next few weeks. This will not create any additional expense to the residential customer.

Many businesses in Dinuba are already recycling organic waste given that this has been a requirement since 2019 pursuant to AB 1826. Businesses that were not yet mandated to recycle by AB 1826 will now be required to subscribe to an organic food waste recycling program in compliance with SB 1383. Businesses will also be required to place labeled bins for recycling and organics recycling next to all trash cans and labels must be compliant with State regulations. Additionally, some businesses will need to recover edible food and redirect it to those in need.

As stated above, the City will also have to comply with a variety of regulatory requirements. Staff will work with the City's franchise hauler to roll-out a special marketing and educational campaign to gauge, understand and communicate all of the impacts of the SB 1383 legislation. Educational material will also be mailed directly to all disposal customers and be available on the City's website and social media. Staff will insert a flyer (Attachment 'B') in the October utility bill advising customers of the

new requirements.

FISCAL IMPACT

The cost of processing organic material from residential customers will not create an additional expense to the customer; the additional cost will be absorbed by the existing disposal rate. Many businesses are already working with Peña's Disposal to comply with organic waste mandates applicable to them from previous legislations (i.e. AB 1826). Therefore, the additional cost created from complying with SB 1383 will be minimal. The City and Peña's will work with remaining businesses to facilitate compliance.

PUBLIC HEARING

None.

ATTACHMENTS:

A. SB1383 Presentation, CalRecycle
B. SB 1383 Bill Insert

SB 1383

Reducing Short-Lived Climate Pollutants in California

City Council Meeting Presentation

An Overview of SB 1383's Organic Waste Reduction Requirements









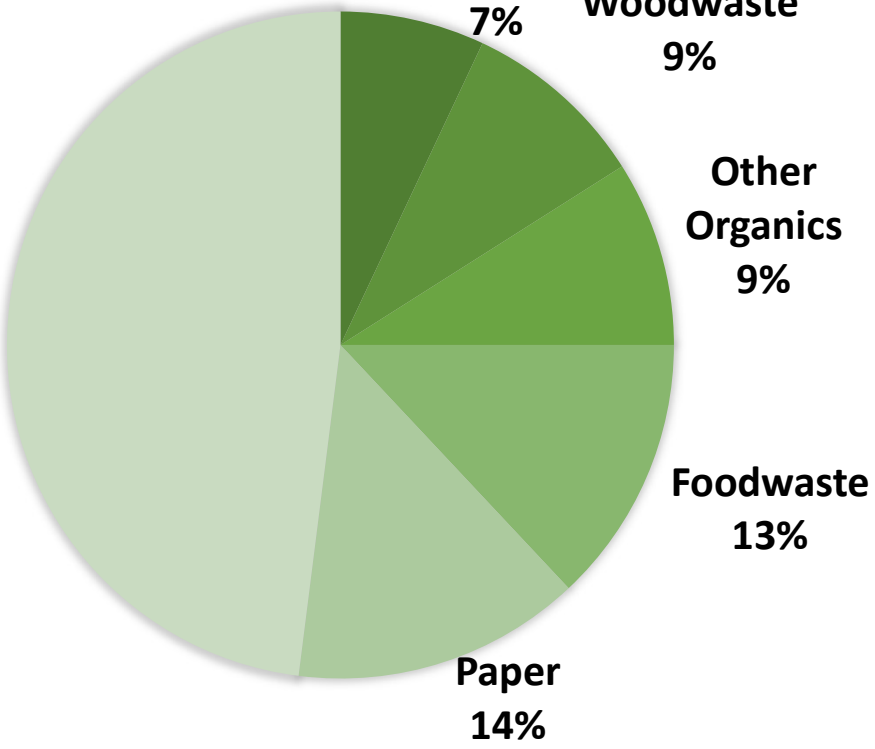
Organic Waste Is the Largest Waste Stream in California

1 IN 5 CALIFORNIANS ARE

FOOD INSECURE



CALIFORNIA THROWS AWAY MORE THAN 6 MILLION TONS OF FOOD WASTE EVERY YEAR!



CALIFORNIA DISPOSED OF APPROXIMATELY **24 MILLION TONS** OF ORGANIC WASTE IN 2018

CalRecycle

CLIMATE CHANGE NEGATIVELY IMPACTS CALIFORNIA

Landfilled Organic Waste Emits

Methane Gas—A Super Pollutant

More Powerful than C02

Methane Gas Contributes to Climate Change in California







CALIFORNIA is already experiencing the impacts of CLIMATE CHANGE

IN 2015 THE DROUGHT COST THE AGRICULTURE INDUSTRY IN THE CENTRAL VALLEY AN ESTIMATED $2.7 BILLION & 20,000 JOBS

CalRecycle

SB 1383 Requirements

2020	**50% Reduction in Landfilled Organic Waste** (11.5 Million Tons Allowed Organic Waste Disposal)
2022	**Regulations Take Effect**
2025	**75% Reduction in Landfilled Organic Waste** (5.7 Million Tons Allowed Organic Waste Disposal)
2025	**20% Recovery of Currently Disposed Edible Food for Human Consumption**

CalRecycle

New Statewide Programs to Reduce Super Pollutants

Food & Organics Waste Collection



Edible Food to Food Insecure



New and Expanded Recycling

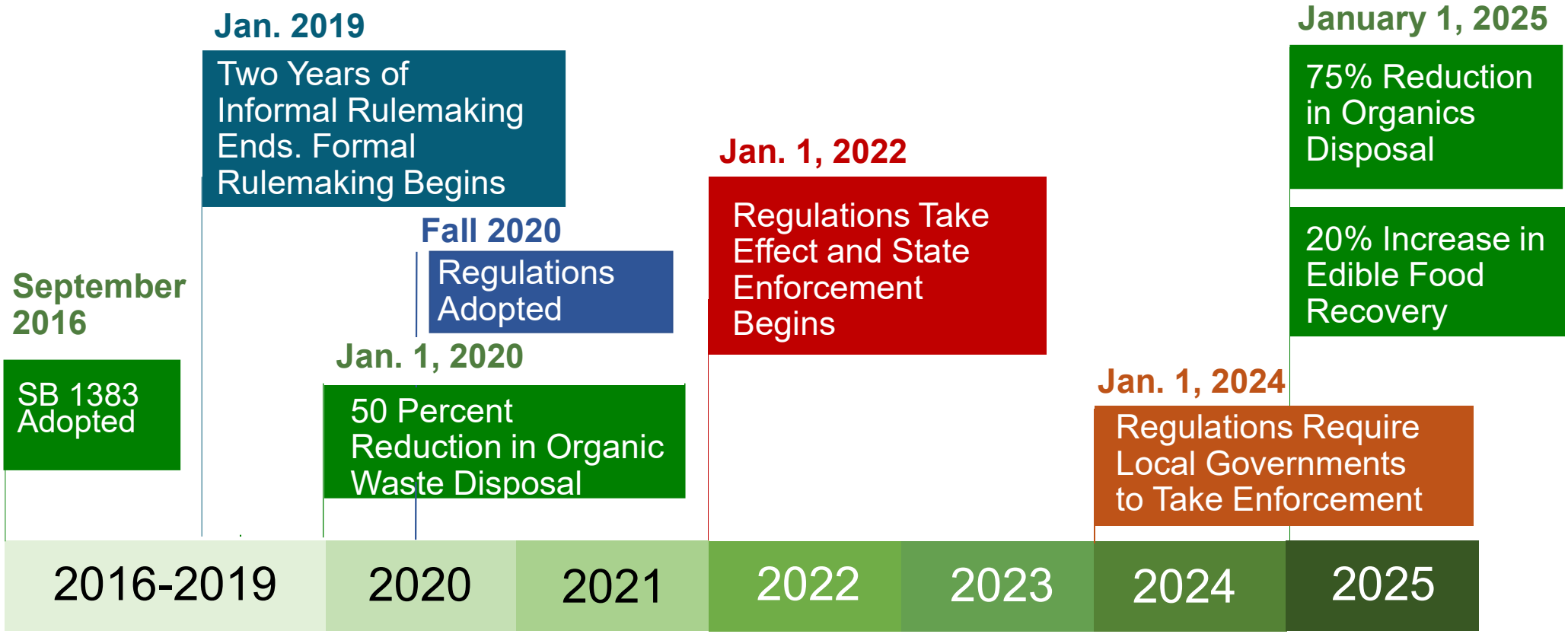


Recycled Organics Products



Lower GHGs =
1.7 million fewer cars a year

SB 1383 Key Implementation Dates



Jurisdiction Responsibilities

Provide Organics Collection Services to All Residents and Businesses

Conduct Education and Outreach to Community

Secure Access to Recycling and Edible Food Recovery Capacity



Establish Edible Food Recovery Program

Procure Recyclable and Recovered Organic Products

Monitor Compliance and Conduct Enforcement

CalRecycle

SB 1383 in Action

Local Government Roles and Responsibilities

SB 1383 doesn't just apply to waste management and recycling departments.

Every local department plays a role in SB 1383 implementation.



Commercial Edible Food Generators (Article 10)
(Sections 18991.3 – 18991.5)

Tier 1

- **Wholesale Food Vendors**
- **Food Service Providers & Food Distributors**
- **Grocery Stores**
  Facilities ≥ 10,000 sq. ft.
- **Supermarkets**

Tier 2

Starts 2024

- **Restaurants**
  Facilities ≥ 5,000 sq. ft.
- **Large Venues and Events**
- **Hotels**
  with on-site food facility and ≥ 200 rooms
- **State Agencies**
  with cafeterias
- **Local Education Agencies**
  with on-site food facility
- **Health Facilities**
  with ≥ 100 beds and on-site food facility

Federal Facilities

SB 1383 in Action

Inspection and Enforcement Requirements



Monitor Compliance and Conduct Enforcement

Jurisdiction Requirements

Ordinance
2022



Adopt an Ordinance (Enforceable Mechanism)

Including Enforcement

Compliance Monitoring & Education
2022-2024



Annual Compliance Reviews, Route Reviews, Inspections

Educate Violators

Compliance Monitoring & Enforcement
2024



Annual Compliance Reviews

Route Reviews, Inspections,

Notice of Violations,

Penalties for Violators

CalRecycle

State Enforcement

CalRecycle

CalRecycle Oversight (Begins in 2022)

Authorize Waivers

- Low Population
- Rural Areas
- Elevation

Emergency Circumstances

Oversee and Monitor

- State Agencies and Facilities
- Local Education Agencies

Oversee and Monitor for Compliance

Jurisdiction Review

- Conduct joint inspections with jurisdictions
- Review Implementation Record

If Violations

- Issue Notices of Violation
- May Authorize Corrective Action Plan
- Allows up to 24 months to address barriers outside of a jurisdiction's control

Model Implementation Tools



Franchise Agreement



Mandatory Organics Disposal Reduction Ordinance



Procurement Policy



Food Recovery Agreement

Stay Engaged

YouTube Video:
https://www.youtube.com/watch?v=erExJ0k8Vvw

CalRecycle



SLCP Listserv:
https://www2.calrecycle.ca.gov/Listservs/Subscribe/152



SLCP Homepage:
https://www.calrecycle.ca.gov/organics/slcp



Contact your LAMD Liaison or email:
SLCP.Organics@calrecycle.ca.gov

Disclaimer

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CALIFORNIA • 1906

SB 1383 Organic Recycling

Information provided courtesy of Peña's Disposal, Inc.

SB 1383

SB 1383, entitled Short-lived climate pollutants (SLCP): methane emissions: dairy and livestock: organic waste: landfills, was approved by the Governor September 2016. The purpose of the bill is to reduce emissions of methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030. The bill has a far greater reach than just waste disposal, but for the City's part—it is to reduce the organic (food) waste in landfills.

The City asked Peña's Disposal to implement an Organic Recycling program to all Dinuba businesses with the passing of AB 1826, Mandatory Organic Recycling (MORe). SB 1383 expands organic recycling requirements to everyone and requires compliance starting on January 1, 2022.

For more information about SB 1383, visit https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383

The Basics:

According to CalRecycle, organic waste comprises two-thirds of California's waste stream and food waste is said to be the largest stream. When food waste breaks down it creates methane gas, which is more potent than carbon dioxide. Through organic recycling, they believe we can significantly reduce gas emissions.

SB 1383 expands organic food waste recycling to **ALL** businesses & residents:

- ✓ **ALL** businesses & residents will be required to source separate their food waste.
- ✓ **ALL** business & residents must subscribe to an organic food waste recycling program.
  - Businesses need to subscribe to an Organic Recycling Program
  - Residents will be provided one (1) pail for their food waste that can then be transferred to their existing green yard waste cart

Residential Food Waste Pail



Organic Waste is:

ALL FOOD

- ✓ All prepared & cooked foods
- ✓ Bread, grains, cereal
- ✓ Dairy products / cheese
- ✓ Eggshells
- ✓ Fruits & vegetables
- ✓ Meat & poultry
- ✓ Rice, beans, & pasts
- ✓ Seafood & shellfish



FOOD SOILED PAPER WASTE

- ✓ Coffee ground, filters, & tea bags



YARDWASTE / OTHER ORGANICS

- ✓ Branches / landscape & pruning waste
- ✓ Floral trimmings
- ✓ Grass & leaves
- ✓ Non-treated wood waste



Organic Waste is NOT:

PLEASE NO

- ⃠ Aluminum foil / foil-lined food wrap
- ⃠ Bathroom tissue
- ⃠ Cat & dog waste / cat litter
- ⃠ Diapers
- ⃠ Glass bottle & metal cans
- ⃠ Grease
- ⃠ Hazardous waste
- ⃠ Liquids i.e., milk
- ⃠ Non-compostable paper / wipes
- ⃠ Painted wood
- ⃠ Palm / yucca
- ⃠ Paper towels & napkins
- ⃠ Pizza Boxes
- ⃠ Plastic bags / containers / wrap
- ⃠ Rocks or dirt / soil
- ⃠ Sandwich / burger wrappings
- ⃠ Straws
- ⃠ Styrofoam
- ⃠ Waxed paper / butcher paper



Organic DON'Ts:

- ⃠ **Don't** use any type of bag—food should be freely thrown in organic green bin/cart; bags are considered contamination.
- ⃠ **Don't** overfill organic green bin/cart—it should not be over half full. Food is heavy so, keep it half or less.
- ⃠ **Don't** throw FOGs (fat, oil, grease) in organic green bin/cart.
- ⃠ **Don't** throw liquids in organic green bin/cart, i.e., milk, juices, soda, water, etc.
- ⃠ **Don't** throw food in garbage disposal—that is **not** considered recycling.

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SB 1383 Reciclaje Orgánico

Información proporcionada por cortesía de Peña's Disposal, Inc.

SB 1383

SB 1383, titulado contaminantes climáticos de corta duración: lechería y ganadería: residuo orgánico: vertederos, fue aprobado por el gobernador Septiembre de 2016. El propósito del proyecto de ley es reducir las emisiones de metano en un 40%, hidrofluorocarbonados en un 40%, y carbono negro antropogenico en un 50% por debajo de los niveles de 2013 para 2030. El proyecto de ley tiene un alcance mucho mayor que le simple eliminación de desechos, pero por la parte de la ciudad—es reducir el desperdicio de (comida) orgánicos en los vertederos.

La ciudad le pidió a Penas Disposal que implementara un programa de reciclaje orgánico para todos los negocios de Dinuba con la aprobación de AB 1826, Reciclaje Orgánico Obligatorio. SB 1383 amplia los requisitos de reciclaje orgánico para todos y requiere el cumplimiento a partir del 1 de Enero de 2022.

Para obtener más información sobre SB 1383, visite https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1383

Los Básicos:

Según Cal Recycle, los desechos orgánicos comprenden dos tercios del flujo de desechos de California y se dice que el desperdicio de alimentos es la corriente más grande. Cuando los desechos de alimentos se descomponen, crean gas metano, que es más potente que el dióxido de carbono. A través del reciclaje orgánico, ellos creen que podemos reducir significativamente las emisiones de gases.

SB 1383 expande el reciclaje de residuos de alimentos orgánicos a **TODAS** las empresas y residentes:

- ✓ Se requerirá que **TODAS** las empresas y residentes obtengan sus residuos de alimentos por separado.
- ✓ **TODAS** las empresas y residentes deben suscribirse a un programa de reciclaje de residuos de alimentos orgánicos.
  - Las empresas deben suscribirse a un programa de reciclaje orgánico
  - A los residentes se les proporcionara una cubeta para los desperdicios de alimentos que luego se pueden transferir a su carrito de desperdicios de jardín verde existente



Cubeta de residuos de comida residencial



Basura Orgánica es:



TODA LA COMIDA

- ✓ Toda la comida preparada & cocinada
- ✓ Pan, granos, cereal
- ✓ Productos de lechería / queso
- ✓ Cascaron de Huevos
- ✓ Frutas & Vegetales
- ✓ Carnes & Carne de Aves
- ✓ Arroz, frijoles & pasta
- ✓ Mariscos & Pescado










BASURA DE PAPEL CON COMIDA

- ✓ Granos de café, filtros & bolsas de Te




BASURA DE JARDIN / OTROS ORGANICO

- ✓ Ramas / Basura de Jardín & poda
- ✓ Recortes florales
- ✓ Pasto & hojas
- ✓ Basura de Madera no tratada






Basura Orgánica NO es:

POR FAVOR NO

- ⃠ Papel de aluminio/envoltura de comida forrada de aluminio
- ⃠ Papel de baño
- ⃠ Basura de gato o perro / arena para el gato
- ⃠ Pañales
- ⃠ Botellas de vidrio & botes de metal
- ⃠ Grasa
- ⃠ Basura peligrosa
- ⃠ Liquidos
- ⃠ Papel / toallas no-perecedero
- ⃠ Madera pintada
- ⃠ Palm / yucca
- ⃠ Toallas de Papel & servilletas
- ⃠ Cajas de Pizza
- ⃠ Bolsas / contenedores / envolturas de plástico
- ⃠ Rocas o suciedad / tierra
- ⃠ Envolturas de sandwich/hamburguesas
- ⃠ Popotes
- ⃠ Poliestireno
- ⃠ Papel de cera / papel de envolver

NO HACER Orgánicos:

- ⃠ **No** use ningún tipo de bolsa: los alimentos deben tirarse libremente en un contenedor/ carrito verde orgánico, las bolsas se consideran contaminación.
- ⃠ **No** llene en exceso el contenedor/carrito verde orgánico, no debe estar más de la mitad de su capacidad. La comida es pesada así que manténgala a la mitad o menos.
- ⃠ **No** arroje grasas, y aceites en el contenedor/carrito orgánico.
- ⃠ **No** arroje líquidos en un contenedor/carrito verde orgánico, es decir, leche, jugos, refrescos, agua, etc.
- ⃠ **No** arroje alimentos a la basura, eso no se considera reciclaje.

City Council Staff Report

Department: PUBLIC WORKS | September 28, 2021

To: Mayor and City Council

From: Ismael Hernandez, Public Works Director

By: George Avila, Business Manager

Subject: Proclamation No. 2021-05 Proclaiming September 2021 as Railroad Safety Month (IH)

RECOMMENDATION

Council to adopt Proclamation No. 2021-05 proclaiming September 2021 as Railroad Safety Month.

EXECUTIVE SUMMARY

Each year the City Council proclaims the month of September as "Railroad Safety Month" in order to bring awareness and promote greater safety at rail grade crossings.

OUTSTANDING ISSUES

None.

DISCUSSION

The State of California supports safety programs at rail grade crossings to promote rail crossing safety. The effort continues to be vital as 2020 saw 253 rail crossing casualties resulting in 136 fatalities and 117 injuries. Rail crossing crashes are considered far more severe than highway collisions as they are more likely to result in death and injury. Many of these crashes could have been prevented by increased public awareness of the crossing dangers and the appropriate driving safety laws.

As a result, Operation Lifesaver was enacted. Operation Lifesaver is the foremost public information and education program dedicated to preventing grade crossing crashes. The operation is being implemented locally by the Tulare County Association of Governments (TCAG). As part of this operation, TCAG requested

that member cities proclaim September as Railroad Safety Month in order to promote greater safety awareness, encourage all citizens to observe added caution when approaching grade crossings, and potentially reduce rail grade crossing collision.

Proclamation No. 2021-05 enclosed as Attachment 'A' proclaims the month of September as "Railroad Safety Month".

FISCAL IMPACT

There is no fiscal impact associated with the recommended action.

PUBLIC HEARING

None.

ATTACHMENTS:

A: Proclamation No. 2021-05 - Railroad Safety Month

PROCLAMATION NO. 2021-05

CITY OF DINUBA

"Together , A Better Community"

Railroad Safety Month

WHEREAS, the State of California is a leader in supporting safety programs at rail grade crossings; and

WHEREAS, during 2020 there were 253 trespassing casualties resulting in 136 fatalities and 117 injuries in the State of California; and

WHEREAS, such crossing crashes are more severe than highway collisions and are more likely to result in death and injury; and

WHEREAS, many of these crashes could have been prevented by increased public awareness of the crossing dangers and the appropriate driving safety laws; and

WHEREAS, Operation Lifesaver is the foremost public information and education program dedicated to preventing grade crossing crashes; and

WHEREAS, for the month of September and reaffirmed all Septembers following, all citizens are encouraged to observe added caution when approaching grade crossings; and

WHEREAS, the important observance should lead to greater safety awareness and a reduction in rail grade crossing collisions.

NOW, THEREFORE, I, Linda Launer, Mayor of the City of Dinuba, do hereby proclaim:

SEPTEMBER RAILROAD SAFETY MONTH

We encourage all citizens to participate in activities to reduce trespass casualties and crossing collisions.

IN WITNESS THEREOF, I have hereunto set my hand and caused the great seal of the City of Dinuba to be affixed, on this 28th day of September, two-thousand-twenty-one.

_____

Linda Launer, Mayor

Attest:

_____

Linda Barkley, City Clerk

City Council Staff Report

Department: PUBLIC WORKS | September 28, 2021

To: Mayor and City Council

From: Ismael Hernandez, Public Works Director

By: George Avila, Business Manager

Subject: Resolution No. 2021-48 Authorizing Release and Use Infill Infrastructure Grant Program Funds for Phase II of the Sierra Village Apartment Project (IH)

RECOMMENDATION

Council by one motion:

1. Adopt Resolution No. 2021-48 approving the addition of the City to the $1,559,247 Infill Infrastructure Grant award for Phase II of the Sierra Village Apartment Project;
2. Approve a second loan to Phase II of the Sierra Village Apartment Project in the amount of $1,559,247 from the Infill Infrastructure Grant award; and,
3. Authorize the City Manager or his designee to execute the Housing and Community Development standard agreement and all related documents on the City's behalf.

EXECUTIVE SUMMARY

Self Help Enterprises applied for and successfully received an award of $1,559,247 in state funding from the Infill Infrastructure Grant Program for Phase II of the Sierra Village Apartment Project consisting of 64 multi-family units located at the north west corner of Crawford and Davis Avenues. In order to apply these funds to the project, the City of Dinuba must be added to the grant award.

OUTSTANDING ISSUES

None.

DISCUSSION

Self-Help Enterprises (SHE) secured Infrastructure Infill Grant (IIG) funding from the California Department of Housing and Community Development (HCD) and is requesting to add the City of Dinuba to the award. IIG is grant assistance, available as gap funding for infrastructure improvements necessary for specific residential or mixed-use infill development projects or areas. SHE was awarded IIG funds in the amount of $1,559,247 and is requesting to add the City to the existing Standard Agreement with the State's Housing and Community Development (HCD) Department.

The inclusion would allow the City to make a below market rate loan to Sierra Village II L.P. for the construction of Sierra Village II and not trigger tax consequences as the LP cannot accept grant funding directly. The City is already a lender in the project providing Permanent Local Housing Allocation (PLHA) funding and both sets of loan documents will be drafted with similar language. SHE will draft all loan documents, facilitate all compliance with HCD, coordinate all draws and disbursements, and file all of the required reports. The addition of this loan will remove the need for a previously requested fee waiver granted to SHE in the amount of $353,327. Assisting with this project will aide the City in meeting it's State mandated housing requirements.

The Sierra Village II project includes nine (9) homeless units funded through the No Place Like Home program. SHE will coordinate with the City and the County for referrals for those units. SHE will continue to have on-site staff at Sierra Village and the project will be operated in conjunction with Sierra Village I. The community building and site amenities will be shared between the two phases.

Resolution 2021-48 adding the City of Dinuba to the IIG award and authorizing the use of the subject funds is included herein as "Attachment A". Should Council approve this resolution, staff will bring back the funding agreement between SHE and the City, for review and approval. There is no ongoing monitoring required by HCD of the below-market rate loan.

FISCAL IMPACT

There is no fiscal impact associated with the recommended action. The IIG funding is a grant from HCD so there are no repayment obligations for the City. Self-Help Enterprises will record a 55-year affordability covenant for the use of IIG funding.

PUBLIC HEARING

None.

ATTACHMENTS:

A: Resolution Number 2021-48

RESOLUTION 2021-48

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF DINUBA AUTHORIZING THE RELEASE AND USE OF INFILL INFRASTRUCTURE GRANT PROGRAM FUNDS

WHEREAS, the City of Dinuba (the "City"), a municipality, is obligated to receive local and state funds to promote affordable housing efforts; and

WHEREAS, the California Department of Housing and Community Development (hereinafter referred to as "HCD") has issued a Notice of Funding Availability dated October 2, 2017 ("NOFA") for the Infill Infrastructure Grant Program established under the Housing and Emergency Shelter Trust Fund Act of 2006 (Proposition 1C) pursuant to the Infill Infrastructure Grant Program established Part 12 of Division 31 of the Health and Safety Code, commencing with Section 53545.12 ("IIG Program"). Pursuant to the statute, HCD is authorized to approve funding allocations utilizing monies made available by the State Legislature, subject to the terms and conditions of the statute and the Infill Infrastructure Grant Program Guidelines implemented September 29, 2017; and

WHEREAS, HCD has made an allocation of IIG Program funds to Self-Help Enterprises, a California nonprofit public benefit corporation, in the amount of $1,559,247 under the above-described NOFA ("Award"); and

WHEREAS, the City is an Eligible Applicant under the IIG Program and wishes to be added to the Award as an awardee and receive an allocation of funds not to exceed $1,559,247 through the IIG Program to develop infrastructure in support of affordable housing under the above-described NOFA;

NOW, THEREFORE BE IT RESOLVED that the City is hereby authorized and directed to act in connection with HCD's Award pursuant to the above-described NOFA.

FURTHER RESOLVED that the City shall receive said Award and provide a below market rate loan which complies with the terms of the IIG Program to the Sierra Village II LP as construction and permanent financing for Sierra Village II, a 64-unit rental project to be located in Dinuba, Tulare County, CA; and

FURTHER RESOLVED that the City hereby agrees to use the Infill Infrastructure Program funds for eligible activities in the manner presented in its application as approved by HCD in accordance with the statutes and regulations cited above.

FURTHER RESOLVED that in connection with the City's Award, the City is authorized and directed to enter into, execute, and deliver a State of California Standard Agreement, and any and all other documents required or deemed necessary and appropriate to carry into effect the full intent and purpose of the above resolution, in order to evidence the Award, the City's obligations related thereto, and the Department's security therefore; including, but not limited to, an affordable housing covenant, a performance deed of trust, a disbursement agreement, and certain other documents required by the Department as security for, evidence of or pertaining to the Award, and all amendments thereto (collectively, the "IIG Grant Documents").

FURTHER RESOLVED that the City authorizes Luis Patlan, City Manager, or his designee, to execute the IIG Grant Documents and any amendments or modifications thereto, on behalf of the City.

FURTHER RESOLVED that the City authorizes Luis Patlan, City Manager, or his designee to execute in the name of the City, any and all documentation required by HCD in the disbursement of funds during the term of the grant.

FURTHER RESOLVED that this resolution shall take effect immediately upon its passage.

PASSED, APPROVED AND ADOPTED this 28th day of September 2021, at a regular meeting of the Dinuba City Council by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
Mayor

ATTEST:

_____
City Clerk

The undersigned, __[City Clerk's name]__ , does hereby attest and certify that the [foregoing / attached] Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City Council which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____

_____
City Clerk

_____
Type or Print City Clerk's Name

City Council Staff Report

Department: CITY MANAGER'S OFFICE | September 28, 2021

To: Mayor and City Council

From: Daniel James, Assistant City Manager

Subject: UHC Foundation Silver Level Sponsorship for the 6th Annual Golf Tournament on October 11, 2020 (DJ)

RECOMMENDATION

Council approve Silver level sponsorship in the amount of $1,000 for the 6th Annual Golf Tournament on scheduled to be held on Monday, October 11, 2021, at Ridge Creek Golf Course.

EXECUTIVE SUMMARY

The UHC Foundation (United Health Centers) holds an annual golf tournament at Dinuba Ridge Creek Golf Course as one of its fundraisers. The City of Dinuba supports the annual UHC Foundation golf tournament and hereby requests that the City Council approve a Silver Sponsorship in the amount of $1,000.

OUTSTANDING ISSUES

None.

DISCUSSION

The UHC Foundation will host the 6th annual golf tournament at Ridge Creek Golf Course. As highlighted in the flyer that is attached herein as 'Attachment A', the 2021 tournament is scheduled to be held on Monday, April 11, 2021.

The UHC Foundation is a 501(c) (3) nonprofit organization dedicated to providing resources to improve the health and quality of life for members of our community. The UHC Foundation was established to support community programs that extend beyond the scope of primary healthcare services in rural communities.unity. Proceeds from the golf tournament help fund the Chamber's efforts to further these activities.

The City participates in other golf tournaments for local non-profits such as the UHC

Foundation.

The UHC Foundation Golf Tournament offers three (3) sponsorship levels as listed below. Attachment "A" details further each sponsorship level. Staff recommends that the Council approve a $1,000 Silver level sponsorship for the annual UHC Foundation golf tournament.

Title Sponsor	$5,000
Gold Sponsor	$2,500
Silver Sponsor	$1,000

FISCAL IMPACT

The City's FY 2020-21 Community Grants / Miscellaneous Fund was budgeted at $10,000 and currently there remains a balance of $10,000 for these types of requests.

PUBLIC HEARING

None required.

ATTACHMENTS:

A. Chamber Golf Tournament Sponsorship Levels
A: UHC Foundation Golf Tournament

ATTACHMENT "A"



Dinuba Chamber 12th Annual Golf Tournament

Friday, April 10, 2020

Ridge Creek Golf Course, Dinuba, CA.

Shotgun Start 9am

SPONSORSHIP OPPORTUNITES

GOLD SPONSOR $2,000

- **8 Players**
- **(2) Custom Tee Sign**
- **Hosting Opportunities**
- **Banner Displayed at Check-in and Awards**
- **Digital Advertising - Marquee/ Website/ Facebook**

SILVER SPONSOR $1,000

- **4 Players**
- **Custom Tee Sign**
- **Banner Displayed at Check-in and Awards**
- **Digital Advertising- Marquee/ Website/ Facebook**

BRONZE SPONSOR $500

- **(2) Tee signs**
- **Banner Displayed at Check in and Awards**

SPOTLIGHT ON BUSINESS HOSPITALITY HOLE SPONSOR $200

- **Booth with Banner at Par 3 Hole to promote business**
  (EZ Up and Table Available upon request)
- **Digital Advertising Website / Facebook**

HOLE SPONSOR $100

- **Tee Sponsor Sign**

For Tournament Questions, Contact Sandy Sills at 559-591-2707 or 559-972-3873 or Javier Murillo 559-356-1603

6TH ANNUAL

UHC FOUNDATION

GOLF TOURNAMENT

OCTOBER 11, 2021

RIDGE CREEK DINUBA GOLF CLUB
3018 Ridge Creek Dr., Dinuba, CA 93618

Check-In at 10:00 am
Shotgun Start at 11:00 am

Great Hole-in-One Prizes • Raffles • Awards
Proceeds to benefit the UHC Foundation

UHC Foundation Board of Directors

Jose Plascencia
Board Chair

Colleen Curtis
Secretary

David Phillips
Treasurer

Justin Preas
Member

Dr. John R. Shantz
Member

Ricardo Viveros
Member

Ofelia Garcia
Member

Nathan Williams
Member

Dear Community Supporter,

The UHC Foundation is a 501(c) (3) nonprofit organization dedicated to providing resources to improve the health and quality of life for members of our community. The UHC Foundation was established to support community programs that extend beyond the scope of primary healthcare services in rural communities.

The UHC Foundation will host its annual Golf Tournament on Monday, October 11, 2021 at Ridge Creek Golf Club in Dinuba, CA. Check-in will begin at 10 AM with a shotgun start at 11 AM. Enjoy a fun day on the course with lots of activites, food, and great prizes! We ask for your support as a sponsor and/ or by participating in our tournament.

The UHC Foundation Annual Golf Tournament sponsors programs to improve health outcomes in our communities. This year we introduce the Dr. Robert Allen Shankerman College Scholarship Program as the primary recipient of the proceeds from the 2021 tournament. Dr. Shankerman, UHC's Chief Medical Officer since 2014, was lost to us in 2020 due to complications of the coronavirus. Dr. Shankerman was a close friend and admired colleague whose loss was felt deeply by the entire UHC family, including his patients.

Dr. Shankerman's accomplishments during his 6 years with UHC were numerous including the establishment of the UHC/UCSF Family Practice Residency Program at the Parlier health center. Dr. Shankerman recruited, placed and trained many medical practitioners as the organization transformed and expanded from 12 to 21 health centers by 2020. As a voracious reader and student of current medical practices, he was an educator, mentor and tutor to 155 medical professionals including recent graduates from numerous residency programs, national and international transfers and those senior members of the UHC medical staff.

Dr. Robert Shankerman passed away at age 58 on Saturday, September 19, 2020. A special College Scholarship Program has been established to honor his lasting memories and the powerful impact he had upon his patients, his peers and colleagues alike. Education was his passion and scholarships to pre-med students is a way to continue his legacy of forever learning and leading into the future. Donations for this inspirational new scholarship program honors Dr. Shankerman and supports Fresno State graduates who continue unto Medical School to return to serve in the Central Valley where Dr. Shankerman spent much of his professional career serving.

Registration and sponsorship opportunities are now available. Visit www.unitedhealthcentersfoundation.org or call David Phillips at 800.492.4227 ext. 0006 or email phillipsd@unitedhealthcenters.org for more information.

We are grateful for your support!

UHC Foundation is a tax exempt organization. Tax ID # 46-0693359.

Sincerely,

Jose Plascencia
Foundation Board Chair

David Phillips
Treasurer/Event Coordinator



3875 W. Beechwood Avenue
Fresno, CA 93722
800.492.4227 Ext. 0006
www.unitedhealthcentersfoundation.org

2021 GOLF TOURNAMENT

Sponsorship Levels

TITLE SPONSOR
$5,000

- Prime placement of company name/ logo on event banner
- Company name/logo on print program
- Company name/logo recognition on website, newsletter and social media
- Company name/logo displayed on (9) tee boxes
- Two foursomes-(8) Individual Golf Participants

GOLD SPONSOR
$2,500

- Prime placement of company name/ logo on event banner
- Company name/logo on print program
- Company name/logo recognition on website, newsletter and social media
- Company name/logo displayed on (6) tee boxes
- Foursome-(4) Individual Golf Participants

SILVER SPONSOR
$1,000

- Company name/logo on event banner
- Company name/logo recognition on website, newsletter and social media
- Company name/logo displayed on (2) tee boxes
- Foursome-(4) Individual Golf Participants

☐ **$1000 - DINNER SPONSOR**

- Company name recognition during dinner.

☐ **$750 - LUNCH SPONSOR**

- Company name recognition during lunch.

☐ **$250 - HOLE SPONSOR**

- Company name/logo on tee box sign.

☐ **$150 - INDIVIDUAL GOLF PARTICIPANT**

- Golf fee, Goodie bag.

PAYMENT METHOD

Mail/Fax/Scan completed form to UHC Foundation no later than October 6, 2021.

Attn: David Phillips
Mail: 3875 W. Beechwood Ave. Fresno, CA 93722
Fax: (559) 646-6614
Email: phillipsd@unitedhealthcenters.org

Make your check payable to: UHC Foundation

☐ Check Enclosed ☐ Visa ☐ Master Card

Card number _____

Exp. Date ____/____ Security Code _____

Billing Zip Code _____

Signature _____ Date _____

Response / Sponsorship Form

Name: _____

Company name: _____

Address: _____

City: _____ State: _____ Zip: _____

Email: _____

Phone: _____

FOURSOME PARTICIPANTS

1.- _____

2.- _____

3.- _____

4.- _____

2ND FOURSOME PARTICIPANTS

1.- _____

2.- _____

3.- _____

4.- _____

I am unable to participate, but please accept my donation in the amount of $ _____.

For full sponsorship benefits, this form must be received by October 6, 2021. Please submit to fax (559) 646-6614 or email phillipsd@unitedhealthcenters.org. Send Payment along with your sponsorship agreement to: United Health Centers Foundation at 3875 W. Beechwood Ave. Fresno, CA 93722

David Phillips
800.492.4227 Ext. 0006
phillipsd@unitedhealthcenters.org
3875 W. Beechwood Avenue
Fresno, CA 93722

unitedhealthcentersfoundation.org

City Council Staff Report

Department: CITY CLERK | September 28, 2021

To: Mayor and City Council

From: Linda Barkley, City Clerk

By: Maria Alaniz, Human Resources Manager

Subject: City Council Meeting Minutes (LB)

RECOMMENDATION

Council to review and approve meeting minutes of September 14, 2021 as presented.

EXECUTIVE SUMMARY

None.

OUTSTANDING ISSUES

None.

DISCUSSION

None.

FISCAL IMPACT

None.

PUBLIC HEARING

None.

ATTACHMENTS:

City Council Meeting Minutes, September 14, 2021

CITY COUNCIL
REGULAR MEETING AGENDA

September 14, 2021
MINUTES

COUNCIL MEMBERS PRESENT:

Nerio-Guerrero, Reynoso, Longoria, Thusu, Launer

COUNCIL MEMBERS ABSENT:

None

STAFF MEMBERS PRESENT:

Alaniz, Hernandez, Hurtado, James, Montejano, Patlan, Popovich, Solis

1. OPENING CEREMONIES

1.1. Welcome and Call to Order

Mayor Launer called the meeting to order at 6:30 pm.

1.2. Invocation

The invocation was led by Tulare County Board Member Eddie Valero.

1.3. Pledge of Allegiance

The pledge of allegiance was led by Public Works Director Hernandez.

2. AGENDA CHANGES OR DELETIONS

To better accommodate members of the public or convenience in the order of presentation, items on the agenda may not be presented or acted upon in the order listed. Additions to Agenda may be added only pursuant to California Government Code section 54954.2(b).

No changes

3. PRESENTATIONS/CEREMONIAL MATTERS

3.1. Youth Empowerment Program presented by the California Health Collaborative

Isabela Torres, Aviana Contreras, and Chris Contreras are working with California Health Collaborative on the Youth Empowerment Program, they presented information on tobacco and the youth. The three young ladies shared information about the dangers of tobacco and easy access to these items. The group shared with Council the temptations of tobacco, such as vape pens and flavored smokeless tobacco. Their hope is to reduce the sales of tobacco to minors through the Retail Licensing Campaign.

They requested that the Council adopt an Ordinance that will help to limit the sales of tobacco to minors.

Council thanked the group for their presentation and their drive to help the entire community. Mayor Launer will forward the information and request to staff to review further.

4. REQUEST TO ADDRESS COUNCIL

This portion of the meeting is reserved for any person who would like to address the Council on any item that is not on the agenda. Please be advised that State law does not allow the City Council to discuss or take any action on any issue not on the agenda. The City Council may direct staff to follow up on such item(s). Speakers are limited to three (3) minutes. If there is any person wishing to address the City Council at this time please approach the podium and state your name and nature of the request.

Pablo Contreras addressed the Council about his experience with notices posted for tobacco sales in local stores.

Joe Bueno addressed the Council with information on a car show that is scheduled for October 23, 2021. He is requesting Council's support for the event and wants to make this an annual event.

5. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the audience or a Council Member may request an item be removed from the Consent Calendar and it will be considered separately.

5.1. SUBJECT

Extension of Time for Castro Estates Tentative Subdivision Map (KSch)

RECOMMENDATION

Council adopt Resolution No. 2021-40 approving a one-year time extension of the Castro Estates Tentative Subdivision Map.

5.2. SUBJECT

Resolution No. 2021-42 Approving a One-Year Extension for Vineyard Estates Tentative Subdivision Map (IH)

RECOMMENDATION

Council to adopt Resolution No. 2021-42 approving a one-year extension for the Vineyard Estates Tentative Subdivision Map.

5.3. SUBJECT

Request for Excused Absence Rachel Nerio-Guerrero (LB)

RECOMMENDATION

Council to consider a request to excuse the absence of Council Member Nerio-Guerrero at the July 13, 2021 City Council meeting.

5.4. SUBJECT

Request for Excused Absence Council Member Maribel Reynosa (LB)

RECOMMENDATION

Council to review and approve a request for excused absence from Council Member Maribel Reynosa.

5.5. SUBJECT

Request for Excused Absence Armando Longoria (LB)

RECOMMENDATION

Council to consider a request to excuse the absence of Council Member Armando Longoria at the August 10, 2021 City Council meeting.

5.6. SUBJECT

City Council Meeting Minutes (LB)

RECOMMENDATION

Council to review and approve meeting minutes of August 10, 2021 as presented.

5.7. SUBJECT

Canine (K-9) Adoption Agreement (DP)

RECOMMENDATION

Council to approve the Adoption Agreement authorizing the sale of police canine (K-9), aka Walker to Officer Miguel Lopez.

5.8. SUBJECT

Resolution No. 2021-44 Amending the Fiscal Year 2021/22 Salary Schedule (MA)

RECOMMENDATION

Council adopt Resolution No. 2021-44 amending the FY 2021/22 salary schedule.

5.9. SUBJECT

Proclamation No. 2021-04 Commemorating the 20th Anniversary of 9/11 (LB)

RECOMMENDATION

Council to adopt Proclamation No. 2021-04 commemorating the 20th anniversary of 9/11.

5.10. SUBJECT

Resolution No. 2021-46 Adopting of Sanitary Sewer Master Plan Update (IH)

RECOMMENDATION

Council adopt Resolution No. 2021-46 approving the updated Sanitary Sewer Management Plan (SSMP) and authorizing the Public Works Director to certify and submit the SSMP to the California State Water Resources Control Board.

5.11. SUBJECT

City Boards and Commissions Update (LB)

RECOMMENDATION

Council to receive informational item on current listing of the City's boards and commissions.

5.12. SUBJECT

Resolution No. 2021-45 Amending Resolution No. 2021-27 Authorizing Examination of Transactions and Use Tax Records (KS)

RECOMMENDATION

Council to adopt Resolution No. 2021-45 Amending Resolution No. 2021-27 Authorizing Examination of Sales or Transactions and Use Tax Records.

5.13. SUBJECT

Resolution No. 2021-43 Approving the Final Parcel Map 2021-02 (JW)

RECOMMENDATION

Council adopt Resolution No. 2021-43 approving the Final Parcel Map 2021-02.

5.14. SUBJECT

Authorization to Execute Professional Services Agreement with A&M Consulting Engineers (IH)

RECOMMENDATION

Council authorize the Public Works Director to execute a three (3) year professional services agreement with A&M Consulting Engineers for on-call engineering services and special projects as needed.

A motion was made by Council Member Thusu, second by Council Member

Longoria, to approve the Consent Calendar as presented.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

6. WARRANT REGISTER

6.1. SUBJECT

Warrant Register August 13, 20, 27; September 3 & 10, 2021 (KS)

RECOMMENDATION

Council to review and approve the consent calendar as presented.

A motion was made by Council Member Thusu, second by Council Member Longoria, to approve the warrant register as presented.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

7. PUBLIC HEARING

7.1. SUBJECT

Zoning Ordinance Amendment No. 2021-01 Incorporating Landscape Design Guidelines (KScho)

RECOMMENDATION

Council to conduct a public hearing, receive public testimony, close the hearing and take the following action by one motion:

1. Introduce and conduct the first reading, waive reading in full, of the Ordinance No. 2021-04 amending text of Title 17 (Zoning) of the Dinuba Municipal Code to incorporate references to the Dinuba Landscape Design Guidelines.
2. Schedule second reading and adoption of Ordinance No. 2021-04 on September 28, 2021.

Consultant Schoettler presented a series of amendments to the Dinuba Zoning Ordinance to be referenced in the Landscape Design Guidelines. This would improve the connection between the guidelines and the City Ordinance.

Mayor Launer opened the hearing but no comments were brought forward. Mayor Launer closed the hearing.

A motion was made by Council Member Thusu, second by Council Member Longoria, to introduce and conduct the first reading, waive reading in full, of the Ordinance No. 2021-04 amending text of Title 17 (Zoning) of the Dinuba Municipal Code to incorporate references to the Dinuba Landscape Design Guidelines and schedule second reading and adoption of Ordinance No. 2021-04 on September 28, 2021.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

8. DEPARTMENT REPORTS

8.1. SUBJECT

Award of Contract for the Alta Avenue and Nebraska Avenue Roundabout Project; Federal Project No. CML-5143(035) (JW)

RECOMMENDATION

Council to award the contract for the Alta Avenue and Nebraska Avenue Roundabout Project to Agee Construction Corporation in the amount of $4,606,642.89 and authorize the City Manager or designee to execute the contract documents.

City Engineer Watts presented the bid information for the Alta and Nebraska Avenue Roundabout Project. Agee Construction was the lowest bid at 4.6 million and staff will analyze project for cost savings.

Mayor Launer asked if the entire Nebraska project would be included in the Roundabout project. Watts shared that at this time the Nebraska project will be completed in phases and not included the Nebraska project.

Director Hernandez commented regarding the storm drain issues in this area and that the Roundabout project would include some improvements on Nebraska Avenue.

City Manager Patlan commented on future projects and the steps for the designs for right of way. Patlan stated the goal is to phase Nebraska project improvements immediately.

A motion was made by Council Member Thusu, second by Vice Mayor Reynosa, to award the Contract for the Alta Avenue and Nebraska Avenue Roundabout Project to Agee Construction Corporation in the amount of $4,606,642.89 and authorize the City Manager or designee to execute the contract documents.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

8.2. SUBJECT

Facility Use Agreement between the City of Dinuba and Valley Regional Occupational Program (JORW)

RECOMMENDATION

Council to approve a Facility Use Agreement between the City of Dinuba and Valley Regional Occupational Program for instruction and training of students at the Dinuba Fire Department and authorize the City Manager or designee to execute the agreement.

Fire Chief Webster presented on Valley ROP Program and the partnership with the City of Dinuba.

A motion was made by Council Member Thusu, second by Council Member Longoria, to approve a Facility Use Agreement between the City of Dinuba and Valley Regional Occupational Program for instruction and training of students at the Dinuba Fire Department and authorize the City Manager or designee to execute the agfreement.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

8.3. SUBJECT

Instructional Service Agreement Between Fresno City College and City of Dinuba (JORW)

RECOMMENDATION

Council to approve Instructional Service Agreement between Fresno City College and City of Dinuba and authorize the City Manager or designee to execute the agreement.

Chief Webster presented details about the Instructional Service Agreement between Fresno City College.

A motion was made by Council Member Longoria, second by Council Member Nerio-Guerrero, to approve Instructional Service Agreement between Fresno City College and City of Dinuba and authorize the City Manager or designee to execute the agreement.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

8.4. SUBJECT

Hollywood Productions Fall Car Show Event - October 23rd (SH)

RECOMMENDATION

Council approve the use of Rose Ann Vuich Park to Hollywood Productions for the "Fall Festival Car Show" on October 23rd, and waive the park rental fee in the amount of $412.

Director Hurtado presented on Hollywood Production Fall Car Show event scheduled on October 23, 2021.

A motion was made by Vice Mayor Reynosa, second by Council Member Longoria, to approve the use of Rose Ann Vuich Park to Hollywood Productions for the Fall Festive Car Show on October 23rd, and waive the rental fee in the amount of $412.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

8.5. SUBJECT

Movie Night Fundraiser at the Sportsplex (SH)

RECOMMENDATION

Council approve co-sponsorship with Dylan Lee for a Movie Night fundraiser at the Dinuba Sportsplex on November 6th, 2021, and waive the facility rental fee and staff supervision costs totaling $600.

Director Hurtado presented information co-sponsorship with Dylan Lee for a Movie Night Fundraiser event at the Dinuba SportsPlex facility on November 6, 2021.

A motion was made by Council Member Nerio-Guerrero, second by Council Member Longoria, to approve co-sponsorship with Dylan Lee for a Movie Night fundraiser at the Dinuba Sportsplex on November 6th, 2021, and waive the facility rental fee and staff supervision costs totaling $600.

Ayes: Launer, Longoria, Nerio-Guerrero, Reynosa, Thusu

9. MAYOR/COUNCIL REPORTS

Council Member Thusu attended the Transit meeting and shared his interest in funds for transit. Thusu is a member of the Revenue and Taxation Committee and shares the importance of the internet tax. Thusu will be attending the League of Cities meetings and thanked staff for their work.

Council Member Reynosa reported that COVID numbers are rising.

Council Member Nerio-Guerrero attended grand opening of pickle ball court. She thanked Director Hurtado for her staff hard work and she enjoyed the event. Nerio-Guerrero has enjoyed the new ice cream shop.

Mayor Launer reported that TCAG awarded money for a bike trail. Launer addressed the public water use and the importance of public awareness.

10. CITY MANAGER COMMUNICATIONS

City Manager Patlan shared that Dutch Bros has started construction. Patlan informed the Council that the League of Cities Conference was requiring the proof of vaccination or negative test within 72 hours.

11. CITY STAFF COMMUNICATIONS

Assistant City Manager James informed Council that he is providing COVID updates on the City's website.

Interim Director Solis shared about the Accountant I and Billing Clerk recruitments.

City Attorney Yanez reported that he has been reviewing contracts for multiple departments and will be attending the League of Cities Conference next week. He also gave an update that the census data will be released in a couple of weeks.

Chief Webster shared information on the updated policy for transport and that the information went out on social media to the public. The department's calls are high due to COVID. He reported about the Three River fire and staff is on standby to provide support, if needed. Webster also shared there are two Paramedic candidates going through the recruitment testing process.

Chief Popovich reported the department's challenges with COVID and recruitments.

Director Hurtado shared with Council that there were 66 attendees at the Pickle Ball event, the court is for all ages. A Pickle Ball Ambassador reached out to Hurtado about hosting tournaments.

City Engineer Watts reported about Griggs project and that the landscaping project is wrapping up. Watts stated the landscaping project would end at the Griggs Park.

Director Hernandez reported that the department has six employees out due to COVID.

12. ADJOURNMENT

Mayor Launer adjourned the meeting at 7:32 p.m.

City Council Staff Report

Department: FINANCE SERVICES | September 28, 2021

To: Mayor and City Council

From: Karina Solis, Interim Administrative Services Director

By: Maria Alaniz, Human Resources Manager

Subject: Warrant Register September 17, 2021 (KS)

RECOMMENDATION

Council to review and approve the consent calendar as presented.

EXECUTIVE SUMMARY

None.

OUTSTANDING ISSUES

None.

DISCUSSION

None.

FISCAL IMPACT

None.

PUBLIC HEARING

None required.

ATTACHMENTS:

WR 09.17.2021

Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor **72 - A-C Electric Company**									
54714	IDENTIFY GENERATOR ISSUES	Paid by Check #32679		09/05/2021	09/17/2021	09/17/2021		09/17/2021	1,155.00
			Vendor **72 - A-C Electric Company** Totals			Invoices	1		$1,155.00
Vendor **263 - Advantek Benefit Administrators**									
9/3/21	Miscellaneous	Paid by Check #32680		09/03/2021	09/17/2021	09/17/2021		09/17/2021	53,361.97
9/10/21	Miscellaneous	Paid by Check #32680		09/10/2021	09/17/2021	09/17/2021		09/17/2021	14,721.52
			Vendor **263 - Advantek Benefit Administrators** Totals			Invoices	2		$68,083.49
Vendor **1538 - American River Benefit Administrators**									
#8461 4th Q 21	#8461 4th Q 2021	Paid by Check #32681		09/01/2021	09/17/2021	09/17/2021		09/17/2021	189.00
			Vendor **1538 - American River Benefit Administrators** Totals			Invoices	1		$189.00
Vendor **21 - Aramark Uniform Services Inc.**									
503000370153	FY 21/22 -Park - uniform allowance	Paid by Check #32682		09/08/2021	09/17/2021	09/17/2021	09/13/2021	09/17/2021	33.25
			Vendor **21 - Aramark Uniform Services Inc.** Totals			Invoices	1		$33.25
Vendor **17 - AT&T**									
93910547439/21	Telephone	Paid by Check #32684		09/02/2021	09/17/2021	09/17/2021		09/17/2021	70.16
93910544629/21	DSC -Telephone 8/11 - 9/10-21	Paid by Check #32683		09/11/2021	09/17/2021	09/17/2021		09/17/2021	75.52
			Vendor **17 - AT&T** Totals			Invoices	2		$145.68
Vendor **289 - AT&T Mobility LLC**									
2872932128688/21	PW	Paid by Check #32685		08/16/2021	09/17/2021	09/17/2021		09/17/2021	284.50
			Vendor **289 - AT&T Mobility LLC** Totals			Invoices	1		$284.50
Vendor **65 - Banner Pest Control**									
201847	PD - Removal of Pigeons Downtown	Paid by Check #32686		08/03/2021	09/17/2021	09/17/2021		09/17/2021	75.00
202422	PD - Removal of Pigeons Downtown	Paid by Check #32686		08/26/2021	09/17/2021	09/17/2021		09/17/2021	75.00
			Vendor **65 - Banner Pest Control** Totals			Invoices	2		$150.00
Vendor **40 - Richard Leroy Barkley**									
10592	Kitchen outlet & warmer plug repairs	Paid by Check #32687		07/14/2021	09/17/2021	09/17/2021		09/17/2021	225.00
			Vendor **40 - Richard Leroy Barkley** Totals			Invoices	1		$225.00
Vendor **376 - BCS Consulting, LLC**									
2021121	IT Services	Paid by Check #32688		09/08/2021	09/17/2021	09/17/2021		09/17/2021	6,200.00
			Vendor **376 - BCS Consulting, LLC** Totals			Invoices	1		$6,200.00
Vendor **328 - Bernard Professional Transcription Services**									
DF2101834	PD - Transcript Service	Paid by Check #32689		09/01/2021	09/17/2021	09/17/2021		09/17/2021	52.50



Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
		Vendor **328 - Bernard Professional Transcription Services** Totals				Invoices 1			$52.50
Vendor **116 - BSK Analytical Laboratories**									
AE20020	WATER SAMPLE TESTING - WATER DEPT	Paid by Check #32690		09/07/2021	09/17/2021	09/17/2021		09/17/2021	13.50
AE20053	WATER SAMPLE TESTING - WATER DEPT	Paid by Check #32690		09/07/2021	09/17/2021	09/17/2021		09/17/2021	152.00
		Vendor **116 - BSK Analytical Laboratories** Totals				Invoices 2			$165.50
Vendor **80 - California Business Machines**									
280715	PD - Copiers Maintenance	Paid by Check #32691		09/10/2021	09/17/2021	09/17/2021		09/17/2021	349.71
		Vendor **80 - California Business Machines** Totals				Invoices 1			$349.71
Vendor **1716 - California's Flooring Installation**									
1440	Fy 21/22-CS-New flooring in multipurpose room	Paid by Check #32692		09/08/2021	09/17/2021	09/17/2021	09/08/2021	09/17/2021	12,196.16
		Vendor **1716 - California's Flooring Installation** Totals				Invoices 1			$12,196.16
Vendor **381 - Cen Cal Distributing Inc.**									
264972	Contractual	Paid by Check #32693		08/01/2021	09/17/2021	09/17/2021		09/17/2021	3.50
264973	Contractual	Paid by Check #32693		08/11/2021	09/17/2021	09/17/2021		09/17/2021	45.00
		Vendor **381 - Cen Cal Distributing Inc.** Totals				Invoices 2			$48.50
Vendor **239 - City of Fresno**									
6834	PD - Perishable Skills Training - Josue Silva 10/05-10/07/21	Paid by Check #32694		07/21/2021	09/17/2021	09/17/2021		09/17/2021	485.00
		Vendor **239 - City of Fresno** Totals				Invoices 1			$485.00
Vendor **240 - Clean Cut Landscape Management Inc.**									
3223	August 2021	Paid by Check #32695		08/31/2021	09/17/2021	09/17/2021		09/17/2021	17,979.00
		Vendor **240 - Clean Cut Landscape Management Inc.** Totals				Invoices 1			$17,979.00
Vendor **1419 - Collins & Schoettler Planning Consultant, Inc.**									
1211	Collins Schoettler Planning Support	Paid by Check #32696		09/07/2021	09/17/2021	09/17/2021		09/17/2021	8,855.00
		Vendor **1419 - Collins & Schoettler Planning Consultant, Inc.** Totals				Invoices 1			$8,855.00
Vendor **170 - Comcast**									
000217 8/27/21	1390 Elizabeth	Paid by Check #32697		08/27/2021	09/17/2021	09/17/2021		09/17/2021	88.60
0181138 8/27/21	180 W Merced	Paid by Check #32698		08/27/2021	09/17/2021	09/17/2021		09/17/2021	486.70
0135597 9/2/21	405 E El Monte	Paid by Check #32699		09/02/2021	09/17/2021	09/17/2021		09/17/2021	69.40
0160181 9/7/21	1088 E Kamm	Paid by Check #32700		09/07/2021	09/17/2021	09/17/2021		09/17/2021	32.12
		Vendor **170 - Comcast** Totals				Invoices 4			$676.82
Vendor **356 - CSMFO**									
300004373	Jho Roldan	Paid by Check #32789		03/05/2020	03/13/2020	03/13/2020		09/17/2021	110.00

Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
			Vendor **356 - CSMFO** Totals			Invoices	1		$110.00
Vendor **1460 - David Volz Design Landscape Architects, Inc.**									
422120	Design	Paid by Check #32701		08/18/2021	09/17/2021	09/17/2021		09/17/2021	12,300.00
			Vendor **1460 - David Volz Design Landscape Architects, Inc.** Totals			Invoices	1		$12,300.00
Vendor **1035 - De Lage Landen Public Finance**									
73533543	September 2021	Paid by Check #32702		08/21/2021	09/17/2021	09/17/2021		09/17/2021	307.61
73549801	Tax	Paid by Check #32702		08/21/2021	09/17/2021	09/17/2021		09/17/2021	94.62
			Vendor **1035 - De Lage Landen Public Finance** Totals			Invoices	2		$402.23
Vendor **1582 - Dell Financial Services LLC**									
81000274	Server	Paid by Check #32703		09/01/2021	09/17/2021	09/17/2021		09/17/2021	2,947.71
			Vendor **1582 - Dell Financial Services LLC** Totals			Invoices	1		$2,947.71
Vendor **77 - Department of Justice**									
531547	PD - August 2021 - Fingerprints Service	Paid by Check #32704		09/03/2021	09/17/2021	09/17/2021		09/17/2021	447.00
			Vendor **77 - Department of Justice** Totals			Invoices	1		$447.00
Vendor **1506 - Enterprise FM Trust**									
FBN4290345	PD - Vehicles Lease / (3)Malibus & (2)Durangos	Paid by Check #32705		09/03/2021	09/17/2021	09/17/2021		09/17/2021	2,836.04
			Vendor **1506 - Enterprise FM Trust** Totals			Invoices	1		$2,836.04
Vendor **1591 - Environment Control**									
14077-299	JANITORIAL SERVICES - SEPTEMBER 2021	Paid by Check #32706		09/01/2021	09/17/2021	09/17/2021		09/17/2021	10,597.32
			Vendor **1591 - Environment Control** Totals			Invoices	1		$10,597.32
Vendor **36 - Ewing Irrigation Products**									
15157970	FY 21/22-Parks - Irrigation supply & equipment	Paid by Check #32707		09/08/2021	09/17/2021	09/17/2021	09/13/2021	09/17/2021	122.23
			Vendor **36 - Ewing Irrigation Products** Totals			Invoices	1		$122.23
Vendor **1540 - G.E.T. Industries**									
537	PD - Supplies	Paid by Check #32708		08/25/2021	09/17/2021	09/17/2021		09/17/2021	1,976.00
			Vendor **1540 - G.E.T. Industries** Totals			Invoices	1		$1,976.00
Vendor **1769 - Maria De Jesus Garcia**									
582185	Garcia property Kamm	Paid by Check #32709		09/09/2021	09/17/2021	09/17/2021		09/17/2021	462.35
			Vendor **1769 - Maria De Jesus Garcia** Totals			Invoices	1		$462.35
Vendor **18 - The Gas Company**									
099015580089/21	405 E El Monte	Paid by Check #32715		09/03/2021	09/17/2021	09/17/2021		09/17/2021	20.50
155715804209/21	August 2021	Paid by Check #32711		09/03/2021	09/17/2021	09/17/2021		09/17/2021	1.61

Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
162015800049/21	August 2021	Paid by Check #32712		09/03/2021	09/17/2021	09/17/2021		09/17/2021	23.61
126315560039/21	DSC - Gas 8/3 - 9/1/21	Paid by Check #32710		09/03/2021	09/17/2021	09/17/2021		09/17/2021	21.94
162015670019/21	1390 Elizabeth	Paid by Check #32714		09/03/2021	09/17/2021	09/17/2021		09/17/2021	14.30
183098544979/21	PD - 08/03/2021 - 09/01/2021 Billing Charges	Paid by Check #32713		09/03/2021	09/17/2021	09/17/2021		09/17/2021	36.03
			Vendor **18 - The Gas Company** Totals			Invoices	6		$117.99
Vendor **605 - Frank Guerra**									
9/13/21	Anthem	Paid by Check #32716		09/13/2021	09/17/2021	09/17/2021		09/17/2021	185.41
			Vendor **605 - Frank Guerra** Totals			Invoices	1		$185.41
Vendor **139 - Henry Schein Inc.**									
98353784	Supplies	Paid by Check #32717		09/06/2021	09/17/2021	09/17/2021		09/17/2021	841.52
98370300	Supplies	Paid by Check #32717		09/07/2021	09/17/2021	09/17/2021		09/17/2021	52.73
			Vendor **139 - Henry Schein Inc.** Totals			Invoices	2		$894.25
Vendor **174 - Howard's Pest Control**									
99192	Boy Scout Building	Paid by Check #32718		09/01/2021	09/17/2021	09/17/2021		09/17/2021	47.00
99188	September 2021	Paid by Check #32718		09/01/2021	09/17/2021	09/17/2021		09/17/2021	83.00
			Vendor **174 - Howard's Pest Control** Totals			Invoices	2		$130.00
Vendor **974 - InfoSend, Inc.**									
197269	Utility Print and Mail August 2021	Paid by Check #32719		08/28/2021	09/17/2021	09/17/2021		09/17/2021	3,576.56
			Vendor **974 - InfoSend, Inc.** Totals			Invoices	1		$3,576.56
Vendor **560 - Daniel James**									
Sacramento 2021	LOCC Conference	Paid by Check #32720		09/14/2021	09/17/2021	09/17/2021		09/17/2021	180.00
			Vendor **560 - Daniel James** Totals			Invoices	1		$180.00
Vendor **440 - Johnson Controls Security Solutions**									
88067328	PD - Mechanical & Labor Service	Paid by Check #32721		08/30/2021	09/17/2021	09/17/2021		09/17/2021	1,190.75
			Vendor **440 - Johnson Controls Security Solutions** Totals			Invoices	1		$1,190.75
Vendor **5 - Jorgensen & Co.**									
5963457	FY 21/22 -Sportsplex - Fire extinguisher annual maintenance	Paid by Check #32722		09/07/2021	09/17/2021	09/17/2021	09/13/2021	09/17/2021	90.00
			Vendor **5 - Jorgensen & Co.** Totals			Invoices	1		$90.00
Vendor **256 - Kamps Propane Inc.**									
22158	2021 Tank Rental	Paid by Check #32723		08/31/2021	09/17/2021	09/17/2021		09/17/2021	60.69
			Vendor **256 - Kamps Propane Inc.** Totals			Invoices	1		$60.69
Vendor **796 - L.N. Curtis & Sons**									
INV518237	Gas Cylinder	Paid by Check #32724		08/18/2021	09/17/2021	09/17/2021		09/17/2021	367.89
			Vendor **796 - L.N. Curtis & Sons** Totals			Invoices	1		$367.89

Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor **724 - Language Line Services, Inc.**									
10299458	PD - Translation Service	Paid by Check #32725		08/31/2021	09/17/2021	09/17/2021		09/17/2021	24.44
		Vendor **724 - Language Line Services, Inc.** Totals				Invoices	1		$24.44
Vendor **89 - Liebert Cassidy Whitmore**									
203634	Legal Services (lawyers)	Paid by Check #32726		08/31/2021	09/17/2021	09/17/2021		09/17/2021	608.00
204285	Legal Fees	Paid by Check #32726		08/31/2021	09/17/2021	09/17/2021		09/17/2021	16,356.05
204313	Legal Services (lawyers)	Paid by Check #32726		08/31/2021	09/17/2021	09/17/2021		09/17/2021	190.00
204326	Legal Services (lawyers)	Paid by Check #32726		08/31/2021	09/17/2021	09/17/2021		09/17/2021	1,710.00
		Vendor **89 - Liebert Cassidy Whitmore** Totals				Invoices	4		$18,864.05
Vendor **857 - Lynn Peavey Company**									
383127	PD - Supplies	Paid by Check #32727		09/07/2021	09/17/2021	09/17/2021		09/17/2021	9.77
		Vendor **857 - Lynn Peavey Company** Totals				Invoices	1		$9.77
Vendor **1181 - McCormick, Kabot, Jenner & Lew**									
13430	Legal Services (lawyers)	Paid by Check #32728		07/25/2021	09/17/2021	09/17/2021		09/17/2021	3,575.04
13431	Retainer	Paid by Check #32728		07/25/2021	09/17/2021	09/17/2021		09/17/2021	3,300.00
		Vendor **1181 - McCormick, Kabot, Jenner & Lew** Totals				Invoices	2		$6,875.04
Vendor **160 - Mid Valley Publishing Inc.**									
0012466 2021	Fy 21/22-CS-1 yr. subscription renewal fees	Paid by Check #32729		08/31/2021	09/17/2021	09/17/2021	09/07/2021	09/17/2021	30.00
		Vendor **160 - Mid Valley Publishing Inc.** Totals				Invoices	1		$30.00
Vendor **22 - Moore Twining Associates Inc.**									
1373315	WATER SAMPLE TESTING WWTP - IN HOUSE	Paid by Check #32730		09/08/2021	09/17/2021	09/17/2021		09/17/2021	108.00
1373316	WATER SAMPLE TESTING WWTP - INDUSTRIAL	Paid by Check #32730		09/08/2021	09/17/2021	09/17/2021		09/17/2021	88.00
		Vendor **22 - Moore Twining Associates Inc.** Totals				Invoices	2		$196.00
Vendor **610 - Evan Morgan**									
Medic 2021	Reimbursement	Paid by Check #32731		09/13/2021	09/17/2021	09/17/2021		09/17/2021	250.00
		Vendor **610 - Evan Morgan** Totals				Invoices	1		$250.00
Vendor **88 - Municipal Maintenance Equipment Inc.**									
0163042-IN	SUPPLIES FOR WATER DEPT	Paid by Check #32732		08/26/2021	09/17/2021	09/17/2021		09/17/2021	42.64
		Vendor **88 - Municipal Maintenance Equipment Inc.** Totals				Invoices	1		$42.64
Vendor **142 - Office Depot BSD**									
192080689001	Office Supplies	Paid by Check #32733		08/30/2021	09/17/2021	09/17/2021		09/17/2021	73.78
191801325001	DSC - Office Supplies	Paid by Check #32733		08/27/2021	09/17/2021	09/17/2021		09/17/2021	74.03
191802173001	DSC - Office Supplies	Paid by Check #32733		08/27/2021	09/17/2021	09/17/2021		09/17/2021	55.81
191802175001	DSC - Office Supplies	Paid by Check #32733		08/27/2021	09/17/2021	09/17/2021		09/17/2021	30.07



Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
189825336001	PD - Supplies	Paid by Check #32733		08/30/2021	09/17/2021	09/17/2021		09/17/2021	69.73
189832396001	PD - Supplies	Paid by Check #32733		08/31/2021	09/17/2021	09/17/2021		09/17/2021	4.29
			Vendor **142 - Office Depot BSD** Totals			Invoices	6		$307.71
Vendor **76 - Pacific Gas & Electric**									
702272340399/21	1480 El Monte	Paid by Check #32761		09/02/2021	09/17/2021	09/17/2021		09/17/2021	119.57
497903928048/21	DSC - Electricity 7/28 - 8/26/21	Paid by Check #32734		08/27/2021	09/17/2021	09/17/2021		09/17/2021	301.56
811658854358/21	1920 Lauren	Paid by Check #32760		08/27/2021	09/17/2021	09/17/2021		09/17/2021	54.05
575149843769/21	139 K St	Paid by Check #32759		09/01/2021	09/17/2021	09/17/2021		09/17/2021	35.76
041816753178/21	PW	Paid by Check #32735		08/27/2021	09/17/2021	09/17/2021		09/17/2021	365.90
058483210138/21	Crawford/Gerald	Paid by Check #32736		08/27/2021	09/17/2021	09/17/2021		09/17/2021	89.20
312018483278/21	7387 Sierra	Paid by Check #32739		08/27/2021	09/17/2021	09/17/2021		09/17/2021	6,792.77
323048378378/21	Hayes/Gerald	Paid by Check #32740		08/27/2021	09/17/2021	09/17/2021		09/17/2021	9.85
459224718968/21	111 Hayes	Paid by Check #32742		08/27/2021	09/17/2021	09/17/2021		09/17/2021	29.72
588309194018/21	188 N L	Paid by Check #32750		08/27/2021	09/17/2021	09/17/2021		09/17/2021	24.78
837649722678/21	Newton/Davis	Paid by Check #32753		08/27/2021	09/17/2021	09/17/2021		09/17/2021	156.60
896878734588/21	651 Saginaw	Paid by Check #32755		08/27/2021	09/17/2021	09/17/2021		09/17/2021	249.46
949217492258/21	1315 Euclid	Paid by Check #32758		08/27/2021	09/17/2021	09/17/2021		09/17/2021	9.85
477215765298/21	Alta/El Monte	Paid by Check #32744		08/29/2021	09/17/2021	09/17/2021		09/17/2021	125.52
535548886278/21	912 N Alta	Paid by Check #32748		08/29/2021	09/17/2021	09/17/2021		09/17/2021	58.22
565766708998/21	Alice/El Monte	Paid by Check #32749		08/29/2021	09/17/2021	09/17/2021		09/17/2021	77.56
665766702528/21	Alta/RD 80	Paid by Check #32751		08/29/2021	09/17/2021	09/17/2021		09/17/2021	58.63
475197165688/21	Hayes/Edwards	Paid by Check #32743		08/30/2021	09/17/2021	09/17/2021		09/17/2021	42.45
489591720238/21	1286 Euclid	Paid by Check #32745		08/30/2021	09/17/2021	09/17/2021		09/17/2021	10.52
493969444878/21	110 S College	Paid by Check #32746		08/30/2021	09/17/2021	09/17/2021		09/17/2021	11.60
821880068198/21	2099	Paid by Check #32752		08/30/2021	09/17/2021	09/17/2021		09/17/2021	3,127.54
168660015858/21	2255 El Monte	Paid by Check #32737		08/31/2021	09/17/2021	09/17/2021		09/17/2021	62.49
212523687138/21	1215 El Monte	Paid by Check #32738		08/31/2021	09/17/2021	09/17/2021		09/17/2021	29.46
335464179668/21	KAMM/O	Paid by Check #32741		08/31/2021	09/17/2021	09/17/2021		09/17/2021	93.43
506469548398/21	Crawford/El Monte	Paid by Check #32747		08/31/2021	09/17/2021	09/17/2021		09/17/2021	104.29
839793222588/21	3481 El Monte	Paid by Check #32754		08/31/2021	09/17/2021	09/17/2021		09/17/2021	30.44
898192338788/21	150 Saginaw	Paid by Check #32756		08/31/2021	09/17/2021	09/17/2021		09/17/2021	60.84
923705812638/21	2813 El Monte	Paid by Check #32757		08/31/2021	09/17/2021	09/17/2021		09/17/2021	28.48
			Vendor **76 - Pacific Gas & Electric** Totals			Invoices	28		$12,160.54
Vendor **1601 - PacWest Direct**									
410084827	Firemed Mailing 2022	Paid by Check #32762		08/27/2021	09/17/2021	09/17/2021		09/17/2021	9,360.61
			Vendor **1601 - PacWest Direct** Totals			Invoices	1		$9,360.61
Vendor **982 - Luis Patlan**									
Sacramento 2021	LOCC Conference	Paid by Check #32763		09/14/2021	09/17/2021	09/17/2021		09/17/2021	180.00
			Vendor **982 - Luis Patlan** Totals			Invoices	1		$180.00

Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
Vendor **7 - Pena's Disposal Services**									
9/21 for 8/21	September 2021 Payment for August 2021 Monthly Disposal Charges	Paid by Check #32764		09/14/2021	09/17/2021	09/17/2021		09/17/2021	127,347.20
October 2021	October 2021 Contract Disposal Payment	Paid by Check #32764		10/01/2021	09/17/2021	09/17/2021		09/17/2021	60,000.00
		Vendor **7 - Pena's Disposal Services** Totals				Invoices	2		$187,347.20
Vendor **1566 - Quality Construction, Inc.**									
5172	Quality Const installation	Paid by Check #32765		09/08/2021	09/17/2021	09/17/2021		09/17/2021	2,125.97
		Vendor **1566 - Quality Construction, Inc.** Totals				Invoices	1		$2,125.97
Vendor **315 - Ray Allen Manufacturing, LLC**									
RINV205604	PD - Supplies	Paid by Check #32766		09/08/2021	09/17/2021	09/17/2021		09/17/2021	30.36
		Vendor **315 - Ray Allen Manufacturing, LLC** Totals				Invoices	1		$30.36
Vendor **124 - Reedley Veterinary Hospital**									
75	PD - Exam, Euthanasia, Disposal & Supplies	Paid by Check #32767		08/31/2021	09/17/2021	09/17/2021		09/17/2021	758.50
		Vendor **124 - Reedley Veterinary Hospital** Totals				Invoices	1		$758.50
Vendor **61 - Silvas Oil Company Inc.**									
172272CT	August 2021	Paid by Check #32768		08/31/2021	09/17/2021	09/17/2021		09/17/2021	354.40
		Vendor **61 - Silvas Oil Company Inc.** Totals				Invoices	1		$354.40
Vendor **1691 - Silver & Wright LLP**									
28302	740 Harvard	Paid by Check #32769		09/01/2021	09/17/2021	09/17/2021		09/17/2021	1,384.60
		Vendor **1691 - Silver & Wright LLP** Totals				Invoices	1		$1,384.60
Vendor **1396 - Social Vocational Services, Inc.**									
40H2104-IN	FY 21/22- Parks - Grounds Maintenance Worker Srvcs. for Parks	Paid by Check #32770		08/31/2021	09/17/2021	09/17/2021	09/08/2021	09/17/2021	1,027.78
		Vendor **1396 - Social Vocational Services, Inc.** Totals				Invoices	1		$1,027.78
Vendor **1073 - Stryker Sales Coporation**									
3498399M	Equipment	Paid by Check #32771		08/25/2021	09/17/2021	09/17/2021		09/17/2021	905.22
3503026M	Supplies	Paid by Check #32771		08/30/2021	09/17/2021	09/17/2021		09/17/2021	599.46
		Vendor **1073 - Stryker Sales Coporation** Totals				Invoices	2		$1,504.68
Vendor **1461 - Teleflex LLC**									
9504405692	Supplies	Paid by Check #32772		09/02/2021	09/17/2021	09/17/2021		09/17/2021	2,180.08
		Vendor **1461 - Teleflex LLC** Totals				Invoices	1		$2,180.08
Vendor **189 - Terminix International**									
411617951	405 E El Monte	Paid by Check #32773		08/06/2021	09/17/2021	09/17/2021		09/17/2021	63.00

Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
		Vendor **189 - Terminix International** Totals				Invoices	1		$63.00
Vendor **866 - The Flower Box**									
9/02/2021	PD - Sympathy Plant - Rivas	Paid by Check #32774		09/02/2021	09/17/2021	09/17/2021		09/17/2021	69.44
		Vendor **866 - The Flower Box** Totals				Invoices	1		$69.44
Vendor **1016 - The Radar Shop Inc.**									
13642	PD - Recertified Radar/Lidar Units	Paid by Check #32775		09/13/2021	09/17/2021	09/17/2021		09/17/2021	789.00
		Vendor **1016 - The Radar Shop Inc.** Totals				Invoices	1		$789.00
Vendor **426 - Tioga Solar**									
SLB-8158	SOLAR PRODUCTION - AUGUST 2021	Paid by Check #32776		08/31/2021	09/17/2021	09/17/2021		09/17/2021	22,361.42
		Vendor **426 - Tioga Solar** Totals				Invoices	1		$22,361.42
Vendor **1304 - TJKM**									
0051535	TJKM Roadway Segment Safety Impr. Design	Paid by Check #32777		08/31/2021	09/17/2021	09/17/2021		09/17/2021	5,207.33
0051540	TJKM LRSP Project	Paid by Check #32777		08/31/2021	09/17/2021	09/17/2021		09/17/2021	50.83
		Vendor **1304 - TJKM** Totals				Invoices	2		$5,258.16
Vendor **717 - TMI Research Services**									
CITYOD 21-07-31	Professional Services	Paid by Check #32778		07/31/2021	09/17/2021	09/17/2021		09/17/2021	465.00
		Vendor **717 - TMI Research Services** Totals				Invoices	1		$465.00
Vendor **615 - Yoshimi Toyota**									
DOT	Reimbursement	Paid by Check #32779		09/13/2021	09/17/2021	09/17/2021		09/17/2021	75.00
		Vendor **615 - Yoshimi Toyota** Totals				Invoices	1		$75.00
Vendor **902 - Tractor Supply Credit Plan**									
0027 08302021	PD - Supplies	Paid by Check #32780		08/30/2021	09/17/2021	09/17/2021		09/17/2021	736.61
		Vendor **902 - Tractor Supply Credit Plan** Totals				Invoices	1		$736.61
Vendor **49 - Tulare County**									
18650	PD - Digital Print - Durango #7 (U#44 Replacement)	Paid by Check #32781		09/09/2021	09/17/2021	09/17/2021		09/17/2021	355.58
18651	PD - American Flags Digital Prints (16)	Paid by Check #32781		09/09/2021	09/17/2021	09/17/2021		09/17/2021	25.86
		Vendor **49 - Tulare County** Totals				Invoices	2		$381.44
Vendor **273 - US Bank**									
451523260	Copy Machine	Paid by Check #32782		08/26/2021	09/17/2021	09/17/2021		09/17/2021	2,463.38
		Vendor **273 - US Bank** Totals				Invoices	1		$2,463.38
Vendor **359 - Valero Marketing & Supply Company**									
73907375	Fuel	Paid by EFT #1705		09/06/2021	09/17/2021	09/17/2021		09/17/2021	7,507.42

Accounts Payable Invoice Report

Payment Date Range 09/13/21 - 09/17/21
Report By Vendor - Invoice
Summary Listing

Invoice Number	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Net Amount
73916329	August 2021	Paid by EFT #1704		09/06/2021	09/17/2021	09/17/2021		09/17/2021	8,832.56
		Vendor **359 - Valero Marketing & Supply Company** Totals				Invoices	2		$16,339.98
Vendor **258 - Valley Power Systems, Inc.**									
F83458	REPAIR PARTS FOR T 31	Paid by Check #32783		06/22/2021	09/17/2021	09/17/2021		09/17/2021	3,218.04
		Vendor **258 - Valley Power Systems, Inc.** Totals				Invoices	1		$3,218.04
Vendor **403 - Visalia Times-Delta**									
TD0054706 09/21	PD - 09/01/2021 - 09/30/2021 Service	Paid by Check #32784		09/01/2021	09/17/2021	09/17/2021		09/17/2021	33.00
		Vendor **403 - Visalia Times-Delta** Totals				Invoices	1		$33.00
Vendor **14 - W & E Electric**									
2108079	REPLACE BAD FLEX AT HEADWORK AUGER	Paid by Check #32785		08/11/2021	09/17/2021	09/17/2021		09/17/2021	1,045.31
2108066	CHECK GENERATOR AT WWTP	Paid by Check #32785		08/15/2021	09/17/2021	09/17/2021		09/17/2021	150.00
2108065	CHECK SOLAR ON MILLARD STREET, PANEL DIRTY	Paid by Check #32785		08/16/2021	09/17/2021	09/17/2021		09/17/2021	100.00
		Vendor **14 - W & E Electric** Totals				Invoices	3		$1,295.31
Vendor **583 - Chad Widman**									
Oroville 9/2021	FY 21/22 -Parks -C. Widman travel request for arborist training	Paid by Check #32786		09/08/2021	09/17/2021	09/17/2021	09/08/2021	09/17/2021	349.00
		Vendor **583 - Chad Widman** Totals				Invoices	1		$349.00
Vendor **Oscar Avila**									
Avila 09/06/2021	Contractual	Paid by Check #32787		09/08/2021	09/17/2021	09/17/2021		09/17/2021	46.07
		Vendor **Oscar Avila** Totals				Invoices	1		$46.07
Vendor **Lorena Balderas**									
Balderas 9/06/21	Contractual	Paid by Check #32788		09/08/2021	09/17/2021	09/17/2021		09/17/2021	10.71
		Vendor **Lorena Balderas** Totals				Invoices	1		$10.71
				Grand Totals		Invoices	136		$455,237.46

City Council Staff Report

Department: PUBLIC WORKS | September 28, 2021

To: Mayor and City Council

From: Ismael Hernandez, Public Works Director

By: George Avila, Business Manager

Subject: Local Roadway Safety Plan Approval (IH)

RECOMMENDATION

Council review and approve the Local Roadway Safety Plan (LRSP) prepared by TJKM.

EXECUTIVE SUMMARY

TJKM has prepared the City of Dinuba's Local Roadway Safety Plan (LRSP) and presents this item for review and approval by the City Council. The LRSP is a comprehensive plan that creates a framework to systematically identify and analyze traffic safety related issues in the City and recommend projects and countermeasures. The Plan can improve the safety of pedestrians and bicyclists, serve as a resource for staff seeking grant funding and ensure that safety improvements are performed in a fair and equitable manner for all Dinuba residents.

OUTSTANDING ISSUES

None.

DISCUSSION

The City of Dinuba's Local Roadway Safety Plan (LRSP) is a comprehensive plan that takes a proactive approach to addressing safety needs. The plan collected and evaluated collision data within the City from 2015 to 2019 and prepared a set of recommended improvements to address safety concerns at specific roadway segments throughout the community.
Based on the analysis, most collisions in Dinuba occurred under one or more of the following conditions:

- During daylight hours

- Between the hours of 5-6 PM
- In clear weather
- Between two or more vehicles
- As a result of an automobile right-of-way violation
- At an intersection

To address these findings, a set of eight safety projects were created for high-risk intersections and roadway segments using State approved countermeasures:

- Project #1: Roadway Segment Lighting and Delineators/Reflectors/Object Markers
- Project #2: Enhanced Pedestrian Crossings and Median Refuge Islands
- Project #3: Intersection Sight Distance, Intersection Lighting, and Splitter Islands on Minor Road Approaches
- Project #4: Improve Signal Hardware, Raised Pavement Markings, and Install Pedestrian Countdown Heads
- Project #5: Install/Upgrade Sidewalk
- Project #6: Install Raised Medians
- Project #7: Pedestrian Set Aside Project for Rectangular Rapid Flashing Beacons
- Project #8: Edgeline Striping Set Aside Project

The LRSP will be evaluated annually and updated every two or five years in coordination with the identified safety partners. The overall goal of the LRSP is to reduce fatal and severe injury collisions throughout the City.

FISCAL IMPACT

There is no fiscal impact associated with the recommended action.

PUBLIC HEARING

None.

ATTACHMENTS:

A. LRSP Document_FINAL
B. LRSP Powerpoint Presentation



CITY OF DINUBA
Together, A Better Community
CALIFORNIA • 1906

DINUBA
Local Roadway Safety Plan

September 2021

FINAL

TJKM

CONTENTS

Executive Summary 1

1 Introduction 7

2 Goals and Objectives 11

3 Safety Partners 17

4 Existing Planning Efforts 21

5 Collision Data Analysis 29

6 High-Risk Roadway Segments and Intersections Analysis 45

7 Emphasis Area 57

8 Countermeasure Toolbox 75

9 Viable Safety Projects 81

10 Evaluation and Implementation 85

TABLES

Table 1 Collisions by Severity and Facility Type in Dinuba 32
Table 2 EPDO Score used in HSIP Cycle 10 50
Table 3 Citywide Collision Rate Analysis for Intersections 54
Table 4 High Injury Corridors 55
Table 5 Existing Programs Summary 59
Table 6 Emphasis Area 1: Improve Intersection Safety 61
Table 7 Emphasis Area 2: Improve Bicycle and Pedestrian Safety 63
Table 8 Emphasis Area 3: Reduce Nighttime Collisions 65
Table 9 Emphasis Area 4: Reduce Broadside Collisions and Automobile Right-of-Way Violations 67
Table 10 Emphasis Area 5: Reduce Injury Collisions Near Schools 69
Table 11 Emphasis Area 6: Reduce Speeding Violations and Rear End Collisions 71
Table 12 Emphasis Area 7: Reduce Impaired and Distracted Driving 73
Table 13 Countermeasure Toolbox for Intersections 77
Table 14 Countermeasure Toolbox for Roadway Segments 78
Table 15 List of Viable Safety Projects 82
Table 16 List of Potential Funding Sources 86

FIGURES

Figure 1 Study Area Map 8
Figure 2 Dinuba LRSP Stakeholder Virtual Meeting 18
Figure 3 All Collisions on City Roadways (2015-2019) 30
Figure 4 Collisions by Severity in Dinuba 31
Figure 5 All Collisions by Year 33
Figure 6 All Collisions by Facility Type 34
Figure 7 F+SI Collisions by Facility Type 34
Figure 8 All Collisions by Collision Type 35
Figure 9 All Collisions by Violation Type 35
Figure 10 All Collisions by Motor Vehicle Involved With 36
Figure 11 All Collisions by Lighting 36
Figure 12 All Collisions by Weather Condition 37
Figure 13 Time of the Day: All Collisions vs. F+SI Collisions 38
Figure 14 F+SI Collisions by Degree of Severity 39
Figure 15 Collision Type for F+SI Collisions 40
Figure 16 Violation Categories for F+SI Collisions 41
Figure 17 Lighting Conditions for F+SI Collisions 41
Figure 18 Weather Conditions for F+SI Collisions 42
Figure 19 F+SI Collisions by Time of Day 42
Figure 20 Bicycle/Pedestrian Collisions 47
Figure 21 Nighttime Collisions 48
Figure 22 Broadside Collisions 49
Figure 23 Severity Index 51
Figure 24 Dinuba High Injury Network 53

APPENDICES

Appendix A Planning Goals, Policies, and Projects

Appendix B Collision Data Analysis

Appendix C LRSM Countermeasures

Appendix D B/C Ratio Calculations

Document Version: Final

September 2021

Prepared for: City of Dinuba

Prepared by: TJKM Transportation Consultants



EXECUTIVE SUMMARY

The City of Dinuba's Local Roadway Safety Plan (LRSP) is a comprehensive plan that creates a framework to systematically identify and analyze traffic safety related issues and recommend projects and countermeasures. The LRSP aims to reduce fatal and severe injury collisions through a prioritized list of improvements that can enhance safety on local roadways.

The LRSP takes a proactive approach to addressing safety needs. It is viewed as a guidance document that can be a source of information and ideas. It can also be a living document, one that is routinely reviewed and updated by City staff and their safety partners to reflect evolving collision trends and community needs and priorities. With the LRSP as a guide, the City will be able to ready to apply for grant funds, such as the federal Highway Safety Improvement Program (HSIP).

GOALS OF THE LRSP

- Goal #1: Systematically identify and analyze roadway safety problems and recommend improvements
- Goal #2: Improve the safety of pedestrians and bicyclists by using proven effective countermeasures
- Goal #3: Ensure coordination and response of key stakeholders to implement roadway safety improvements within Dinuba
- Goal #4: Serve as a resource for staff who continually seek funding for safety improvements
- Goal #5: Recommend how safety improvements can be made in a manner that is fair and equitable for all Dinuba residents

SAFETY PARTNERS

Safety partners are vital to the development and implementation of an LRSP. For Dinuba, these include Dinuba Public Works, Dinuba Parks and Recreation Dinuba Police Department, Dinuba Fire Department, Dinuba Unified School District, and Tulare County Association of Governments. A virtual stakeholder meeting among these departments/agencies was held on May 4, 2021 to review project goals and findings, and to solicit feedback from the group. Through the

development of the LRSP Caltrans did not participate in the meetings, however, going forward the City will rely on Caltrans to be an important safety partner in the funding and implementation of projects and programs.

PROCESS

The systemic approach in preparing the LRSP involves the following steps:

- Develop plan goals and objectives
- Analyze collision data
- Determine focus areas and identify crash reduction strategies
- Prioritize countermeasures/projects
- Prepare the LRSP

COLLISION DATA

Collision data was obtained and analyzed for a five-year period from 2015 to 2019 from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), the University of California at Berkeley SafeTREC's Transportation Injury Mapping Service (TIMS), and the City of Dinuba Police Department.

COLLISIONS BY THE NUMBERS

Key findings on patterns and trends included:

- 136 injury collisions occurred in Dinuba between 2015 and 2019 (average of 2.27 per month).
- Of these, 88 collisions led to a complaint of pain injury, 37 led to a visible injury, seven led to a severe injury, and four led to a fatality.
- 2018 had the most collisions with 37, while 2015 had the fewest (12).
- 88% of all collisions occurred at intersections, while 12% occurred on roadway segments.
- Broadside collisions (39%) were the most common collision type among all collisions, followed by rear end collisions (25%) and vehicle/pedestrian collisions (17%).
- Automobile right-of-way violations were observed to be the most common with 29%

of all collisions, followed by unsafe speed (23%).

- Vehicles colliding with other motor vehicles accounted for 65% of all collisions, followed by pedestrian collisions (17%), and bicycle collisions (10%).
- 71% of all collisions occurred in daylight, followed by 21% at night with street lights present.
- A large majority of collisions occurred in clear weather conditions (84%), followed by 5% of collisions in cloudy conditions and 2% in rainy conditions.
- The hour with the most observed collisions was 5:00 p.m. to 6:00 p.m. (14%), while the least number of collisions occurred between the hours of midnight (12 a.m.) and 4:00 a.m. (0 collisions).

Collisions in Dinuba most commonly occur:

- In daylight
- Between 5-6pm
- In clear weather
- Between two or more vehicles
- As a result of an automobile right-of-way violation
- At an intersection

They most commonly result in:

- A broadside collision
- A complaint of pain injury

HIGH-RISK LOCATIONS

Following the collision trends analysis, three prominent trends that form a significant percentage of collisions were extracted for further geographic analysis: bicycle/pedestrian collisions, nighttime collisions, and broadside collisions. An Equivalent Property Damage Only (EPDO) analysis was performed for the roadway network to establish the High Injury Network and rank high-risk locations. It was found that the intersection with the highest EPDO score was El Monte Way at Palm Avenue (347), while the roadway segment with the highest EPDO score was El Monte Way from Dickey Avenue to Palm Avenue (591). A total of 10 high-risk intersections and eight high-risk roadway segments were identified (see **Table 3** for the high-risk intersections and **Table 4** for the high-risk roadway segments).

EMPHASIS AREAS

Emphasis areas are a focus of the LRSP that are identified through the various collision types and factors resulting in fatal and severe injury collisions within the City of Dinuba. The seven emphasis areas for Dinuba are:

- Improve Intersection Safety
- Improve Bicycle and Pedestrian Safety
- Reduce Nighttime Crashes
- Reduce Broadside Collisions and Automobile Right-of-Way Violations
- Reduce Injury Collisions Near Schools
- Reduce Speeding Violations and Rear End Collisions
- Reduce Impaired and Distracted Driving

COUNTERMEASURE TOOLBOX

Engineering countermeasures were selected for each of the high-risk locations and for the emphasis areas. These were based off of approved countermeasures from the Caltrans Local Roadway Safety Manual (LRSM) used in HSIP grant calls for projects. The intention is to give the City potential countermeasures for each location that can be implemented either in future HSIP calls for projects, or using other funding sources, such as the City's Capital Improvement Program. Non-engineering countermeasures were also selected using the 4 E's strategies, and are included with the emphasis areas.

SAFETY PROJECTS

A set of eight safety projects were created for high-risk intersections and roadway segments, using HSIP approved countermeasures:

- Project #1: Roadway Segments – Add Segment Lighting and Install Delineators, Reflectors, and/or Object Markers
- Project #2: Non-Signalized Intersections – Install/Upgrade Pedestrian Crossings with Enhanced Safety Features, and Install Median Refuge Islands
- Project #3: Non-Signalized Intersections – Improve Sight Distance to Intersection, Improve Intersection Lighting, and Install Splitter Islands on Minor Road Approaches

- Project #4 – Signalized Intersections – Improve Signal Hardware, Install Raised Pavement Markings through Intersection, and Install Pedestrian Countdown Signal Heads
- Project #5 – Roadway Segments – Install/Upgrade Sidewalk Pathway (along roadway)
- Project #6 – Roadway Segments – Install Raised Medians
- Project #7 – Pedestrian Set Aside Project
- Project #8 – Edgeline Striping Set Aside Project

IMPLEMENTATION AND EVALUATION

The LRSP is a guidance document that is recommended to be updated every two to five years in coordination with the safety partners. The LRSP document provides engineering, education, enforcement, and emergency medical service related countermeasures that can be implemented throughout the City to reduce fatal and severe injury collisions. After implementing countermeasures, the performance measures for each emphasis area should be evaluated annually. The most important measure of success of the LRSP should be reducing fatal and severe injury collisions throughout the City. If the number of fatal and severe injury collisions does not decrease over time, then the emphasis areas and countermeasures should be re-evaluated.



1 INTRODUCTION

The Dinuba LRSP is a follow up to the City's Systemic Safety Analysis Report (SSAR) adopted in 2019, and will enable the City to further identify potential traffic safety improvements tailored to the City's traffic related needs and issues. Local roadways in the City may have design elements that increase the risk of fatalities and severe injuries such as inappropriate speed limits, narrow lane widths and shoulders, etc. An LRSP is a living document that plays a critical role in identifying the conditions that contribute to collisions within a certain jurisdiction and in addressing collision risks.

The objective of this plan is to utilize a data driven approach by using historic collision data and identifying high-risk intersections and roadway segments/mid-block locations to develop appropriate safety improvements. The plan identifies key emphasis areas and strategies that impact roadways and provides a framework to accomplish safety enhancements at the City level.

The multi-disciplinary approach will entail identifying safety measures under the 4 E's of Traffic Safety: ***Engineering, Education, Enforcement, and Emergency Response***, customized according to the most pressing needs of the City. The goal of this plan is to identify improvements to help safely and equitably serve multi-modal mobility within the City. In addition, the plan will support a prioritized list of improvements that will help the City better justify funding requests by documenting specific needs.

4 E'S OF TRAFFIC SAFETY

The LRSP establishes goals, objectives, and emphasis areas that integrate the 4 E's of traffic safety: ***Education, Enforcement, Engineering, and Emergency Response***. Each of the E's help to address safety issues by incorporating non-engineering elements, along with engineering measures:

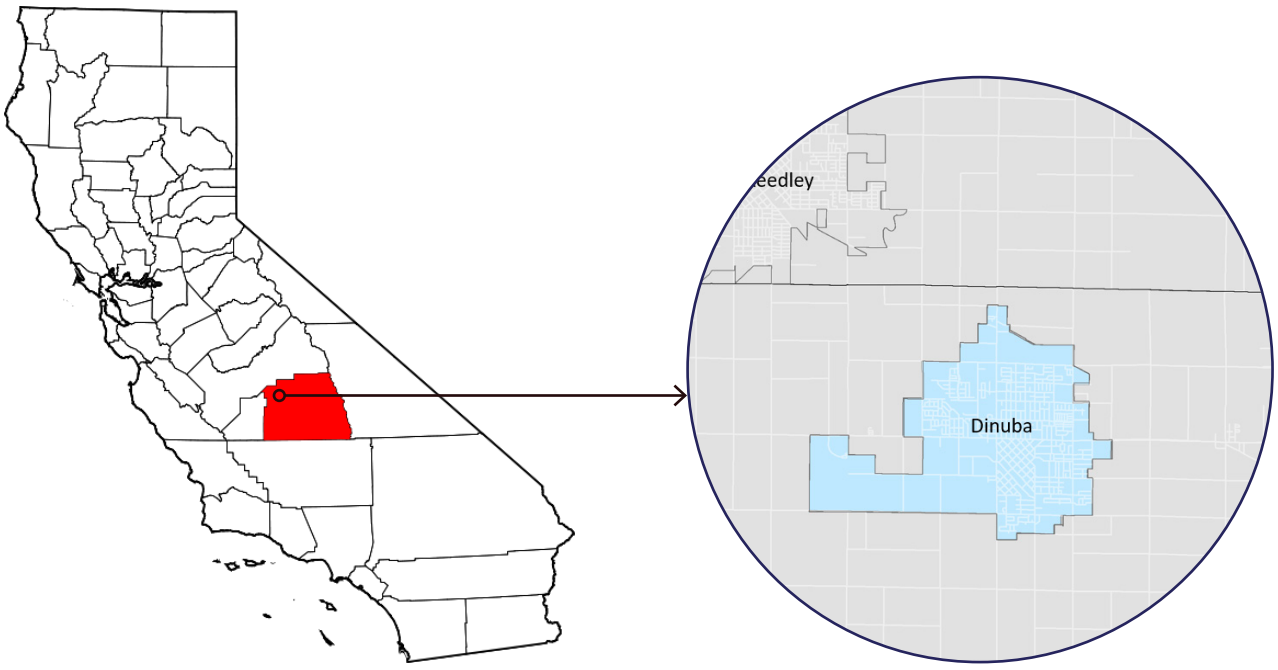
- **Education:** It is an essential tool in modifying the behavioral aspect of traffic safety and distributing knowledge about traffic safety. Educational campaigns for drinking and driving, texting and driving, distracted driving, wearing a helmet, "click it or ticket", etc. can be used to spread awareness that may inform the people about the rules of the road.
- **Enforcement:** Increased enforcement with penalties and patrolling often lead to awareness and instill save driving behavior among motorists.

- **Engineering:** These are high-level solutions that require analysis and implementation or construction of roadway infrastructure development to reduce collisions. Engineering solutions differ by locations and collision attributes and may alter the roadway geometry. Improvements can range from small projects such as trimming tree branches to improve sight distance to large infrastructure projects such as constructing a roundabout.
- **Emergency Response:** Collaboration with the City's leaders to rapidly respond to collision sties, and improve the timeliness of quality care for roadway collision victims. The solutions involve strategies to decrease response time.

STUDY AREA

Dinuba is located in northern Tulare County in the southern San Joaquin Valley. It is mostly surrounded by rural agricultural areas, and is located approximately 20 miles north of Visalia and 11 miles east of State Route 99 (SR-99). The nearest towns are Orosi, Reedley (Fresno County), Selma (Fresno County), and Kingsburg (Fresno County). According to the United States Census Bureau, the City has an estimated population of 24,461 (July, 2019). It has a land area of 6.47 square miles. **Figure 1** illustrates the city limits which form the study area for the Dinuba LRSP.

Figure 1 Study Area Map



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2 GOALS AND OBJECTIVES

This chapter presents the goals and objectives for the Dinuba LRSP. All goals and objectives were reviewed to ensure consistency with the existing Dinuba planning documents, and regional, state, and federal safety goals.

The vision for the Dinuba LRSP aims to systemically identify roadway safety issues within the City of Dinuba, and address them through a holistic approach using the E's: ***Engineering, Education, Enforcement, and Emergency Response.*** Roadway fatalities and serious injuries are preventable incidents and can be addressed through the E's. Safety of human life is the highest priority.

In short, the proposed goals are as follows:

- Goal #1: Systematically identify and analyze roadway safety problems and recommend improvements
- Goal #2: Improve the safety of pedestrians and bicyclists by using proven effective countermeasures
- Goal #3: Ensure coordination and response of key stakeholders to implement roadway safety improvements within Dinuba
- Goal #4: Serve as a resource for staff who continually seek funding for safety improvements
- Goal #5: Recommend how safety improvements can be made in a manner that is fair and equitable for all Dinuba residents

The following are the proposed goals and objectives for the Dinuba LRSP:

Goal 1: Systematically identify and analyze roadway safety problems and recommend improvements

Objective 1: Use the Systemic Safety Analysis data-driven process to identify fatal and severe injury collisions in Dinuba; where, when, and how they are occurring, and implement appropriate and proven countermeasures.

Objective 2: Improve roadway planning, design, operations, and connectivity to enhance safety and mobility for users of all ages and abilities.

Objective 3: Implement traffic calming strategies to discourage speeding and other unsafe driving behaviors on residential streets.

Objective 4: Ensure that all recommended improvements are consistent with City of Dinuba goals, as well as State and Federal plans and goals (such as, but not limited to: California Strategic Highway Safety Plan, and the FHWA Local and Rural Road Safety Program).

This goal is specifically supported by the following planning documents:

- Dinuba General Plan Policies Statement (2008)
- Dinuba 2020-2024 Capital Improvement Program (2019)
- Dinuba Systemic Safety Analysis Report (2019)
- Dinuba Pedestrian and Bicyclist Safety and Connectivity Study (2019)
- Dinuba Neighborhood Traffic Calming Program Guidelines and Procedures (2019)
- Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)

Goal 2: Improve the safety of pedestrians and bicyclists by using proven effective countermeasures

Objective 1: Identify safety issues and hot spot locations where bicycle and pedestrian collisions occur in Dinuba, and treat with appropriate and effective engineering countermeasures.

Objective 2: Provide educational programs for bicyclists, pedestrians, and motorists to inform on how to be safe in the public right-of-way; either through after-school programs, Dinuba Police Department programs, or other public/private sponsored programs.

Objective 3: Improve sidewalks, walkways, and crossings to be free of hazards and to minimize conflicts with vehicular traffic.

Objective 4: Prioritize improvements that promote Safe Routes to School efforts or are located near schools.

This goal is specifically supported by the following planning documents:

- Dinuba General Plan Policies Statement (2008)
- Dinuba 2020-2024 Capital Improvement Program (2019)
- Dinuba Systemic Safety Analysis Report (2019)
- Dinuba Pedestrian and Bicyclist Safety and Connectivity Study (2019)
- Dinuba Neighborhood Traffic Calming Program Guidelines and Procedures (2019)
- Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)
- Regional Active Transportation Plan for Tulare County (2016)
- Tulare County Bicycle Master Plan (2010)

Goal 3: Ensure coordination and response of key stakeholders to implement roadway safety improvements within Dinuba

Objective 1: Led by Dinuba Public Works, coordinate between various city departments such as Police Department, Fire Department, and EMS agencies to ensure a coordinated response to traffic safety, including:

- Implementation of safety improvements
- Public education on safely traveling in the public right-of-way, regardless of mode
- Enforcement of traffic safety laws in the public right-of-way
- Minimizing impacts to emergency response times

Objective 2: Coordinate with local, regional, and state partners such as Tulare County Association of Governments (TCAG) or Caltrans), to identify and address traffic safety issues and ensure a coordinated response.

This goal is specifically supported by the following planning documents:

- Dinuba General Plan Policies Statement (2008)
- Dinuba 2020-2024 Capital Improvement Program (2019)
- Dinuba Systemic Safety Analysis Report (2019)
- Dinuba Pedestrian and Bicyclist Safety and Connectivity Study (2019)
- Dinuba Neighborhood Traffic Calming Program Guidelines and Procedures (2019)
- Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)
- TCAG Regional Transportation Plan and Sustainable Communities Strategy (2018)

Goal 4: Continually seek funding for safety improvements

Objective 1: Ensure the LRSP meets HSIP guidelines in order to apply for funding for identified countermeasures.

Objective 2: Provide a list of prioritized improvements that guide City investments and grant funding applications.

Objective 3: Continually seek funding sources to implement engineering, education, enforcement, and emergency response solutions to roadway safety issues in Dinuba.

This goal is specifically supported by the following planning documents:

- Dinuba General Plan Policies Statement (2008)
- Dinuba 2020-2024 Capital Improvement Program (2019)
- Dinuba Systemic Safety Analysis Report (2019)
- Dinuba Pedestrian and Bicyclist Safety and Connectivity Study (2019)
- TCAG Regional Transportation Plan and Sustainable Communities Strategy (2018)
- Regional Active Transportation Plan for Tulare County (2016)
- Tulare County Bicycle Master Plan (2010)
- Land Use Plan for East El Monte Economic Vitality (2018)
- Downtown Dinuba Concept Design Plan and Development Strategy (2018)

Goal 5: Ensure that safety improvements are made in a manner that is fair and equitable for all Dinuba residents

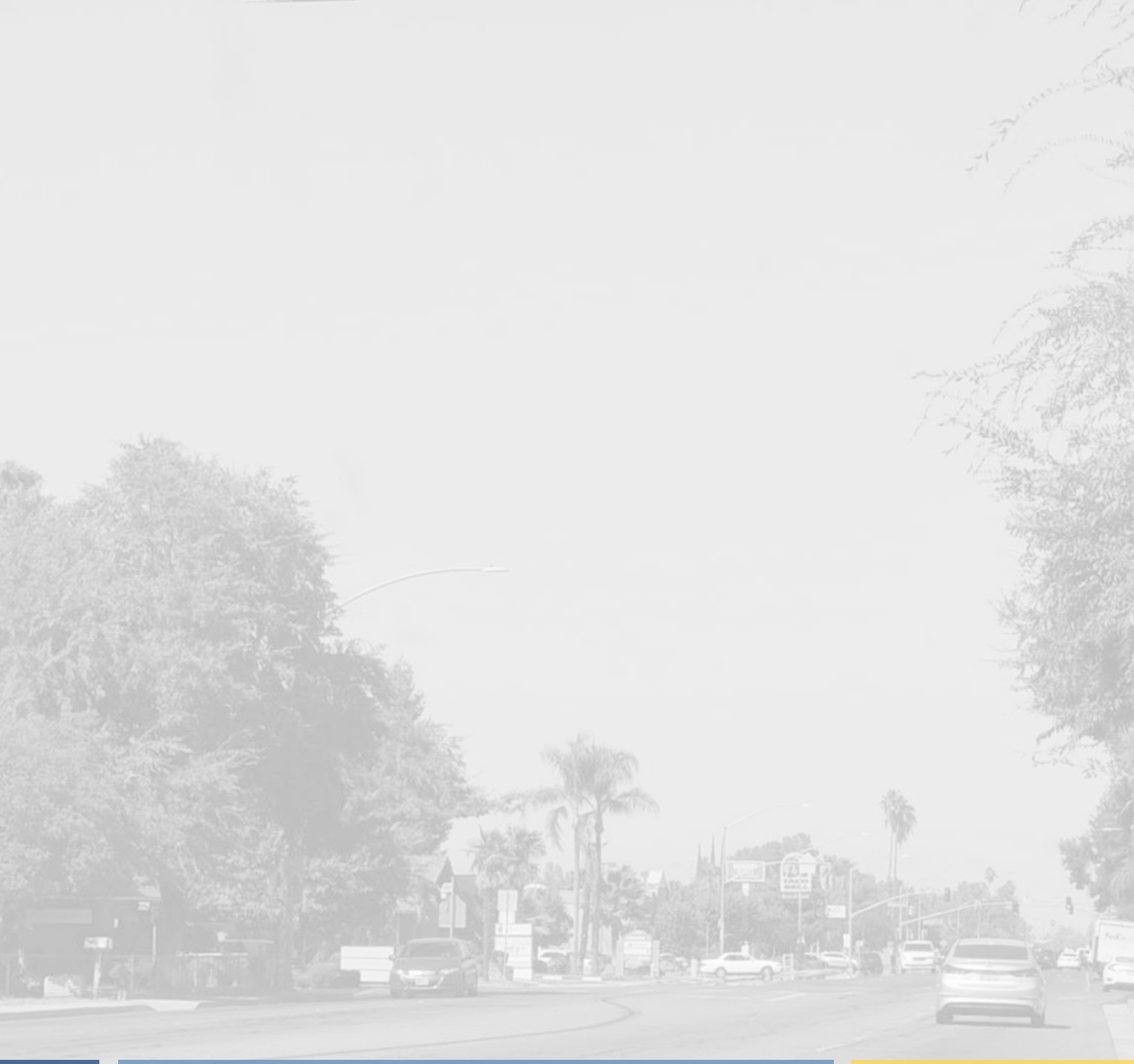
Objective 1: Where feasible, implement community outreach to inform the public about upcoming safety improvements and seek their input.

Objective 2: Provide a forum for residents to submit traffic safety related complaints; and for City staff and officials to respond to such complaints.

Objective 3: Ensure that equity is a primary factor in selecting where to make traffic safety improvement.

This goal is specifically supported by the following planning documents:

- Dinuba General Plan Policies Statement (2008)
- Dinuba 2020-2024 Capital Improvement Program (2019)
- Dinuba Systemic Safety Analysis Report (2019)
- Dinuba Pedestrian and Bicyclist Safety and Connectivity Study (2019)
- Dinuba Neighborhood Traffic Calming Program Guidelines and Procedures (2019)
- Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)



3 SAFETY PARTNERS

A key part of the development of an LRSP is to identify and involve safety partners; that is, departments and organizations who have a vested interest in traffic safety. Potential safety partners identified in this document will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan. The intention of the LRSP is to foster ongoing coordination between these departments/agencies to implement and update the LRSP and address traffic safety issues.

To bring the various safety partners in Dinuba together, the project team held a stakeholder meeting on May 4, 2021 via Zoom. Representatives from the following departments/agencies were in attendance:

- Dinuba City Council
- City of Dinuba Public Works
- Dinuba Police Department
- Dinuba Fire Department
- City of Dinuba Parks and Recreation
- Dinuba Unified School District
- Tulare County Association of Governments

The meeting began with a 20 minute presentation providing the committee with an overview of the goals and objectives for the LRSP, the findings of the collision analysis, and the draft Emphasis Areas. This was followed by an open discussion where stakeholders shared their observations of traffic safety issues in Dinuba, provided feedback on project deliverables, and discussed potential solutions.

Figure 2 Dinuba LRSP Stakeholder Virtual Meeting



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4 EXISTING PLANNING EFFORTS

The purpose of this section is to present the literature review for the Dinuba LRSP. All documents were reviewed to ensure that recommendations made in the LRSP are consistent with the City's long-term planning vision. The documents reviewed include:

- Dinuba General Plan Policies Statement (2008)
- Dinuba 2020-2024 Capital Improvement Program (2019)
- Dinuba Systemic Safety Analysis Report (2019)
- Dinuba Pedestrian and Bicyclist Safety and Connectivity Study (2019)
- Dinuba Neighborhood Traffic Calming Program Guidelines and Procedures (2019)
- Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)
- TCAG Regional Transportation Plan and Sustainable Communities Strategy (2018)
- Regional Active Transportation Plan for Tulare County (2016)
- Tulare County Bicycle Master Plan (2010)
- Land Use Plan for East El Monte Economic Vitality (2018)
- Downtown Dinuba Concept Design Plan and Development Strategy (2018)

This section will be utilized as a guide to identify the needs and adequacy with respect to roadway and intersection safety improvements. The safety projects identified in the LRSP are consistent with local and regional goals and standards. A table summarizing the policies and projects of all the documents reviewed is included in **Appendix A**.

RELEVANT CITY AND COUNTY PLANNING DOCUMENTS AND PROJECTS

Dinuba General Plan Policies Statement (2008)

Prepared in 2008, the Dinuba General Plan Policies Statement is a planning document that compiled the City's long-term vision and outlined policies, standards, and programs to guide decisions concerning the City's development. It is viewed as a community "blueprint" for the future. The General Plan aims to guide the City on land use, circulation, public facilities and capital improvement decisions, and inform the residents about development within the City. The Circulation Element identifies transportation routes, design standards for streets and neighborhoods, and current and future traffic levels on city streets. It also establishes street connectivity and promotes safe and efficient transportation of goods. The General Plan documents existing conditions at the time of its writing in 2008, typical roadway cross-section diagrams, circulation map, and circulation goals, policies and action programs. The General Plan informs the LRSP of the goals and policies guiding transportation development. It helps ensure the proposed countermeasures are well aligned with the City's vision. Based on discussions with City staff, the General Plan update will begin in 2021.

Dinuba 2020-2024 Capital Improvement Program (2019)

Dinuba's Capital Improvement Program outlines all planned capital investments by the City for the five year period of 2020-2024. It divides the planned projects into eight categories, one of which is Transportation Projects. A total of $3,872,300 in transportation projects are planned from 2020-2024, including a few projects of note:

- Alta Avenue/Nebraska Avenue Roundabout
- McKinley Avenue, Roe Avenue, and KC Vista Park Perimeter Improvements
- Roadway Segment Safety Improvements
- Arterial Striping along El Monte Way, Alta Avenue, Kamm Avenue, and Crawford Avenue
- Traffic Signage Replacement

The $3.8 million investment in transportation is approximately 58% of the Capital Improvement Program budget.

Dinuba Systemic Safety Analysis Report (2019)

The SSAR was prepared in 2019 to complement the City's safety efforts and goals, such as improving safe access to walking, biking, and transit mode choices. This report consists of an extensive review of the types and causes of injury collisions, and field conditions such as geometric conditions, roadway striping, visibility, and lighting, etc. To allow focused attention on problem spots, a high-risk network of roadway segments and intersections was identified based on a detailed crash rate analysis. Countermeasures were then selected for roadway segments and intersections which were then developed into safety projects with an anticipated benefit to cost ratio. Highly-effective low-cost countermeasures for roadway segments include installing flush medians (striped medians at grade with the pavement), edge lines/centerlines, and bike lanes, while countermeasures for intersections include upgrade pavement marking, improve sight distance and install raised medians/refuge islands. The City's Public Works Department will continue to monitor results and report regularly to the City Manager.

Dinuba Pedestrian and Bicyclist Safety and Connectivity Study (2019)

The City of Dinuba Pedestrian and Bicyclist Safety and Connectivity Study, prepared in 2019, establishes the long-term vision for improving bicycle and pedestrian infrastructure through various programs and projects throughout the City. The study details the existing conditions of the transportation infrastructure; focusing on the roadway system, pedestrian environment, bicycle network, and transit services in the City. One thing that the existing conditions showed was that between 2013 and 2016, there were 19 bicycle/pedestrian related collisions out of 68 total collisions (or 28%). A needs and demand analysis was incorporated; it identifies safety, connectivity, and mode shift opportunities for pedestrian and bicyclist improvements in the City. This was followed by identifying major facility gaps and recommending a priority improvement network. A robust public outreach campaign was held to incorporate the needs and desires of Dinuba residents, including workshops, a pop-up booth at the Raisin Festival, and a bike/walk tour. Three online surveys were also distributed, which received a total of 29 responses. A list of study recommendations are prioritized as near-term, mid-term, and long-term projects. This study recommends pedestrian and bicyclist improvements primarily along arterial and collector streets.

Dinuba Neighborhood Traffic Calming Program Guidelines and Procedures (2019)

Developed in 2019, the Neighborhood Traffic Calming Program (NTCP) Guidelines and Procedures served as the City's first comprehensive traffic calming program to develop strategies and solutions that may reduce vehicular speeds and cut-through traffic, improve safety for all users, and enhance the quality of life for residents. This program focuses on improving driving behavior, enhancing the safety of all road users, and encouraging active transportation. It is intended to eliminate any inconsistency in the application of traffic calming strategies and provide a well-defined toolbox to utilize the most proper and effective solutions with community outreach and collaboration. The plan also reflects approaches successfully implemented in other cities relevant to traffic calming strategies, Vision Zero initiatives, and Smart Street solutions.

Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)

The purpose of the Complete Streets Program: Policies, Guidelines and Toolbox document is to provide an updated set of street design policies, guidelines and an implementation plan to guide the City of Dinuba's long-term transportation planning decisions. The City of Dinuba has long supported the concept of multi-modal transportation for mobility, health, and environmental benefits. The City has a proactive attitude and strives to positively impact the economic vitality and enhance the quality of life. A toolbox of Complete Streets design treatments are provided. Opportunities are described for retrofitting existing streets and designing new streets in a manner that facilitates safety and mobility for all travel modes. An example of this includes narrowing travel lanes, which has been shown to reduce incidents of speeding. Vehicles that hit bicycles or pedestrians at speeds above 20 mph are increasingly likely to result in a fatal accident as speed increases. For example, research by Rosen & Sander in 2011 shows survival rate of a pedestrian getting hit by a car at 25 mph to be 96%, at 35 mph to be 85%, at 50 mph only 44%, and at 60 mph it's 10%.

TCAG Regional Transportation Plan and Sustainable Communities Strategy (2018)

The Regional Transportation Plan (RTP) is a long-range, fiscally constrained guide for the future of Tulare County's transportation system. The long range plan extends to the year 2042 in its scope. The plan presents forecasts of population and job growth and the resulting increase in traffic volume and regional priorities, and plans for infrastructure improvements. The Policy Element in particular identifies transportation goals, objectives, and policies that will help meet the needs of the region. The section includes policies to provide a safe, secure, and efficient circulation network that aims to enhance the region's roads and corridors. According to the Action Element of the RTP, safety is a contributing factor to how projects in the region are prioritized. Each project in the RTP must undergo a cost benefit analysis and meet qualitative goals, such as improving air quality, congestion, and safety.

Regional Active Transportation Plan for the Tulare County Region (2016)

The TCAG prepared a plan to improve conditions for pedestrians, bicyclists, and all other active modes of transportation. The plan identifies benefits of active transportation in Tulare County that fall under five themes: health, mobility, neighborhood livability, the economy, and the environment. The plan presents data on trip-making and traffic collisions and reports information about pedestrian and bicycle issues gathered from all the cities of Tulare County, including the City of Dinuba. As part of developing the plan, the County gathered input through public outreach on the barriers, obstacles, and challenges to walking and biking within the County. The plan identifies priority pedestrian and bicycle projects along with their implementation plan and funding opportunities. The plan prioritizes seven projects for the City of Dinuba. These are:

- D-1 Roosevelt Elementary School multi-use path
- D-2 Safe Routes to School—City of Dinuba project
- D-3 Downtown sidewalk improvements
- D-4 Ventura Street pedestrian path and railroad crossing
- D-5 Kamm/Greene intersection improvements
- D-6 Dinuba citywide bikeway network
- D-7 Safe Routes to School—Dinuba USD project

Tulare County Regional Bicycle Transportation Plan (2010)

The Tulare County Regional Bicycle Transportation Plan was developed through the efforts of the TCAG and the Tulare County Bicycle Advisory Committee. It is a comprehensive plan that consolidates all bicycle planning efforts into one document and provides for travel between and within major urban areas. The plan describes existing and proposed bicycle facilities, describes bicycle safety and education programs, community involvement, and proposed projects and their prioritization for implementation. The plan includes a system of routes designated for improvement within the City of Dinuba. Proposed bicycle improvements include Class I bike paths along Traver Canal, Class II bike lanes on various major roadways including Sierra Way, Road 64, Avenue 408, El Monte Avenue, Nebraska Avenue, and Class III on various local roadways.

Land Use Plan for East El Monte Economic Vitality (2018)

The purpose of this plan is to prepare a Land Use Strategic Plan focused on land uses, circulation, economic incentives, and other strategies to revitalize the Mercantile Row Shopping Center within an approximately 170-acre area along the East El Monte Commercial Corridor. The Study Area is bounded by Road 92 to the east, Crawford Avenue to the West, Sierra Way to the south, and a line parallel to and one-quarter mile north of El Monte Way. The Land Use Strategic Plan allows for focused and innovative land-use planning to supplement the City's General Plan. It allows land uses, housing types, transportation solutions, and other strategies to re-conceptualize the commercial area of east Dinuba. The plan recommends improvements to El Monte Way, including sidewalks, ADA ramps, enhanced paving at crosswalks, center median with turn lanes, drought tolerant landscaping, shade trees, landscaping in setback areas, and a roundabout or traffic signal at the intersection with El Monte Way and Road 92.

Downtown Dinuba Concept Design Plan and Development Strategy (2018)

This plan was created in 2018 and provides pre-planning insights, urban design concepts, and a development strategy for Downtown Dinuba, the historic center of the City. The plan delineates new land uses, public improvements, connectivity, circulation, repurposing of existing city-owned buildings and sites, streetscape design elements, and connectivity with residential and industrial areas around the Downtown. The area of focus is the downtown core, centered on and around Tulare Street. The plan capitalizes on Dinuba Downtown's existing assets, identifies opportunities, and provides various design and programming ideas to enable the City of Dinuba to revitalize the physical plant, increase activity in, and strengthen the economy of Downtown.

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5 COLLISION DATA ANALYSIS

The chapter begins with the data collection methodology, followed by an analysis of citywide collisions leading to injuries of all severity, excluding Property Damage Only (PDO) collisions. Further on, a detailed analysis is presented for fatal and severe injury (F+SI) collisions that have occurred on Dinuba's roadways. This study focuses exclusively on roadways that are owned and maintained by the City of Dinuba. The comprehensive evaluation of collisions was based on factors such as type of collision, primary collision factor, lighting, weather, and time of the day. A list of high-injury intersections and roadway segments were then identified and ranked. A detailed technical memorandum of the collision analysis can be found in **Appendix B**.

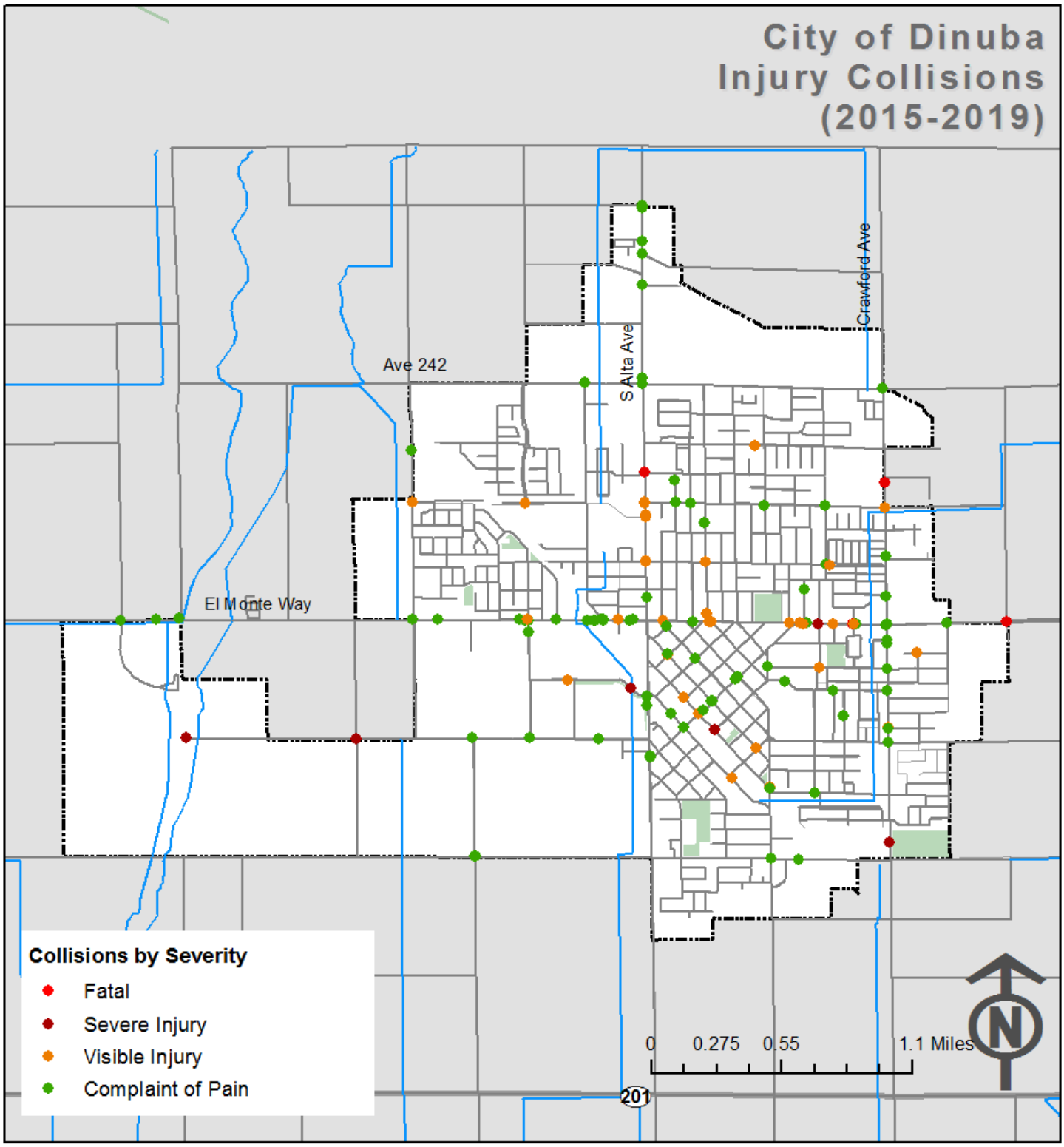
DATA COLLECTION

Collision data was obtained for the years 2015-2019. For the purpose of this analysis, data was retrieved from three sources:

- Transportation Injury Mapping System (TIMS) – source: University of California at Berkeley
- Statewide Integrated Traffic Records System (SWITRS) – source: California Highway Patrol
- Dinuba Police Department (DPD) Police Reports – source: City of Dinuba

Where traffic collision coding (including severity) was missing from DPD reports, TJKM reviewed the narrative prepared by the officer in the collision report to make a judgment as to the appropriate classification. The collision data was then analyzed and plotted in ArcMap to identify high-risk intersections and roadways segments. There were a total of 136 injury collisions reported citywide from 2015 to 2019. These collisions are mapped in **Figure 3**.

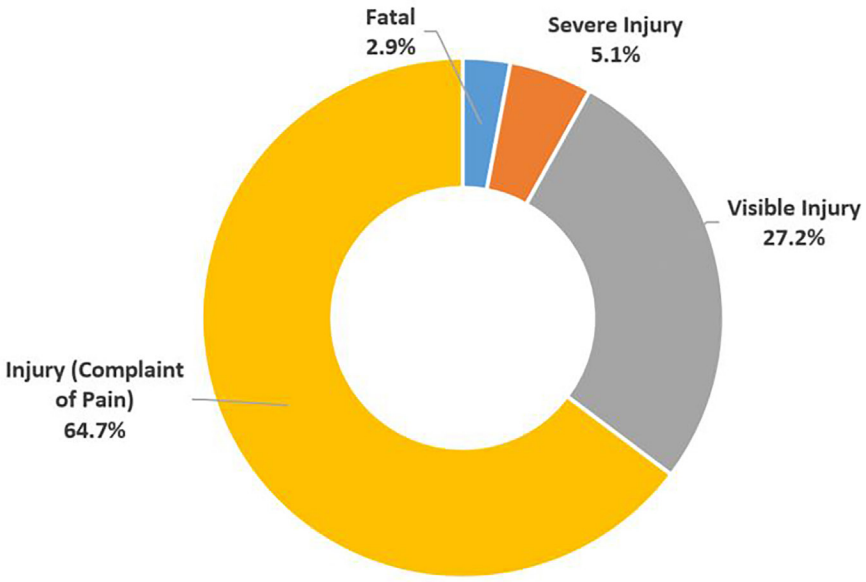
Figure 3 All Collisions on City Roadways (2015-2019)



SEVERITY BREAKDOWN

There were a total of 136 injury collisions reported city-wide from 2015 to 2019. Among these 136 collisions, 88 (65%) led to a complaint of pain injury and 37 collisions (27%) led to a visible injury. There were 11 F+SI collisions; seven collisions (5%) led to a severe injury and four collisions (3%) led to a fatality. It should be noted that this analysis focuses on the number of injury collisions but not on the number of injured parties (e.g. one collision could result in multiple injuries). **Figure 4** illustrates the classification of all collisions based on severity.

Figure 4 Collisions by Severity in Dinuba



INTERSECTION COLLISIONS VS. ROADWAY SEGMENT COLLISIONS

The collision data was segregated by facility type, i.e. based on collisions occurring on intersections and roadway segments. For the purpose of the analysis, a collision was said to have occurred at an intersection if it occurred within 250 feet of the center of the intersection. The reported collisions categorized by facility type and collision severity are presented in **Table 1**.

Table 1 Collisions by Severity and Facility Type in Dinuba

Collision Severity	Roadway Segment	Intersection	Total
Fatal	1	3	4
Severe Injury	2	5	7
Visible Injury	1	36	37
Complaint of Pain	13	75	88
Total	**17**	**119**	**136**

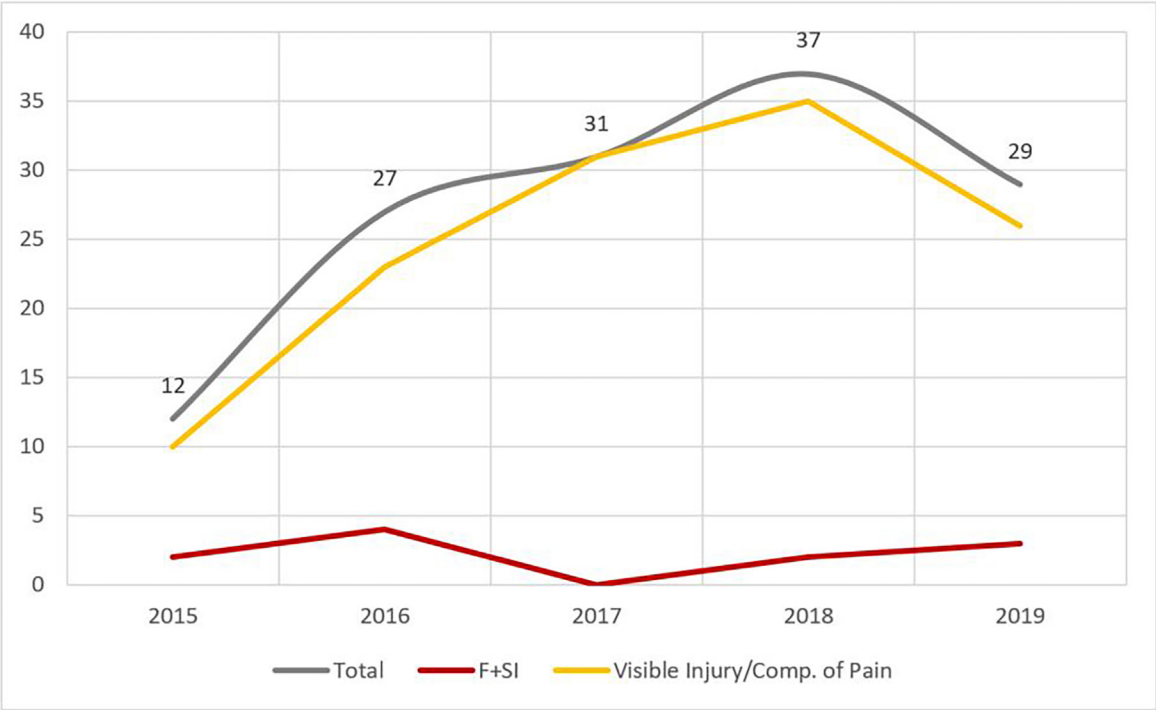
COLLISION TREND SUMMARY

The analysis starts with a comparative evaluation between all collisions and F+SI collisions, based on various factors including but not limited to: the collision trend, primary collision factor, collision type, facility type, motor vehicle involved with, weather, lighting, and time of the day. F+SI collisions cause the most damage to the people affected. While the loss of life is tragic and worthy of government action, aftermath of these collisions can lead to great expenses for City administration. A comprehensive analysis was conducted for F+SI collisions because of the loss of life and the impact of severe injuries. The LRSP process focuses on high-risk collision locations to identify and counter the safety issues.

F+SI Collisions vs. All Collisions

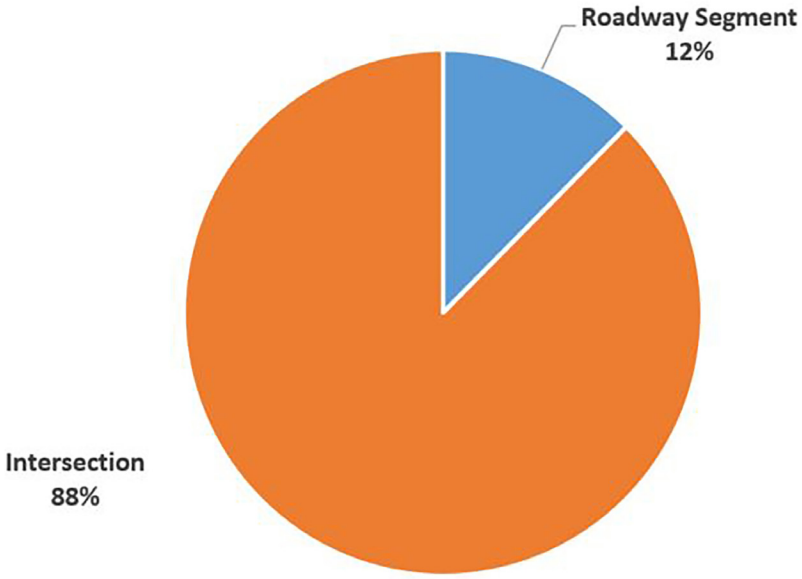
- The graph on the following page compares the trend over time for F+SI collisions, visible injury/complaint of pain collisions, and all collisions combined. For collisions of all severity and Visible Injury/Complaint of Pain collisions, the number of collisions has overall increased from 2015 to 2018 and then decreased in 2019. F+SI collisions increased from 2015 to 2016, decreased in 2017, before increasing again in 2018 and 2019.

Figure 5 All Collisions by Year



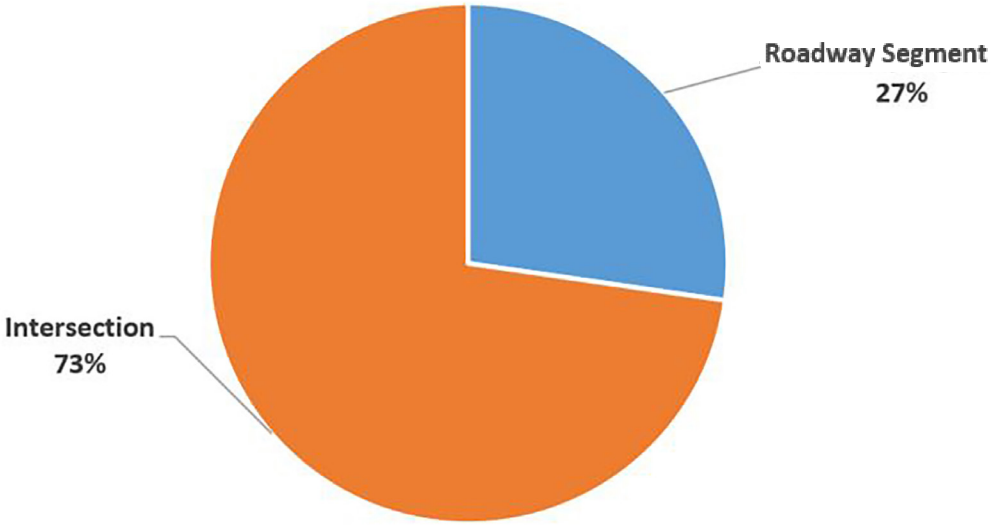
- For collisions of all severity, 88% occurred at intersections.

Figure 6 All Collisions by Facility Type



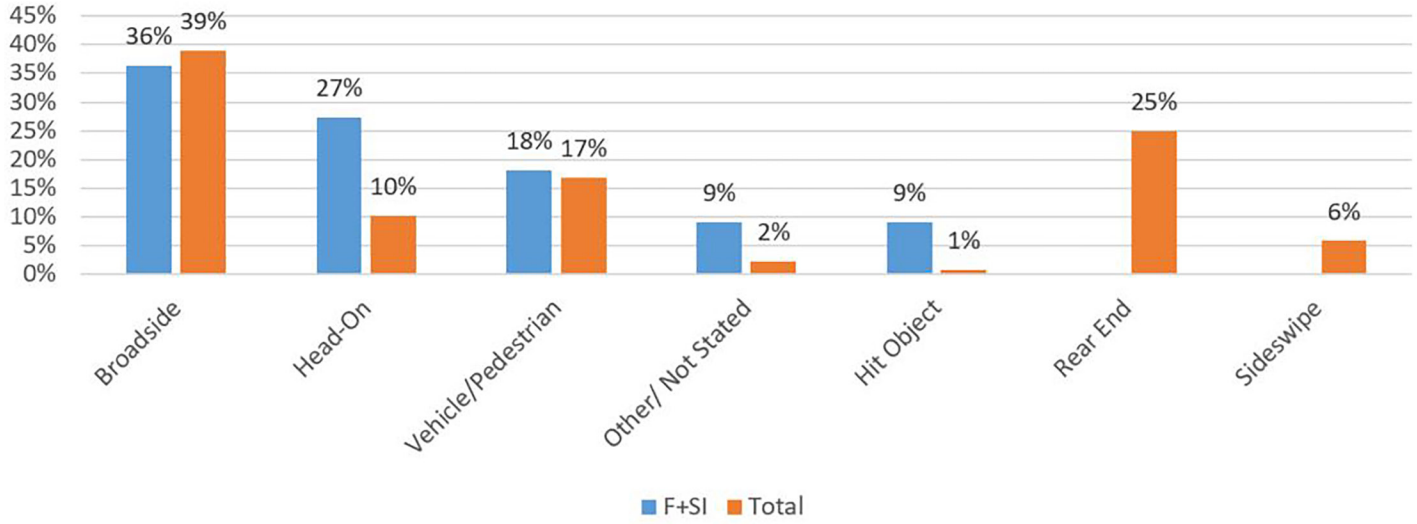
- For F+SI collisions, 73% occurred at intersections.

Figure 7 F+SI Collisions by Facility Type



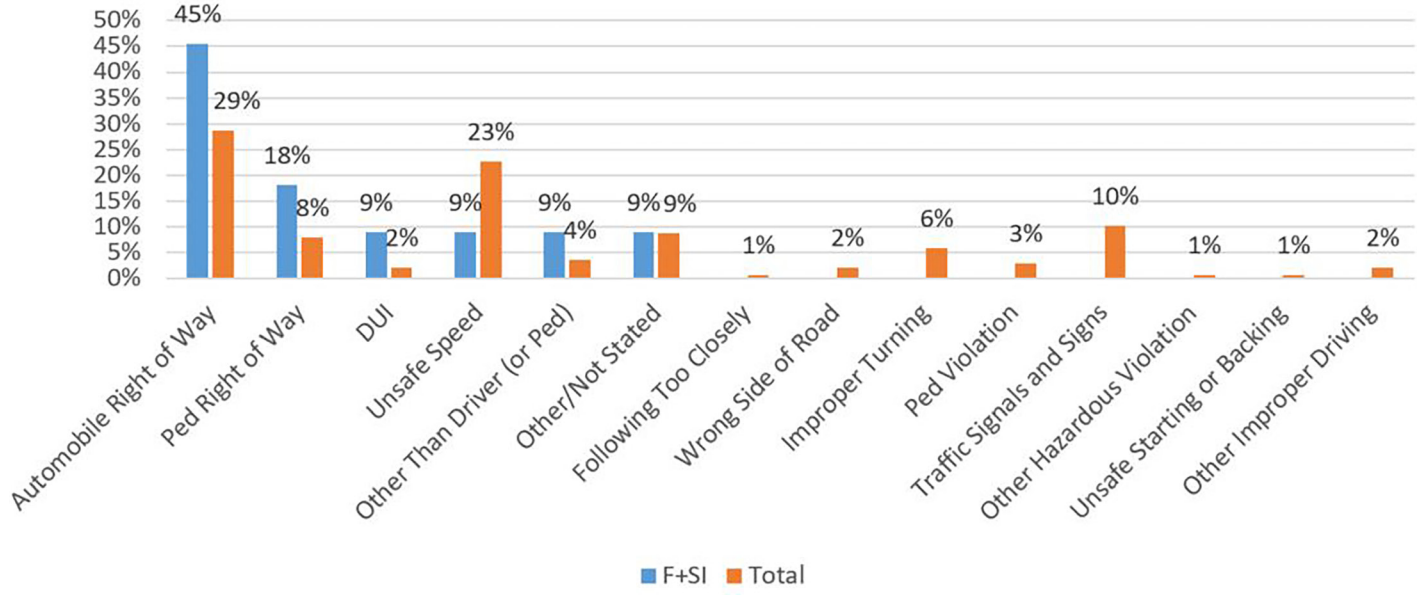
- Considering all collisions, the most commonly occurring collision types were broadside collisions (39%), rear end collisions (25%) and vehicle/pedestrian collisions (17%). When only F+SI collisions were considered, the most commonly occurring collision types were broadside (36%), head-on collisions (27%), and vehicle/pedestrian collisions (18%).

Figure 8 All Collisions by Collision Type



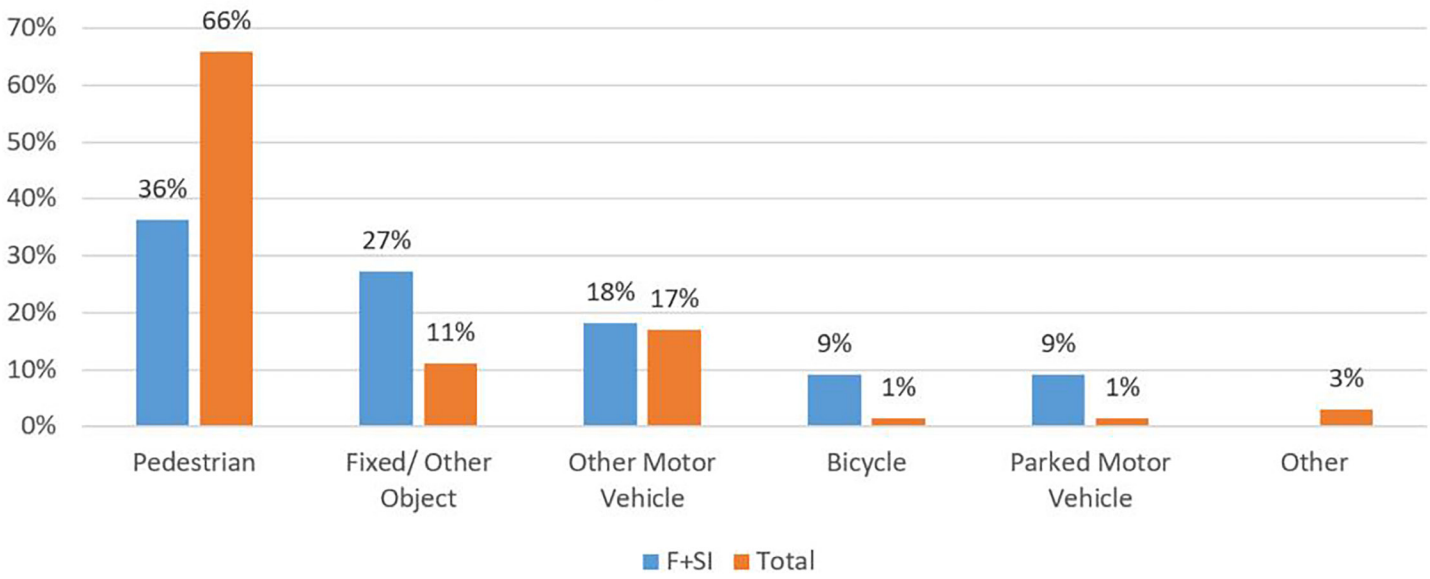
- Considering all collisions, the most common primary collision factor were observed to be automobile right-of-way (29%) and unsafe speed (23%). While the most observed F+SI collision factor was also automobile right-of-way (45%), pedestrian right-of-way was second (18%). Automobile right-of-way is a term used in collision reporting; it refers to a motorist who failed to yield right-of-way properly.

Figure 9 All Collisions by Violation Type



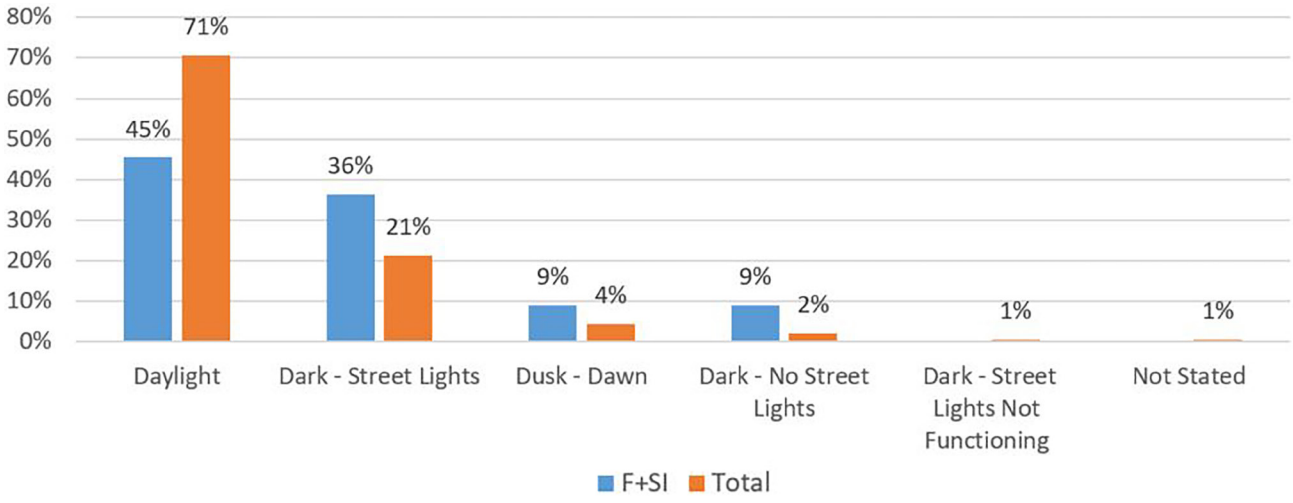
- When considering all collisions, the majority involved motor vehicles colliding with other motor vehicles (65%). However, for F+SI collisions, only 36% of collisions involved other motor vehicles; the remainder included colliding with a bicycle (18%), pedestrian (18%), and fixed object (18%). It's important to note that pedestrian and bicycle involved collisions made up a total of 36% of all F+SI collisions, which is the same percentage of F+SI collisions involving another motor vehicle. This is a significant increase from all injury collisions where pedestrian/bicycle involved collisions make up 28% of all collisions.

Figure 10 All Collisions by Motor Vehicle Involved With



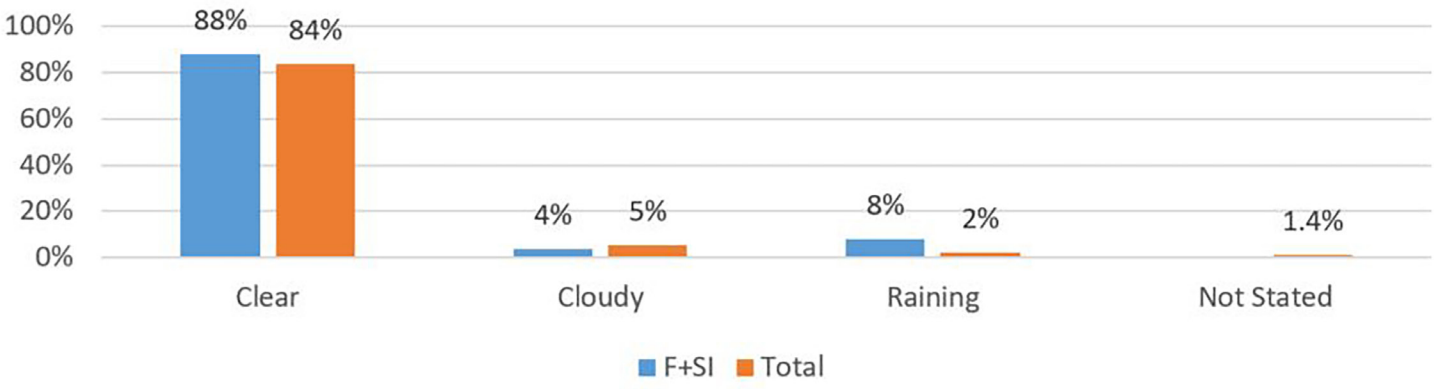
- For collisions of all severity, 71% occurred in daylight and 21% occurred in the dark on streets with street lights. For F+SI collisions, 45% of collisions occurred in daylight and 36% of collisions occurred in the dark on streets with street lights.

Figure 11 All Collisions by Lighting



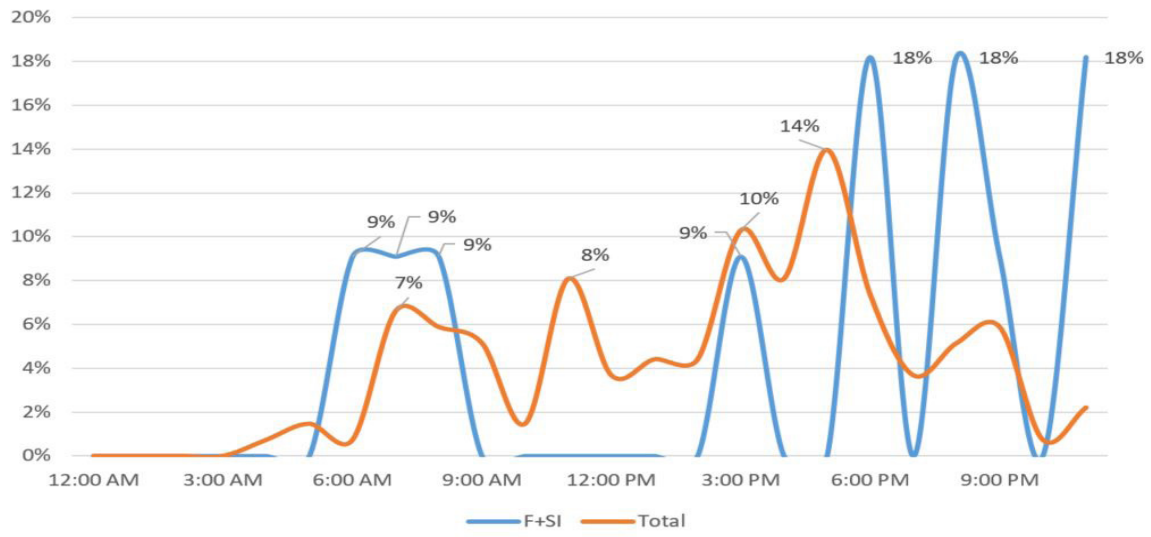
- A large majority, 84% of all collisions, occurred during clear weather conditions while 5% collisions were reported to occur during cloudy weather and 2% during rainy weather. For F+SI collisions, similar attributes are observed with 88% of the collisions having occurred during clear weather conditions, 8% during rainy weather and 4% in cloudy conditions. These trends follow general weather patterns for the region where wet conditions are generally less common. **Figure 12** illustrates the percentage distribution of weather conditions during occurrence of collisions of all severity as well as F+SI collisions.

Figure 12 All Collisions by Weather Condition



- For collisions of all severity types, the highest frequency occurred between 5:00 p.m. to 6:00 p.m. (14%) and the least number of collisions occurred in the hours between midnight (12:00 a.m.) to 4:00 a.m. (0%). For all F+SI collisions, the highest frequency occurred between 6:00 p.m. to 7:00 p.m., 8:00 p.m. to 9:00 p.m., and 11:00 p.m. to midnight (12:00 a.m.) with each of those hours having 18% of the total F+SI collisions. It's worth noting that with the exception of 6:00 p.m. to 7:00 p.m. during the summer, each of the hours with the most F+SI collisions occurred during an hour that is typically dark or at dusk. **Figure 13** illustrates the percentage of collisions occurring during the day for all collisions as well as F+SI collisions.

Figure 13 Time of the Day: All Collisions vs. F+SI Collisions

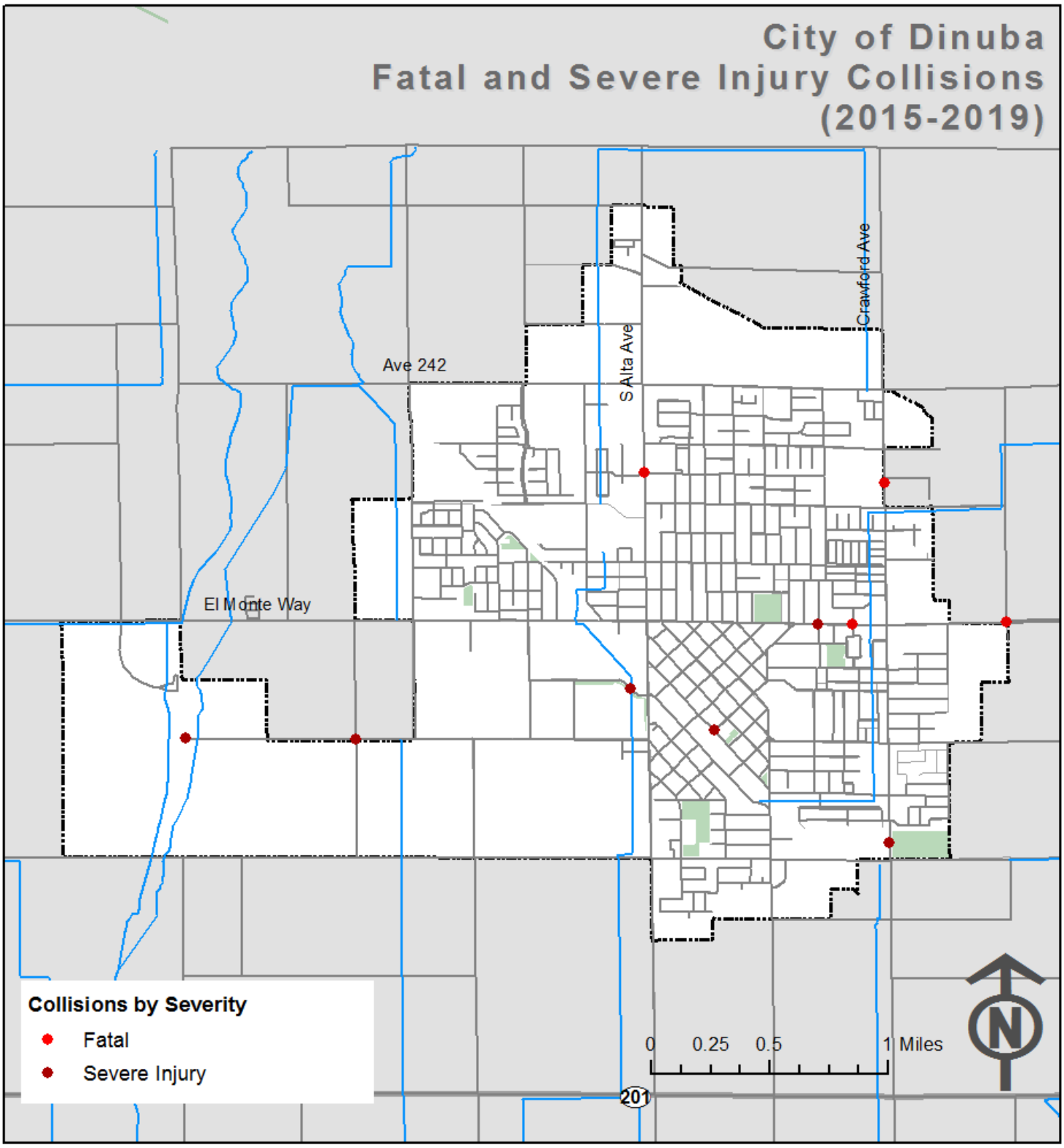


F+SI Collisions

- 8% of all the collisions that occurred on City-maintained roads in the past five years (2015-2019) resulted in a fatality or a severe injury.
- El Monte Way saw the most F+SI collisions with a total of three.
- About 36% of F+SI collisions are vehicle-pedestrian or vehicle-bicycle collisions. El Monte Way, Tulare Street, N. Hayes Avenue, and College Avenue have a higher concentration of bicycle and pedestrian collisions, compared to other Dinuba roads. This calls for an evaluation of pedestrian conditions on these corridors.

Figure 14 shows all the F+SI collisions that have occurred in the City from 2015-2019.

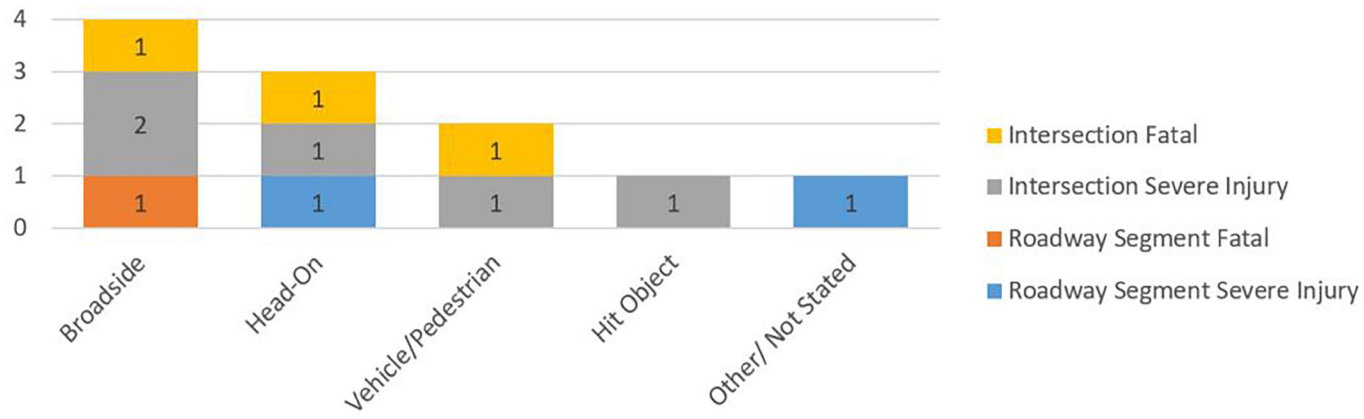
Figure 14 F+SI Collisions by Degree of Severity



F+SI Collisions by Location

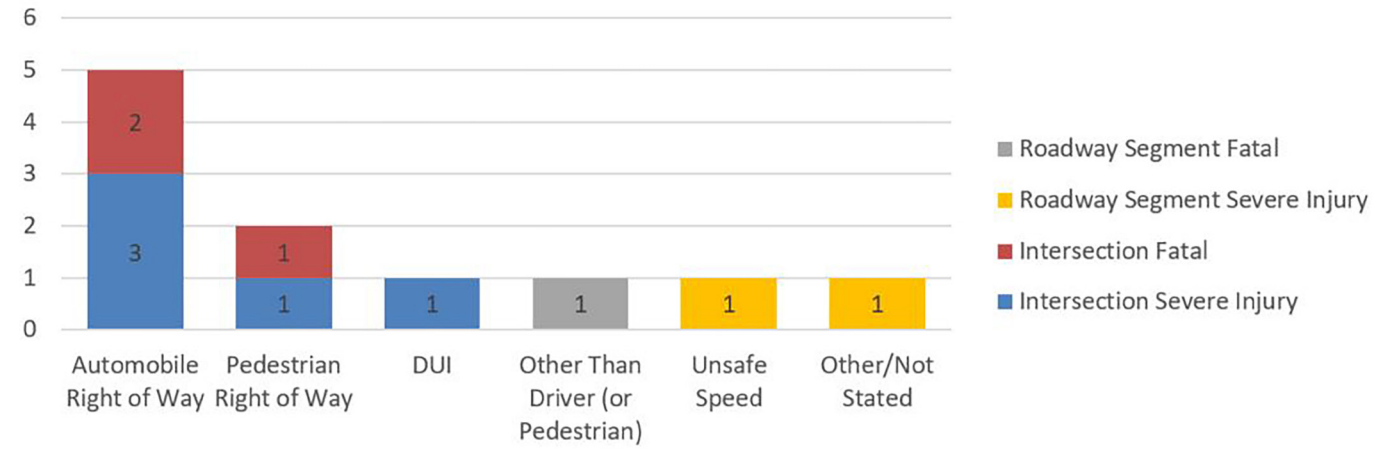
- A total of 11 F+SI collisions occurred in Dinuba from 2015-2019, three of which occurred on roadway segments or mid-block locations and eight occurred at intersections. More specifically, three led to fatalities that occurred at intersections, five led to severe injuries that occurred at intersections, one led to a fatality on roadway segments and two led to severe injuries that occurred at roadway segments.
- For all collisions that led to a fatality or severe injury, the most common collision type was a broadside collision. Most of the broadside collisions occurred at intersections, with two leading to a severe injury, and one leading to a fatality.

Figure 15 Collision Type for F+SI Collisions



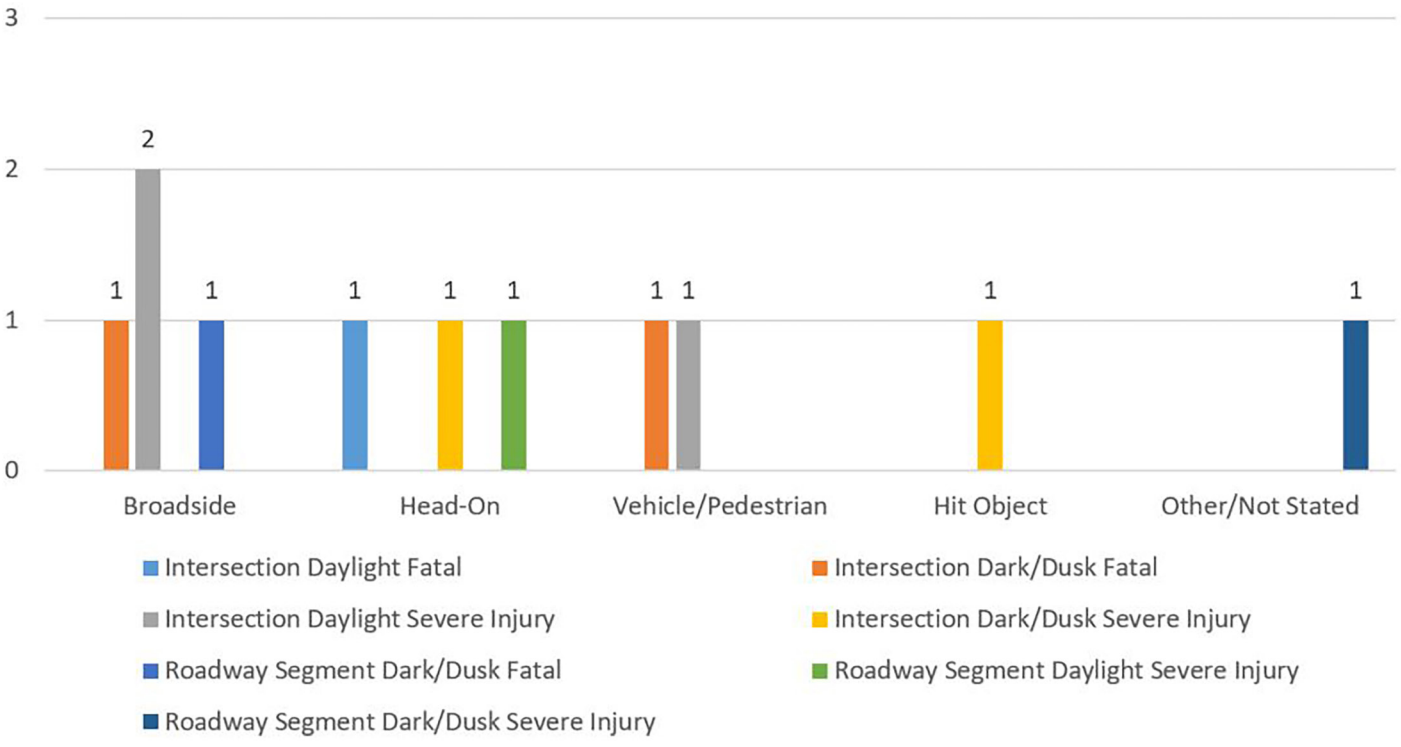
- For all collisions that led to a fatality or severe injury, the most common violation category was automobile right-of-way (five collisions), followed by pedestrian right-of-way (two collisions). DUI, unsafe speed, other than driver (or pedestrian), and other/not stated had one F+SI collision each. The results, with collision type and severity, are shown in **Figure 16**.

Figure 16 Violation Categories for F+SI Collisions



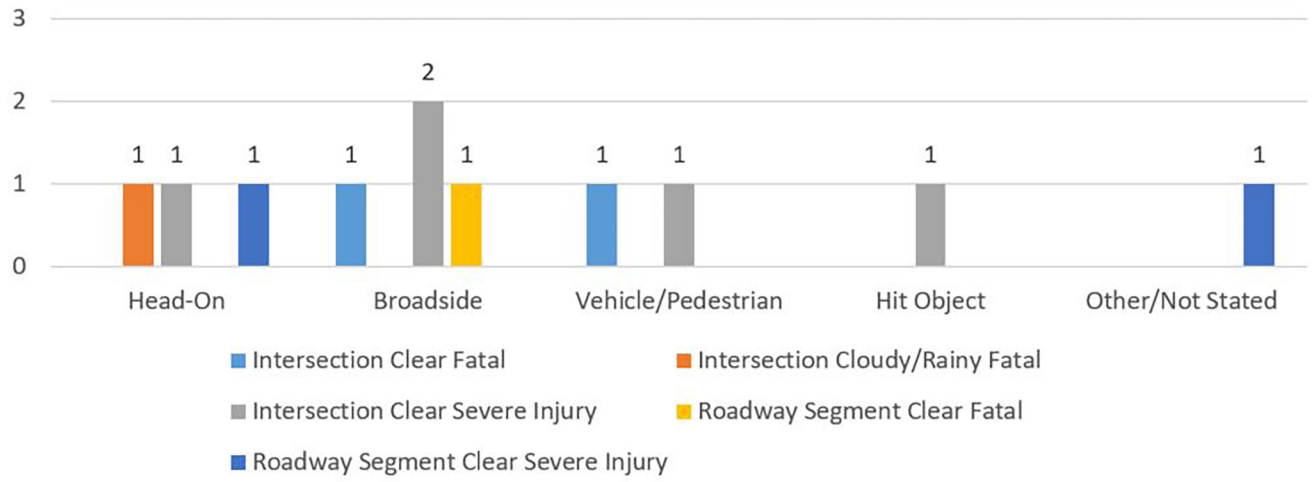
- For all F+SI collisions, broadside collisions occurring during the day resulting in a severe injury had the most occurrences (two collisions). **Figure 17** illustrates the lighting condition and the collision type as observed for F+SI collisions.

Figure 17 Lighting Conditions for F+SI Collisions



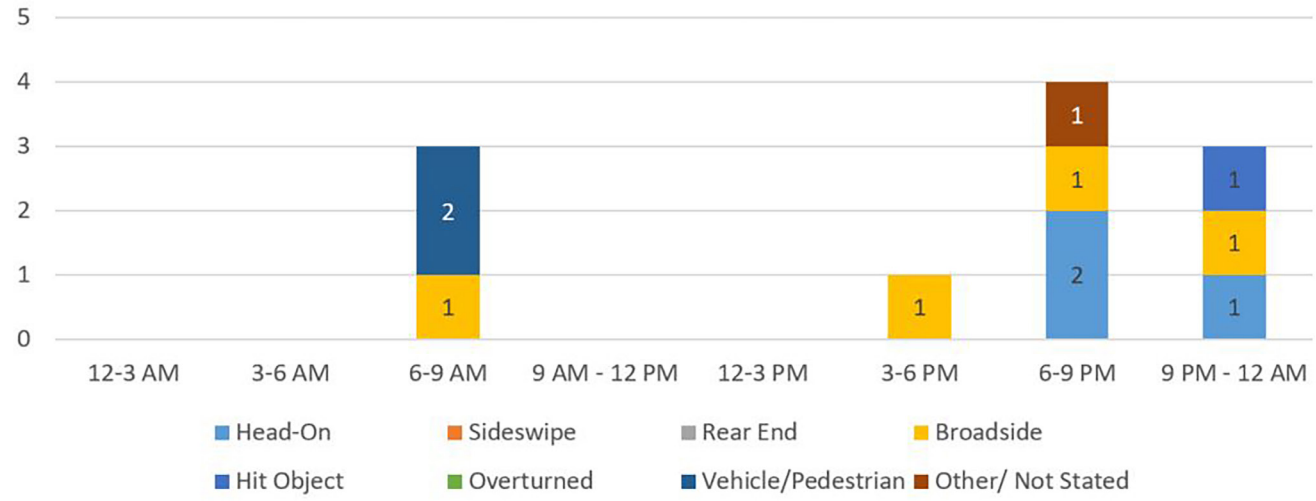
- For all F+SI collisions, broadside collisions occurring at intersections in clear weather and resulting in a severe injury had the most occurrences (two collisions). **Figure 18** illustrates the weather condition and the type of collision for all fatal and severe injury collisions.

Figure 18 Weather Conditions for F+SI Collisions



- For all the F+SI collisions that occurred, the majority of them occurred after 6:00 p.m. (seven out of 11 collisions). Of these, three were head-on collisions. **Figure 19** illustrates the collision type by the time of day for all F+SI collisions.

Figure 19 F+SI Collisions by Time of Day



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6 HIGH-RISK ROADWAY SEGMENTS AND INTERSECTIONS ANALYSIS

This section summarizes the process used to identify and rank high-risk locations in Dinuba. High-risk locations are intersections or roadway segments where F+SI collisions have occurred. This chapter begins with a geographic collision analysis where three prominent trends are further analyzed spatially to identify where these collisions are more common: bicycle/pedestrian collisions, nighttime collisions, and broadside collisions. Following this, an EPDO analysis is presented for each of the locations where injury collisions were reported – which assigns a crash cost and score to each collision according to the severity of the crash. The scoring and crash cost assumptions are consistent with federal HSIP Cycle 10 application guidelines. The result is a ranked list of roadway segments and intersections. This ranking will further inform the prioritization of safety improvements and help in subsequent decision-making to improve the safety for everyone, regardless of their mode of transportation.

GEOGRAPHIC COLLISION ANALYSIS

This section describes a detailed geographic collision analysis performed for injury collisions occurring at roadway segments and intersections in the City of Dinuba. The collision analysis was used to identify three main collision factors that highlight the top trends among collisions in Dinuba. These three collision factors were identified to be bicycle/pedestrian collisions, night time collisions, and broadside collisions.

Bicycle/Pedestrian Collisions

For F+SI collisions in Dinuba, bicycle/pedestrian involved collisions made up 36% of the total. Bicycle/pedestrian collisions also make up 28% of all injury collisions; this is a significant concern in Dinuba. **Figure 20** shows the distribution of pedestrian collisions throughout Dinuba between 2015 and 2019. El Monte Way, Tulare Street, North Hayes Avenue, and College Avenue have a higher concentration of bicycle and pedestrian collisions, compared to other Dinuba roads.

Nighttime Collisions

For F+SI collisions in Dinuba, 54% of collisions occurred at night compared to just 27% of all injury collisions, meaning nighttime collisions are about twice as likely to result in a fatal or severe injury. **Figure 21** shows the distribution of nighttime collisions throughout Dinuba between 2015 and 2019. El Monte Way, North Alta Avenue, and North Dickey Avenue have a higher concentration of nighttime collisions, compared to other Dinuba roads.

Broadside Collisions

For all injury collisions in Dinuba, 39% of collisions were broadside collisions (including 36% of F+SI collisions). **Figure 22** shows the distribution of broadside collisions throughout Dinuba between 2015 and 2019. Tulare Street, North Alta Avenue, El Monte Way, and Avenue 424 have a higher concentration of broadside collisions, compared to other Dinuba roads.

Figure 20 Bicycle/Pedestrian Collisions

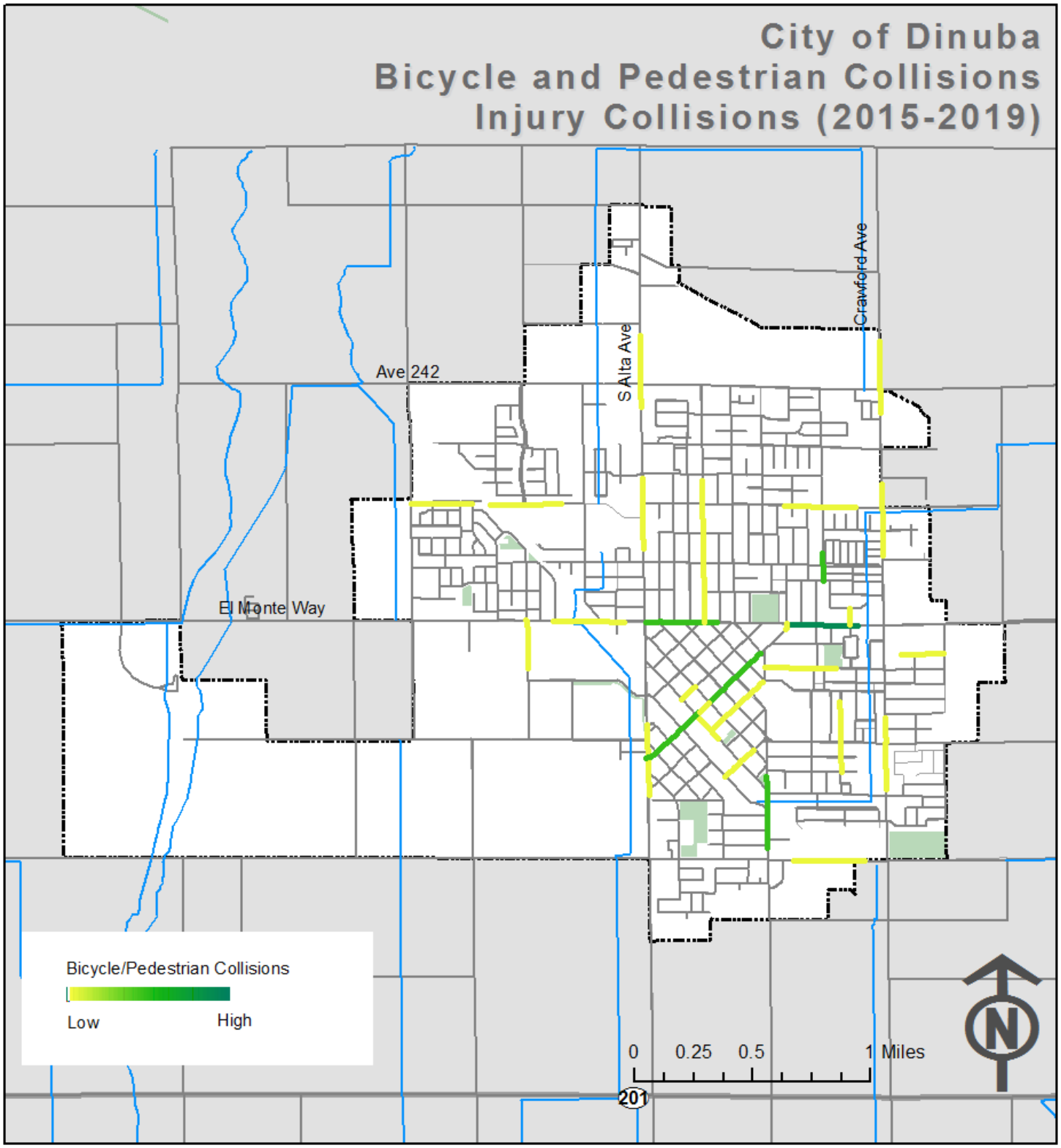


Figure 21 Nighttime Collisions

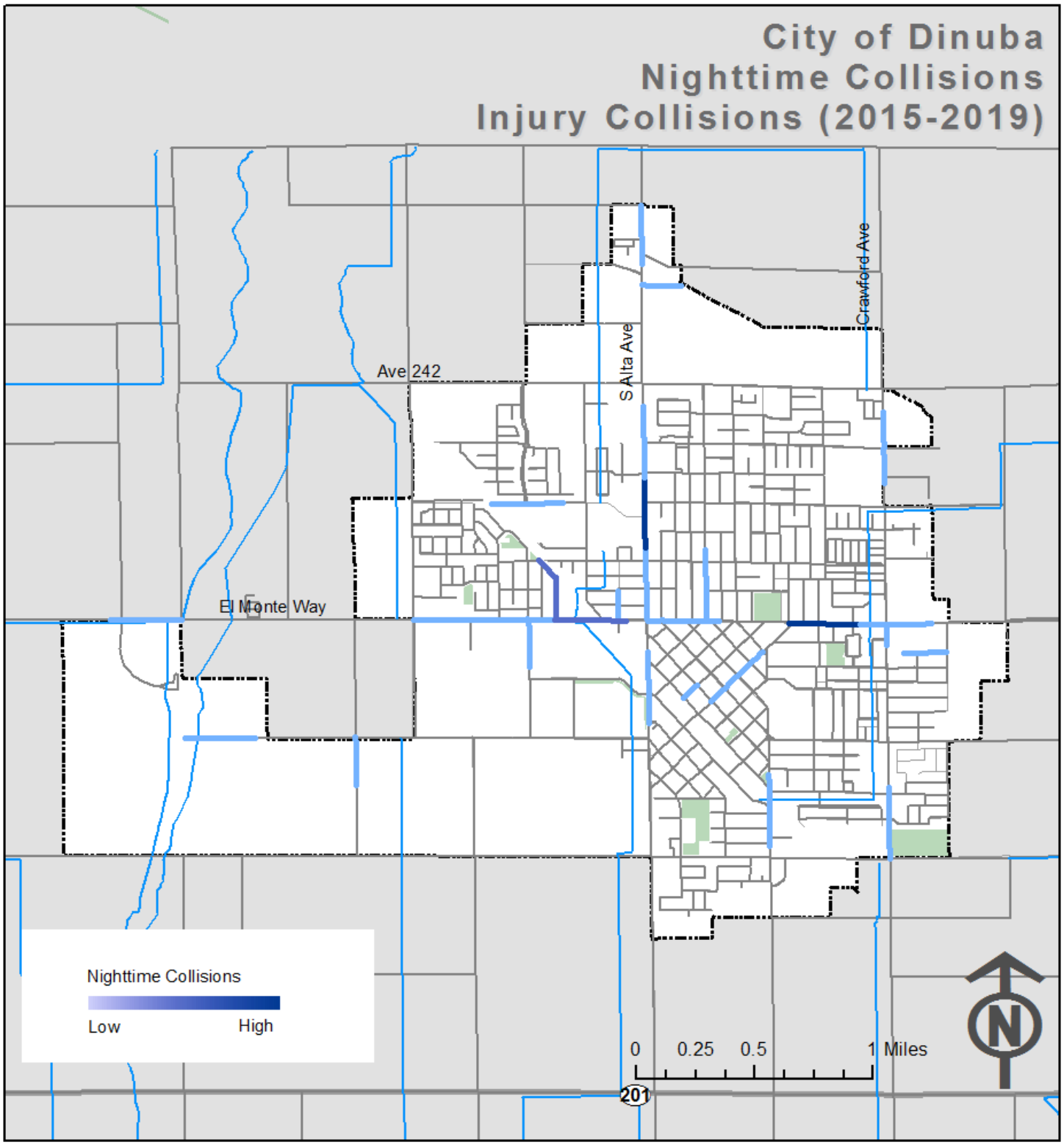
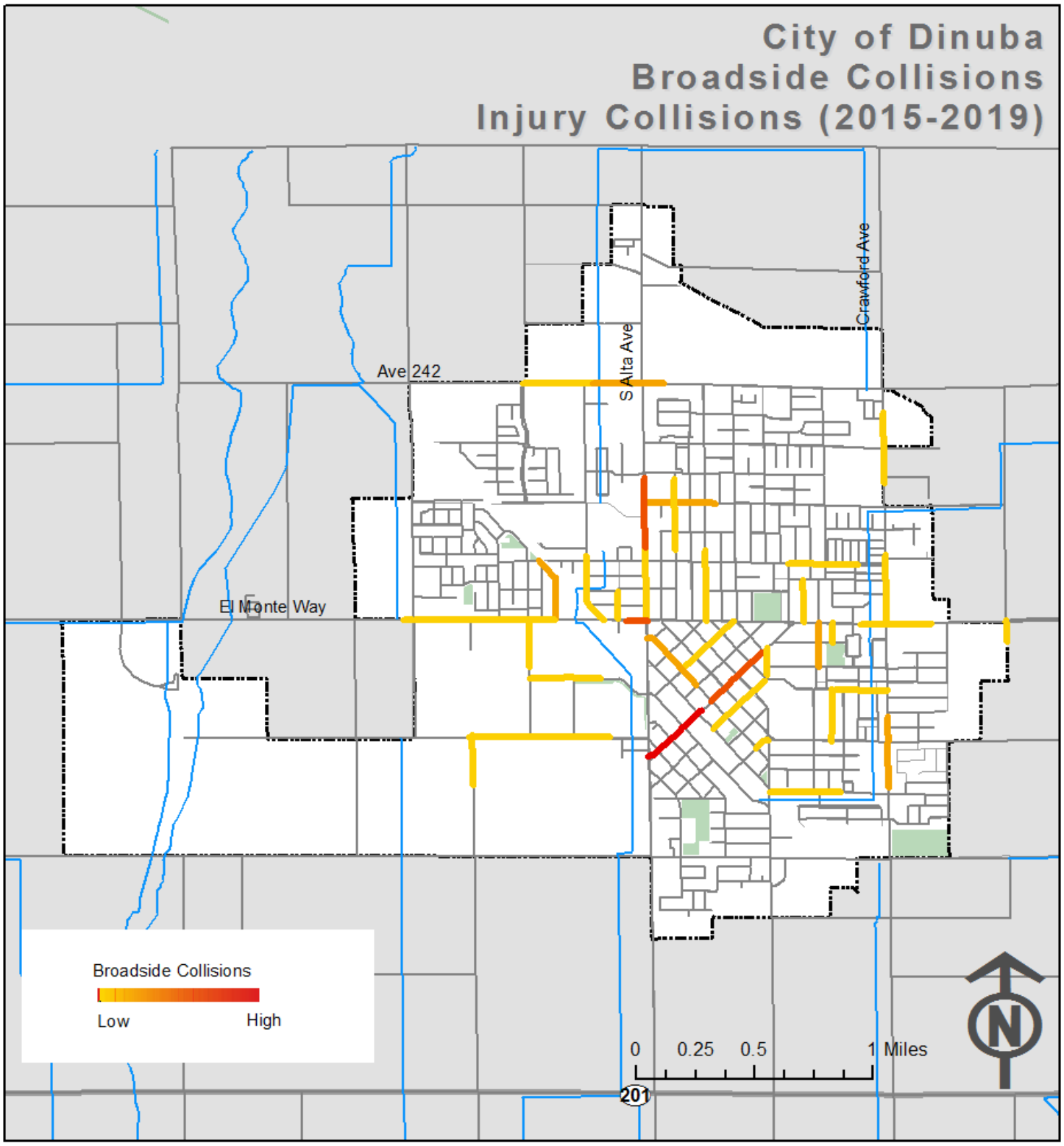


Figure 22 Broadside Collisions



EQUIVALENT PROPERTY DAMAGE ONLY ANALYSIS

The EPDO analysis was performed citywide, for all locations with collisions. The roadway segments and intersections were then ranked to show the top eight high-risk roadway segments and top ten high-risk intersections. This detailed analysis was performed to identify high-risk intersections and roadway segments, utilizing a weighted crash cost to identify locations with the most severe collisions. The weighting factor is the severity of the injuries.

Methodology

A collision severity weight was used to identify the high severity collision network, using the EPDO method. The EPDO method accounts for both the severity and frequency of collisions by converting each collision to an equivalent number of PDO collisions. The EPDO method assigns a crash cost and score to each collision according to the severity of the crash, weighted by the comprehensive crash cost. These EPDO scores are calculated using a simplified version of the comprehensive crash costs per HSIP Cycle 10 application guidelines. The weights used in the analysis are shown below in **Table 2**.

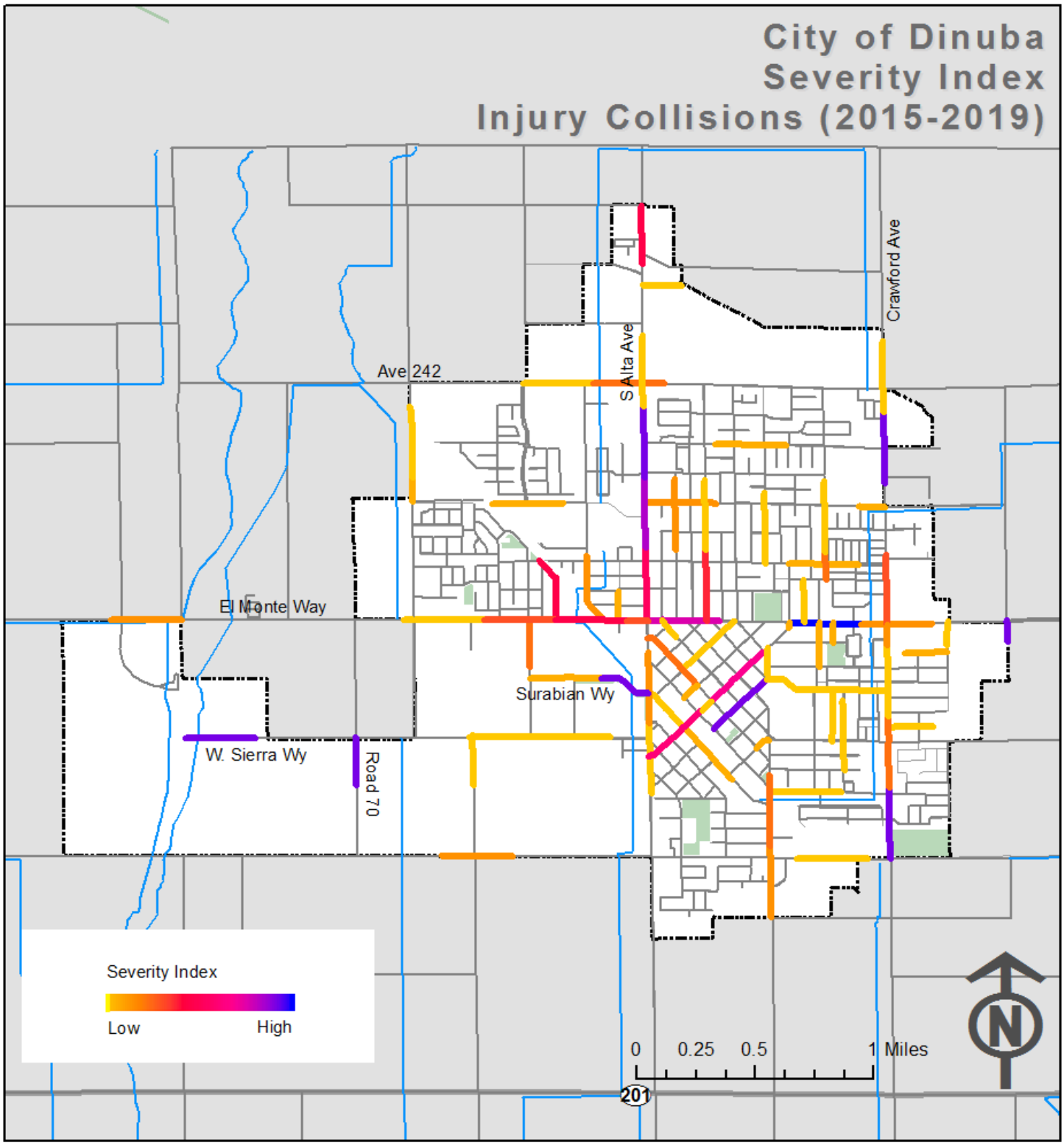
Table 2 EPDO Score used in HSIP Cycle 10

Collision Severity	EPDO Score
Fatal and Severe Injury Combined	165*
Visible Injury	11
Possible Injury	6
PDO	1

**This is the score used in HSIP Cycle 10 for collisions on roadways segments, to simplify the analysis this study uses the same score for all F+SI collisions regardless of location*

The EPDO scores for all collisions can then be aggregated in a variety of ways to identify collision patterns, such as location hot-spots. The weighted collisions for Dinuba were geo-located onto Dinuba's road network. **Figure 23** shows the location and geographic concentration of collisions by their EPDO score. City-Wide Ranking of High-Risk Locations and High Injury Network.

Figure 23 Severity Index

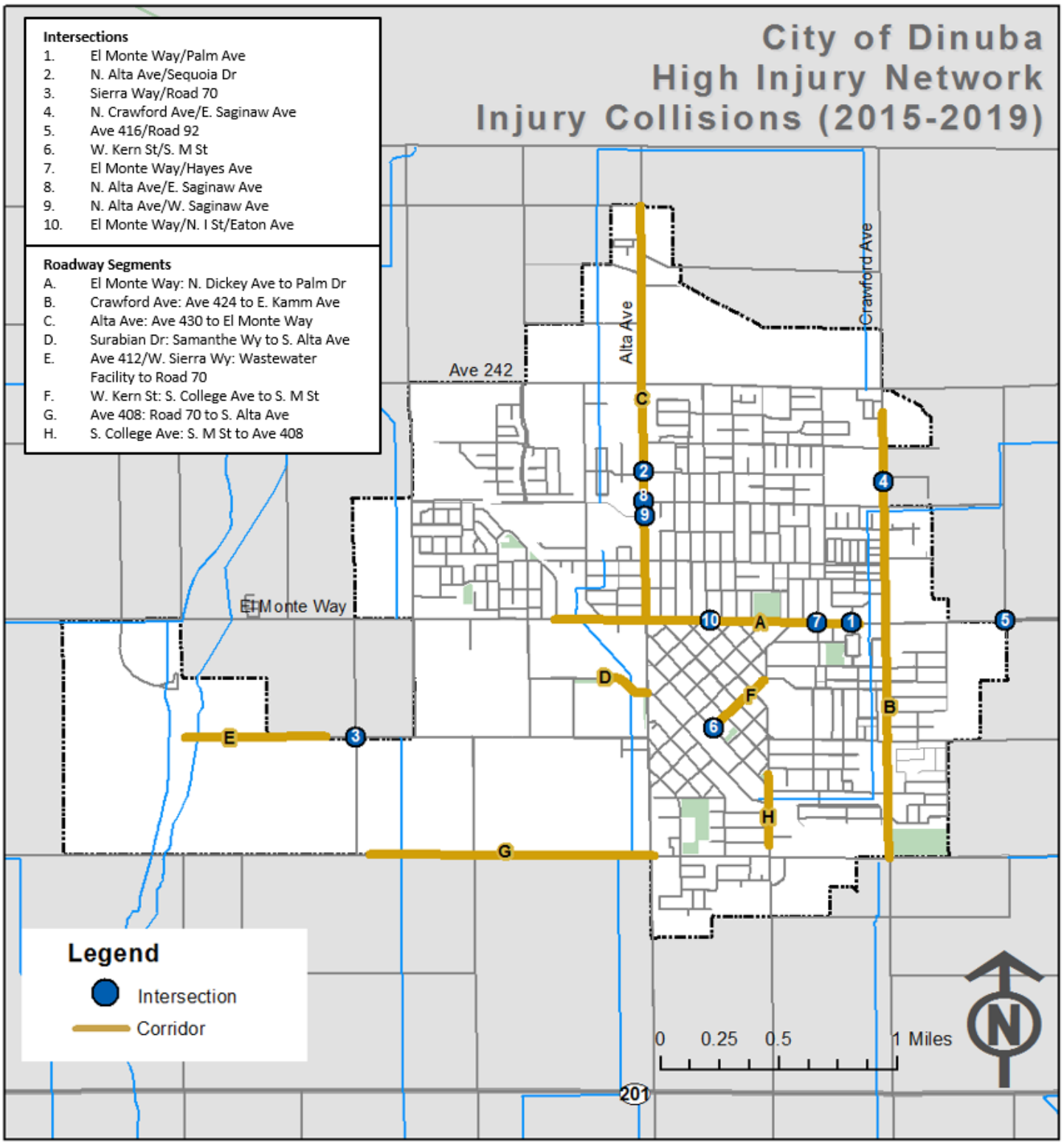


CITY-WIDE RANKING OF HIGH-RISK LOCATIONS AND HIGH INJURY NETWORK

Following the detailed collision analysis in Section 2, the next step was to identify the high-risk roadway segments and intersections in the City. The methodology for scoring the high injury locations is the same method used in the collision severity weight section (see page 50).

Figure 24 shows the top eight high-collision corridors based on collisions that occurred on roadway segments, and top 10 high-collision intersections in the City of Dinuba. This high collision network (made up of the high-risk locations combined) has a total of 56 injury collisions and 11 F+SI collisions, which represents 41% of injury collisions and 100% of F+SI collisions in the City of Dinuba, but only about 4% of Dinuba's roadway network. For the purposes of the high collision network analysis, intersections include collisions that occurred within 250 feet of it. Roadway segments include all collisions that occurred along the roadway except for collisions that occurred directly at an intersection.

Figure 24 Dinuba High Injury Network



Intersections

Ten intersections were identified as high injury intersections. There were a total of eight F+SI collisions that occurred at these intersections. Out of the eight collisions, four led to fatalities and four led to severe injury collisions. The intersection of El Monte Way and Palm Drive had the highest number of F+SI collisions. **Table 3** lists the EPDO score for the top 10 intersections city-wide.

Table 3 Citywide Collision Rate Analysis for Intersections

ID	Intersection	Total	F+SI	Bike/Ped	Night	Broadside	Severity Weight
		Collisions					
1	El Monte Way and Palm Drive	4	2	3	1	0	347
2	N. Alta Avenue and Sequoia Drive	1	1	0	1	0	165
3	Sierra Way and Road 70	1	1	0	1	0	165
4	N. Crawford Avenue and E Saginaw Avenue	1	1	1	1	1	165
5	Avenue 416 and Road 92	1	1	0	0	1	165
6	W. Kern Street and S. M Street	1	1	1	0	1	165
7	El Monte Way and Hayes Avenue	1	1	0	0	1	165
8	N. Alta Avenue and E Saginaw Avenue	5	0	0	2	3	45
9	N. Alta Avenue and W. Saginaw Avenue	3	0	1	1	1	33
10	El Monte Way and N. I Street/Eaton Avenue	3	0	0	1	1	33

High Injury Corridors

Eight corridors were identified as high injury corridors. There were a total of nine F+SI collisions on these corridors. Out of the nine collisions, three led to fatalities and six led to severe injury collisions. **Table 4** lists the severity weight of the top eight identified high-collision corridors along with the number of F+SI collisions and total collisions.

Table 4 High Injury Corridors

ID	Corridor	Total	F+SI	Bike/ Ped	Night	Broadside	Length (miles)	Severity Weight
		Collisions						
A	El Monte Way: N. Dickey Avenue to Palm Drive	14	3	4	6	4	1.2	591
B	Crawford Avenue/Road 88: Avenue 424 to E. Kamm Avenue	5	2	1	4	3	1.9	366
C	Alta Avenue: Avenue 430 to El Monte Way	7	1	3	4	2	1.4	201
D	Surabian Drive: Samanthe Way to S. Alta Avenue	3	1	0	1	0	0.30	182
E	Avenue 412/W. Sierra Way: Dinuba Wastewater Facility to Road 70	2	1	0	1	0	0.70	176
F	Kern Street: S. College Avenue to S. M Street	2	1	1	0	1	0.30	176
G	Avenue 408: Road 70 to S. Alta Avenue/Road 80	2	0	0	0	0	1.25	12


Kamm Avenue

7 EMPHASIS AREA

An emphasis area is a recommended area to improve traffic safety. These improvements are identified through a comprehensive approach, following the 4 E's of traffic safety: ***Engineering, Education, Enforcement, and Emergency Response***. Combining multiple strategies under the various E's increases the likelihood of success in improving traffic safety. The emphasis areas identified for developing safety improvements and programs in Dinuba are aligned and consistent with the trends of crashes identified as a part of the collision data analysis. Each of these emphasis areas will help identify appropriate improvements and help meet the plan's overall goal by establishing strategies, actions and performance measures.

Based on the systemic safety analysis and identified high-injury intersections and roadway segments in Dinuba, the top recommended emphasis areas are as follows:

A. Intersection Safety

a. Collisions at or near (within 250 feet of) intersections

B. Bicycle and Pedestrian Safety

a. Vehicle-pedestrian or vehicle-bicycle collisions

b. Pedestrian right-of-way violations by vehicles

c. Right-of-way violations by pedestrians

C. Nighttime Collisions

a. Collisions that occurred in low or no natural lighting condition

D. Broadside Collisions and Automobile Right-of-Way Violations

E. Injury Collisions near Schools

a. Collisions that occurred within ¼ mile of a school

F. Reduce Speeding Violations and Rear-End Collisions

G. Reduce Impaired and Distracted Driving

a. Including collisions that involved alcohol

FACTORS CONSIDERED IN THE DETERMINATION OF EMPHASIS AREAS

Emphasis areas were determined by factors that led to the highest amount of injury collisions, with a specific emphasis on F+SI injury collisions and collisions that occurred on the High Injury Network. The High Injury Network, developed during the Systemic Safety Trend Analysis, includes 10 intersections and eight roadway segments across the city.

For each Emphasis Area, further analysis of the associated collision trends is presented, including collision type, collision factors, facility type, violation categories, etc. Unless otherwise noted, the collision trends noted in each Emphasis Area are utilizing collisions only occurring on the High Injury Network. The team approached safety with a holistic 4 E's approach that includes comprehensive programs, policies, and countermeasures to reduce collisions in specific emphasis areas. The 4 E's are: engineering, education, enforcement, and emergency response (EMS).

The Four E's of Safety

The local roadway safety plan utilizes a comprehensive approach to safety, which incorporates all elements of the "4 E's of Safety": ***Engineering, Enforcement, Education, and Emergency Response***. This approach recognizes that not all locations can be addressed solely by infrastructure improvements. Incorporating the 4 E's of Safety is often required to achieve significant safety improvements and reduce the severity and frequency of collisions throughout a jurisdiction.

Some of the common violation types that may require a comprehensive approach are speeding, failure-to-yield to pedestrians, red light running, aggressive driving, failure to wear safety belts, distracted driving, and driving while impaired. When locations are identified as having these types of violations, coordination with the appropriate law enforcement agencies is needed to arrange visible targeted enforcement to create community awareness of the problem and to reduce the potential for future driving violations and related crashes and injuries.

To improve safety, education efforts can also be used to supplement enforcement. Additionally, education efforts can supplement enforcement to improve the efficiency of each. Education can also be employed in the short-term to address high crash locations until the recommended infrastructure project can be implemented.

Summary of Existing Dinuba Initiatives

The City of Dinuba already has implemented safety strategies corresponding to the 4 E's of Safety. The strategies detailed in this memo can supplement existing programs and concentrate them on high injury collision locations and crash types. The initiatives already implemented by the City are summarized on **Table 5**.

Table 5 Existing Programs Summary

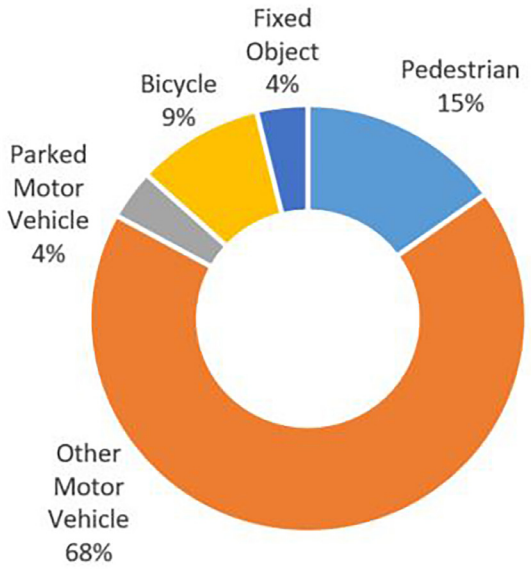
Document/Program	Description	E's of Safety Program Corresponds to
Dinuba Neighborhood Traffic Calming Program Guidelines, and Procedures (2019)	The City of Dinuba's Neighborhood Traffic Calming Program focuses on improving driving behavior, enhancing the safety of all road users, and encouraging active transportation. The program outlines the process by which the City will implement traffic calming solutions, using a point system to score potential projects.	Engineering, Enforcement, Education
Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)	The City of Dinuba has an updated set of street design policies, guidelines, and an implementation plan to guide long term transportation planning decisions. Included is a toolbox of Complete Streets design treatments and descriptions of opportunities for implementation.	Engineering
Highway Safety Improvement Program (HSIP) Cycle 9 Implementation	The City of Dinuba was awarded an HSIP Cycle 9 grant to construct roadway safety improvements on 10 corridors citywide. Improvements include installing flush median striping, edgeline striping, Class II and Class III bicycle facilities, and pedestrian facility improvements. The funding will directly implement recommendations from the City's SSAR, and the Pedestrian and Bicyclist Safety and Connectivity Study.	Engineering

RECOMMENDED EMPHASIS AREAS

Emphasis Area 1: Improve Intersection Safety

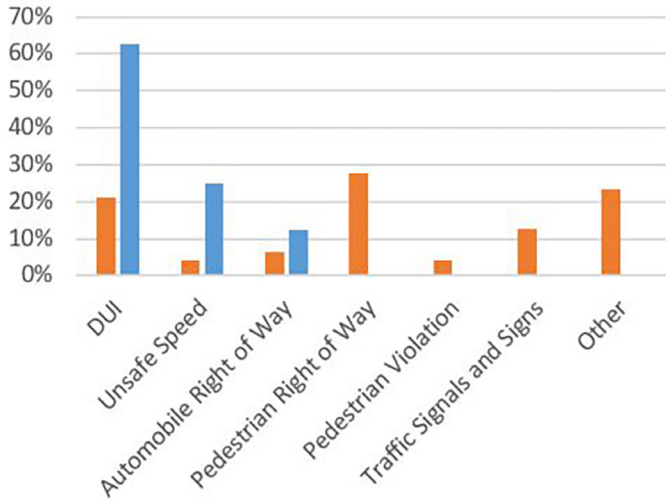
Of the 56 reported collisions on the high injury network, 47 (84%) of these collisions occurred at intersections, including eight (73%) that were F+SI collisions. The following collision data illustrates some of the specific trends occurring at intersections. **Table 6** details programs, polices and recommended countermeasures to comprehensively address intersection safety.

Intersection Collisions by Motor Vehicle Involved With



- Most collisions involved another motor vehicle (36 collisions, or 68%)
- 24% of collisions involved either a bicycle or pedestrian
- 16 (30%) collisions were rear end type
- Two F+SI collisions (25%) were pedestrian/ vehicle collisions
- Three F+SI collisions occurred at night, compared to 16 total intersection collisions at night
- 15 (28%) collisions were unsafe speed collisions
- Five F+SI collisions (63%) were because of Automobile Right-of-Way violation

Intersection Collisions by Violation



Intersection Collisions by Type

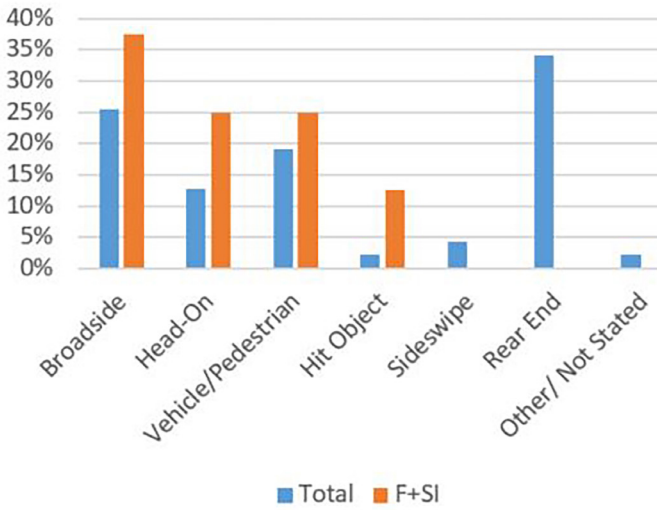


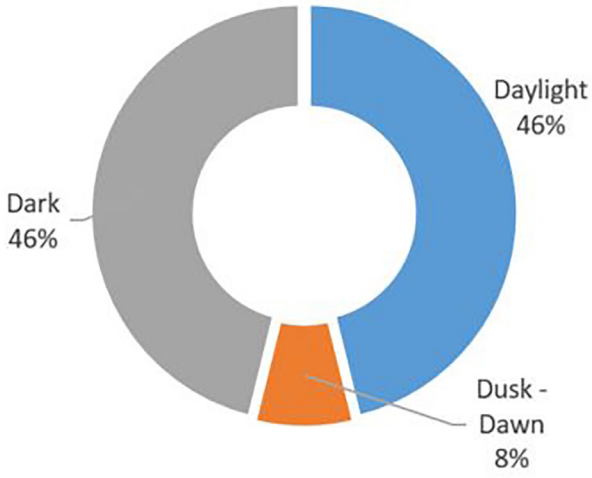
Table 6 Emphasis Area 1: Improve Intersection Safety

Objectives			Success Indicator	
Reduce the number of fatal and severe injury collisions at intersections			A reduction in the number of fatal and severe injury collisions at high-risk intersections compared to previous years	
	Action	**Target Output**	**Performance Measure**	**Monitoring and Evaluation**
Education	Conduct public information and education campaign to obey existing intersection safety laws regarding traffic lights, stop signs, and turning left or right	Public awareness of traffic safety laws to be followed at intersections	Number of education campaigns, or number of people reached by campaign	Online or print survey of public response (consider a contest/prizes to encourage participation)
Enforcement	Targeted enforcement at high-risk intersections to monitor traffic law violations, right-of-way violations, and speed limit laws	Reduction in intersection collisions due to traffic law violations, right-of-way violations, and speed limits	Number of tickets issued Post-enforcement test to measure stickiness	Number of intersection collisions related to traffic law violations, right-of-way violations, and speeding compared to the previous year
Engineering	• S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing • S09, Install raised pavement markers and striping (Through Intersection) • S16/NS04/NS05, Convert intersection to roundabout • S01/NS01, Add intersection lighting • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS14, Install raised median on approaches • NS22PB, Install Rectangular Rapid Flashing Beacon *(to be installed at several intersections citywide through HSIP Cycle 9 grant, including 3 HIN intersections)* • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	Reduction of traffic movement conflicts at intersections	Number of intersections improved	Number of intersection crashes related to traffic movement compared to the previous year
EMS	S05, Install emergency vehicle pre-emption systems Improve resource deployment and clear routes for emergency responses to collision sites	Decreased response time to intersection collisions	EMS vehicle response time	Response time compared to the previous year

Emphasis Area 2: Improve Bicycle and Pedestrian Safety

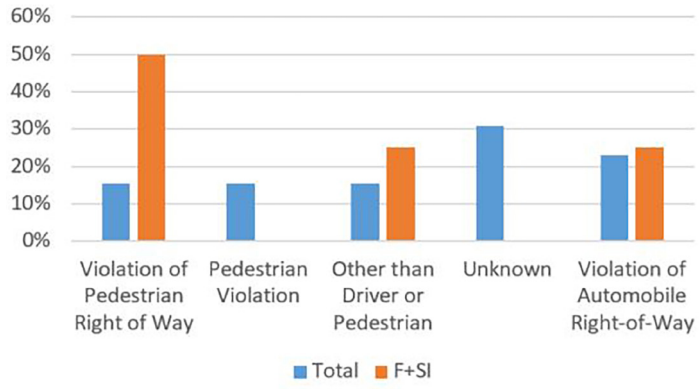
Of the 56 reported collisions on the high injury network, 13 (23%) of these collisions involved a bicyclist or pedestrian (including four F+SI collisions, or (36%). These bicycle/pedestrian involved collision trends are similar to what was observed among all injury collisions citywide, and slightly less than what was observed during the City's last SSAR update using 2013-2016 collision data (where bicycle/pedestrian collisions added up to 28% of all collisions). The following collision data illustrates specific patterns regarding bicycle and pedestrian collisions. **Table 7** details programs, polices and recommended countermeasures to comprehensively improve bicycle and pedestrian safety.

Bicycle/Pedestrian Collisions by Lighting



- Six collisions (55%) occurred when the pedestrian was crossing in a crosswalk at an intersection
- Two of four F+SI collisions occurred due to pedestrian right-of-way violation
- Two of 13 collisions occurred due to violations by pedestrians
- Seven collisions out of 13 (54%) occurred at night or dawn/dusk, of which two were F+SI collisions
- Three (38%) bicycle and pedestrian collisions occurred at the intersection of El Monte Way and Palm Drive; followed by two bicycle/pedestrian collisions at the intersection of College Avenue and Golden Way

Bicycle/Pedestrian Involved Collisions by Violation Type



Pedestrian Action for Pedestrian Involved Collisions

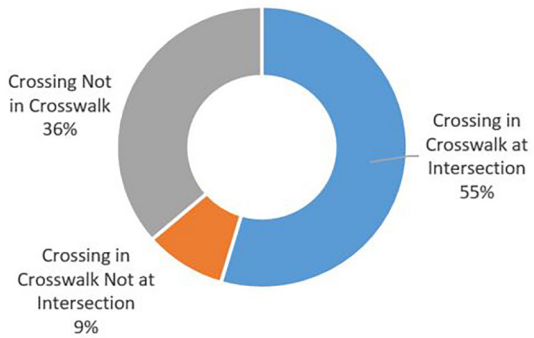


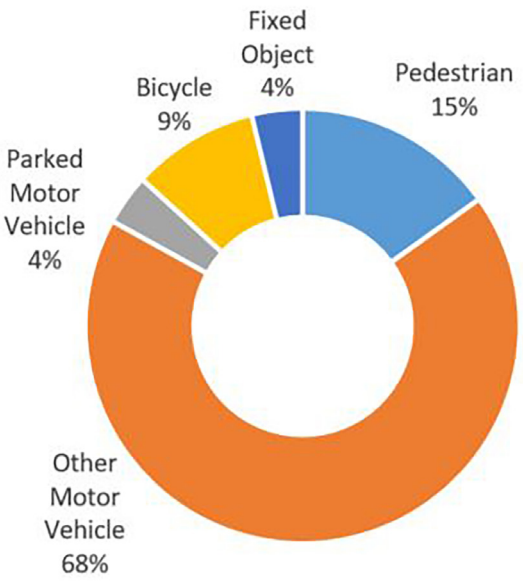
Table 7 Emphasis Area 2: Improve Bicycle and Pedestrian Safety

Objectives			Success Indicator	
Improve bicycle and pedestrian network; and develop safe walking environent for pedestrians and safe riding environment for bicyclists			Reduction in the number of bicycle and pedestrian-related collisions within the City compared to previous years	
	Action	**Target Output**	**Performance Measure**	**Monitoring and Evaluation**
Education	• Bicycle and pedestrian safety campaigns and outreach to raise awareness through media outlets and public events • Coordinate with TCAG, Dinuba PD, Dinuba FD, and DUSD to host a Bike Rodeo at a local school • Conduct a complete streets workshop • Conduct a forum with local bike shop owners, bike clubs and walking groups to share upcoming enforcement campaign details	Increase awareness of bicycle/ pedestrian safety, and safe walking and bicycle riding habits Raise leaders' awareness in a workshop	Number of outreach campaigns for bicycle and pedestrian safety Number of participants in the workshop	Number of attendees and/ or responses for pedestrian safety campaigns
Enforcement	• Implement penalties for violating pedestrian laws • Continue to place a high priority on enforcement of motorist and pedestrian violations that most frequently cause injuries and fatalities among pedestrians, such as failure to yield, crossing in front of cars, etc. • Increase enforcement during time periods of high bicycle/ pedestrian activity	Reduction in bicycle/ pedestrian right-of-way violation and vehicle-pedestrian or vehicle-bicycle conflict	Number of citations issued for violating bicycle/ pedestrian right-of-way, or bicycle/ pedestrian right-of-way violations	Number of citations issues for violating bicycle/ pedestrian right-of-way or bicycle/ pedestrian right-of-way violations compared to the previous year
Engineering	• S21PB, Modify signal phasing to implement a Leading Pedestrian Interval (LPI) • NS07, Upgrade intersection pavement markings • NS19PB, Install raised medians (refuge islands) • NS21PB/R35PB, Install/upgrade pedestrian crossing (with enhanced safety features) • NS23PB, Pedestrian Hybrid Beacon (HAWK) • R14, Road Diet • S20PB, Install advance stop bar (Bicycle Box) • R32PB/33PB, Install Class II/IV Bike Lanes • R34, Install sidewalk/pathway • R36PB, Install raised pedestrian crossing • R37PB, Install Rectangular Rapid Flashing Beacons (RRFB) *(to be installed at several intersections citywide through HSIP Cycle 9 grant)* • Curb Extensions	Safe environment for bicycles and pedestrians by reducing the number of bicycle/ pedestrian-related collisions	Number of bicycle/ pedestrian-related collisions	Number of bicycle/ pedestrian-related collisions compared to the previous year
EMS	Improve resource deployment and clear routes for emergency responses to collision sites	Decrease response time	Number of bicycle/pedestrian collision-related casualty dealt by EMS	Bicycle/pedestrian collision-related casualties dealt by EMS compared to the previous year

Emphasis Area 3: Reduce Nighttime Crashes

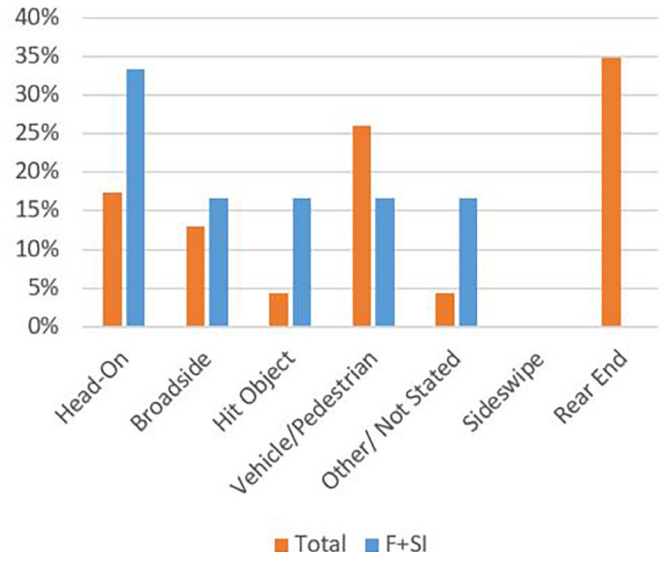
Dinuba saw a large percentage of their high-injury network collisions occur at night or dawn/dusk (when a rising or setting sun may impact visibility), with a total of 23 collisions (41%), including six F+SI collisions. The following collision data illustrates some of the trends that are occurring at night. **Table 8** details programs, polices and recommended countermeasures to comprehensively reduce nighttime collisions.

Nighttime Collisions by Motor Vehicle Involved with



- 20 of 23 collisions occurred at intersections (87%)
- Seven collisions (30%) involved a bicycle or pedestrian
- Most common violation type was unsafe speed; for F+SI collisions, it was automobile right-of-way
- Most common collision type was rear-end; but for F+SI it was head-on
- Two collisions involved alcohol
- Three (13%) nighttime collisions occurred at the intersection of El Monte Way and Euclid Avenue
- Nine (39%) collisions occurred on El Monte Way

Nighttime Collisions by Type



Nighttime Collisions by Violation

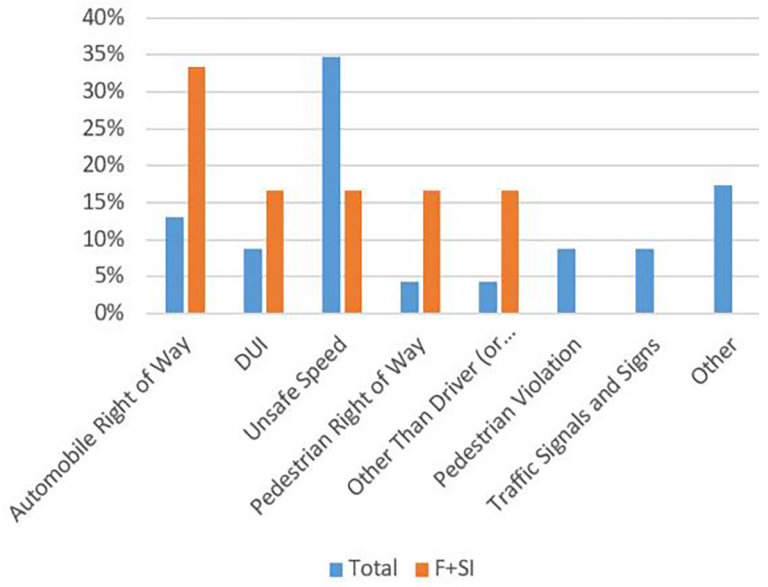


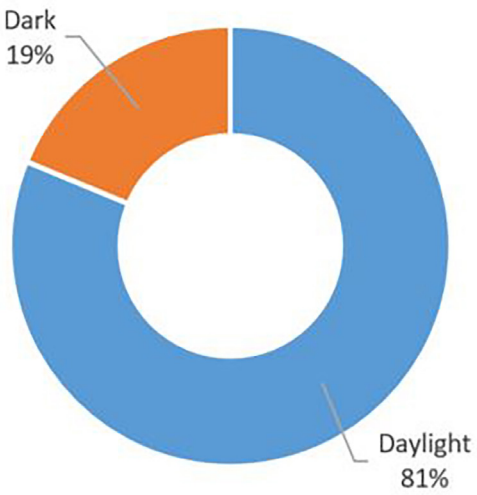
Table 8 Emphasis Area 3: Reduce Nighttime Collisions

Objectives			Success Indicator	
Reduce the number of fatal and severe injury collisions occurring at night (no natural light) or in low natural light conditions (dawn/dusk)			Reduction in the number of fatal and severe injury collisions at various roadway segments and intersections, at dawn/dusk or night time (no natural light) compared to previous years	
	Action	**Target Output**	**Performance Measure**	**Monitoring and Evaluation**
Education	Develop awareness program to inform residents of safe nighttime driving habits, as well as high-risk collision locations and the most common violations/collision types occurring at night	Awareness regarding safe nighttime driving habits, night-time collision types and traffic law violations	Number of awareness program related campaign/ events	Online or print survey of public response
Enforcement	Increase patrolling at locations where nighttime collisions are higher	Reduction in night-time collisions caused due to traffic violations	Number of tickets for violators at night	Number of nighttime collisions at high-risk locations compared to the previous year
Engineering	• S01/NS01, Add intersection lighting • S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S09, Install raised pavement markers and striping (Through Intersection) • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08 Install Flashing Beacons at Stop-Controlled Intersections • NS09/S10, Install flashing beacons as advance warning • R01, Add segment lighting • R22, Install/Upgrade signs with new fluorescent sheeting (regulatory or warning) • R27, Install delineators, reflectors and/or object markers • Reflective paint on roadside objects, guard rails and poles	Reduction in fatal and severe injury collisions at night	Number of locations improved to mitigate night-time collisions	Number of fatal and severe injury collisions at night compared to the previous year
EMS	Improve resource deployment and clear routes for emergency responses to collision sites	Decrease response time at night	EMS vehicle response time at night	Response time at night compared to the previous year

Emphasis Area 4: Reduce Broadside Collisions and Automobile Right-of-Way Violations

Broadside collisions and Automobile Right-of-Way violations were both the #1 collision and violation types, respectively, of all injury collisions citywide. Out of the 56 collisions on the High Injury Network, 16 (29%) of these collisions were broadside collisions, including four F+SI collisions. These two collision/violation types were combined due to the fact that nearly half of broadside collisions are caused by automobile right-of-way violations (or traffic signals and signs, which in some circumstances can be similar). Broadside collisions and automobile right-of-way violations were also observed to be highest in the City's last SSAR update using 2013-2016 collision data, indicating a trend. **Table 9** details programs, polices and recommended countermeasures to comprehensively reduce broadside collisions.

Broadside Collisions by Lighting



- 12 of 16 broadside collisions (75%) occurred at intersections
- 12 of 16 broadside collisions (75%) occurred either due to automobile right-of-way violations (seven collisions) or traffic signals and signs violations (five collisions)
- Three collisions occurred at night
- Three of 11 F+SI collisions (27%) were broadside collisions as a result of an automobile right-of-way violations
- Three collisions (19%) occurred at the intersections of Alta Avenue and East Saginaw Avenue
- Six broadside collisions (38%) occurred on Alta Avenue

Broadside Collisions by Violation

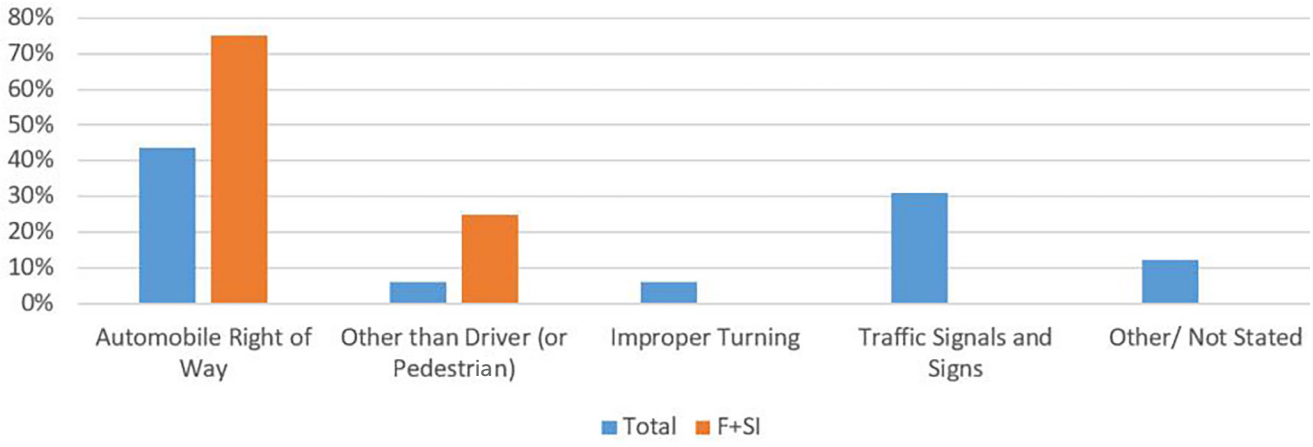


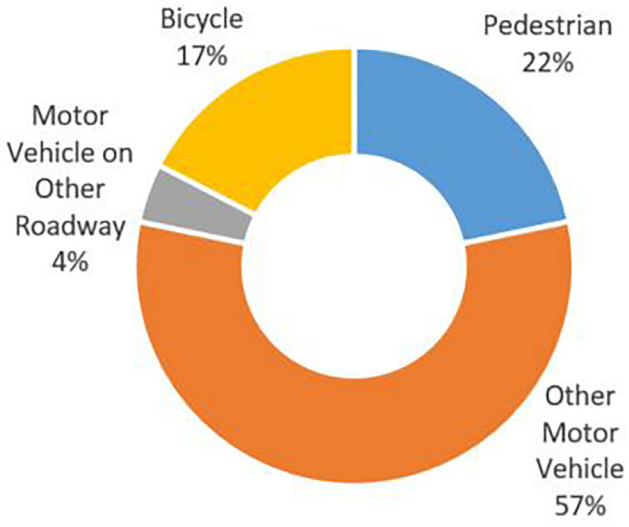
Table 9 Emphasis Area 4: Reduce Broadside Collisions and Automobile Right-of-Way Violations

Objectives			Success Indicator	
Reduce the number of collisions due to automobile-right-of-way violations that result in broadside collisions			Reduction in the number of fatal and severe injury collisions due to automobile right of way violations on all City roads compared to previous years	
	Action	**Target Output**	**Performance Measure**	**Monitoring and Evaluation**
Education	Distribute brochures/fliers with basic red light running and stop sign violations and yielding laws and illustrations at public events	Educate drivers about running red lights and stop signs rules and penalties associated	Number of brochures/fliers with response survey distributed each year	Number of safety responses received
Enforcement	Targeted enforcement at locations with most red light running and stop sign violations, and implement strict penalties for such violations	Reduce the number of red light running and stop sign violations	Number of citations issued for red light violations and stop sign violations	Number of citations issued for red light running and stop sign violations, compared to the previous year
Engineering	• S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S09, Install raised pavement markers and striping (through intersection) • S16/NS04/NS05, Convert intersection to roundabout • NS02, Convert to all-way STOP control (from 2-way or yield control) • NS03, Install signals • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS08, Install flashing beacons at stop controlled intersections • NS11, Improve sight distance to intersection (Clear Sight Triangles)	Reduce the number of automobile right-of-way violations leading to broadside collisions	Number of fatal and severe injury collisions resulted from automobile right-of-way violations	Number of fatal and severe injury collisions resulted from automobile right-of-way violations, compared to the previous year
EMS	Improve resource deployment and clear routes for emergency responses to collision sites	Decrease response time	EMS vehicle response time	Response time compared to the previous year

Emphasis Area 5: Reduce Injury Collisions Near Schools

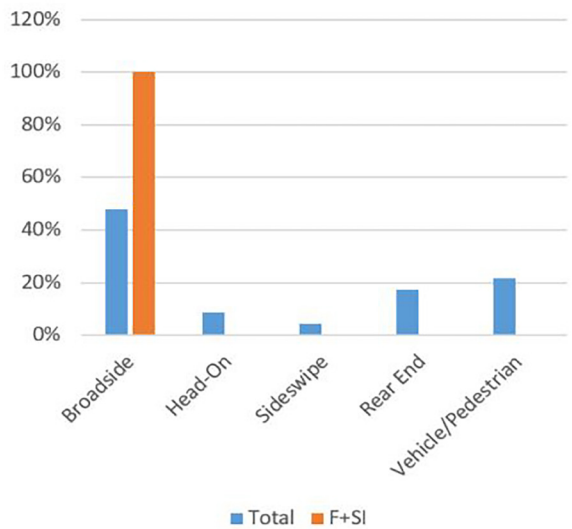
When looking at all injury collisions in Dinuba, it was observed that 17% of these collisions occurred within ¼ mile of a primary or secondary school, including one F+SI collision. The collision data below illustrates some of the patterns among collisions occurring near schools. **Table 10** details programs, polices and recommended countermeasures to comprehensively reduce collisions near schools.

School Zone Collisions by Motor Vehicle Involved With



- Nearly 30% of all bicyclists/pedestrians involved collisions occurred within ¼ mile of a school (not all involved children)
- 9% of school area crashes involved a bicycle or pedestrian
- 51% of collisions near schools occurred during traditional school drop off/pick up times (7 p.m. to 9 a.m., 11 a.m. to 1 p.m., and 3 p.m. to 5 p.m.)
- The greatest one hour of collisions was 3 p.m. with four collisions (two more than any other one hour)
- 13 collisions (57%) involved another motor vehicle
- 11 (48%) collisions were broadside type collisions including one fatal collision
- Dinuba High and Lincoln Elementary had the most nearby collisions at six each

School Zone Collisions by Type



School Zone Collisions by Violation

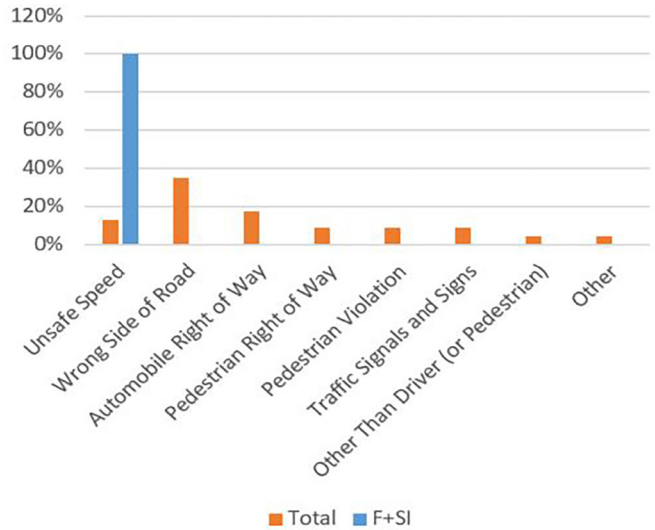


Table 10 Emphasis Area 5: Reduce Injury Collisions near Schools

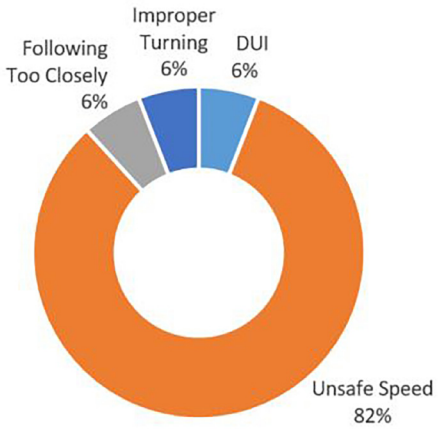
Objectives			Success Indicator	
Reduce the number of collisions occurring near a school			Reduction in the number of injury collisions within ¼ mile of Dinuba schools compared to previous years	
	Action	**Target Output**	**Performance Measure**	**Monitoring and Evaluation**
Education	• Conduct public education and outreach activities on safe driving near school zones and around bicyclists/pedestrians • Implement Safe Routes to Schools programs to encourage safe walking routes to school • Coordinate with TCAG, Dinuba PD, Dinuba FD, and DUSD to host a Bike Rodeo at a local school	Awareness about safe driving in school zones; and safe walking/ riding habits	Number of public outreach campaigns/events	Survey responses to campaign or attendees at events
Enforcement	• Increase enforcement in areas around schools, particularly during morning drop-off and mid-day/afternoon pick-up times • Increase enforcement where more bicyclists/pedestrians may be present; including increasing the number of crossing guards at key intersections	Reduce the number of violations in or around school zones	Number of citations issued for violations in or around school zones	Number of citations issued for school zone violations, compared to the previous year
Engineering	• R37PB, Install RRFB *(to be installed at several intersections citywide through HSIP Cycle 9 grant)* • S21PB, Modify signal phasing to implement a LPI • NS06, Install/upgrade larger or additional stop signs or other intersection warning signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS19PB, Install raised medians (refuge islands) • NS20PB/21PB, Install pedestrian crossing at uncontrolled locations • NS21PB/R35PB, Install/upgrade pedestrian crossing (with enhanced safety features) • NS23PB, Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK)) • R14, Road Diet • R32PB, Install bike lanes • R33PB, Install separated bike lanes • R34, Install sidewalk/pathway • R36PB, Install raised pedestrian crossing • High-visibility ladder crosswalks • Mid-block curb extension (suggested on Tulare Street near Dinuba HS)	Reduce the number of fatal and severe injury collisions resulted from unsafe speeding	Number of fatal and severe injury collisions resulted from unsafe speeding	Number of fatal and severe injury collisions resulted from unsafe speeding, compared to the previous year
EMS	• Improve resource deployment and clear routes for emergency responses to collision sites	Decrease response time	EMS vehicle response time	Response time compared to the previous year

Emphasis Area 6: Reduce Speeding Violations and Rear End Collisions

Unsafe speed violations and rear-end collisions were the #1 violation type/collision type, respectively, on the high injury network. Of the 56 collisions, 17 (30%) were rear end type, while 14 (25%) collisions resulted from unsafe speed. Unsafe speed and rear end collisions were combined due to the strong correlation that most rear-end collisions are the result of unsafe speed. Unsafe speed was also a prominent violation type in the City's most recent SSAR update using 2013-2016 collision data (resulting in recommendations such as striping flush medians and edgelines). It also indicates a historical trend. On the High Injury Network, this was observed to be 82% of all rear-end collisions. The following collision data illustrates other trends in relation to unsafe speeding and rear-end collisions. **Table 11** details programs, polices and recommended countermeasures to comprehensively reduce rear end collisions.

- 16 of 17 rear-end collisions occurred at intersections
- 14 of these rear-end collisions (82%) were due to unsafe speed
- Slightly more rear-end collisions occurred during daylight than occurred in low-light conditions
    - It's worth noting that dusk/dawn rear-end collisions (12%) occurred at a rate higher than all injury collisions occurring during dawn/dusk periods (9%), indicating visibility with the rising or setting sun could be a factor
- One collision involved alcohol
- One collision involved improper turning and; one collision because of following too closely
- Eight collisions (47%) occurred on Alta Avenue

Rear End Collisions by Violation



Rear End Collisions by Lighting

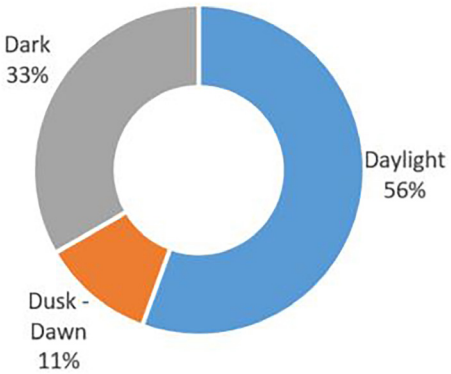


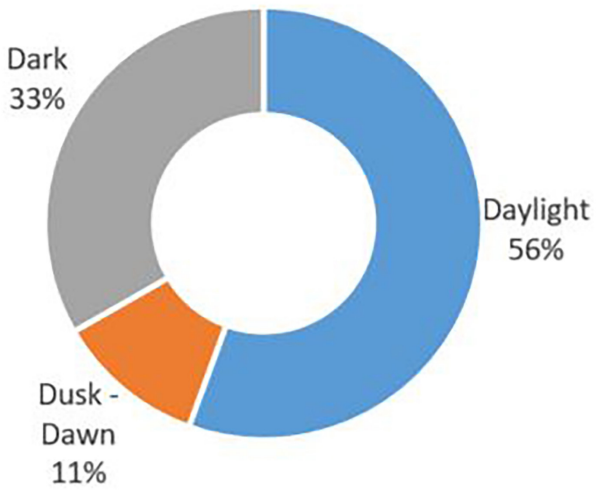
Table 11 Emphasis Area 6: Reduce Speeding Violations and Rear End Collisions

Objectives			Success Indicator	
Reduce the number of rear end collisions that are primarily caused by unsafe speed			Reduction in the number of rear end collisions on arterials and collectors within the City compared to previous years	
	Action	**Target Output**	**Performance Measure**	**Monitoring and Evaluation**
Education	Distribute brochures/fliers with information on causes of rear end collisions and elevate the awareness of the dangers of speeding	Educate drivers about the dangers of speeding, causes of rear end collisions and penalties associated	Number of brochures/fliers, with response survey, distributed each year	Number of survey responses received
Enforcement	• Targeted enforcement at locations with most speeding violations and rear end collisions occur and implement strict penalties for such violations • Deploy a mobile radar trailer to high risk corridors where unsafe speed collisions occur	Reduction in the number of rear end collisions as a result of unsafe speed	Number of citations issued for unsafe speed related collisions	Number of citations issued for unsafe speed related collisions, compared to the previous year
Engineering	• S03, Improve signal timing (coordination, phases, red, yellow, or operation) • S04, Provide Advanced Dilemma-Zone Detection for high speed approaches • S05, Install left turn and add turn phase (signal has no left-turn lane or phase before) • S11, Improve pavement friction (High Friction Surface Treatments) • S12, Install raised median on approaches (S.I.) • S14, Create directional median openings to allow and restrict left turns and U turns • S16, Convert intersection to roundabout • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS11, Improve sight distance to intersection (Clear Sight Triangles) • R14, Road diet • R26, Install dynamic/variable speed warning signs • Decrease width of travel lanes • Simplify turn configurations	Reduction in the number of rear end collisions	Number of rear end collisions	Number of rear end collisions, compared to the previous year
EMS	Improve resource deployment and clear routes for emergency responses to collision sites	Decrease response time	EMS vehicle response time	Response time compared to the previous year

Emphasis Area 7: Reduce Impaired and Distracted Driving

Distracted and impaired driving are a pervasive problem for many areas. Two factors were considered in the selection of this Emphasis Area: alcohol-related collisions and head-on collisions (which can result from impairment or distraction). A total of eight collisions (14%) on the High Injury Network involved a person under the influence of alcohol. Head-on collisions were identified because of the significantly higher rate at which they occurred when comparing F+SI collisions vs. all injury collisions. Of all High Injury Network collisions, nine (16%) were head-on collisions, including three F+SI collisions (meaning 33% of all head-on collisions were fatal or resulted in a severe injury). The following collision data illustrates some of the trends regarding alcohol and head-on collisions. **Table 12** details programs, polices and recommended countermeasures to comprehensively reduce head-on collisions.

Head-On Collisions by Lighting



- Half of all alcohol-involved collisions were F+SI collisions
- Three rear-end collisions (33%) due to automobile right-of-way violations, including two F+SI collisions
- Four of nine rear-end collisions occurred at night
- Two of nine rear-end collisions occurred at the intersections of El Monte Way and Euclid Avenue
- Four of nine rear-end collisions occurred on El Monte Way

Alcohol Involved Collision Types

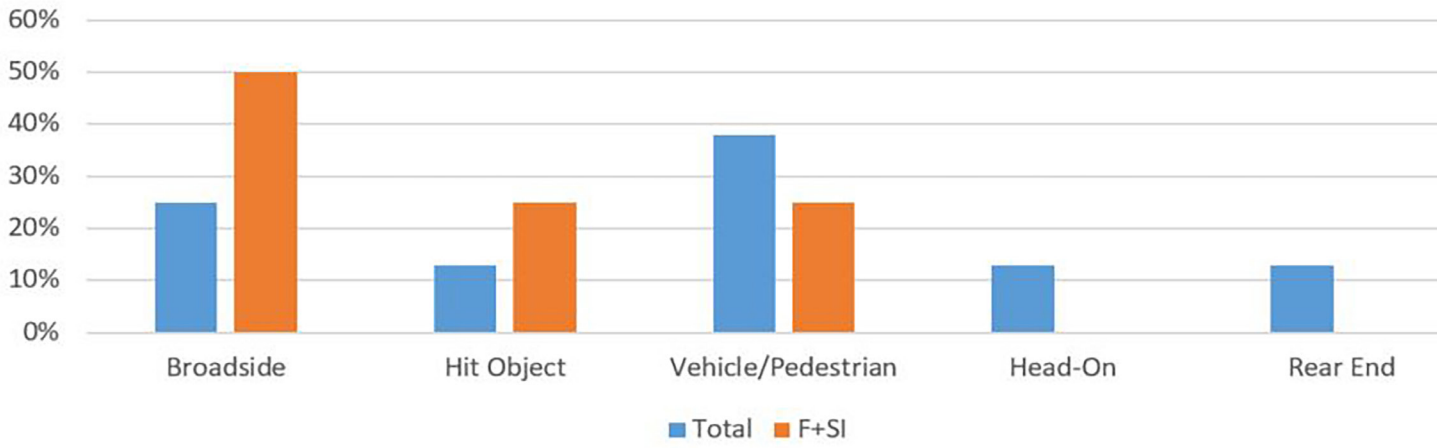


Table 12 Emphasis Area 7: Reduce Impaired and Distracted Driving

Objectives			Success Indicator	
Reduce the number of fatal and severe injury head-on collisions as a result of an automobile right-of-way violation and impaired/distracted driving collisions			Reduction in the number of head-on fatal and severe injury collisions due to automobile right-of-way violations and impaired/distracted driving collisions on all City roads compared to previous years	
	Action	**Target Output**	**Performance Measure**	**Monitoring and Evaluation**
Education	Conduct public education and outreach activities that elevate the awareness of impaired/distracted driving as well as the causes of head-on collisions, such as violating automobile right-of-way, or other conditions that could cause inattentiveness (such as fatigue)	Awareness about the dangers of impaired/ distracted driving	Number of brochures/ fliers, with response survey, distributed each year	Number of brochures/fliers, with response survey, distributed each year
Enforcement	• Increased enforcement against impaired/distracted driving, such as sobriety checkpoints at night • Target enforcement where head-on collisions and automobile right-of-way violations are occurring and implement strict penalties for impaired/distracted driving	Reduce the number of automobile right-of-way or impaired/ distracted driving violations	Number of citations issued for automobile right-of-way or impaired/ distracted driving violations	Number of citations issued for automobile right-of-way or distracted driving violations, compared to the previous year
Engineering	• R08, Install raised median • R09, Install median (flush) *(to be installed on several corridors citywide with HSIP Cycle 9 funding)* • R14, Road Diet • R28, Install edge-lines and centerlines *(to be installed on several corridors citywide with HSIP Cycle 9 funding)* • S02, Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number • S14, Create directional median openings to allow and restrict left turns and U turns • S16, Convert intersection to roundabout • NS06, Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs • NS07, Upgrade intersection pavement markings (NS.I.) • NS11, Improve sight distance to intersection (Clear Sight Triangles) • S12, Install raised median on approaches (S.I.)	Reduce the number of head-on fatal and severe injury collisions resulted from automobile right-of-way violations or impaired/ distracted driving	Number of fatal and severe injury head-on collisions resulted from automobile right-of-way violations, or impaired/ distracted driving collisions	Number of fatal and severe injury head-on collisions resulted from automobile right-of-way violations, or impaired/ distracted driving collisions compared to the previous year
EMS	• S05, Install emergency vehicle pre-emption systems • Improve resource deployment and clear routes for emergency responses to collision sites	Decrease response time	EMS vehicle response time	Response time compared to the previous year


Alta Avenue
CALPINE

8 COUNTERMEASURE TOOLBOX

This section summarizes the process of selecting countermeasures on Dinuba streets as part of the analysis for the LRSP. Countermeasures were selected for each of the identified high-risk intersections and roadway segments based on extensive review of existing conditions at the site and characteristics of identified collisions on the High Injury Network.

Identified collision factors and existing conditions were cross referenced with the Caltrans LRSM identified countermeasures that are HSIP approved. Countermeasures that best fit the site and had the highest opportunity for systemic implementation were selected. Countermeasures were selected not only for each high-risk location, but also for each identified citywide Emphasis Area.

BACKGROUND

Prior to the development of this LRSP, the City completed a SSAR in 2019 that recommended safety countermeasures for implementation on Dinuba's roadways. Two citywide safety projects were developed; one for roadway segments and another for intersections. Each safety project included three countermeasures. The roadway segment project was to install: (a) flush medians, (b) edgelines and centerlines, and (c) bike lanes. The intersection project was to (d) upgrade intersection pavement markings at non-signalized intersections, (e) improve intersection sight distance, and (f) install raised medians and refuge islands at intersections.

Both of these projects were submitted for HSIP funding in the Cycle 9 call for projects and the roadway segments project was awarded funds. The roadway segment project will enter the design phase of implementation in summer 2021. To build momentum for the LRSP in Dinuba, the project team used this study report as an opportunity to go beyond HSIP Cycle 9 projects by creating new countermeasures for the next cycle of grant funding. Where similar countermeasures were used, they were applied to different locations to further expand the current improvements.

FACTORS CONSIDERED IN THE SELECTION OF COUNTERMEASURES

Upon the identification of high-risk locations and Emphasis Areas, the next step was to identify appropriate safety countermeasures. The Caltrans LRSM provides 84 countermeasures, of which 22 are eligible in the current HSIP call for signalized intersections, 24 are eligible for un-signalized intersections, and 38 eligible for roadway segments. The LRSM provides guidance on where to apply the countermeasures including the crash types each countermeasure would address, and a Crash Reduction Factor (CRF) for each countermeasure. The Federal Highway Administration (FHWA) Crash Modification Factor (CMF) Clearinghouse and published research papers were reviewed by the project team to gain additional insight on CRFs and effectiveness of specific countermeasures.

The project team conducted a thorough review of the high-risk locations (intersections and roadway segments) using aerial photography and Google Maps Street View software. Crash characteristics of all collisions occurring on the High Injury Network were considered. After combining the physical and collision characteristics, the project team developed a table of preliminary countermeasures that address each of the seven identified Emphasis Areas. The table was refined by selecting up to three countermeasures for each high-risk location that were most commonly recommended among all Emphasis Areas. By doing this, the project team was able to identify countermeasures with the greatest opportunity for systemic implementation.

DRAFT COUNTERMEASURE TOOLBOX

Table 13 and **Table 14** detail the draft countermeasures for each high-risk location and Emphasis Area, separated by intersections and roadway segments. While not all of these countermeasures will be included in the resulting safety projects, they are included to give the City a toolbox for implementing future safety improvements through other means, such as the City's Capital Improvement Program. An excerpt of the LRSM, detailing each available HSIP countermeasure referenced in the recommendations tables, is included as **Appendix C**.

Table 13 Countermeasure Toolbox for Intersections

ID	Intersetion	Consolidated CMs (HSIP-Eligible - Refer to LRSM* 2020)			Additional CM (HSIP & non-HSIP)***	Emphasis Area 1 - Improve Intersection Safety			Emphasis Area 2 - Improve Bicycle and Pedestrian Safety			Emphasis Area 3 - Reduce Night-Time Collisions			Emphasis Area 4 - Reduce Auto R/W Violations and Broadside Collisions			Emphasis Area 5 - Reduce Injury Collisions Near Schools			Emphasis Area 6 - Reduce Speeding Violations and Rear End Collisions			Emphasis Area 7 - Reduce Impaired and Distracted Driving			Consolidated Countermeasures
		CM1	CM2	CM3		CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	
1	El Monte Way/Palm Dr	NS21PB	NS11	NS19PB	NH1	NS21PB	NS01	NS19PB	NS19PB	NS21PB		NS06	NS07	NS11							NS09	NS12	NS11	NS08	NS13	NS06	NS 19PB - Install raised medians (refuge islands) NS 11 - Improve sight distance to intersection NS 21PB - Install/Upgrade pedestrian crossing (construct high visibility crosswalk to complement planned RRFB)
2	N. Alta Ave/Sequoia Dr	NS06	NS07	NS14		NS14	NS06	NS07				NS01	NS09	NS06	NS07	NS08											NS 06 - Install upgrade larger or additional stop signs or other intersection warning signs NS 07 - Upgrade intersection pavement markings NS 14 - Install raised median at approach
3	Sierra Wy/Road 70	NS01	NS08	NS11		NS01	NS06	NS14				NS01	NS06	NS08	NS06	NS08	NS11										NS 01 - Add intersection lighting NS 08 - Install flashing beacons at stop-controlled intesections NS 11 - Improve sight distance to intersection
4	N. Crawford Ave/E. Saginaw Ave	NS21PB	NS06	NS07	NH1, NS02	NS01	NS07	NS14	NS21PB	NS19PB	NS22PB	NS01	NS06	NS07	NS02	NS07	NS06	NS21PB	NS19PB					NS06	NS07	NS11	NS 06 - Install upgrade larger or additional stop signs or other intersection warning signs NS 07 - Upgrade intersection pavement markings NS 21PB - Install/Upgrade pedestrian crossing (High Visibility crosswalk)
5	Avenue 416/Road 92	NS06	NS01	NS09		NS07	NS01	NS09							NS06	NS07	NS11							NS06	NS07	NS11	NS 06 - Install upgrade larger or additional stop signs or other intersection warning signs NS 01 - Install intersection lighting NS 09 - Install flashing beacon as advanced warning
6	W. Kern St/S. M St	NS21PB	NS11	NS06	NH1	NS21PB	NS01	NS11	NS21PB	NS07	NS19PB				NS11	NS06	NS07	NS21PB	NS11	NS06							NS 06 - Install upgrade larger or additional stop signs or other intersection warning signs NS 11 - Improve sight distance to intersection NS 21PB - Install/Upgrade pedestrian crossing (High Visibiilty Crosswalk)
7	El Monte Wy/Hayes Ave	NS21PB	NS13	NS06		NS13	NS21PB	NS01							NS06	NS07											NS 06 - Install upgrade larger or additional stop signs or other intersection warning signs NS13 - Install splitter islands on the minor approaches NS21PB - Install/Upgrade pedestrian crossing (to complement planned RRFB at this location)
8	N. Alta Ave/E. Saginaw Ave	S02	S09	S10		S02	S09	S12	S17PB	S20PB		S02	S09	S10	S02	S09	S04				S04	S11		S02	S10		S02 - Improve signal hardware S09 - Install raised pavement marking through intersection S10 - Install flashing beacon as advanced warning
9	N. Alta Ave/W. Saginaw Ave	S02	S09	S10		S02	S09	S12	S21PB	S17PB	S20PB	S02	S09	S10	S02	S09	S04							S02	S10		S02 - Improve signal hardware S09 - Install raised pavement marking through intersection S10 - Install flashing beacon as advanced warning
10	El Monte Wy/N. I St**	NS06	NS01	NS21PB	NS19PB, NS22 or 23PB	NS06	NS01	NS15	NS21PB	NS19PB		NS01	NS11	NS06	NS11	NS06											NS 06 - Install/Upgrade larger or additional stop signs or other intersection warning signs NS 01 - Install intersection lighting NS 21PB - Install/Upgrade pedestrian crossing at uncontrolled locations (High Visibility Crosswalk)

* Local Road Safety Manual
** Due to proximity, consider these improvements at intersections with Eaton and Mariposa as well

***Non-HSIP Eligible CMs	Code
Bulbouts/Curb Extension	NH1

Recommended HSIP Countermeasures (Refer to LRSM for more details about each countermeasure)
NS01 = Add intersection lighting
NS02 = Convert to all-way STOP control (from 2-way or Yield control)
NS06 = Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
NS07 = Upgrade intersection pavement markings
NS08 = Install Flashing Beacons at Stop-Controlled Intersections
NS09 = Install flashing beacons as advance warning
NS11 = Improve sight distance to intersection (Clear Sight Triangle)
NS12 = Improve pavement friction (High Friction Surface Treatment)
NS13 = Install splitter-islands on minor road approaches
NS14 = Install raised median on approaches
NS15 = Create directional median openings to allow (and restrict) left turns and u-turns
NS19PB = Install raised medians (refuge islands)
NS21PB = Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)
NS22PB = Install Rectangular Rapid Flashing Beacon (RRFB)
NS23PB = Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))
S02 = Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number
S04 = Provide Advanced Dilemma-Zone Detection for high speed approaches
S09 = Install raised pavement markers and striping (through intersection)
S10 = Install flashing beacons as advance warning
S12 = Install raised median on approaches
S17PB = Install pedestrian countdown signal heads
S20PB = Install advance stop bar before crosswalk (Bicycle Box)
S21PB = Modify signal phasing to implement a Leading Pedestrian Interval (LPI)

Table 14 Countermeasure Toolbox for Roadway Segments

ID	Roadway Segment	Consolidated CMs (HSIP-Eligible - Refer to LRSM* 2020)			Additional CM (HSIP & non-HSIP)**	Emphasis Area 1 - Improve Intersection Safety			Emphasis Area 2 - Improve Bicycle and Pedestrian Safety			Emphasis Area 3 - Reduce Night-Time Collisions			Emphasis Area 4 - Reduce Auto R/W Violations and Broadside Collisions			Emphasis Area 5 - Reduce Injury Collisions Near Schools			Emphasis Area 6 - Reduce Speeding Violations and Rear End Collisions			Emphasis Area 7 - Reduce Impaired and Distracted Driving			Consolidated Countermeasures
		CM1	CM2	CM3		CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	CM1	CM2	CM3	
A	El Monte Wy: N. Dickey Ave to Palm Dr	R22	R08	R34PB	NH1	R22	R08	R02	R35PB	R32PB	R34PB	R01	R22		R22	R08					R14	R21		R22	R27		R22 - Install/Upgrade with new fluorescent sheeting R08 - Install raised median R34PB - Install sidewalk pathway (along roadway)
B	Crawford Ave: Avenue 424 to E. Kamm Ave	R22	R34PB	R08	NH3, NH2	R22	R08		R33PB	R34PB	R37PB	R01	R22	R27	R22	R08		R32PB	R35PB	R37PB	R21	R08		R08	R22	R27	R22 - Install/Upgrade with new fluorescent sheeting R08 - Install raised median R34PB - Install sidewalk pathway (along roadway)
C	Alta Ave: Avenue 430 to El Monte Wy	R34PB	R22	R08	NH3, NH2	R22	R08		R37PB	R34PB	R14	R01	R22	R27							R14	R21		R08			R08 - Install raised median R22 - Install/Upgrade with new fluorescent sheeting R34PB - Install sidewalk pathway (along roadway)
D	Surabian Dr: Samanthe Wy to S. Alta Ave	R27	R22	R08		R08	R22					R22	R27		R08	R22	R30							R22	R27		R08 - Install raised median R22 - Install/Upgrade with new fluorescent sheeting R27 - Install delineators, reflectors and/or object markers
E	Ave 412/W. Sierra Wy: Dinuba Wastewater Facility to Road 70	R28	R27	R01	NH3	R01	R22					R01	R28	R27	R30	R28					R22	R28	R26	R22	R27	R28	R01- Add segment lighting R27 - Install delineators, reflectors and/or object markers R28 - Install edge lines and centerlines
F	Kern St: S. College Ave to S. M St	R35PB	R33PB	R27	NH1, NH2	R22			R33PB	R35PB					R22	R35PB		R35PB	R37PB	R33PB				R22	R27		R27 - Install delineators, reflectors and/or object markers R33PB - Install seperated bike lanes R35PB- Install/Upgrade pedestrian crossing (High Visibility Crosswalks)
G	Avenue 408: Road 70 to S. Alta Ave	R22	R21	R30	NH3	R01	R22								R30	R22	R15				R22	R21	R26	R30			R21 - Improve pavement friction R22 - Install/Upgrade with new fluorescent sheeting R30 - Install centerline rumble strips/stripes
H	S. College Ave: S. M St to Avenue 408	R35PB	R34PB	R28	NH1, NH2	R35PB	R22		R33PB	R34PB	R35PB	R01	R22					R32PB	R34PB	R35PB				R08	R28	R14	R28 - Install edge lines and centerlines R33PB - Install seperated bike lanes R35PB- Install/Upgrade pedestrian crossing (High Visibility Crosswalks)

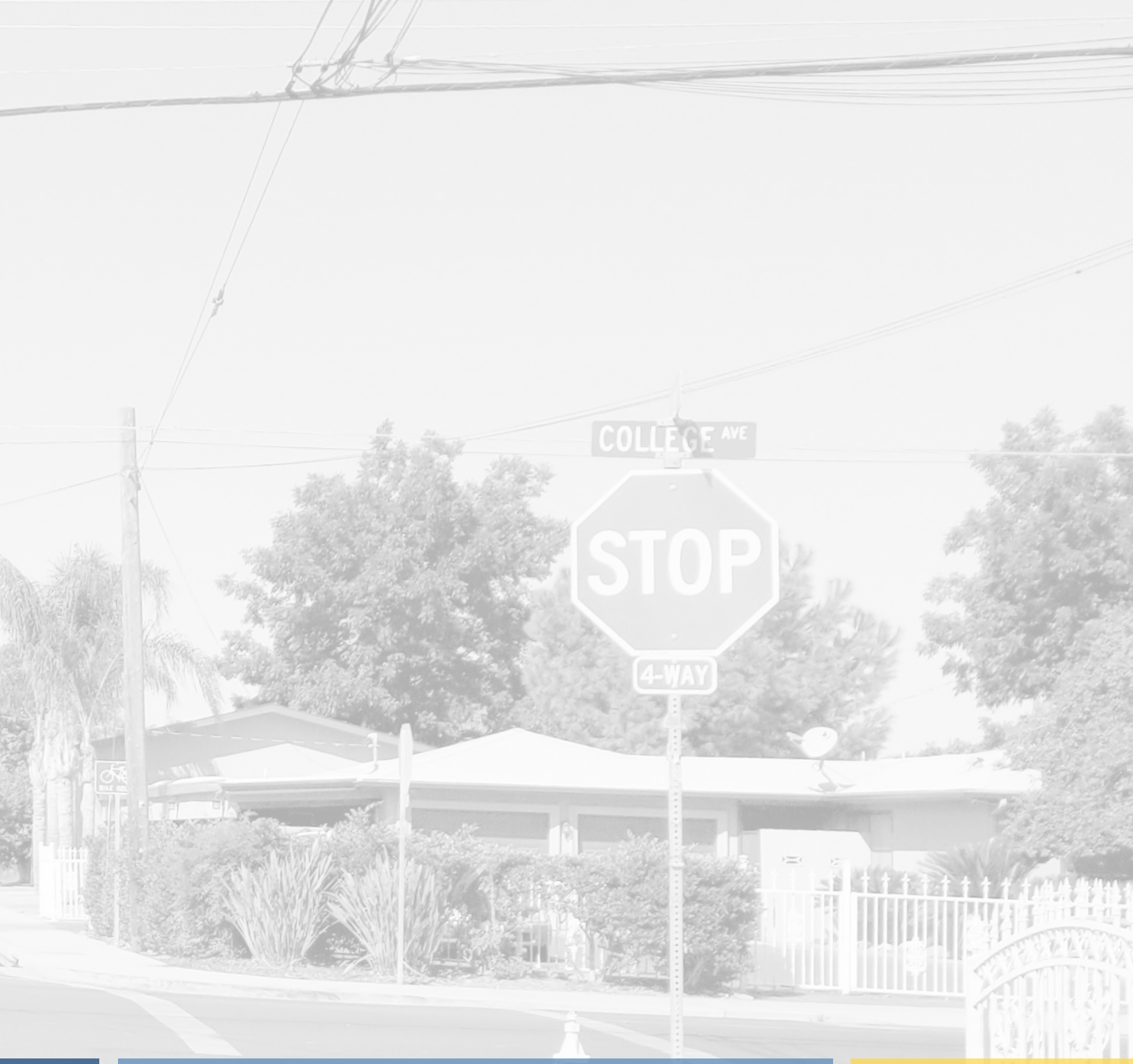
* Local Road Safety Manual

**Non-HSIP Eligible CMs	Code
Bulbouts/Curb Extension	NH1
Green Thermoplastic Paint on Bike Lane	NH2
Speed Feedback Signs	NH3

Recommended HSIP Countermeasures (Refer to LRSM for more details about each countermeasure)

R01 = Add Segment Lighting
R02 = Remove or relocate fixed objects outside of Clear Recovery Zone
R08 = Install raised median
R14 = Road Diet (Reduce travel lanes from 4 to 3 and add a two way left-turn and bike lanes)
R15 = Widen shoulder
R21 - Improve pavement friction (High Friction Surface Treatment)
R22 = Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
R26 = Install dynamic/variable speed warning signs
R27 = Install delineators, reflectors, and/or object markers
R28 = Install edge-lines and centerlines
R30 = Install centerline rumble strips/stripes
R32PB = Install bike lanes
R33PB = Install Separated Bike Lanes
R34PB = Install sidewalk/pathway (to avoid walking along roadway)
R37PB = Install Rectangular Rapid Flashing Beacon

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COLLEGE AVE
STOP
4-WAY

9 VIABLE SAFETY PROJECTS

This section summarizes the process of selecting safety projects as part of the analysis for the City of Dinuba's LRSP. The next step after the identification of high-risk locations, emphasis areas and applicable countermeasures is to identify location-specific safety improvements for all high-risk roadway segments and intersections.

Specific countermeasures and improvements were selected from the 2020 LRSM, where:

- S refers to improvements at signalized locations;
- NS refers to improvements at non-signalized locations, and;
- R refers to improvements at roadway segments.

The corresponding number refers to the countermeasure number in the LRSM (2020). The countermeasures were grouped into safety projects for high-risk intersections and roadway segments. A total of six safety projects were developed. All countermeasures were identified based on the technical teams' assessment of viability that consisted of extensive analysis, observations, and City staff input. The most applicable and appropriate countermeasures as identified have been grouped together to form projects that can help make high-risk locations safer.

Table 15 lists the safety projects for high-risk intersections and roadway segments, along with total base planning level cost (2021 dollar amounts) estimates and the resultant preliminary Benefit-Cost (B/C) Ratio. The "Total Benefit" estimates were calculated for the proposed improvements being evaluated in the proactive safety analysis. This "Total Benefit" is divided by the "Total Cost per Location" estimates for the proposed improvements, giving the resultant B/C Ratio. The B/C Ratio Calculation follows the methodology as mentioned in the LRSM (2020).

Appendix D lists the detailed methodology to calculate B/C Ratio, the complete cost, benefit and B/C Ratio calculation spreadsheet. Note that some high-risk roadway segments were broken up into segments in the safety projects to obtain a more favorable BCR. Additionally, two set aside projects have been proposed. Locations for these two projects will be developed in consultation with City staff prior to applying for HSIP funds.

Table 15 List of Viable Safety Projects

Location	CM1	CM2	CM3	Cost per Location	B/C Ratio
Project 1 Roadway Segments – Add Segment Lighting and Install Delineators, Reflectors, and/or Object Markers					
El Monte Way: N. Dickey Avenue to Palm Drive*		R27	-	$840	18.16
Crawford Avenue: Avenue 424 to E. Kamm Avenue*		R27	-	$2,100	
Alta Avenue: Avenue 430 to El Monte Way*	R01	R27	-	$245,560	
Avenue 408: Road 70 to S. Alta Avenue		R27	-	$6,300	
Avenue 412/W. Sierra Way: Dinuba Wastewater Facility to Road 70	R01	R27	-	$149,380	
Kern Street: S. College Avenue to S. M Street*	R01		-	$160,160	
Project 2 Non-Signalized Intersections - Install/Upgrade Pedestrian Crossings with Enhanced Safety Features, and Install Median Refuge Islands					
El Monte Way/Palm Drive*		NS21PB	-	$27,398	77.15
N. Crawford Avenue/E. Saginaw Avenue	NS19PB	NS21PB	-	$34,706	
W. Kern Street/S. M Street	NS19PB	NS21PB	-	$60,382	
El Monte Way/N. I Street/Eaton Avenue*	NS19PB	NS21PB	-	$35,126	
Avenue 416/Road 92	NS19PB	NS21PB		$47,642	
Project 3 Non-Signalized Intersection - Improve Sight Distance to Intersection, Improve Intersection Lighting, and Install Splitter Islands on Minor Road Approaches					
El Monte Way/Palm Drive*	NS01	NS11	-	$36,260	58.47
Sierra Way/Road 70	NS01	-	-	$51,380	
Avenue 416/Road 92	NS01	NS11	NS13	$71,302	
W. Kern Street/S. M Street	NS01	NS11	-	$45,080	
El Monte Way/N. I Street/Eaton Avenue*	NS01	NS11	-	$45,080	
Project 4 Signalized Intersection - Improve Signal Hardware, Install Raised Pavement Markings through Intersection and Install Pedestrian Countdown Signal Heads					
N. Alta Avenue/E. Saginaw Avenue	S02	S09	S17PB	$23,555	10.89
N. Alta Avenue/W. Saginaw Avenue	S02	S09	S17PB	$29,610	
Project 5 Roadway Segments - Install/Upgrade Sidewalk Pathway (along roadway)					
El Monte Way: N. Dickey Avenue to Palm Drive*	R34PB	-	-	$57,708	21.87
Crawford Avenue: Davis Drive to E. Saginaw Avenue*	R34PB	-	-	$293,339	
S. College Avenue: S. M Street to Avenue 408	R34PB			$85,386	
Project 6 Roadway Segments - Install Raised Medians					
El Monte Way: N. Dickey Avenue to Alta Avenue*	R08	-	-	$626,360	2.75
Crawford Avenue: Chevy Chase Drive to El Monte Way*	R08	-	-	$999,964	
Alta Avenue: Sequoia Drive to El Monte Way*	R08	-	-	$1,048,880	
Surabian Drive: Samanthe Way to S. Alta Avenue*	R08	-	-	$377,888	

Location	CM1	CM2	CM3	Cost per Location	B/C Ratio
Project 7 Pedestrian Set Aside Project for Rectangular Rapid Flashing Beacons					
Various Locations	NS22PB/ R37PB	-	-	Up to $250,000	N/A
Project 8 Edgeline Striping Set Aside Project					
Various Locations	R28**	-	-	Up to $250,000	N/A

Notes: CM – countermeasure. B/C ratio is the dollar amount of benefits divided by the cost of the countermeasure. It is calculated for the entire project rather than for each location.

**Location to receive HSIP Cycle 9 Improvements*

***For Set Aside Project, work should be related to installing edgeline striping*

CM = Countermeasure

List of HSIP Countermeasures (Refer to LRSM for more details about each countermeasure)

NS01 = Add intersection lighting

NS07 = Upgrade intersection pavement markings

NS11 = Improve sight distance to intersection (Clear Sight Triangle)

NS13 = Install splitter-islands on minor road approaches

NS14 = Install raised median on approaches

NS19PB = Install raised medians (refuge islands)

NS21PB = Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

NS22PB = Install Rectangular Rapid Flashing Beacon (RRFB)

S02 = Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

S09 = Install raised pavement markers and striping (through intersection)

S17PB = Install pedestrian countdown signal heads

R01 = Add Segment Lighting

R02 = Remove or relocate fixed objects outside of Clear Recovery Zone

R08 = Install raised median

R27 = Install delineators, reflectors, and/or object markers

R28 = Install edge-lines and centerlines

R34PB = Install sidewalk/pathway (to avoid walking along roadway)

R37PB = Install Rectangular Rapid Flashing Beacons

HSIP Applications

The next step will be to prepare HSIP grant ready materials, so that the City may submit them for HSIP Cycle 11 funding in 2022. TJKM has scoped to prepare grant ready materials for up to three applications.



10 EVALUATION AND IMPLEMENTATION

This chapter describes the steps the City may take to evaluate the success of this plan and steps needed to update the plan in the future. The LRSP is a guidance document and requires periodic updates to assess its efficacy and re-evaluate potential solutions. It is recommended to update the plan every two to five years in coordination with the identified safety partners. This document was developed based on community needs, stakeholder input, and collision analysis conducted to identify priority emphasis areas throughout the City. The implementation of strategies under each emphasis area would aim to reduce fatal and severe injury collisions in the coming years.

IMPLEMENTATION

The LRSP document provides engineering, education, enforcement, and emergency medical service related countermeasures that can be implemented throughout the City to reduce F+SI collisions. It is recommended that the City of Dinuba implement the selected projects (as shown in Chapter 9) at high-risk locations in coordination with other projects proposed for the City's infrastructure development in their future Capital Improvement Plans.

The success of the LRSP can be achieved by fostering communication among the City and the safety partners.

Funding is a critical component of implementing any safety project. While the HSIP program is a common source of funding for safety projects, there are numerous other funding sources that could be pursued for such projects. A number of them are listed below in **Table 16**. Note that for many of these funding sources, the City should work with the Tulare County Association of Governments (TCAG) to program the project in the Federal Transportation Improvement Program (FTIP) or State Transportation Improvement Program (STIP).

Table 16 List of Potential Funding Sources

Funding Source	Funding Agency	Amount Available	Next Estimated Call for Projects	Applicable E's	Notes
Active Transportation Program	Caltrans, California Transportation Commission	~$223 million per year	2022	Engineering, Education	Can use used for most active transportation related safety projects as well as education programs
Highway Safety Improvement Program	Caltrans		Early 2022	Engineering	Most common grant source for safety projects
Surface Transportation Block Group Program	FHWA (Administered through TCAG)	~$4.8 million programmed in FY 20/21-21/22	TBD	Engineering	Typically used for roadway projects
Congestion Mitigation and Air Quality (CMAQ)	FHWA (Administred through TCAG)	$6.1 million annually	TBD	Engineering	Focused on projects that improve air quality
Office of Traffic Safety Grants	California Office of Traffic Safety	Varies by grant	Closes January 31st annually	Education, Enforcement, Emergency Response	10 grants available to address various components of traffic safety
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Dept. of Housing and Community Development	~$405 million	2022	Engineering, Education	Must be connected to affordable housing projects; typically focuses on bike/ped infrastructure/programs
Urban Greening	California Natural Resources Agency	$28.5 million	2022	Engineering	Focused on bike/ pedestrian infrastructure and greening public spaces
Local Streets and Road Maintenance and Rehabilitation	CTC (distributed to local agencies)	$1.5 billion statewide	N/A; distributed by formula	Engineering	Typically pays for road maintenance type projects
RAISE Grant	USDOT	~$1 billion	2022	Engineering	Typically used for larger infrastructure projects
Sustainable Transportation Equity Project	California Air Resources Board	~$19.5 million	TBD; most recent call in 2020	Engineering, Education	Targets projects that will increase transportation equity in disadvantaged communities
Transformative Climate Communities	Strategic Growth Council	~$90 million	TBD; most recent call in 2020	Engineering	Funds community-led projects that achieve major reductions in greenhouse gas emissions in disadvantaged communities.

MONITORING AND EVALUATION

For the success of the LRSP, it is crucial to monitor and evaluate the 4 E-strategies continuously. Monitoring and evaluation help provide accountability, ensures the effectiveness of the countermeasures for each emphasis area, and help making decisions on the need for new strategies. The process would help the City make informed decisions regarding the implementation plan's progress and accordingly, update the goals and objectives of the plan.

After implementing countermeasures, the strategies should be evaluated annually as per their performance measures (as shown in **Tables 7-12**). The evaluation should be recorded in a before-after study to validate the effectiveness of each countermeasure as per the following observations:

- Number of fatal and severe injury collisions
- Number of police citations
- Number of public comments and concerns

Evaluation should be conducted during similar time periods and durations each year. The most important measure of success of the LRSP should be reduction in fatal and severe injury collisions throughout the City. If the number of F+SI collisions doesn't decrease initially, then the countermeasures should be evaluated as per the other observations, as mentioned above. The effectiveness of the countermeasures should be compared to the goals for each emphasis area.

LRSP UPDATE

The LRSP is a guidance document and is recommended to be updated every two to five years after adoption. After monitoring performance measures focused on the status and progress of the E's strategies in each emphasis area, the next LRSP update can be tailored to resolve any continuing safety problems. The City of Dinuba's Public Works Department will be accountable for the progress of the plan goals. An annual stakeholder meeting with the safety partners is also recommended to discuss the progress for each emphasis area and oversee the implementation plan. The document should then be updated as per the latest collision data, emerging trends, and the E's strategies' progress and implementation.


BIKE ROUTE
AHEAD



LOCAL ROADWAY SAFETY PLAN

DINUBA CITY COUNCIL MEETING

SEPTEMBER 28, 2021

TJKM

CITY OF DINUBA
Together, A Better Community
CALIFORNIA • 1906

PURPOSE OF THE MEETING

- Present Local Roadway Safety Plan
- Seek Council comments and feedback
- Seek Council approval

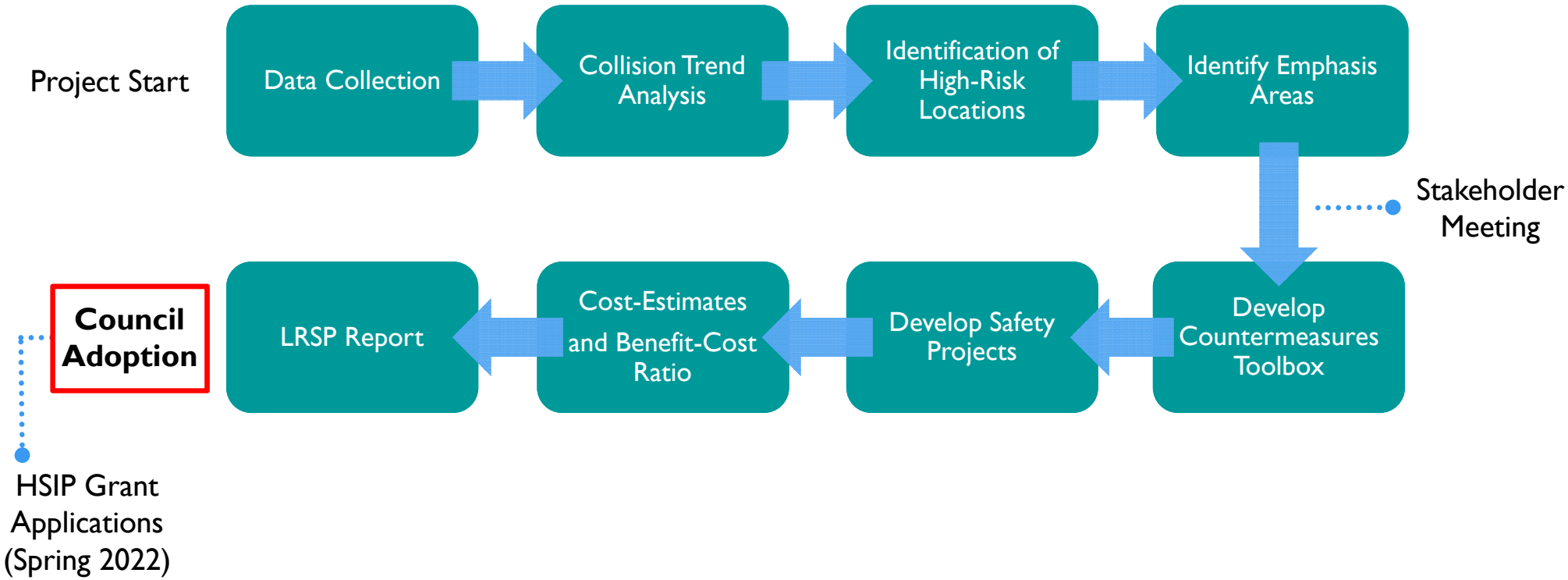


WHAT IS A LOCAL ROADWAY SAFETY PLAN ?

- **Overarching Goals:**
  - To reduce fatalities and severe injuries (F+SI) on the City's roadways and intersections
  - To identify, analyze and prioritize safety improvements on local roads
  - A required document to be eligible for the Highway Safety Improvement Program (HSIP) grant funding
- **Considers Engineering and Non-Engineering Strategies**
  - 4 E's of Traffic Safety: Education, Enforcement, Engineering and Emergency Medical Services

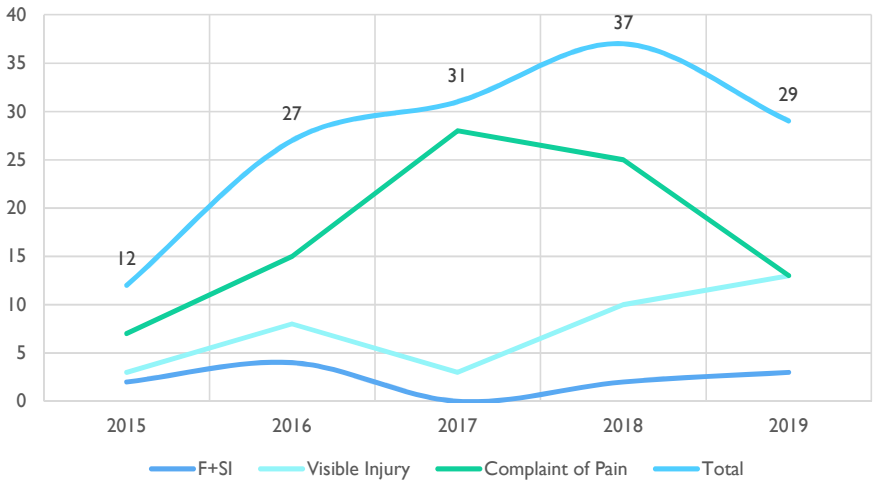
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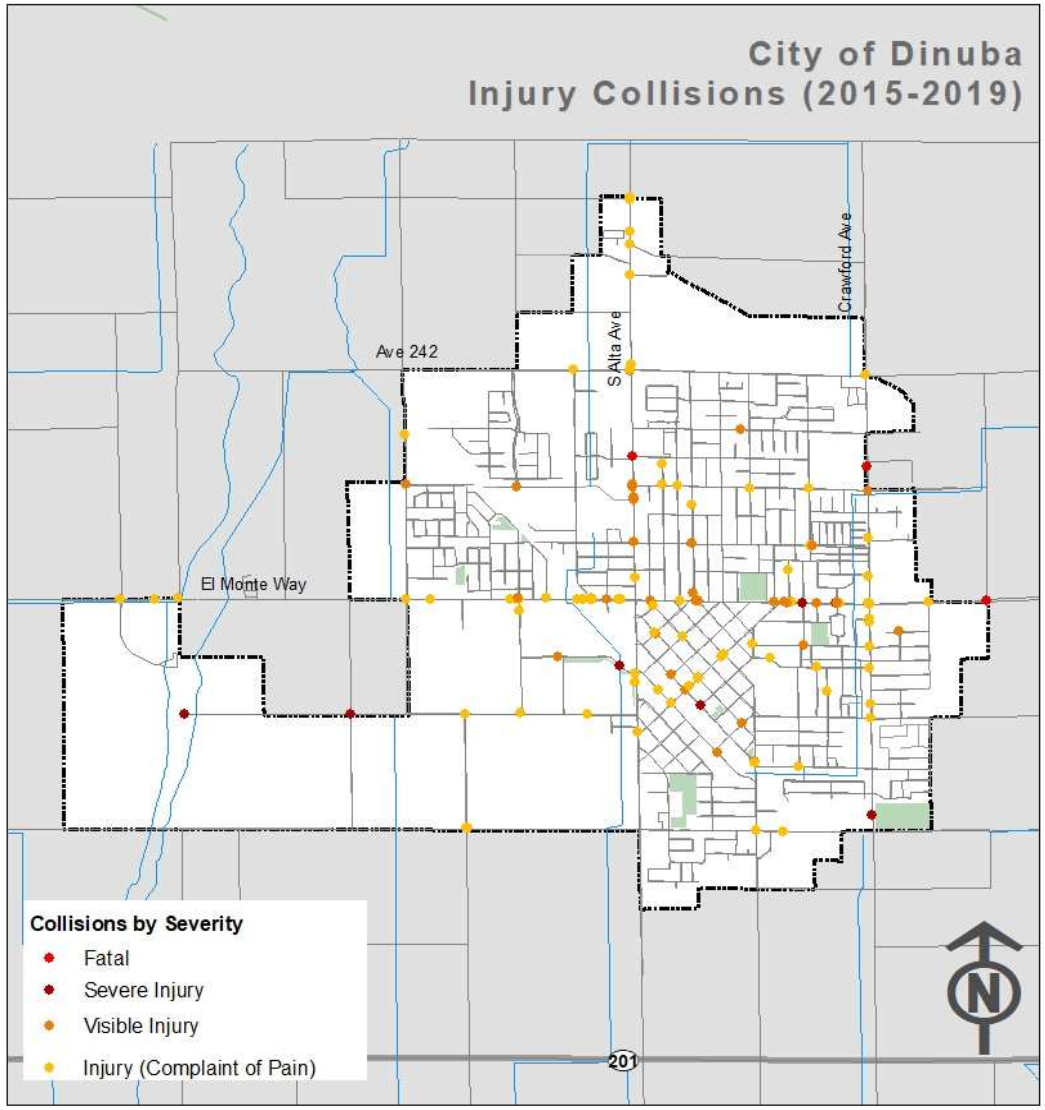
PROJECT STATUS AND MILESTONES



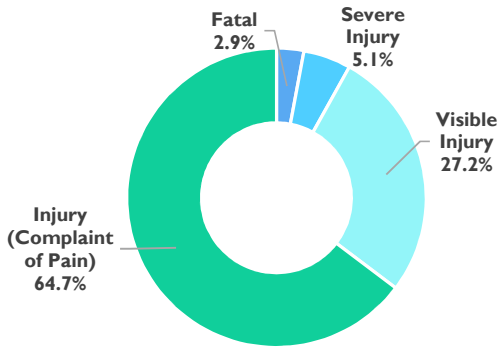
ANALYSIS FINDINGS

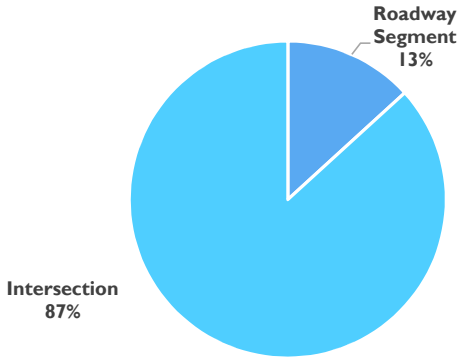
- 136 injury collisions between 2015-2019
- 11 Fatal & Severe Injury (F+SI) collisions
- Highest amount of collisions in 2018; lowest in 2015

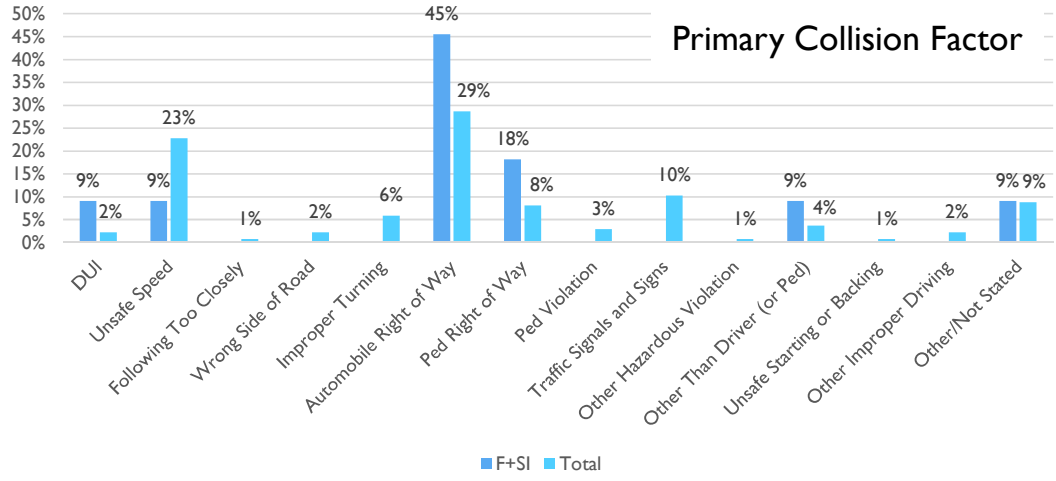




ANALYSIS FINDINGS







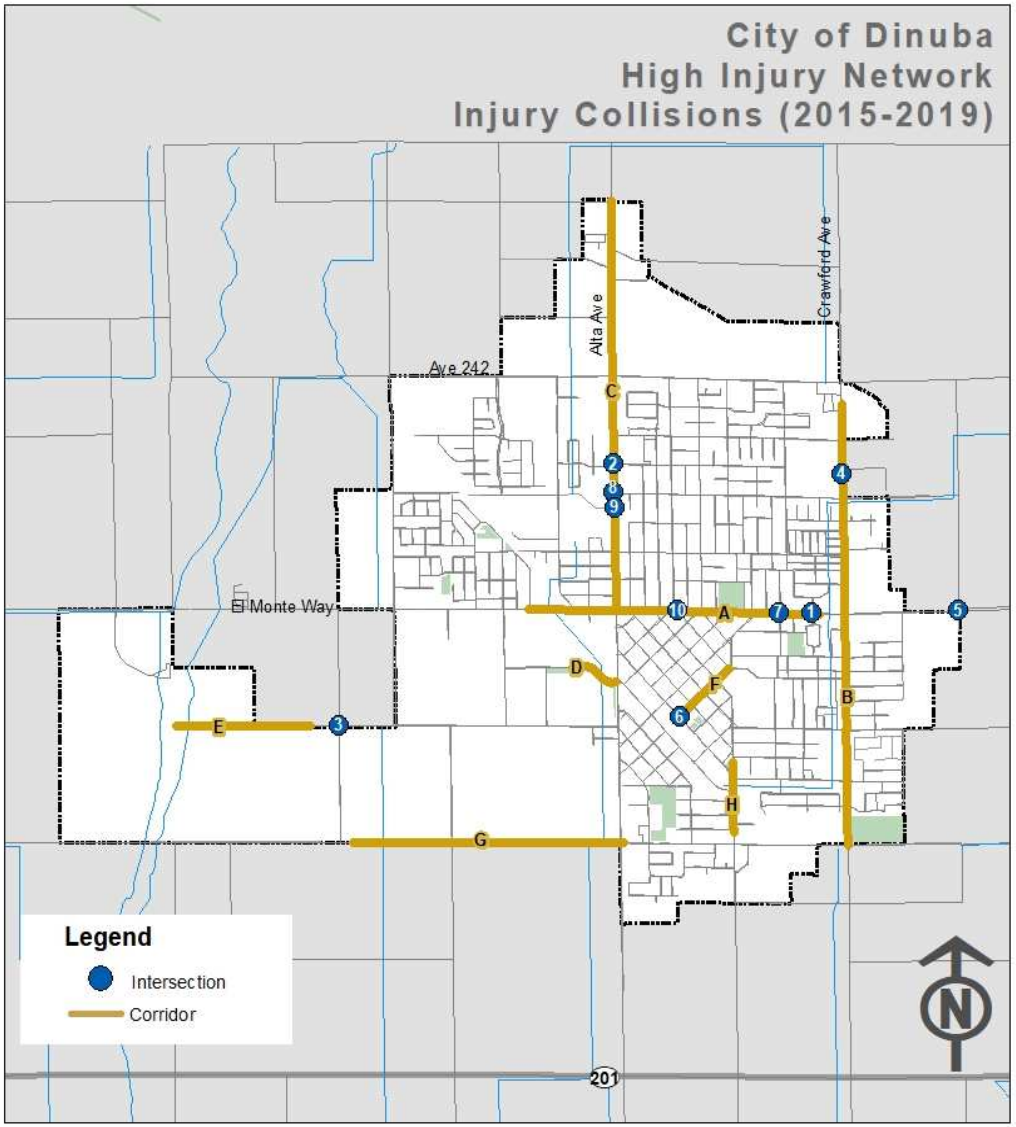
Prominent Collision Trends

- F+SI collisions make up 8% of all collisions
- Most collisions occur at intersections
- 39% of all collisions were broadside
- Automobile Right-of-Way and Unsafe Speed violations most common (all collisions)
- Bike/Pedestrian involved collisions make up 36% of F+SI collisions (27% of all collisions)

TJKM

HIGH-RISK INTERSECTIONS

1. El Monte Way at Palm Drive
2. N. Alta Avenue at Sequoia Drive
3. Sierra Way at Road 70
4. N. Crawford Avenue at E. Saginaw Ave
5. El Monte Way at Road 92
6. W. Kern Street at S. M Street
7. El Monte Way at Hayes Ave
8. N. Alta Avenue at E. Saginaw Avenue
9. N. Alta Avenue at W. Saginaw Avenue
10. El Monte Way at N. 1st Street



HIGH-RISK ROADWAY SEGMENTS

A. El Monte Way: N. Dickey Avenue to Palm Drive

B. Crawford Avenue: Avenue 424 to E. Kamm Ave

C. Alta Avenue: Avenue 430 to El Monte Way

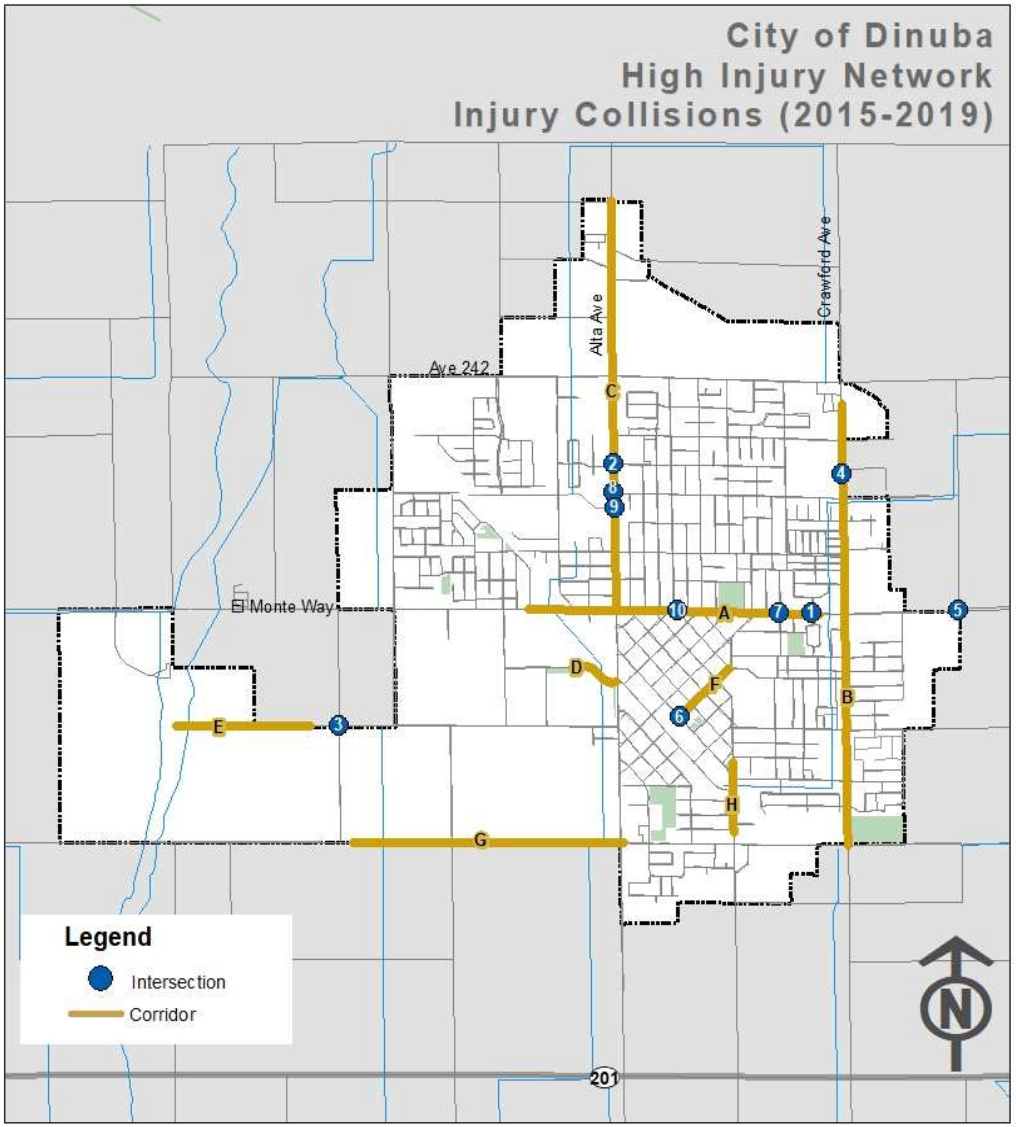
D. Surabian Drive: Samanthe Way to S. Alta Avenue

E. W. Sierra Way: Road's End to Road 70

F. Kern Street: S. College Avenue to S. M Street

G. W. Kamm Avenue: Road 70 to S. Alta Avenue

H. S. College Avenue: S. M Street to Kamm Ave



OUTREACH EFFORT

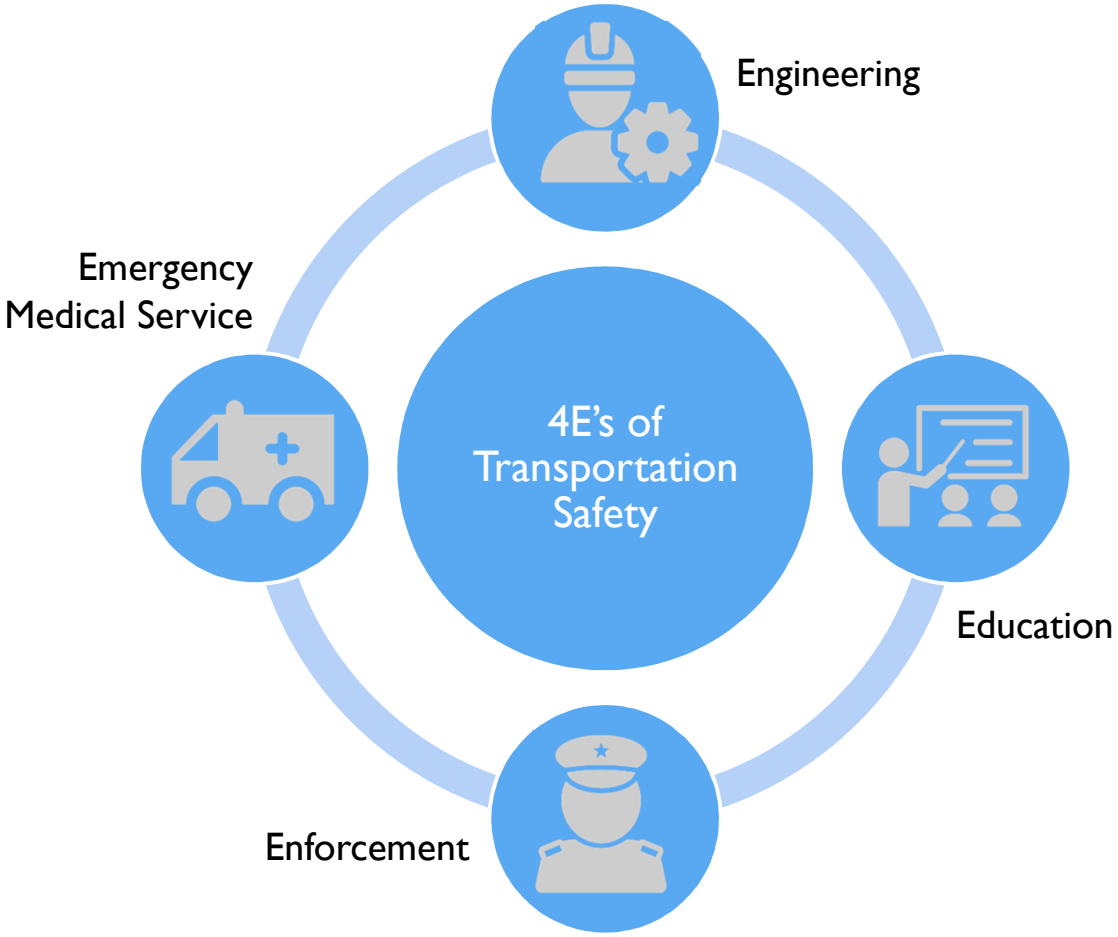
- Virtual stakeholder meeting in May 2021
- Police Department, Fire Department, School District, TCAG, City staff, City Council member
- Purpose was to present project, solicit traffic safety concerns, and get feedback



EMPHASIS AREAS

- **Intersection Safety**
  - Collisions at or near (within 250 feet of) intersections
- **Bicycle and Pedestrian Safety**
  - Vehicle-pedestrian or vehicle-bicycle collisions
  - Pedestrian right-of-way violations by vehicles
  - Right-of-way violations by pedestrians
- **Nighttime Collisions**
  - Collisions that occurred in low or no natural lighting condition
- **Broadside Collisions and Automobile Right-of-Way Violations**
- **Injury Collisions near Schools**
  - Collisions that occurred within ¼ mile of a school
- **Reduce Speeding Violations and Rear-End Collisions**
- **Reduce Impaired and Distracted Driving**
  - Including collisions that involved alcohol

E-STRATEGIES



ENGINEERING STRATEGIES



Add Lighting



Install/Update Pedestrian Crossing with Enhanced Safety Features



Install/Update Sidewalk



Install Raised Medians



Median Refuge Islands



Improve Signal Hardware



Install Pedestrian Countdown Signal Heads



Rectangular Rapid Flashing Beacons

NON-ENGINEERING STRATEGIES

Education

- Safe Routes to School (SRTS)
- Education campaigns
- Community outreach
- Public service announcements
- Distribute safety brochures

Enforcement

- Targeted enforcement
- Increased patrolling
- Increased fine/community services for repeating cases
- Increased warnings/citations
- Increased sobriety checkpoints

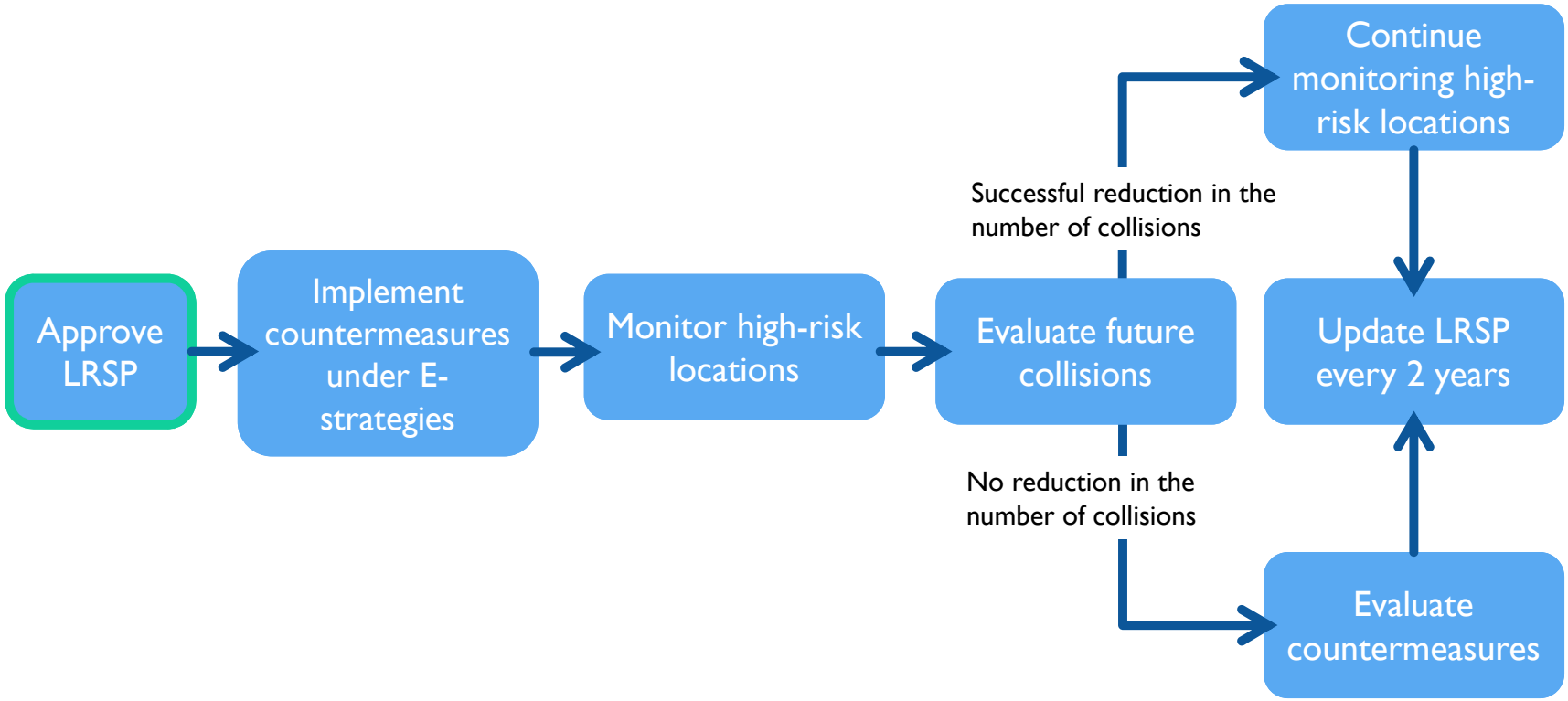
Emergency Medical Services

- Signal preemption
- Improve deployment of service
- Ensure emergency routes are clear

VIABLE SAFETY PROJECTS

- **Project #1**: Roadway Segment Lighting and Delineators/Reflectors/Object Markers
- **Project #2**: Enhanced Pedestrian Crossings and Median Refuge Islands
- **Project #3**: Intersection Sight Distance, Intersection Lighting, and Splitter Islands on Minor Road Approaches
- **Project #4**: Improve Signal Hardware, Raised Pavement Markings, and Install Pedestrian Countdown Heads
- **Project #5**: Install/Upgrade Sidewalk
- **Project #6**: Install Raised Medians
- **Project #7**: Pedestrian Set Aside Project for Rectangular Rapid Flashing Beacons
- **Project #8**: Edgeline Striping Set Aside Project

IMPLEMENTATION




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THANK YOU
TJKM

City Council Staff Report

Department: FIRE SERVICES | September 28, 2021

To: Mayor and City Council

From: Jordan Webster, Fire Chief

By: Jordan Webster, Fire Chief

Subject: Resolution No. 2021-47 Accepting Grant Award from Alta Healthcare District to Purchase a New Ambulance and Approve Budget Amendment No. 2021 (JORW)

RECOMMENDATION

Council to adopt Resolution No. 2021-47 taking the following action by one motion:

1. Accepting of a grant award from the Alta Healthcare District in the amount of $205,116.37 for the purchase of a new ambulance and related equipment;
2. Approving Budget Amendment No. 2022-1 including the funds in the FY 2021-22 budget;
3. Authorize staff to order a new ambulance through the Houston-Galveston Area Council purchasing cooperative; and,
4. Authorize the City Manager or designee to sign any related documents.

EXECUTIVE SUMMARY

The City of Dinuba Fire Department submitted a grant application to the Alta Healthcare District for funding to purchase a new ambulance. On September 16, 2021, the Alta Healthcare District Board of Directors unanimously voted to approve funding in the amount of $205,116.37 for the purchase of a new ambulance and related equipment.

OUTSTANDING ISSUES

None.

DISCUSSION

The Alta Healthcare District is an entity that receives a small portion of property taxes from properties located within the district boundaries. The funds are designated for the purpose of supporting healthcare needs for the population residing within the district. The Dinuba Fire Department provides emergency medical treatment and transport in the majority of the District's area.

The Alta Healthcare District Board has provided the City of Dinuba with funds to purchase an ambulance in 2015, 2017 and 2018. On September 16, 2021, the Dinuba Fire Department presented a grant proposal for an additional ambulance. The Board approved the funding request of $205,116.37 to purchase a new ambulance and related equipment. This new ambulance will allow the Dinuba Fire Department to maintain a very reliable fleet of ambulances to serve the communities.

The use of the Houston-Galveston Area Council (HGAC) purchasing cooperative for the purchase of the new ambulance complies with the City's procurement policy and allows the City to purchase the necessary equipment from companies that have complied with governmental bid practices.

Staff requests that the City Council adopt a resolution (Attachment 'A') approving budget amendment No. 2022-1 (Exhibit 1) reflecting the revenue and expenditure for the purchase of the ambulance and equipment. Staff also requests that the Council accept the donation, authorize the Fire Chief to execute related documents for the ordering of the new ambulance and authorize the Mayor to sign a letter thanking the AHD Board of Directors for the grant award (Attachment 'B').

FISCAL IMPACT

The acceptance of this donation will allow the City of Dinuba to purchase a new ambulance and related equipment.

PUBLIC HEARING

None.

ATTACHMENTS:

A. Resolution No. 2021-47; Exhibit 1 Budget Amendment
B. Letter of Thanks to AHD Board

Attachment ‘A’

RESOLUTION 2021-47

A RESOLUTION OF THE COUNCIL OF THE CITY OF DINUBA APPROVING AND ADOPTING THE BUDGET AMENDMENT FOR THE PURCHASE OF A NEW AMBULANCE AND RELATED EQUIPMENT IN FISCAL YEAR 2021/2022

WHEREAS, the FY 2021/2022 Annual Budget reflects the City of Dinuba’s ongoing commitment to providing core services to the community consistent with the strategic goals established by the City Council; and

WHEREAS, the FY 2021/22 Annual Budget; was approved by the City Council on June 8, 2021 by Resolution 2021-30 and any subsequent amendments must be approved by Resolution; and

WHEREAS, the City of Dinuba was awarded a $205,116.37 grant from Alta Healthcare District for the purchase of a new ambulance and related equipment; and

NOW, THEREFORE, BE IT RESOLVED, the Dinuba City Council hereby resolves that the FY 2021/2022 budget be amended to provide (Exhibit 1) to provide the increase line item amounts to reflect the revenue and expenditure for the purchase of the ambulance and equipment.

PASSED, APPROVED AND ADOPTED this _____day of _____ 2021, at a regular meeting of the Dinuba City Council by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

BY: **ATTEST:**

_____ _____
Mayor of the City of Dinuba City Clerk

Exhibit 1

REQUEST FOR BUDGET AMENDMENT

Requested by: Michelle Pattillo		**Budget Amounts**	
Account Numbers:	**Fund Name Description**	**Increase**	**Decrease**
Revenues:			
322-425.1000	Ambulance Equipment Replacement Fund – Donation	$205,116	
Appropriations:			
322.60.601-730.1050	Ambulance Equipment Replacement Fund – Trucks and Other Heavy Vehicles	$205,116	

Reason(s) for Budget Amendment:

The reason for this amendment is to establish a FY 2021/2022 revenues and appropriations budget for the purchase of a new ambulance. The new ambulance funds are being donated by Alta Healthcare District.

Department Director _____ Date _____

Approval Required Budget Amendment:

Administrative Services Director _____ Date _____
Signature

City Manager _____ Date _____
Signature

City Council: ☐ Approved ☐ Resolution #_____ ☐ Denied Date _____

CITY OF DINUBA
Together, A Better Community
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City Manager's Office
559/591-5904

City Attorney
559/437-1770

Administrative Services
559/591-5900

Development Services
559/591-5906

Public Works Services
559/591-5924

Engineering Services
559/591-5906

Parks & Community Services
559/591-5940

Fire/Ambulance Services
559/591-5931

Police Services
559/591-5914

September 28, 2021

Alta Healthcare District Board
C/o Yvette Botello, Chairperson
13084 Avenue 422
Orosi, Ca 93647

Dear Alta Healthcare District Board Members,

I would like to thank the Alta Healthcare District Board for the continued support of the Dinuba Fire Department and the surrounding communities. This partnership allows the City of Dinuba, the Dinuba Fire Department and all of the fire department personnel to provide the much necessary service to the communities within the district. The generous award of $205,116.37 that the Board approved at their meeting on September 16, 2021 will allow the Dinuba Fire Department to replace the essential equipment needed to provide ambulance services.

On September 28, 2021, the Dinuba City Council unanimously voted to authorize the Dinuba Fire Department to accept the $205,116.37 grant award and place the order for the new ambulance and supporting equipment.

Upon the delivery of the new ambulance, Dinuba Fire Department will complete the outfitting of the vehicle and schedule an event to recognize the Alta Healthcare District Board's support.

Thank You Very Much,

Linda Launer
Mayor
City of Dinuba

City Council Staff Report

Department: FINANCE SERVICES | September 28, 2021

To: Mayor and City Council

From: Karina Solis, Interim Administrative Services Director

By: Maria Alaniz, Human Resources Manager

Subject: Liability Claim (KS)

RECOMMENDATION

Pursuant to Government Code Section 54956.95; Claimant: Maria Mejia. Agency Claim Against: City of Dinuba.

EXECUTIVE SUMMARY

OUTSTANDING ISSUES

DISCUSSION

FISCAL IMPACT

PUBLIC HEARING